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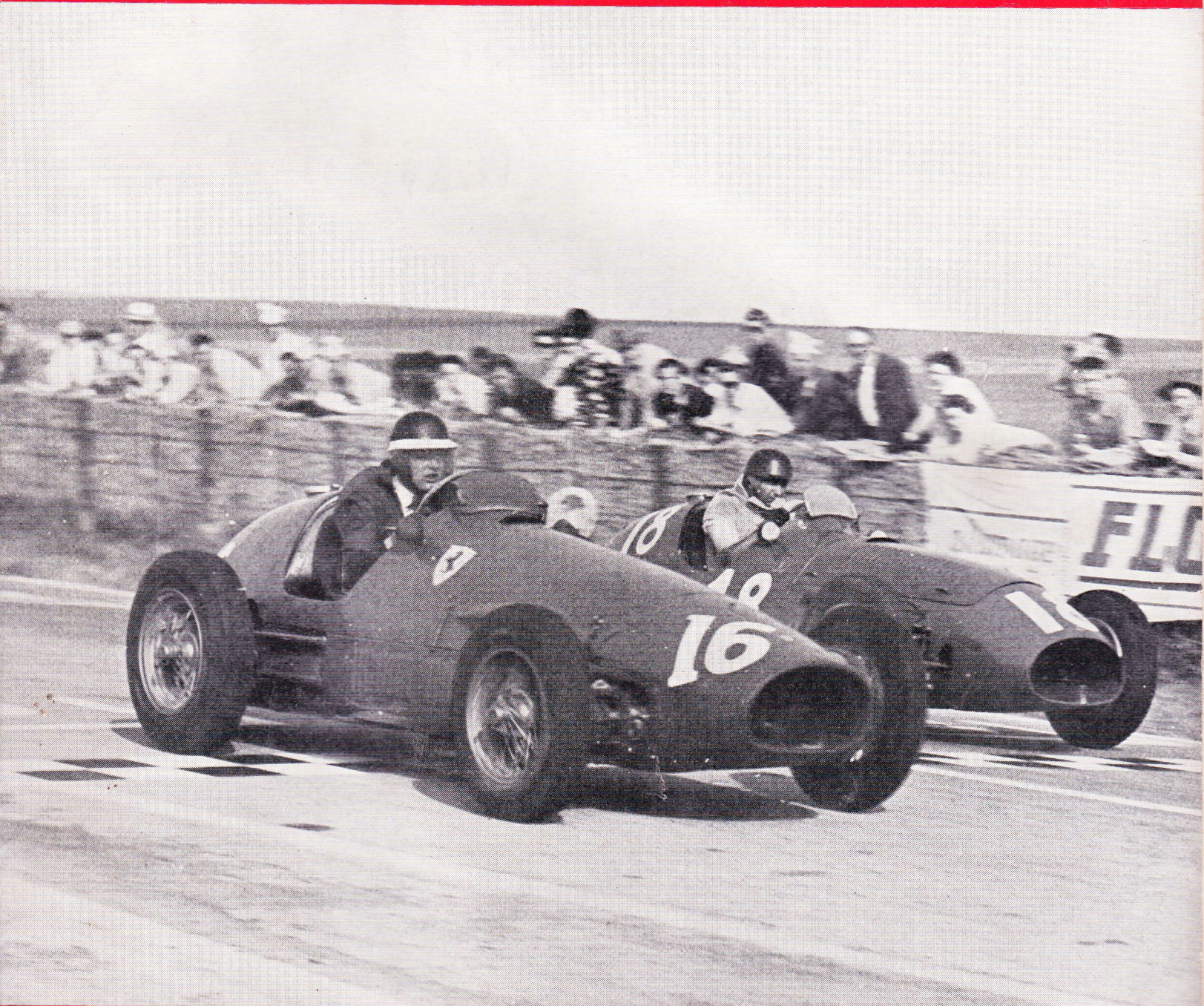
JULY 17, 1953

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EVERY FRIDAY

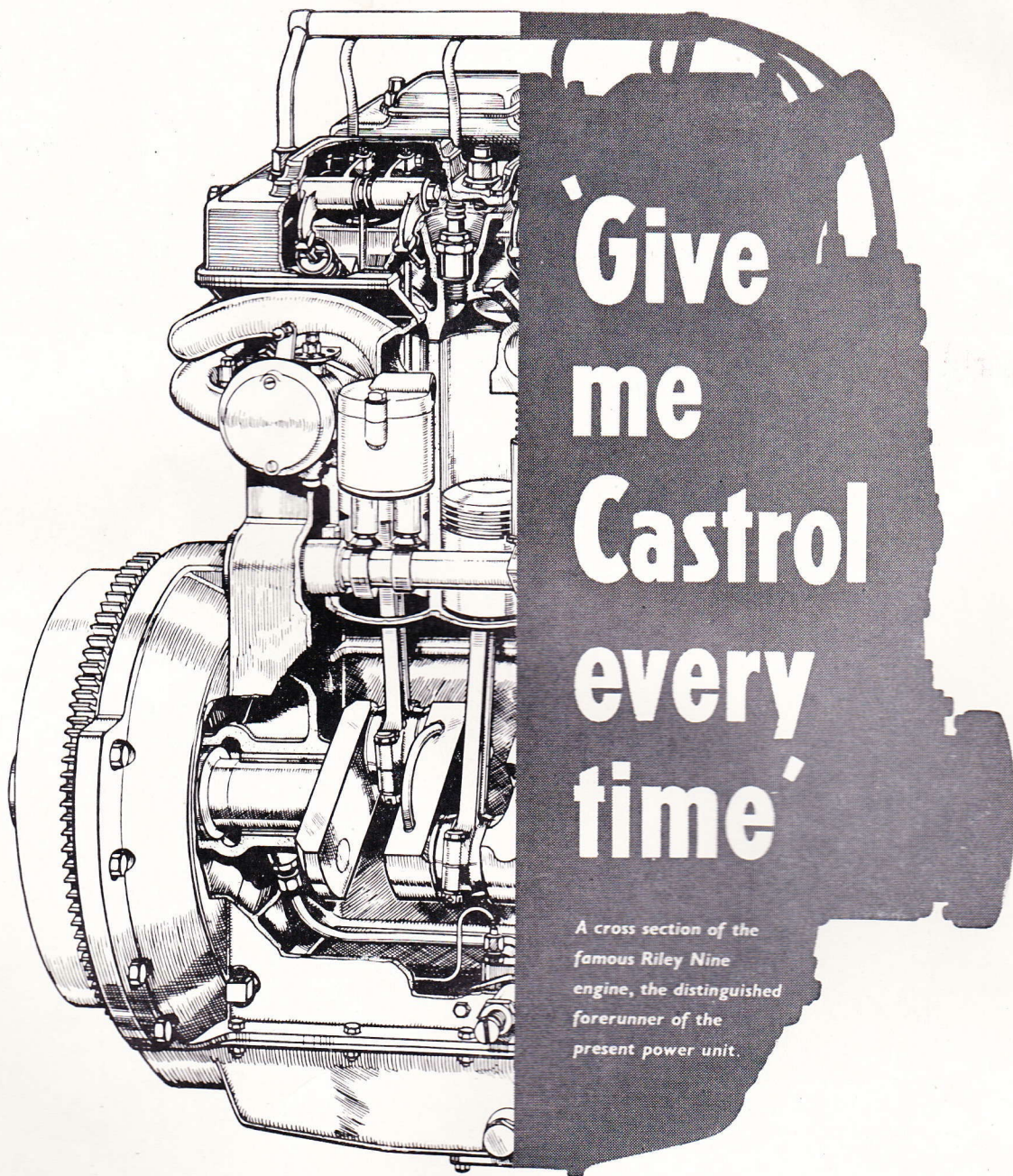
Vol. 7 No. 3

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

TOMORROW'S BRITISH GRAND PRIX : AMERICAN MOTOR RACING AT CALICOON AND OMAHA : MEETINGS AT CRYSTAL PALACE, WICKLOW, SILVERSTONE, SNETTERTON AND PRESCOTT



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 3

July 17, 1953

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CONTENTS

	Page
Pit and Paddock	66
Sports-News.	67
Crystal Palace.	68
Inter-Club Prescott	71
Controversial Callicoon	72
Racing in Omaha	73
The "Alpine"	74
Wet Day at Wicklow	75
Far from the Palace	76
"Old Soldiers" at Silverstone	77
British Grand Prix Preview	79
Correspondence	83
Le Mans Reflections, by John Bolster	84
News from the Clubs	88

NOTICES

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EDITORIAL

SILVERSTONE, tomorrow, sees a programme of motor-racing that will appeal to every class of spectator. The B.R.D.C. and the *Daily Express* have arranged for Formula 3, *Formule Libre* and sports car races, in addition to the eighth R.A.C. British Grand Prix (for Formula 2 machines). Perhaps the ordinary race-going spectator does not fully realize the tremendous cost of putting on a meeting of this nature. To attract the great Continental teams, a considerable financial outlay is necessary, running into many thousands of pounds. In fact, the cost of ensuring the presence of every driver and machine down to run in tomorrow's four events, may exceed £15,000. Add to that figure, installations, track rental, services, police, ambulance, public address, and the large army of helpers who are essential to the general organization, and it may assist one to understand the immense expenditure necessary to stage a full-scale Grand Prix at Silverstone, together with the supporting events. A motoring club could not possibly afford to undertake the financing of a gigantic undertaking of this nature, as any possible profits are immediately swallowed up by the heavy Entertainments Tax. As AUTOSPORT has frequently pointed out in the past, the fact that enthusiasts in this country are able to see first-class Formula racing at Silverstone is due entirely to the generosity of the proprietors of the *Daily Express*, and the superb organization of the British Racing Drivers' Club, with particular reference to its racing committee, and the club's enterprising secretary, Mr. Desmond Scannell. Without the vast experience of motor-racing matters possessed by the B.R.D.C., a national newspaper would not attempt to organize motor-racing on the grand scale.

* * *

WHAT of tomorrow's prospects? In the Grand Prix, all will look forward to a renewal of that tremendous Ferrari-Maserati battle that was waged last week at Rheims. It is to be hoped that Mike Hawthorn will be given every opportunity to repeat his French Grand Prix success, and that considerations of World Championship prospects will not prevent the team manager from giving the "Farnham Flyer" the O.K. if he does manage to get in front. However, Silverstone is mainly a driver's course, and Hawthorn will have his work cut out to match the experience of masters of the art, such as Juan Manuel Fangio, Alberto Ascari, Giuseppe Farina, Luigi Villorosi and José Froilan Gonzalez. In point of fact, Silverstone is a circuit of surprises, and it may well happen that Gordini, Connaught, Cooper, H.W.M., Osca and others will give Modena and Maranello a run for their money. After all, there are drivers of the calibre of Stirling Moss, Tony Rolt, Duncan Hamilton, Bira, Ken Wharton, to name a few, who are quite capable of causing trouble amongst the "circus".

OUR COVER PICTURE

UNFORGETTABLE: Mike Hawthorn (Ferrari) and Juan Manuel Fangio (Maserati) during their epic duel in the French Grand Prix at Rheims, which was won by Hawthorn by one second from the Argentinian master.

PIT AND PADDOCK

RON FLOCKHART is mentioned as a possible member of the Connaught team in certain races this season.

PETER WHITEHEAD will probably go to Portugal with his C-type Jaguar for the Lisbon International sports car race on 26th July, in preference to the 24 Hours Race at Spa.

ORGANIZERS of important sports car races should co-operate more fully with the big petrol companies to ensure the maximum of safety during re-fuelling stops. The Rheims 12-hours event laid the onus of re-fuelling entirely on entrants, despite an earlier announcement that a standard method of filling would be supplied.

LOOK out for the return of a prominent pre-war marque to racing in 1954.

THE Spa 24 Hours event will see all fuel supplied by the Gulf concern, as the organizers announced that the company giving the lowest tender would have the contract. Shell, Esso and B.P.—all experienced suppliers of high-grade fuel suitable for racing cars—quite rightly refrained from tendering.

DESPITE their withdrawal from the Silverstone sports car race, and from Spa, it is almost certain that Mr. Lyons will enter a team of Jaguars for the Tourist Trophy races in September.

ARNOTTS plan to run their new aerodynamic "500" in the Grenzlandring Formula 3 race in Germany.

BILLY MCMASTER, Ireland's leading motoring journalist, will now represent AUTOSPORT in Ulster.

"MORT" Morris-Goodall, Jaguar *chef d'équipe*, is at present enveloped in a stiff white waistcoat. He expects to wear this for several months, as he is suffering from a slipped disc (not brake variety!).

APPARENTLY we did H.W.M. an injustice in our brief Spa report, in stating that André Pilette's Connaught was the only British car to finish. Actually Paul Frère (H.W.M.) was also placed.

JULY 13 number of the American magazine *Newsweek*, contains a four-page article, admirably written, entitled "American Racing Returns to the Road". Fred Wacker's *Osca* is featured in full colour, on the cover.

THE WORLD CHAMPIONSHIP

POSITIONS in the 1953 World Championship prior to tomorrow's British Grand Prix show Ascari a comfortable leader with 28 points. Mike Hawthorn has now moved up to second place with 16 points, by virtue of his brilliant French G.P. victory. Scorings are: Ascari 28 points, Hawthorn 16, Villoresi 13, Gonzalez 11, Vukovich 9, Farina 8, Fangio 7, de Graffenried 5, Marimon 4.

"AUTOSPORT" 500 C.C. CHAMPIONSHIP

RESULTS of Snetterton and Crystal Palace show some alterations in the placings of the AUTOSPORT £200 British 500 c.c. Drivers' Championship. Although Don Parker was a non-starter at Snetterton, he still has a considerable lead; Les Leston has moved up to second place with 26 points—five ahead of Reg Bicknell who was injured at Crystal Palace. The non-series awards list is unchanged, Ken Smith with 8 points leading G. G. Smith by 3 points.

Leading Positions (up to 14th July)

(Subject to confirmation)

	Points
1. Don Parker (Kieft)	48
2. Les Leston (Cooper and Leston Spl.)	26
3. Reg Bicknell (Staride)	21
4. Stirling Moss (Cooper)	16
5. Don Truman (Cooper)	14
6. R. K. Tyrell (Cooper)	13
8. Charles Headland (Headland-Martin)	11
9. Ken Smith (Smith)	8
E. Fenning (Staride)	8
11. G. G. Smith (Kent-Smith)	5
R. A. R. Bell (Cooper)	5

THE FERODO AWARD

PRECEDING a luncheon at the Dorchester Hotel, London, on 8th July, members of the Award Panel met to discuss the terms of reference. In attendance were the Duke of Richmond and Gordon (President), the Hon. Gerald Lascelles (Vice-President), The Earl Howe (R.A.C.), Mr. S. C. H. Davis, Mr. Desmond Scannell (B.R.D.C.), Mr. John Morgan (B.A.R.C.), Mr. J. Eason Gibson (*Country Life* and *Autocourse*), Mr. Gregor Grant (AUTOSPORT), and Hon. Sec. Mr. H. E. G. Harvey (Ferodo Ltd.). Mr. William Smith and Mr. Sutcliffe of Ferodo were also present.

Briefly, the handsome gold trophy and replica will be awarded to the car manufacturer, car engine manufacturer or components manufacturer who makes the greatest contribution to British motor racing prestige in international events, approved by the S.M.M. and T. for trade support. Originally drivers were included, but the awards panel considered that it should be confined purely to British manufacturers.

Speakers at the very pleasant luncheon which followed included Mr. William Smith, Mr. H. E. G. Harvey, Mr. Sutcliffe, Mr. Wilfrid Andrews (R.A.C.), and His Grace the Duke of Richmond and Gordon.

★
HOLIDAY SPIRIT: No sunbathing session is complete without AUTOSPORT, says June, our favourite reader.

★



SPORTS-NEWS

FANGIO WINS A HILL-CLIMB

TAKING a change from Grand Prix road racing, Juan Manuel Fangio went to Switzerland last weekend to break the Vue des Alpes hill-climb record at the wheel of a Maserati. His best time of 4 mins. 46.4 secs. (78.10 m.p.h.) bettered Chiron's 1950 record, also set up in a Maserati, by some 2.8 m.p.h.

Ken Wharton (E.R.A.) was second in the racing class, while Baron de Graffenried won the up to 2-litres modified touring class with an Alfa Romeo "1900". The 2-3-litre class went to a Healey driven by Hansjoerg. Entries included Chiron (Osca), Stuck (AFM-Bristol), Lucas (Gordini), Ruesch (Ferrari) and two Pegasos driven by Spanish veterans Palacio and Rey.

COOPERS 1-2-3 AT AVUS

DRIVING the works aerodynamic Cooper-Norton, John Cooper won last Sunday's international Formula 3 race at Avus, Germany. Despite a first-lap incident when he struck a barrier in avoiding another car, Cooper carried on to win at an average of 93.55 m.p.h.

Rodney Nuckey was second, and Kurt Kuhnke third, both Cooper-mounted. Further details of this meeting will be published next week.

THE DOLOMITE CUP RACE

PAOLO MARZOTTO in a 3-litre Ferrari broke all previous race records to win last Sunday's Coppa d'Oro sports and touring car contest on the long and difficult Dolomite circuit near Cortina, Italy. He beat Taruffi's 3-litre Lancia by 1½ mins. in the 188.78-mile race lasting over 3¼ hours. Maglioli (Ferrari) was third and Cabianca's little 1,350 c.c. Osca a highly creditable fourth, ahead of two Lancias.

The winner's speed was only 56.68 m.p.h., indicative of the severity of the course, which is embodied in the second stage of the International Alpine Rally.

AN AMERICAN ABROAD: First with his Osca in the recent Rouen sports car race, Bob Said, is the first American driver to win a European event since Jimmy Murphy's triumph in the 1921 French G.P.



BELGIUM'S CHAMPIONSHIP RALLY EVENT

RENOWNED as one of Europe's most gruelling Rally-type events, this year's Liège-Rome-Liège, which takes place from 19th to 23rd August, will count for the European Touring Championship, newly inaugurated by the F.I.A. Organized by the Royal Motor Union of Liège, the event will be contested over a course of nearly 3,200 miles, leading from Belgium, through Luxembourg and France to Italy, then returning via France and Germany, and back across the Belgian border to Spa.

The schedules governing this itinerary are such that no drivers can afford to let up during the five-day journey. Touring and sports cars in four categories, viz.: up to 1,000 c.c., 1,100-1,300 c.c., 1,300-2,000 c.c., and over 2,000 c.c., are eligible to compete. Entries are by invitation only, and are restricted to a total of 150.

A FIBRE FIVE-HUNDRED

THE works-entered Arnott, to be driven by Les Wood at Silverstone tomorrow, will be fitted with a glass reinforced, plastic body of the "fibre-glass" type. Lighter than most plastic materials, it has been designed and made by Hubert Walker and Ken Rawlinson, who hope to enter the

sports car field with bodies in a similar material. Although stronger, if anything, than the usual alloy body, it is claimed that up to two-thirds of the body weight has been saved.

Work is proceeding on the Arnott record car, which is to be driven by Gerald Smith in an attempt on 350 c.c. and 500 c.c. records at Montlhéry. The aerodynamic body is similar in shape to that of Lt.-Col. A. T. Goldie Gardner's M.G., and features a plastic "bubble" top. A rectangular steering wheel will be used, and the total weight of the car is estimated at 8 cwt.

RHEIMS LAP SPEEDS

APPENDED are the best lap times and speeds of all drivers in the recent French G.P.

DRIVER AND CAR	TIME	SPEED (K.P.H.)	LAP No.
Fangio (Maserati)	2 min. 41.0 sec.	186.531*	25
Ascari (Ferrari)	2 min. 41.1 sec.	186.531	37
Farina (Ferrari)	2 min. 41.6 sec.	185.954	24
Hawthorn (Ferrari)	2 min. 41.7 sec.	185.724	32
Villoresi (Ferrari)	2 min. 41.8 sec.	185.539	26
Gonzalez (Maserati)	2 min. 41.9 sec.	185.610	26
Marimon (Maserati)	2 min. 42.2 sec.	185.266	54
Bonetto (Maserati)	2 min. 44.5 sec.	182.676	35
Trintignant (Gordini)	2 min. 45.3 sec.	181.792	3
De Graffenried (Maserati)	2 min. 47.5 sec.	179.404	27
Behra (Gordini)	2 min. 47.8 sec.	179.083	35
Bira (Connaught)	2 min. 49.0 sec.	177.812	14
Mieres (Gordini)	2 min. 51.4 sec.	175.322	4
Chiron (Osca)	2 min. 51.8 sec.	174.914	19
Rosier (Ferrari)	2 min. 51.9 sec.	174.812	8
Moss (Cooper-Alta)	2 min. 52.5 sec.	174.204	2
Salvadori (Connaught)	2 min. 53.4 sec.	173.400	2
Schell (Gordini)	2 min. 54.5 sec.	172.207	3
Wharton (Cooper-Bristol)	2 min. 55.3 sec.	171.422	13
Bayol (Osca)	2 min. 55.6 sec.	171.129	15
Gerard (Cooper-Bristol)	2 min. 55.7 sec.	171.031	51
Claes (Connaught)	2 min. 57.1 sec.	170.643	3
Macklin (H.W.M.)	2 min. 58.1 sec.	168.727	3
Collins (H.W.M.)	2 min. 59.8 sec.	167.131	20
Cabantous (H.W.M.)	3 min. 4.5 sec.	162.874	26

*Lap Record for Revised Gueux Circuit.



ETRANGERE: A striking sports saloon on a 6-cylinder f.w.d. Citroën chassis, built by M.E.P. of Albi, France.

MIX-UP: A curious picture of no less than four F3 cars bunched together, followed by a further pair, at The Alley, Crystal Palace. J. K. B. Brise's Cooper is the leader.

other machine on the start line, worked his way up to fourth place, and was then horrified to see his nearside wishbone parting company from the chassis. "Tut-tut" said Tom, or words meaning something similar, and immediately packed up!

Charles Headland (Martin-Headland) won the fastest of the four heats at 67.78 m.p.h., driving with considerable verve and steadily increasing his lead over J. Brown's Martin and Don Gray's Kieft. Nicholson (Cooper) made a great effort to qualify for the final, but could not overtake D. Taylor's fast Martin; there were no other finishers.

The Crystal Trophy

There were 12 starters for the 15-lap Formula 2 race, J. Somervail (Cooper-Bristol) failing to appear. A "works" Connaught, to be driven by Cliff Davis, could not be made ready in time, but in any case, Davis had arranged to drive at Snetterton. Based on practice times, grid positions were as follow:—

Leston (Cooper-J.A.P.)	Salvadori (Connaught)	Rolt (Connaught)
McAlpine (Connaught)	Whitehead (Cooper-Alta)	Macklin (H.W.M.)
Nurse (H.W.M.)	Aston (A-B)	Hamilton (H.W.M.)
Webb (Turner)	D. C. T. Bennett (Cooper-Vincent)	Emery (Emeryson)

Macklin, Rolt and Leston shot away together, with Rolt leading as they rounded Ramp Bend. Salvadori made a halting start with the fuel-injection Connaught, and was passed by Duncan Hamilton, whose fractured ribs were strapped up following his recent accident in Portugal. "Pathfinder" Bennett completed one slowish round, and then "landed" with engine trouble; McAlpine failed to complete a full lap.

Rolt was certainly showing the others the way round the tortuous circuit, his driving a delight to watch. Behind, Leston in his little silver Cooper twin was giving Macklin no peace, and on two successive laps they came past the pits Hawthorn-Fangio fashion. Roy Salvadori, after his poor start, began to come through at great speed, taking Hamilton, whose facial contortions on the bumpy sections gave some idea of the pain he was suffering, and then

CRYSTAL PALACE

Stuart Lewis-Evans Wins Elizabethan Trophy—Tony Rolt (Connaught) Takes Crystal Trophy at Record Speed—Les Leston's Magnificent Effort with Cooper Twin—Salvadori (Connaught) Breaks Lap Record

LAST Saturday's meeting at Crystal Palace, organized for the London County Council by the Half-Litre Club, saw some first-class racing on the tricky 1.39 miles circuit. Naturally the emphasis was on 500 c.c. events, but for good measure a Formula 2 race was run for the Crystal Trophy, which attracted not only "works" H.W.M.s and Connaughts, but many independents such as Peter Whitehead (Cooper-Alta), Tony Rolt (Connaught), Les Leston (Cooper-J.A.P.) and Bill Aston (Aston-Butterworth).

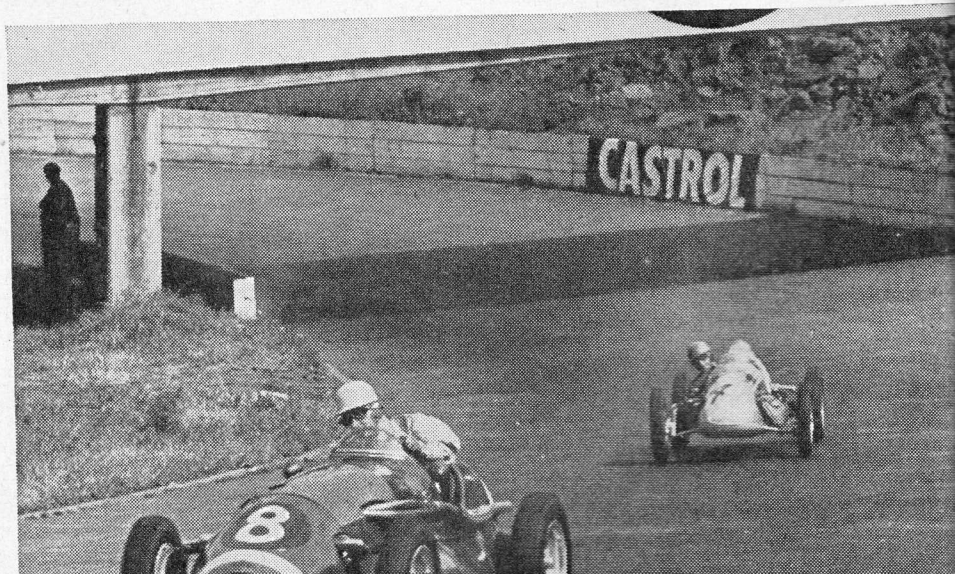
During practising, best F3 laps were achieved by Les Leston (Leston Spl.) and Reg Bicknell (Staride), each with 1 min. 10.4 secs. (71.08 m.p.h.). Next best were Charles Headland (Martin-Headland) with 1 min. 11.4 secs. and Paul Emery (Emeryson), 1 min. 11.6 secs. "Pop" Lewis-Evans unfortunately pranged his Cooper and was a non-starter. Tony Rolt was easily quickest of the F2 folk with 1 min. 6.8 secs. (74.91 m.p.h.)—the fastest lap yet at the "Palace"—followed by Roy Salvadori (Connaught), 1 min. 7.6 secs., Les Leston (Cooper-J.A.P.), 1 min. 8.4 secs., and Lance Macklin (H.W.M.), 1 min. 8.6 secs.

In Heat 1 of the Elizabethan Trophy race, Ivor Bueb (Arnott) and R. D. Biss (Cooper) made lightning getaways, but Harold Daniell (Emeryson) stalled his engine and had to be pushed to restart. Bueb and Biss battled for the lead, with the Arnott just that shade faster past the pits and into Ramp Bend. C. M. Lund (Cooper) came up to challenge Biss for second spot, and Heyward packed up with his C.H.S. Bueb eventually ran out winner at 66.42 m.p.h. Alan Moore brought his Triumph Twin-powered J.B.S. into fourth place to qualify for the final.

Heat 2 saw George Wicken (Cooper) take the lead and hold it for four laps, closely pursued by L. Wood (Arnott) and Stuart Lewis-Evans (Cooper). Lewis-Evans disposed of Wood and became involved in a ding-dong with Wicken, taking the lead on lap 5. Next time round, Wood revolved, and dropped to eighth place, but drove furiously to try and get in the first four to qualify for the final. Lewis-Evans went further and further ahead, and Wicken stayed in front of J. Rolls (Kieft). Wood whistled past car after car and eventually managed to achieve his fourth spot. J. Hingham (Cooper), who disappeared on lap 1, was subsequently discovered to have wrapped his car round a tree—fortunately without injuring himself.

Heat 3 provided a Bicknell-Leston duel, with the former's yellow Staride keeping in front for the entire 10 laps. Labrum's very naked-looking Labrani went like a bomb for four laps, and then vanished, leaving Ian Burgess (Mackson) to hold third place with a car that had the most obvious over-steering characteristics seen for some time. Tom Leigh (Cooper), who had shunted an-

RECORD-BREAKER: Roy Salvadori, who broke the Crystal Palace lap record, seen at Anerley Ramp in his fuel-injection Connaught, tailed by Les Leston in his fast 1,100 c.c. Cooper-J.A.P.





challenged, followed by Salvadori, Leston, Macklin and Whitehead in that order. Salvadori had the satisfaction of taking the Palace lap record from Rolt, with 1 min. 8 secs. (73.59 m.p.h.). Leston had a grand ovation for his magnificent drive with the 1,100 c.c. car, against G.P. machinery.

The Elizabethan Trophy

The 500s now lined up for the 15-lap final of the Elizabethan Trophy, and spectators had the prospect of seeing a Leston - Bicknell - Headland - Lewis-Evans battle, as this quartet had displayed the best pace in the preceding events. However, on the first lap, Bicknell took Ramp Bend rather too fast, and

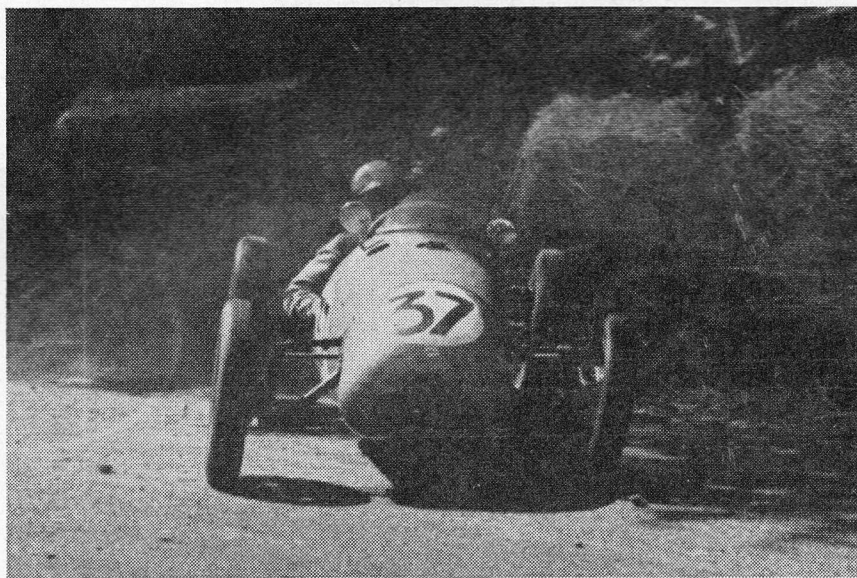
TALE OF A SHIRT!: (Left) Alan Moore unconcernedly motors his Triumph-powered J.B.S. on Maxim Rise, with his shirt-tail flapping merrily.

CAVORTING COOPER: (Below) T. J. H. Bennett in considerable trouble at The Glade.

joining up with Leston and Macklin. On lap 4, all three cars came through together, and there was a heart-stopping moment when Leston's and Salvadori's wheels appeared to touch; actually there was something like a millimetre to spare and the panic passed.

Salvadori rocketed into second place, whilst Leston dropped back a little behind Macklin. Peter Whitehead, slow to start motoring, took both Duncan Hamilton and Bill Aston to hold fifth place, whilst Nurse was battling with Webb's fuel-injection Turner, and Emery's Aston Martin-powered car bringing up the rear.

On lap 6, Leston swept past Macklin's H.W.M., and began to close up on Salvadori. The J.A.P.-engined car displayed astonishing acceleration, but could not match the Connaught for speed. Meanwhile Rolt, "King of the Palace", continued on his faultless way, with a five seconds lead. Leston tried desperately to force his way past Salvadori, but had to fall back again as the Connaught's superior power told on anything like a straight. Rolt went on un-

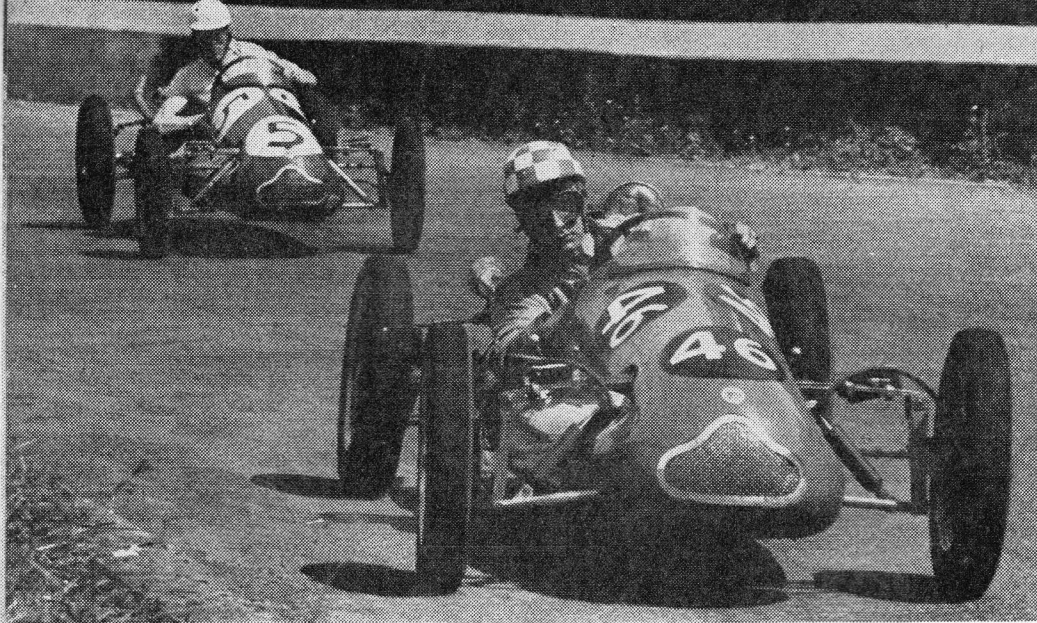


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FORMULA TWO: Start of the Crystal Trophy race, showing Macklin (H.W.M.) taking the lead, followed by Rolt (Connaught), Leston (Cooper - J.A.P.), Hamilton (H.W.M.), Mc Alpine (Connaught), Aston (A-B), Salvadori (Connaught) and the others.

★





away from Wicken, and Headland began to come through the field. By lap 7, Lewis-Evans had increased his lead over Leston, and Headland had worked himself up to fifth place, driving much faster than the leaders. Next lap, Headland went exploring amongst the bushes, whilst Don Taylor (Martin) came up from nowhere, to hurtle ahead of both Brown and Wicken to take third spot. Behind, Bueb and Burgess (Mackson) were at grips.

Lewis-Evans now had the race in his pocket, but Leston never let up for a single moment. Taylor and Brown in the Martins became involved in a real ding-dong; on the very last lap, Brown managed to sweep ahead of his teammate, and crossed the line about a car's length ahead. Bueb managed to sort himself out from Burgess and a slowing

the yellow car ran up the bank, hitting two marshals as it bounced off the road. All three were taken to Beckenham hospital, Bicknell with bruises and abrasions, one of the marshals unhappily succumbing later to his injuries.

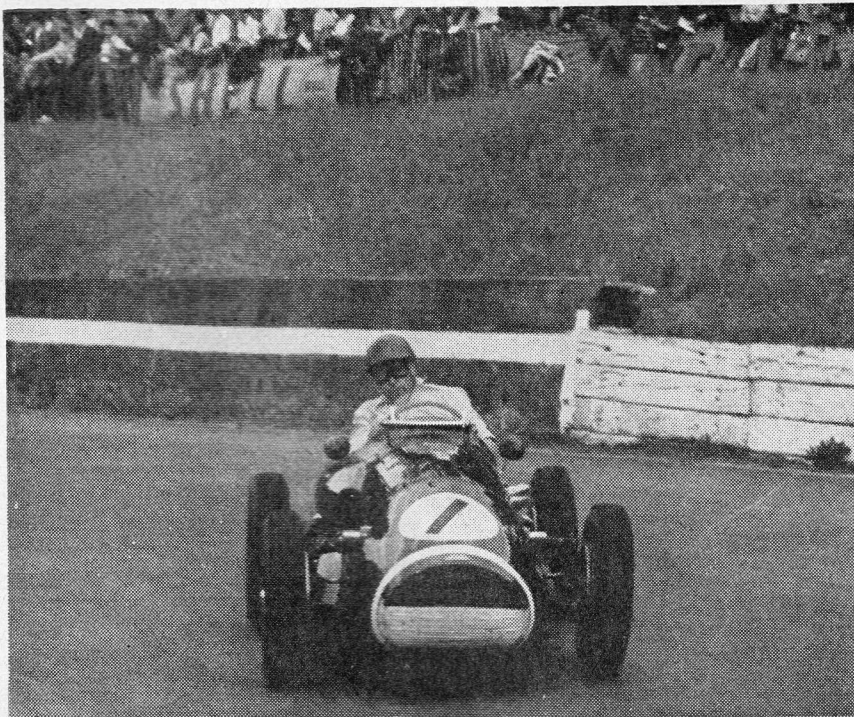
Meanwhile, Stuart Lewis-Evans forged ahead in his low-set, green and yellow Cooper, shadowed by Leston whose light-green Special had whitewall tyres. Immediately behind came "C'est si bon" Wicken (Cooper), Brown (Martin), Bueb (Arnott) and Taylor (Martin). Headland fell back following Bicknell's crash.

Leston just could not get past Lewis-Evans, whose Cooper seemed to be much quicker in the slow bends than the swing-axle machine. Brown edged

(Top) R. D. Biss (Cooper) leading C. M. Lund (Cooper) at Ramp Bend in Heat 1 of the Elizabethan Trophy.

(Right) Ivor Bueb (Arnott) and Ian Burgess (Mackson) at Anerley Ramp.

(Below) Tony Rolt (Connaught) at Ramp Bend, on his way to win the Crystal Trophy.



Wicken, for a well-merited fifth place. During his brief progress, Headland came near Moss's existing F3 lap record, in putting up the fastest 500 c.c. circuit of the day with 1 min. 11.4 secs (70.08 m.p.h.).

The day's racing was concluded with a 10-lap event for "Le Petit Prix", and a special Half-Litre Club Invitation race. In the former, Harold Daniell (Emeryson) made amends for his earlier start-failure in Heat 1 of the "Trophy" race, by winning from P. Jopp's similar car, C. L. Graham's ex-Moss Cooper, Rob Anderson's Cooper and Scott Bloor's Cooper, in that order.

For the last race of the day, Anderson lent Leigh his Cooper. Leston had things all his own way, but Don Gray showed growing mastery of his lately acquired Kieft, and kept in front of Bueb's Arnott and Stuart Lewis-Evans's Cooper to take second place. Wicken finished up in fifth spot.

Altogether a very pleasant meeting, enhanced by the excellent organization of the Half-Litre Club. The Press bulletins were of real value, and were issued speedily and accurately. Car parking arrangements were also better than on the Whit Monday meeting, which can also be said of the catering.

G.

(Results on page 86)

INTER-CLUB PRESCOTT

Scottish Teams First and Third in Keenly Contested Hill-Climb—Rain and Slippery Surface Bring Many Incidents

ON Sunday last, 12th July, the Bugatti Owners' Club staged its annual Inter-Club Hill-climb at Prescott. An entry of over 100 cars was handled with remarkable despatch, and the only delays were those caused by the sweeping up of debris left on the road by the over-enterprising people who went exploring among Prescott's attractive scenery.

After torrential rain during the early morning, the weather turned out favourably, with an overcast sky, but only an occasional shower. The course, however, was in a very slippery state, and the first half of the "Esses" was like a skating rink for the unwary, and provided much entertainment for the spectators.

Proceedings commenced promptly at 10.30 a.m., with the morning runs, upon which the handicaps would be based. One suspects that certain cannie folk adjusted their runs accordingly!

Honour of making the first climb went to J. J. Macklin's Austin 7, which was troubled with a persistent misfire throughout the day. Many people took the Semi-Circle cautiously, one eye probably upon "Allard's Gap", which had been explored in practice by Watling-Greenwood, without damage. In such a large entry, it would be impossible to mention each individual climb. Ashley Cleave's incredible Morris won the 1,100 c.c. class with a resounding climb in 56.56 secs. Class 2 produced a battle between Shea-Simonds and Richmond, sharing the blown Rapier, but running for different clubs, while Gerry Rud-dock took third place with a well-judged climb. A covey of M.G.s howled their tyres on the bends, rousing the echoes in the trees. Gil Tyrer's "Super-Motor" made a "Super-Climb", very deftly handled. Reynold's ear-splitting Dellow made best time in Class 3, with 53.76, an extremely good effort with a trials car. The first of a goodly assortment of Bugattis was driven by S. J. Smith, who won his class, with

J. M. Perkins's similar car second. The Bugattis were a joy to all enthusiasts, with the familiar calico-tearing exhaust note, and blower whine echoing back from the surrounding hillsides. Siev-wright's blown 2-litre ran out of road at Orchard, a fate that was later shared by Williams's Norris Special. The latter found something considerably harder than the protective sandbank, for the car returned down the hill with the front wheels assuming very odd shapes. Clarkson's neat saloon Morgan climbed well, possibly handicapped by a loose bonnet which flapped upwards at the wrong moments.

All the Morgans made very good climbs, cornering at the limit. Peter Stubberfield's climbs were a joy to watch throughout the day. The car possessed immense power and the driver hurled it upwards, in a series of perfectly controlled power slides, the tail coming round just the right amount, tyres smoking away from Pardon Hairpin. Pinkerton's Steyr-Allard possessed colossal acceleration, but almost overshoot Orchard and Pardon corners on the first run. During the afternoon, Pinkerton came into the slippery Esses at terrific speed and had what appeared to be a front wheel slide. The car hit the bank, climbed high, bounded back on to the road on two wheels at a very unpleasant angle, and almost hit a tree on the opposite side of the road. However, no apparent damage was sustained, for the car ran again during the afternoon.

Jackson's Allard spun here, the long car just fitting into the narrow road. Wick's similar car was very rapid, and completely silent, but fell a victim to the Esses later on, and spun into the bank. Adcock's vast Bentley thundered upwards, on one occasion taking the last bend of the Esses a little too fine, and leaving a long scar on the inner woodwork.

The barriers on Pardon suffered when Frostwick's beautiful Magnette went straight on, scattering marshals on the

other side, who obviously put their trust in the thickness of the wood! Nott's tiny Austin slid gracefully, nose first, into the barrier at Orchard, without damage, while a Morgan tried a little sand shifting on the outside.

As the cars ascended the hill during the afternoon, and the aggregate times of the various teams were announced, the tension increased. Team managers could be seen pacing the paddock, chewing furiously upon pencils, and making intricate calculations upon bits of paper. It was obvious that the Scottish S.C.C. were in a strong position, fielding Jimmy Gibbon's Rover, and Jack Walton's Cooper-BMW. These drivers showed that they could deal with a hill, with or without television cameras, and with the help of Freddy Mort's rapid Jaguar, put the club into the winning position.

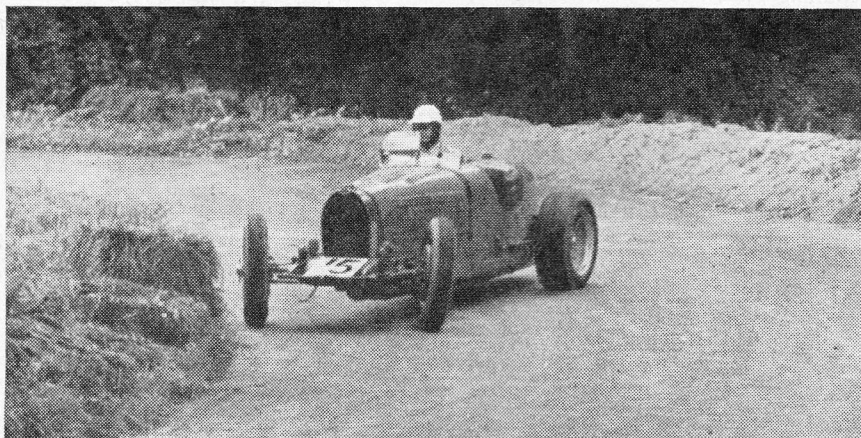
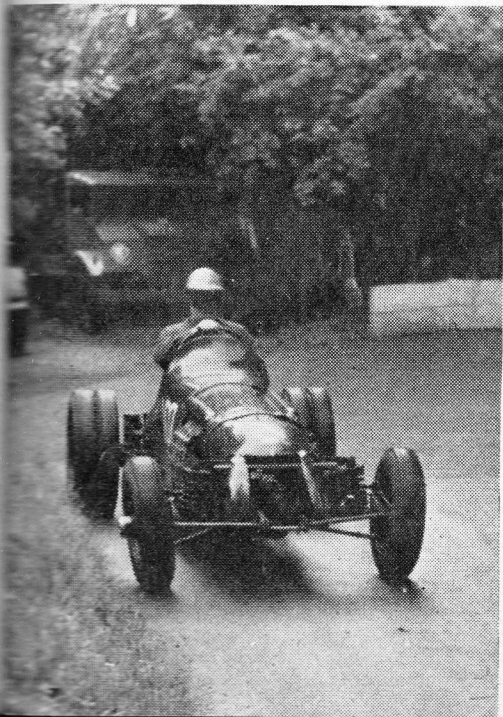
Harry Lester fought hard for the Hants and Berks, aided by Ambrose and Tapp. Towards the end of the day, the high priests of the timing hut suddenly discovered that the West Hants and Dorset Car Club stood a good chance of beating the Scotsmen, and the temperatures of all the club's supporters rose rapidly. Shutler's huge Invicta saloon was obviously a handful, possessing enormous urge, and its passage through the Esses was frightening to watch.

Macklin's Austin misfired again, and Richmond's Rapier did something to the gearbox, on the starting line, for those vital seconds, and the Scotsmen came home victorious. Mort's Jaguar, incidentally, had a note more suited to the B.R.M. than an XK 120!

The Riley saloons were all handled in fearless fashion, a study of the front tyres on the hairpin being most interesting. A couple of M.G. saloons also slid gracefully through the bends, while the Morgan coupé, driven by Morgan, caused audible gasps from those marshals who happened to be in close proximity during the car's passage through Pardon Hairpin.

The day ended with a triumphal run by the Scotsmen, who well deserved their win. Hants and Berks Club were second, and the South of Scotland C.C. third. Fourth came the West Hants and Dorset Car Club, making a well-

(Continued on page 75)



YES? NO?—NO! (Above) S. J. Smith (Bugatti) just holds a broadside at Orchard Corner.

HANDFUL: (Left) G. E. Pinkerton had an eventful day with the powerful Steyr-Allard, hitting the bank during his first climb.

JAGS. AND SHIRTS: Line-up for the last race of the day at Callicoon, with Trevor McKenna's XK 120 and a group of onlookers in the foreground.



seriously injured but their cars were badly damaged and the race temporarily stopped. After the restart, the unofficial Singer again took the lead while Rabe in his stock M.G. led the official race all the way. A battle for second place was staged between Joseph Ryan and Mike Rodney (TDs), who thrilled the sun-baked spectators by giving them a photo-finish, with Ryan only inches in the lead.

Because of time lost by the two accidents, the officials decided to run the next two races—the Callicoon Trophy Race and the Delaware Valley Trophy Race—concurrently. This brought an assortment of cars to the line, including an Osca, two Porsches, a Morgan, a Jowett Jupiter, four M.G.s, three Singers, a VW and an Austin. James Killgore's Porsche made a fast start, but the public address system announced shortly that A. A. Garthwaite's Osca had taken the lead before reaching Fremont Centre. The little blue and red car came quickly into sight, completing its first lap at an average speed of 62.3 m.p.h. On his second lap, La Verne Vaughan scattered haybales with his Singer, bringing the red flags out.

The race was restarted with drivers holding positions in which they finished their first lap. Garthwaite's Osca made a jet-propulsion start, followed by Bill Wonder's M.G. and L. Underwood's

CONTROVERSIAL CALLICOON

Jersey S.C.C. of New York State Try Out New Road Circuit in Sullivan County Hills—
Course Roughish But Promising—Excellent Spectator Facilities and Warm Local Reception

A TWISTING, hilly, tree-lined, not-too-well paved, 8.5-mile road, nestled in the hills of Sullivan County, New York State, has been one of the most controversial venues ever presented to sports car enthusiasts. First offered to the New York Region of the Sports Car Club of America, the thought of having an 8.5-mile course with the complete cooperation of the resort towns surrounding it, caused the members much joy. A delegation was sent to Callicoon to inspect the road. They reported: "The country up there is beautiful, there are hills on which spectators can sit without getting close to the road, and the township of Callicoon is willing to put up several thousand dollars for haybales, communications, and so on. But two miles aren't paved, trees fairly hug sections of the narrow roads, and there's gravel on two of the sharpest turns." Not wanting to lose the course, Dr. Scher, Regional Executive of the New York Region, sent up another group. This time the President of the Road Racing Drivers' Club went along and, after seeing the road, issued a statement that his Club would be advised against driving at Callicoon. Next the Westchester Sports Car Club investigated, and they found it too dangerous, as did the Connecticut Sports Car Club. Finally, after months of tossing the course from one club to another, the

by

RUTH SANDS BENTLEY

Jersey Sport Car Club agreed to run a race meeting on Sunday, 28th June, as a charity for the Delaware Youth Centre, Inc., a worthy local group.

The first race of five laps (42.5 miles), the Fremont Trophy Race for stock M.G.s, brought 26 cars to the starting line. Lanny Lamereux of Glendale, California, asked if his 1,500 c.c. Singer might be permitted to run without being eligible for a prize. His request was granted. He started in last position, and at the drop of the flag proceeded to move up 10 places before reaching the first turn, his left wheels riding on the shoulder of the road. (Actually there was no shoulder, just ruts and weeds!) George Rabe, whose two wins at Thompson and splendid performance at Bridgehampton have made him the M.G. man of the hour, pulled away from the flock of M.G.s in short order, although he started in 19th position. On their second lap, two M.G.s—half a mile apart but both on the road section between Obernburg and Fremont Centre—left the road. Neither driver was

M.G., but the fourth man in line, Klaus Rexroth, stalled his Porsche to the fury of the drivers behind him. The three leading cars were through the first turn before the silver-blue Porsche started moving and the harassed drivers behind calmed down. The Osca had a good lead at the end of the second lap, with Wonder and Underwood still second and third; but next time around Underwood, who drove extremely well, passed the orange M.G. and held second place to the end. Garthwaite increased his speed on every lap, making his third at 67.7 m.p.h., his fourth at 69 m.p.h., and his final lap at 70 m.p.h., with an overall average time of 68.4 m.p.h. And that after two uphill starts!

Results

Callicoon Trophy Race: 1, K. W. O. Rexroth (Porsche); 2, James N. Killgore, Jr. (Porsche); 3, Vic Meinhardt (Austin A40).

Delaware Valley Trophy Race: 1, A. A. Garthwaite, Jr. (Osca); 2, Lake Underwood (M.G.); 3, William Wonder (M.G.).

The last race, for Jaguars, brought out seven starters. A couple of others who had planned to race made quick excuses after seeing the course! Because the roads were not considered too suitable for Jaguars, the cars were started at

15-second intervals, with Trevor McKenna's modified one first away. The chief scorer, Joe Lane, who had been doing an outstanding job all day, now did even better. Seconds after each Jaguar passed, he not only announced its average speed and cumulative time but told precisely where it stood on handicap. At the end of the first lap, McKenna's tan Jaguar still held the lead, but closely behind was the coral-coloured modified XK of Norman Joseph, already moved up a notch on handicap. Charlie Schott's very special silver XK with light aluminum body, which had started in last position, was now running third, and moving at great speed. Schott was in the lead at the end of the second lap, extending it the following round and averaging 71 m.p.h. McKenna and Joseph were neck-and-neck as they passed the stands, McKenna yielding as they neared the corner. Schott finished his fourth lap at the fantastic speed of 75.5 m.p.h., entering and leaving the main straight before another car could be heard, and when one did appear it was Joseph's pulling away from McKenna's, which was misfiring. Schott received the checkered flag with black smoke pouring out of his exhaust pipe—but still 3 mins. ahead of the second man.

Sullivan County Trophy Race: 1, Charles Schott (Mod. XK 120), 34 mins. 8 secs., 71 m.p.h.; 2, John L. Stanwycks, Jr. (XK 120), 37 mins. 7 secs.; 3, Austin Conley (XK 120 Coupé), 37 mins. 54 secs.

The amazing thing about Schott's and Garthwaite's average speed was the fact that race rules compelled all drivers not to exceed 60 miles per hour through two unpaved miles of the course.

Crowd control at the race was exceptionally good, and everyone policing the circuit was courteous and cheerful. Parking areas were located at convenient spots all the way around the course and nature provided grandstands in the form of rolling hills. The local inhabitants seemed glad to have the enthusiasts in their remote bailiwick and couldn't have been friendlier. Drivers were full of

praise for those who ran the event, and said that at no time around the long course were they ever out of sight of a flagman. And the flagmen were using blue flags for a change, a flag long missing from the American scene and one of the most important.

Although the Sullivan County Sports Car Course is hazardous in its present condition, it has wonderful possibilities. With some widening, paving, and chopping down of trees (remember Le Mans had trees at one time!), it could become the finest road course in the U.S.A.

★
SECOND TIME SUCCESS: A. A. Garthwaite's 1,100 c.c. Osca won the Delaware Valley Trophy Race from two M.G.s, after a bale-scattering incident in the second lap caused a temporary halt of all runners.
 ★



RACING IN OMAHA

Masten Gregory (C-type Jaguar) Wins Big Race and Sets Highest Speed—Over 50,000 Spectators at National Sports Car Races on Offut Air Force Base Airfield

SUCH was the interest created by the staging of the S.S.C.A.'s National Sports Car Races on a three-mile circuit at the Offut Air Base, Omaha, Nebraska, on 5th July, that 50,000 spectators attended—probably the largest crowd ever to attend an amateur club's event in U.S.A. Main race was a 200-miler, or 67 laps of the tricky circuit. Masten Gregory (C-type Jaguar) set a tremendous pace, followed by Carroll Shelby, who was sharing the ex-Ascari "Pan-American" 4.1-litre Ferrari coupé with Jack McAfee. The field included eight Allards—one of them Fred Wacker's 1953 Le Mans JR—six Ferraris and three XK 120C Jaguars.

Shelby pulled in after 35 laps for a tyre-change and McAfee took over. Fred Warner retired with a fractured de Dion tube, and Dr. John Urbas moved up to third spot with his C-type. Jim Kimberley began motor-racing with his Ferrari, shot past Urbas and was firmly in third place when something broke and he retired with less than three laps to go.

McAfee tried all he knew to catch Gregory, and was rapidly closing up when the C-type flashed over the finishing line. Urbas was a gallant third, followed by Chuck Hassen, Marshall Lewis, Roy Scott and Bill Lloyd.

A newcomer with the satisfying name of Tom Newcomer took the 50 miles race in his Jaguar, with a couple of XK 120s in the next two places. Allards

pulled it off in the 75-mile event, with Carroll Shelby out in front, chased by James Hall (Allard) and Frank Larson (Jaguar).

Jim Simpson ran away with the 100 miles event for 1½-litre machinery in his Osca. Next best was C. (John) Gordon Benett (M.G. Special) who emigrated some time ago from the Channel Islands, but Salzgeber's M.G. was very close.

In the various sub-sections for modified and production cars by classes in all races, winners were Phil Moore (Porsche), Frank Larson (Jaguar), Bill Lloyd (Ferrari), John Benett (M.G. TD), Charles Brown (Siata), W. A. Fleming (M.G. TD), Robert Samuelson (Siata), Fred Wacker (Allard) and Marshall Lewis (Ferrari).

RUTH SANDS BENTLEY

Results

Production and Modified Sports Cars over 1,500 c.c. (67 laps): 1, Masten Gregory (XK 120C Jaguar), 76.666 m.p.h. 2, Carroll Shelby/Jack McAfee (4.1 Ferrari), 76.367. 3, John Urbas (XK 120C Jaguar), 74.797. 4, Chuck Hassen (XK 120C Jaguar).

Production Sports Cars (17 laps): 1, Tom Newcomer (XK 120C Jaguar), 69.78 m.p.h. 2, Roper Wing (XK 120 Jaguar), 69.34. 3, Ernie Erickson (XK 120 Jaguar), 68.38.

Modified Sports Cars (25 laps): 1, Carroll Shelby (Allard), 75.69 m.p.h. 2, James Hall (Allard), 74.63. 3, Frank Larson (XK 120C Jaguar), 74.59.

Production and Modified Sports Cars, up to 1,500 c.c. (34 laps): 1, Jim Simpson (Osca), 70.8 m.p.h. 2, C. Gordon Benett (M.G. Spl.), 66.5. 3, Robert Salzgeber (M.G.), 66.40.

U.S.A.F. AT SNETTERTON

SATURDAY week, 25th July, is a big day for motoring enthusiasts of the United States Air Force based in this country, for Snetterton, and for the enterprising Aston Martin Owners' Club, promoters of the special U.S.A.F. Trophy race meeting on the Norfolk circuit. A fine entry totalling 110 has been received, including Ken Wharton with a B.R.M., numerous British F2 and F3 exponents, and many sports car drivers.

The circuit will be opened by Major General Griswold, Commanding General of the 3rd U.S.A.F., with the Marquess Camden, J.P., President of the A.M.O.C. Outstanding in the programme is the 50-mile Formula 2 race for the U.S.A.F. Trophy presented by the 3rd Air Force.

Notable Entries

American Forces: Lt. Ned Ames (Jaguar), Capt. W. H. Bledsoe (Porsche), Maj. J. Farrow (Jaguar), Capt. P. S. Hamilton (Aston Martin), L. M. K. Janke (Morris), David Snow (M.G.), Staff-Sgt. R. F. Waring (Ford), J. R. Aley (M.G.).

U.S.A.F. Trophy (F2): Connaught, A. P. R. Rolt, L. Marr. **Cooper-Bristol,** K. Wharton, H. H. Gould, J. Walton, J. Somervail, F. R. Gerard. **Cooper-Alta,** T. A. D. Crook. **Cooper-Aston,** P. R. Emery. **Ferrari,** W. R. Baird. **Turner,** J. H. Webb. **Alta-Bristol,** Naylor. **Frazer-Nash,** P. Bolton. **Cromard,** Mrs. J. Howerd, and others.

Formule Libre: B.R.M., K. Wharton. **Ferrari,** W. R. Baird. **Cooper-E.R.A.,** P. D. Walker. **E.R.A.,** A. Birrell. J. Somervail. **Connaught,** A. P. R. Rolt, L. Marr. **B.H.W.,** R. Whiteaway. **R.R.A.,** G. N. Richardson, and others.

Formula 3: **Cooper,** D. Truman, E. Brandon, R. Tyrrell, S. Lewis-Evans, R. Biss, F. R. Gerard, G. H. Symonds, J. Russell, and others. **Kieft,** D. Parker, J. Nicholson, D. G. Walker. **Starrie,** J. Coombs. **Smith,** K. Smith. **Le t'n Spl.,** L. Leston. **Martin,** N. Berrow-Johnson, and others.

Sports Cars: **Ferrari,** W. R. Baird. **Frazer-Nash,** R. F. Salvadori, P. Reece, B. Wyatt. **Cooper-Eristol,** T. A. D. Crook, J. Walton. **Jaguar,** P. D. Walker, J. D. Hamilton, D. S. Boston. **Allard,** W. J. Jacobs, P. Wooley. **BMW,** W. A. McMillan, and others.

THE "ALPINE"

Many lose marks in stiff event—official Sunbeam-Talbot Team still intact — Appleyard (Jaguar) also unpenalized



SUNLIT SUNBEAM: Stirling Moss, John Cutts and John Fitch hold a pre-Rally conference in one of the Sunbeam Alpine team cars.

2,000 MOUNTAINOUS MILES: (Right) The gruelling course of the 1953 Alpine Rally, to be covered within seven days.

As we go to press, it is learned that British retirements in the International Alpine Rally include Slatter (Sunbeam-Talbot), McKenzie (Minx), Mrs. Needham (Sunbeam-Talbot), Walter Grant-Norton (Jaguar), Burgess (Aston Martin), Johnson (Morgan), Barker (Sunbeam-Talbot) and Elliott (Sunbeam-Talbot). Dr. Barker crashed, and his car tumbled down a ravine: fortunately both occupants escaped without injury. Leading times in the first two tests were as follow:—

Standing Kilometre at Monza

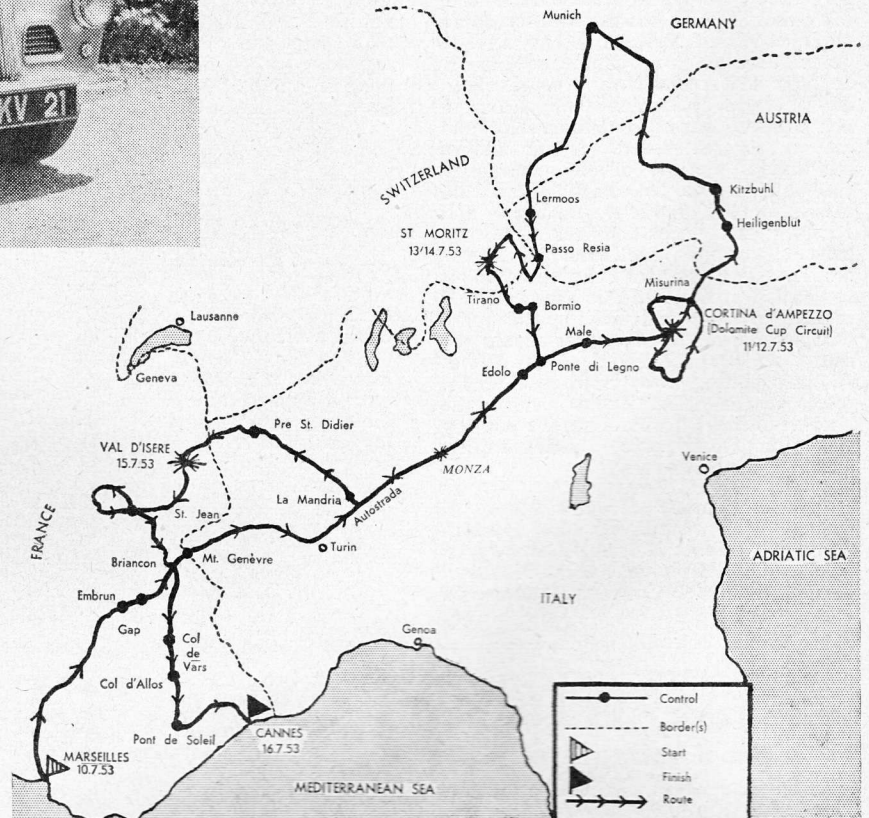
- Over 2,600 c.c.: 1, Ian Appleyard (Jaguar), 32 mins. 6 secs.
- 2,001-2,600 c.c.: 1, Vegler (Ferrari), 34 mins. 4 secs.
- 1,601-2,000 c.c.: 1, Herzet (Ferrari), 33 mins. 8 secs.
- 1,301-1,600 c.c.: 1, Mlle. Thirion (Porsche), 35 mins. 2 secs.
- 1,001-1,300 c.c.: 1, Raymond Flower (M.G. TD) and Cavallini (Fiat), 42 mins. 8 secs.
- 751-1,000 c.c.: 1, Barucci (Panhard), 42 mins. 4 secs.
- Up to 750 c.c.: 1, Scholleman (Panhard), 43 mins. 6 secs.

**Cortina d'Ampezzo
47,700 Kiloms.**

- Over 2,600 c.c.: 1, Hoerning (Jaguar), 42 mins. 2 secs.
- 2,001-2,600 c.c.: 1, Gatta (Lancia), 44 mins. 15 secs.
- 1,601-2,000 c.c.: 1, Herzet (Ferrari), 44 mins. 8 secs.
- 1,301-1,600 c.c.: 1, Polensky (Porsche), 48 mins. 41 secs.
- 1,001-1,300 c.c.: 1, Rastit (Peugeot), 48 mins. 58 secs.
- 751-1,000 c.c.: 1, Grosogocat (Panhard), 47 mins. 55 secs.
- Up to 751 c.c.: 1, Arnaud (Renault), 49 mins. 33 secs.

On Monday evening, only 41 of the original 100 starters remained unpenalized, of whom 13 were British. They were Moss, Murray-Frame, Collins, Fitch (U.S.A.), Johnson, Sheila van Damm, Hartwell and Bennett (all Sunbeam-Talbots), Banks (Bristol), O'Hara Moore (Frazer-Nash), Mansbridge, Henson and Appleyard (Jaguars).

Sunday provided a misunderstanding regarding permitted time to leave the *parc fermé*, and several crews were announced as being penalized, including



Bill Banks (Bristol), O'Hara Moore/John Gott (Frazer-Nash), and von Falkenhausen (Frazer-Nash). However, officials later amended this, and all three were restored to non-penalization.

Amongst British entries who have lost marks, but are still in the running, are Needham (Minx), Flower (M.G.), Sutcliffe (Frazer-Nash), Lee (Sunbeam-Talbot), Kat (Rover), Nancy Mitchell (Ford), Burton (Aston Martin), and Mattock (Jaguar).

For some odd reason, the original route on Tuesday was changed, and the perilous section between Bormio and Ponte di Legno, via the Gavia Pass, included. Several drivers announced that they would enter a protest, on the grounds that this stage is made dangerous by the alteration of the published route to Val d'Isère.

Monday's route took competitors through Austria to Munich, then returning to Austria, Italy and across the Stelvio Pass to St. Moritz, Switzerland—450 miles in all. This was the first time German territory has been traversed in the "Alpine" since before the war.

Sheila van Damm and Mrs. Hall (Sunbeam-Talbot) are well in the running for the Coupe des Dames, as they are the only all-women crew still unpenalized.

Full story of the XVIe Rallye International des Alpes will be told in next week's issue.

THE SIX STAGES OF THE ALPINE RALLY

10th to 16th July

- 1st Stage: Marseilles to Cortina d'Ampezzo, 932 km./583 miles.
- 2nd Stage: Cortina d'Ampezzo to Cortina d'Ampezzo, 303.8 km./190 miles.
- 3rd Stage: Cortina d'Ampezzo to St. Moritz, 724 km./453 miles.
- 4th Stage: St. Moritz to Val d'Isère, 601 km./376 miles.
- 5th Stage: Val d'Isère to Cannes, 577 km./361 miles.
- Total distance: 3,024 km./2,078 miles.

PERFORMANCE CARS TROPHY

PETER GAMMON'S latest race win, at Snetterton last Saturday, raises his score in the Performance Cars Trophy contest from 34 to 37 points; Cliff Davis still lies second, now with 32 points. Current positions are:

- 1, P. Gammon (M.G.), 37 pts.; 2, F. C. Davis (Cooper-M.G.), 32; 3, A. Scott-Brown (Tojeiro-J.A.P.), 14; 4, Pat Griffith (Kieft-M.G.), 11; 5, P. A. Desoutter (Ford Lotus), 10; 6, S. A. Mitchell (M.G.), 9; 7, J. C. C. Mayers (Kieft-M.G.), T. W. Dargue (M.G.), D. M. Small (D.M.S.), D. Beauman (Riley) and K. Sloman (M.G.), 8; 8, H. J. Goldschmidt (Performance Car) and L. L. West (Austin Spl.), 7 pts.

WET DAY AT WICKLOW

Smyth's Ford Wins on Handicap—Baird (Ferrari) and Lawrence (Cooper-Bristol) Head Sports and Racing Classes—Multiple Crash Puts Out Titterington and Lord

FREDDIE SMYTH, the well-known Belfast driver and builder of Ford specials, won the Leinster M.C.'s Leinster Trophy handicap race in Co. Wicklow, Eire, last Saturday at an average speed of 67.31 m.p.h. Another Belfastman, Bobbie Baird, finished fourth and won the sports car class with his 4.1-litre Ferrari; he also set the fastest lap of 6 mins. 29 secs. (77.17 m.p.h.). The *Ecurie Ecosse* Jaguars and Cooper-Bristol carried off the team prize, and Jim Lawrence finished sixth and won the racing car class. Desmond Titterington, last year's winner, was eliminated when his J2 Allard was involved in a five-car pile-up; fortunately no one was badly hurt, and prompt action by marshals quickly cleared the road.

During practice, Baird broke his own lap record of 5 mins. 53 secs. (85.06 m.p.h.), with an unofficial figure of 5 mins. 48 secs. (86.27 m.p.h.). But heavy rain fell for more than four hours before the start, and eased off only slightly when the race commenced, keeping speeds far below those established in the practice periods.

Non-starters included Charles Maunsell, winner of the Ulster Trophy handicap race in May, whose Riley-engined H.R.G. suffered from lubrication troubles during practice. Mrs. Joyce Howerd, with the ex-Cromard Martin Lea-Francis, and Sidney Pentland (Ford) also non-started.

Six cars started from the scratch mark—Baird's Ferrari, Dickie Lovell-Butt's ex-Graham K3 Magnette (winner of the 500 M.R.C.I. race at Kirkistown), the *Ecurie Ecosse* C-type Jaguars driven by Ian Stewart and Sir James Scott-Douglas, J. B. Swift's Jaguar, and Lawrence's Cooper-Bristol. Their order in the early stages of the race was Baird, Lawrence, Stewart, Scott-Douglas, Swift and Lovell-Butt, the latter finding his road-holding rather unsatisfactory, and dropping behind. Joe Quinn of Londonderry, with a one-lap allowance on handicap, kept his V8-engined S.A.M. among the faster cars for a surprising length of time, but the leader on the road was N. O'D. Browne (M.G.-Ford). He was followed by the Irish Trials Champion, Wilbert Todd, in his A40 Austin-powered special, and Dubliner Noel Gleeson's M.G.

Then came drama on the wet and treacherous surface. Desmond Titterington, last year's winner, spun his J2 Allard between Ballinabarney and Rathnew, and the resultant multiple collision involved four other cars, including T. D. Lord's M.G.

At half-distance, Todd was leading on handicap, followed by Smyth and Gleeson, while Pearce Cahill's Iona Special and Ernest McMillen's "Nufor" were also prominent. Of the scratch men, Baird was absolutely flying along, his speed increasing with every lap—69.98, 72.69, 75.06 and finally 77.17 m.p.h.—the fastest lap of the race, although almost 8 m.p.h. slower than his record for the course. Ian Stewart brought his C-type past Lawrence's Cooper-Bristol, but neither of the

Scotsmen could equal Baird's performance in such tricky conditions. Those with reliable lap scoring charts now turned their attention to Freddie Smyth, who was closing rapidly on Todd. Sure enough, the pioneer Ford specialist caught "The Maestro" on the 14th lap, and went on to establish an unassailable lead.

The tension was maintained, however, for the gallant old Iona Special, now in third position, dropped out with engine trouble, letting Don Beauman in with the ex-Hawthorn Riley. Baird's determined lapping brought him closer and closer to the Londoner, but he just failed to catch the Riley by one second.

Provisional Results

1, F. D. Smyth (1,172 c.c. Ford Spl.), rec'd 2 laps + 1 min., 1 hr. 49 mins. 5 secs. (67.31 m.p.h.).

2, W. T. Todd (1,200 c.c. Todd Spl.), rec'd 3 laps, 1 hr. 52 mins. 20 secs. (61.18 m.p.h.).

3, D. B. Beauman (1,496 c.c. Riley), rec'd 1 lap, 1 hr. 53 mins. 34 secs. (69.78 m.p.h.).

4, W. R. Baird (4,100 c.c. Ferrari), scratch, 1 hr. 53 mins. 35 secs. (74.42 m.p.h.).

5, I. M. Stewart (3,442 c.c. Jaguar), scratch, 1 hr. 55 mins. 15 secs. (73.29 m.p.h.).

6, J. Lawrence (1,971 c.c. Cooper-Bristol), scratch, 1 hr. 56 mins. 3 secs. (72.75 m.p.h.).

Inter-Club Prescott—contd. from p. 71 balanced result to a real North v. South battle which lasted throughout the day.

A final note might be made of Bill Hartley's highly amusing and up-to-the-minute commentary, and the very rapid way in which the times were given out, being announced almost within seconds of the cars crossing the finishing line.

A. HOLLISTER.

Provisional Results

Individual Performances

Class 1, up to 1,100 c.c.: 1, W. A. Cleave (1,086 Morris), 56.56 secs.; 2, R. W. Greenwood (1,090 R.W.G.), 57.87 secs.; 3, W. H. Arklay (1,098 Arklay), 60.02 secs.

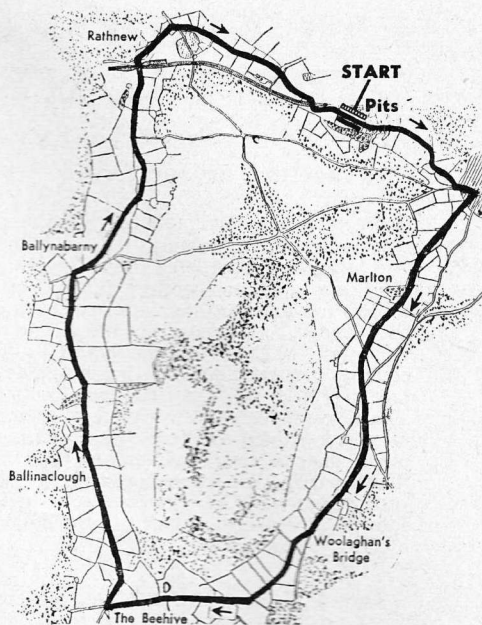
Class 2, 1,101 to 1,500 c.c.: 1, G. P. Shea-Simonds (1,094 Rapier S), 55.05 secs.; 2, D. Richmond (1,094 Rapier S), 55.49 secs.; 3, J. Ruddock (1,467 Lester-M.G.), 55.68 secs.

Class 3, 1,501 to 2,000 c.c.: 1, E. J. P. Reynolds (1,172 Dellow S), 53.76 secs.; 2, A. F. Rivers-Fletcher (1,990 Bugatti), 54.58 secs.; 3, A. E. Marsh (1,172 Dellow S), 56.37 secs.

Class 4, 2,001 to 3,000 c.c.: 1, S. J. Smith (1,492 Bugatti S), 54.23 secs.; 2, J. M. Perkins (1,990 Bugatti S), 55.21 secs.; 3, P. H. G. Morgan (2,088 Morgan), 55.55 secs.

Class 5, over 3,000 c.c.: 1, G. E. Pinkerton (4,549 Steyr-Allard), 51.13 secs.; 2, P. J. Stubberfield (2,261 Bugatti S), 52.04 secs.; 3, C. S. Henderson (2,270 Bugatti S), 52.40 secs.

Best Time of Day: P. J. Stubber-



The Wicklow road circuit, situated south of Dublin, over which the Leinster Trophy race was run last Saturday.

Racing Car Class: J. Lawrence (Cooper-Bristol).

Sports Car Class: W. R. Baird (Ferrari).

Fastest Lap: W. R. Baird, 6 mins. 29 secs. (77.17 m.p.h.).

Fastest Sports Car Lap: W. R. Baird.
Team Prize: *Ecurie Ecosse* (Ian Stewart, James Lawrence and Sir James Scott-Douglas).

field (Bugatti), 47.55 secs. (Set up during team runs in afternoon.)

Team Results

1, Scottish Sporting C.C. (F. J. Gibbon (Rover), J. Walton (Cooper-BMW) and F. S. Mort (Jaguar)), 237.31 secs.

2, Hants and Berks C.C. (H. Lester (M.G.), J. A. Ambrose (M.G.) and G. Tapp (Buckler)), 239.84 secs.

3, South of Scotland C.C. (P. Denham-Cookes (Jaguar), F. D. Dundas (Cooper-M.G.) and J. M. Cringane (Jaguar)), 249.80 secs.

4, West Hants and Dorset C.C. (D. Richmond (Rapier), J. J. Macklin (Austin) and J. A. Shutler (Invicta)), 250.10 secs.

B.R.M.A. REVIVAL

It is announced that the British Racing Motors Association is to resume activities as soon as possible in continued support of B.R.M. cars, now being raced by Mr. Alfred Owen. This decision accords with the wishes of an overwhelming majority of Association members, and further membership subscriptions can now be accepted. All correspondence should now be addressed to Kent House, Market Place, Oxford Circus, London, W.1, and not to the old premises in Park Street.

A B.R.M.A. information tent will be set up at Silverstone tomorrow, situated south of Woodcote Corner, close to the circuit in the yellow enclosure. Here enquiries regarding future activities and membership of the Association will be welcomed.

FAR FROM THE PALACE

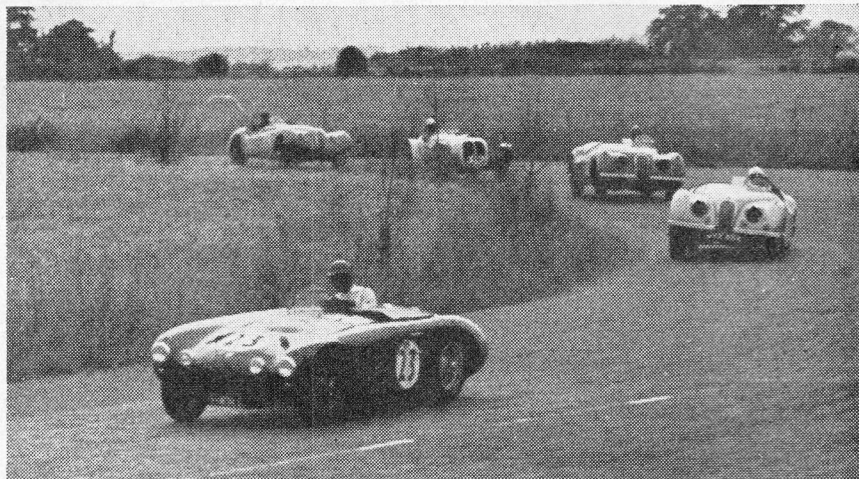
Eastern Counties M.C.'s Race
Meeting at Snetterton

Just why it didn't rain at Snetterton last Saturday, nobody knows. The Air Ministry had ordered it, the lowering skies appeared to confirm it, but not a drop fell until an hour after the racing had ended. Officials of the Eastern Counties M.C. were delighted, and equally pleased that the Crystal Palace meeting had not spoiled their entry. There were comparatively few racing cars, but sports machines were present in all shapes and sizes; amongst them, it was particularly interesting to note the intriguing H.W.M. sports car, which showed a fine turn of speed in the hands of George Abecassis.

Race 1 (5 laps, scratch). A race for 1,100 c.c. sports cars and one for 1,500 c.c. cars were run concurrently in the first event. In the larger capacity class, the order was Gammon (M.G.), Davis (Cooper-M.G.) and Sears (Tojeiro), from beginning to end. Nigel Allen dropped back after holding fourth place with the Ford-powered Lotus, and Dargue's M.G. moved up. Nobody ever looked like catching Moore's alloy-bodied M.G. in the 1,100 c.c. category, but Mitchell's Morris 10-engined M.G. only just failed to take second place from Goodchild's Austin-Buckler, a most attractive road car which features an Austin A.40 engine in a Buckler chassis, with Morris Minor suspension.

Results. 1,100 c.c. Cars: 1, D. Moore (M.G.), 12 mins. 17 secs. (65.94 m.p.h.). 2, R. D. Goodchild (Austin-Buckler), 12 mins. 35.2 secs. 3, S. A. Mitchell (M.G.), 12 mins. 35.8 secs. **1,500 c.c. Cars:** 1, P. D. Gammon (M.G.), 10 mins. 53 secs. (74.42 m.p.h.). 2, F. C. Davis (Cooper-M.G.), 10 mins. 54.4 secs. 3, C. M. Sears (Tojeiro), 11 mins. 7.6 secs. **Fastest Lap:** Davis, 2 mins. 7 secs. (76.50 m.p.h.).

Race 2 (5 laps, scratch). Gammon tried again in the 2½-litre race, but the M.G. developed clutch withdrawal trouble, and he retired on the fourth lap. Cliff Davis, now in the Bristol-powered Tojeiro, drove immaculately to lead all the way. Wyatt (Frazer-Nash) caught Barber's *Disco Volante* Golding Cooper (also Bristol-powered) on the second lap, and established the fastest lap in trying vainly to reach Davis. An enjoyable scrap was seen between



SEAR CORNER: Early on the first lap of Race 3, George Abecassis (H.W.M.) leads from the American-entered Jaguars of Major Farrow and Lt. Ames, Chapman's Chapman Mercury and R. Carnegie's Jaguar. Oscar Moore (H.W.M.), who finished second to Abecassis, has not yet reached the leader board.

Clairmonte's Lea-Francis-engined special and Copeland's Frazer-Nash, Copeland finishing sixth and Clairmonte seventh.

Results. 1, F. C. Davis (Tojeiro), 10 mins. 26.4 secs. (77.58 m.p.h.). 2, B. Wyatt (Frazer-Nash), 10 mins. 37 secs. 3, J. Barber (Golding-Cooper), 10 mins. 47.4 secs. **Fastest Lap:** Wyatt, 2 mins. 0.8 sec. (80.445 m.p.h.).

Race 3 (5 laps, scratch). When the over 2½-litre event got under way, it was obvious that no other Jaguar engine was a match for that hidden under the shapely bonnet of the H.W.M. sports car, although Abecassis's fastest lap was slower than Wyatt's in the previous race. He established an enormous lead, while Oscar Moore, driving much harder than he has done so far this season, brought his version of a Jaguar-powered H.W.M. into second place, passing the American, Farrow (XK 120), on the third lap. C. P. Hazlehurst (XK 120) retired at the end of the second round.

Results. 1, G. Abecassis (H.W.M.), 10 mins. 26 secs. (77.63 m.p.h.). 2, O. Moore (H.W.M.), 10 mins. 49.6 secs. 3, J. Farrow (Jaguar), 11 mins. **Fastest Lap:** Abecassis, 2 mins. 1.6 secs. (79.93 m.p.h.).

Race 4 (10 laps, scratch). The F3 race proved another procession, relieved only by a duel for second place. In the absence of Don Parker, who non-started, R. K. Tyrrell (Cooper) led the field, while the Coopers of Don Truman and J. Russell fought it out for second

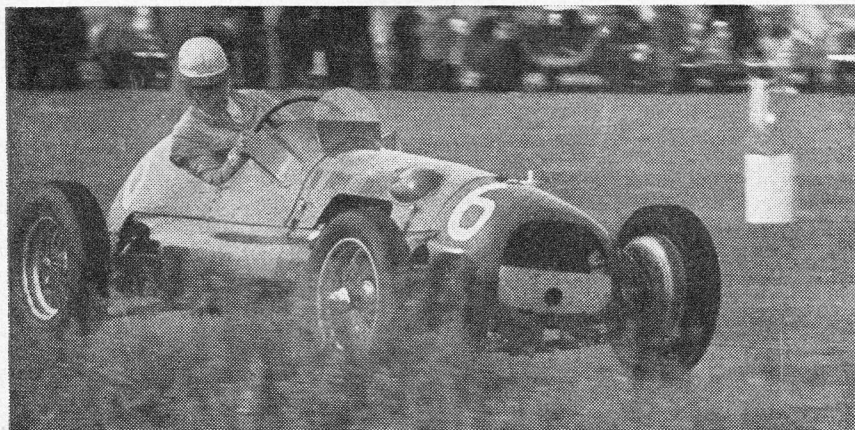
spot. Russell had the advantage at first, was passed on the seventh lap, repassed Truman, but spun at the hairpin and dropped back behind Billy Nicholson (Kieft). Nicholson had also had a tussle, with R. E. Paulson's Kieft, but the latter retired after slip-streaming him for three laps. D. G. Walker (Kieft) and R. Spreckley (Cooper) waged a private argument about who was going to be last, which Walker won (or lost, if you see what I mean).

Results. 1, R. K. Tyrrell (Cooper), 21 mins. 18.4 secs. (76.03 m.p.h.). 2, D. Truman (Cooper), 21 mins. 21.2 secs. 3, W. Nicholson (Kieft), 21 mins. 25.4 secs. **Fastest Lap:** Russell (Cooper) and Nicholson, 2 mins. 5 secs. (77.80 m.p.h.).

Race 5 (8 laps, handicap). It is some vindication of handicap racing that the first event of this type was also the first in which the leader changed. But it was only a small change, in which B. W. Seaman, in the "White" Riley, took over first place from the Austin-Buckler (now driven by B. L. Gosling) after two laps; both of them had the limit allowance of 1 min. 55 secs. The best performance was that of F. C. Hill, in the blown, J.3-engined Empire Lotus. From the one-minute mark he worked steadily through to second place, catching A. D. Stevens (Lea-Francis) on the last lap. Scratch man Peter Jackson's Lester-M.G. retired, as did the tank-like Ford Special of R. R. Rayner. With only a 10-second allowance, Warner (Plus Four Morgan) and Wilkins (Consul Lotus) were quite unable to change their positions.

Results. 1, B. W. Seaman (Riley), rec'd 1 min. 55 secs., 19 mins. 22.2 secs. (66.9 m.p.h.). 2, F. C. Hill (Empire Lotus), rec'd 1 min., 19 mins. 26 secs. 3, A. D. Stevens (Lea-Francis), rec'd 1 min., 30 secs., 19 mins. 26.8 secs. **Fastest Lap:** Hill, 2 mins. 16.4 secs. (71.26 m.p.h.).

Race 6 (8 laps, handicap). The 2½-litre handicap saw Wyatt's Frazer-Nash started only 45 secs. after limit man Dargue's M.G.; after three laps it was



UNLUCKY: For twelve laps Geoff Richardson (R.R.A.) led the formule libre race, then his brakes faded, the engine lost tune, and finally a tyre deflated. Instead of being "in the money", the unfortunate Richardson found himself in the middle of a field.

Far From the Palace—continued

understandably in the lead. From the 25-second mark, Chris. Sears's Lea-Francis Tojeiro took rather longer to reach second place. The only comfort for the handicapper was the sight of Dargue, Baxter (Healey Silverstone) and Gammon charging across the line almost abreast for third place, Gammon having started in spite of a still-faulty clutch. K. N. Rudd (Healey) and Bill Black (Frazer-Nash) retired, and Cliff Davis seemed slower than usual with the Cooper-M.G. on the scratch mark.

Results. 1. B. Wyatt (Frazer-Nash), rec'd 10 secs., 17 mins. 37 secs. (76.83 m.p.h.). 2. C. M. Sears (Tojeiro), rec'd 25 secs., 17 mins. 56.2 secs. 3. T. Dargue (M.G.), rec'd 55 secs., 17 mins. 59.2 secs. **Fastest Lap:** Wyatt, 2 mins. 3.4 secs. (78.76 m.p.h.).

* * *

Race 7 (8 laps, handicap). Now seated in the Bristol Tojeiro, Cliff Davis became a changed character, and caught limit man Chapman (Chapman Mercury) after only four laps. But Oscar Moore was right behind him, and snatched the lead two laps later, in what was perhaps the best race of the day. Of the six XK 120 Jaguars started from the same mark, that driven by R. Carnegie made

the best showing to reach third place, almost lapping J. de Normann in a similar car. Abecassis drove a determined race, passing four other cars on his last lap, but having started a full minute after Moore and Davis, could scarcely have bettered his seventh position.

Results. 1. O. Moore (H.W.M.), rec'd 1 min., 16 mins. 53 secs. (79.5 m.p.h.). 2. F. C. Davis (Tojeiro), rec'd 1 min., 16 mins. 55.4 secs. 3. R. Carnegie (Jaguar), rec'd 1 min. 25 secs., 17 mins. 27 secs. **Fastest Lap:** Abecassis (H.W.M.), 1 min. 58.4 secs. (82.09 m.p.h.).

* * *

Race 8 (20 laps, scratch). The *Formule Libre* event followed the usual pattern of such races at Snetterton. Of the eleven cars which started, only four finished, two of them two laps behind the leader. Geoff. Richardson set the pace at first with his blown, bored-out R.R.A., and it really seemed as if this enthusiastic driver was at last going to achieve some success. But after half a dozen laps his brakes began to fail and, as he cut off earlier and earlier for each corner, Tony Crook (Cooper-Alta) closed up on him. By the thirteenth lap Crook had taken the lead and the R.R.A.'s crisp exhaust note began to soften; next time round, Leslie Marr (Connaught) had also

passed him, and two laps later Richardson knew misery indeed, when a tyre deflated and the R.R.A. left the track. On the seventeenth round, Marr passed the Cooper-Alta and went on to win—a just reward for unflagging enthusiasm, for Marr had worked ceaselessly to iron out innumerable faults in the Connaught during practice.

Somervail's E.R.A. broke a piston on the third lap; Barber's Golding-Cooper retired with steering trouble on the fifth; Oscar Moore pulled in the next time round, and then Hazlehurst shed the undershield of his centre-seat, Bristol-engined Kieft. Then it was Wyatt's turn, with the Frazer-Nash, and by the eleventh lap Abecassis's sports H.W.M. had boiled dry. At the end of his thirteenth lap, "Tiny" Lewis (E.R.A.) pulled up outside the paddock, but was restarted by his frantic mechanics. Sure enough, Richardson left the field, and Lewis was rewarded with third place.

F.W.McC.

Results. 1. L. L. Marr (Connaught), 38 mins. 38 secs. (83.88 m.p.h.). 2. T. A. D. Crook (Cooper-Alta), 38 mins. 45 secs. 3. I. D. L. Lewis (E.R.A.), 43 mins. 13.6 secs. (2 laps behind). 4. W. B. Black (Frazer-Nash), 43 mins. 30.6 secs. (2 laps behind). **Fastest Lap:** Marr, 1 min. 53.2 secs. (85.96 m.p.h.).

"OLD SOLDIERS" AT SILVERSTONE

Many Historic Sports and Racing Machines at V.S.C.C. Summer Meeting—
Dennis Poore's "Hat-Trick" in Seaman Trophies Race with 3.8-litre Alfa Romeo

SUCH frequent inhabitants of the Silverstone Club circuit as Jaguars, Coopers, H.W.M.s, M.G. TDs and other post-war vehicles had a holiday last Saturday, 11th July, giving way to the Bugattis, Alfa Romeos, Bentleys, Sunbeams and other gallant "old soldiers" of earlier motoring eras. The occasion was the Vintage Sports Car Club's annual Summer meeting, the programme comprising nine races which ensured an adequate outing for all varieties of of vintage, thoroughbred and historic sports and racing cars. Main race of the day was for the Richard Seaman Memorial Trophies, over 100 kilometres (39 laps), which fell to Dennis Poore in his 1935 3.8-litre supercharged Alfa Romeo for the third successive year, his winning speed being some 2 m.p.h. higher than in 1952 and .77 m.p.h. slower than in 1951.

* * *

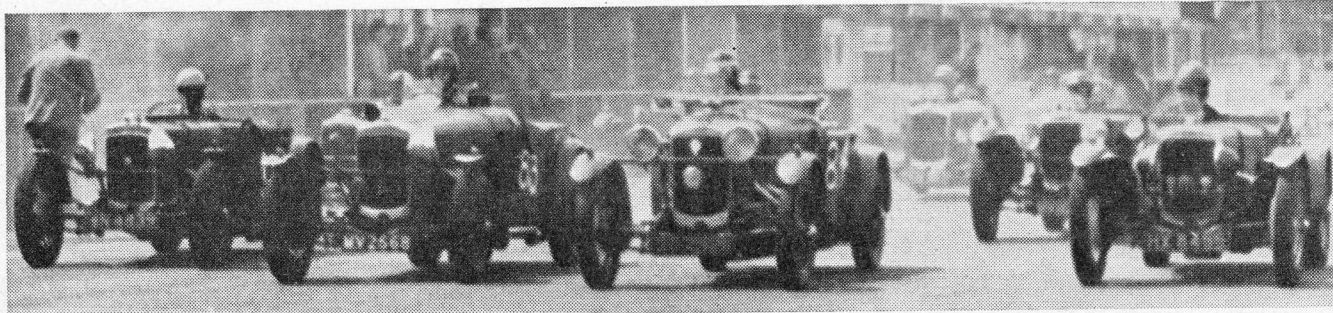
The hearts of the several thousand vintage fans present must have swelled

to near bursting point on entering the Paddock. Here was a fine sight indeed, with over 50 cars offering an admirable cross-section of 30 years of racing and sports car design. Dominating the skyline was noble old "Floretta", Dr. Ewan's huge and imposing 12-litre 1908 G.P. Itala, while nearby, completely dwarfed, stood a low, skimpy Riley Nine, reputedly the Freddy Dixon T.T. car, and a tiny Ulster Austin "7". Here was a 1922 G.P. Sunbeam—perhaps Segrave's?—or Chassagne's?—or Guinness's?—there an impeccable 22/90 Alfa Romeo, much coveted sports car of the mid-20s, and the immortal "Razor Blade" Aston Martin, its rear axle bearing a single inboard brake and so crab-tracked as almost to be a three-wheeler. Of a later era were Betty Haig's NE Magnette-Dodson's actual 1934 T.T. winner, Powys-Lybbe's magnificently "Grand Prix" monoposto Alfa Romeo, and Goodhew's ex-Lace Darracq, once

driven to victory in the 1937 French G.P. by Chiron himself. Mention of Chiron immediately suggests Bugattis, of which many fine examples were to be seen, together with 30/98 Vauxhalls, Bentleys, Invictas, Lancias, O.M.s, Rileys and Alvises, all ready to do battle in the day's sport.

Briggs Cunningham was an honoured visitor, and officially opened the course in his superb Continental coupé Bentley. First success of the day went to a Bentley of a very different kind, G. H. G. Burton's 1927 4½-litre, which beat a 1929 Invicta and a 1930 Frazer-Nash home in the initial handicap over five laps.

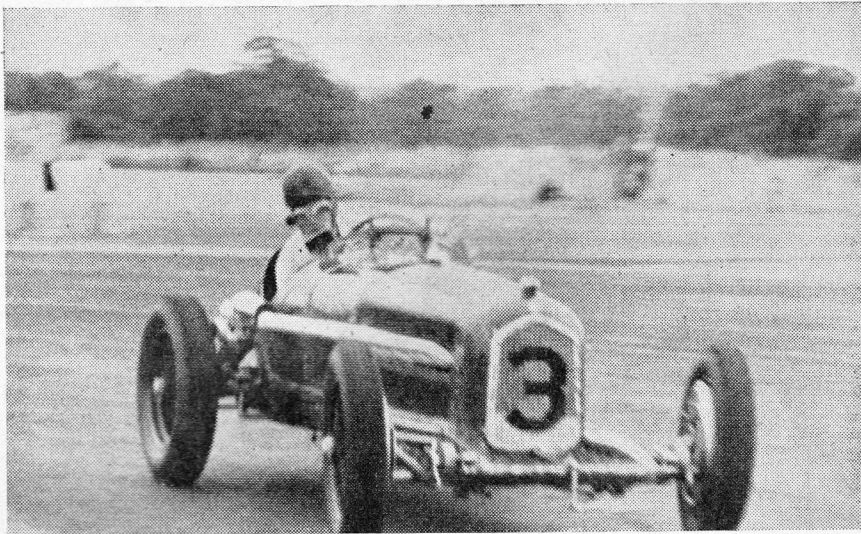
747 c.c.s of deceptively rectilinear Austin under the guidance of J. S. French, aided by 1 min. 34 secs. start over Major Bailey's scratch Bentley, sufficed for victory in Handicap 1A. Second was a hearty sounding 1926 Bugatti, whilst Peter Binns's staid-looking 1930 Riley Monaco saloon beat T. Goodman's 1925 Alfa Romeo by



'NASHES AWAY: Start of the "all chain-drive" race for Frazer-Nash and G.N. cars at last Saturday's V.S.C.C. Silverstone meeting.

THREE AGES OF ALFA AT SILVERSTONE

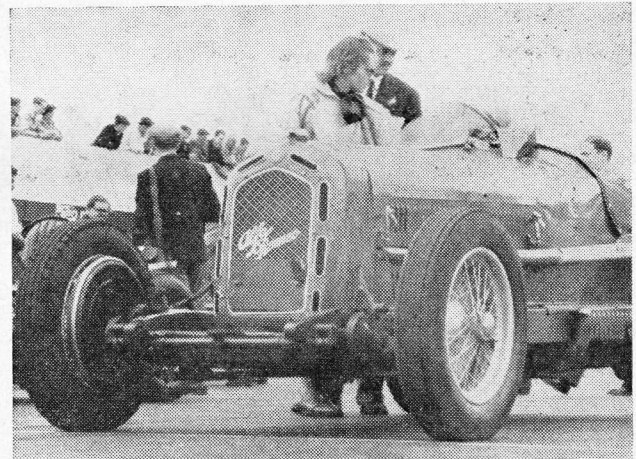
1935: (Left) Dennis Poore, Seaman Trophies Race winner for the third year running, corners the big 3.8-litre G.P. Alfa Romeo.



1934: (Above) Survivor from the famous monoposto era, Powys-Lybbe's 2.9-litre Tipo B with semi-elliptic springing all round.

★

1931-1933: (Right) D. Lewis's 2.6-litre "Monza" type two-seater of the "no restriction" G.P. Formula which preceded the 750 kg. rulings.



Hamilton and Powys-Lybbe. The latter promoted himself to fifth by lap two, then to third by lap three. One plug had ceased to function on Poore's Alfa, but the efforts of the remaining seven cylinders sufficed to ward off any attack by Whitehead. F. E. Ellis's 1922 "Zborowski" Aston went out after three rounds and E. N. Whiteaway with the B.H.W. after four, much smoke and steam a strong recommendation to its retirement. Marshall had worked the Maserati up to fifth place, thoroughly enjoying himself until gearbox trouble ended his run after 14 laps.

Curiously, the first four cars were numbered 1, 2, 3, 4, and this convenient enumeration was maintained for 28 laps, when No. 3, the Powys-Lybbe Alfa, failed to come round, letting Wilkinson up one place. Whitehead now began the pressure on Poore, getting within a second of him by some enterprising passing of the other cars, which moved one of the announcers to remark that "he was coming through on both sides"! With four laps to go, however, Poore pulled out that little extra, and the race, and a hat-trick in Seaman Trophies, was his without a doubt. C. J. Hamilton drove his E.R.A. with great zest despite a very "five-ish"-running motor, due, it turned out, to a detached plug lead.

After this feast of speed the remaining three races were somewhat anticlimactic, while the weather, hitherto on its best behaviour, turned on the V.S.C.C. and set a drizzle in motion which was both dismal for the spectators and dicey for the drivers. E. Lewis (Riley 9) won race 7, a 10-lap handicap,

inches in a wild scramble to the line for third place. The offside hubcaps of J. Isherwood's lofty 1929 Mathis disrespectfully ripped large holes in a *Daily Express* banner on the inside of Woodcote Corner.

Some of the more youthful racing cars next had a five-lap outing, Frank Kennington's 1½-litre Maserati six, dated 1935 in the programme, but more accurately 1937-38, and C. J. Hamilton's ex-Dick Seaman 1935 E.R.A. being backmarkers, and Betty Haig's M.G. the limit car. . . . And it was the lady who ran away with the race, spurred on under the impression that somebody was still ahead of her, and eluding three ravening Bentleys to the end, while Hamilton brought diversion by gyrating at Woodcote in a fine cloud of dust. There, too, the *Daily Express* suffered again, on the outside this time, when B. A. Manning's Austin went all agricultural, to end up against the barrier.

A dozen members of the "Chain Gang" next sported with two early G.N.s in a further five-lap handicap, the Frazer-Nashes coming out best in the order Barratt, Geoghagan, Skirrow, the winner's car a 1932 "Nürburg" model. W. J. Frost's "1,750" Alfa won Race 4, while Race 5, a scratch five-lapper, saw a terrific inter-Bentley struggle from which Major J. H. Bailey's "4½" emerged victorious over McDonald's, Burton's and Walker's—and what a glorious thunder they set up as they pounded round the course.

Then came the race, the 100 kiloms. scratch event for the Seaman Memorial Trophies, open to Vintage and Historic racing cars up to the year 1938. Eighteen

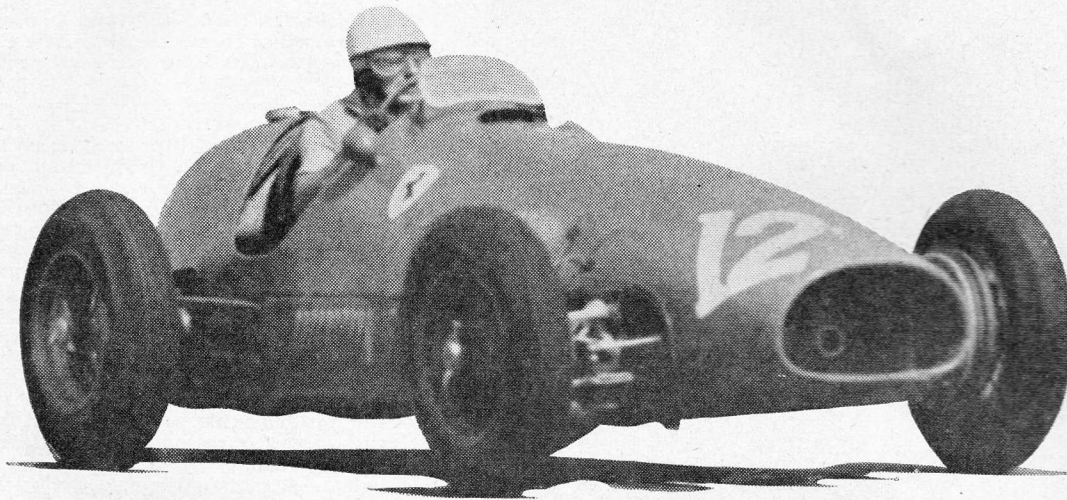
cars started, ranging from two grand old 1½-litre Aston Martins in superbly original condition, two early Type 37 Bugattis and one of the famous Amilcar voiturette "sixes", to such *bolides* as the ex-Nuvolari, ex-Ruesch 1935 Grand Prix Alfa Romeo of Dennis Poore, Powys-Lybbe's lovely "2.9" Alfa and the 4.9-litre Bugatti-engined B.H.W. D. Lewis had his earlier 2.6 Monza-type Alfa, Graham Whitehead his i.f.s. E.R.A. and D. Wilkinson and C. J. Hamilton their earlier semi-elliptic models.

Poore, Whitehead, Wilkinson and John Marshall, with the Maserati earlier driven by Kennington, departed from the front row with fine despatch, and the power of the big Alfa took Poore away in one terrific rush to the head of affairs, pursued by Whitehead, Wilkinson, J. C. Byrom (Type 35B Bugatti), Marshall,

and S. J. Lawrence (4½-litre Bentley) collected race 8, again a 10-lap handicap, in which scratch man C. J. Hamilton, the plug lead on his E.R.A. now in the right place, went like the proverbial bomb to take second place.

A 12-lap Relay Race ended the V.S.C.C.'s day and also, alas, the 1908 G.P. Itala's, which did horrid things to its transmission and never left the starting line, facing Dr. Ewan with a tow-rope drive home. Peter Binns's team, comprising his 30/98 Vauxhall, O.M. and Riley Monaco, won, followed in by an all-Lancia effort by J. G. Vessey, Ronald Barker and A. Jeddere-Fisher, the latter in a virulent green 1913 coupé. So, after as fine a draught of "vintage" as could be wished for, everyone went contentedly home.

(Results on page 83) C. P.



FERRARI: The four-cylinder G.P. Ferrari develops about 200 b.h.p., but Farina may drive a new "six" tomorrow.

BRITISH GRAND PRIX

Prospect of Fierce Ferrari-Maserati Battle—Both Teams at Full Strength—
B.R.M., Ferrari & Thin Wall in Formule Libre—Details of Sports Car & F3 Events

THE eighth R.A.C. British Grand Prix—sixth to be run at Silverstone—organized by the B.R.D.C. and the *Daily Express*, has attracted the greatest road-racing drivers in the world, in the fastest Formula 2 cars ever built.

Last week's epic race at Rheims proved that the all-conquering Scuderia Ferrari has at last met a worthy opponent in Officine Maserati. It is already a matter of history that Mike Hawthorn alone kept the "Prancing Horse" from defeat, and won the 40th Grand Prix de l'A.C.F. (French Grand Prix) from Juan Manuel Fangio by one second—with José Froilan Gonzalez a fraction of a second behind his team-mate, both driving six-cylinder Maseratis.

Motor racing must suit the Argentinian temperament; in addition to Fangio and Gonzalez, there are those very promising drivers Onofre Marimon (Maserati) and Roberto Mieres (Gordini). Fourth member of the official Maserati team is Italian veteran, Felice Bonetto.

Scuderia Ferrari needs no introduction to followers of motor racing. It comprises World Champion Alberto Ascari, ex-World Champion Giuseppe Farina,

Luigi Villoresi and Mike Hawthorn. Ascari is well ahead on points for the 1953 championship series, having 28 against Hawthorn's 16. All the Ferrari drivers know Silverstone well, and Hawthorn won the B.R.D.C. *Daily Express* International Trophy at Silverstone last May.

At the present time, the two Italian *marques* are in a class by themselves, and unless the unexpected happens—which it can do on the difficult Silverstone circuit—the race should develop into a straight fight between them. As at Rheims, the speed of the Maserati may upset any predetermined team order plans by Scuderia Ferrari, and it might be another case of every man for himself. The light Gordinis have, on occasion, challenged the Italians closely, but their reliability record is none too good, and they have a long history of broken transmissions with their 2-litre cars. However, as happened at Rheims in 1952, it may be their turn to pull something off. Maurice Trintignant is at present France's best driver; Jean Behra can be positively brilliant, but has a tendency to overdo it at times and run

out of road. Actually Harry Schell is their most consistent pilot, and has an excellent 1953 record.

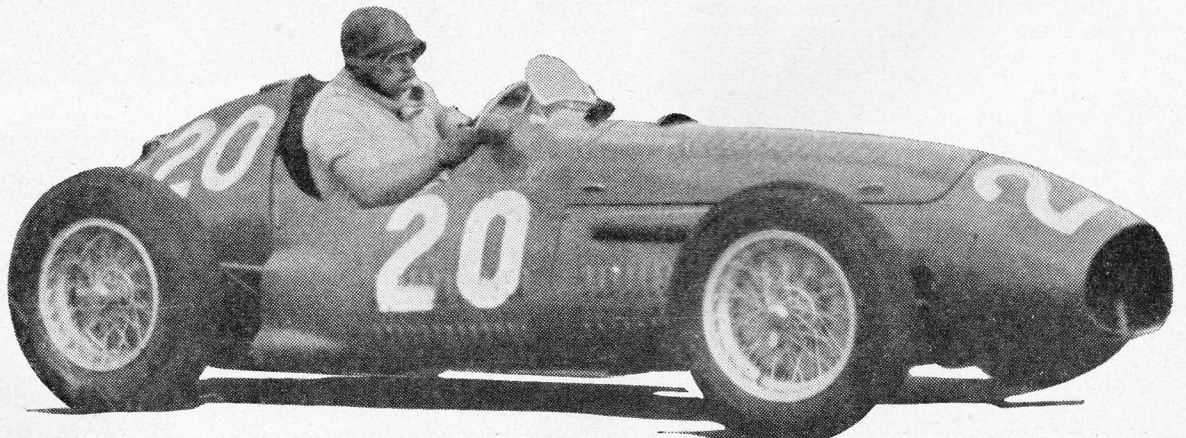
The "independents" from the Continent comprise Baron de Graffenried (Maserati), Louis Rosier (Ferrari) and Louis Chiron (Osca). Of this trio, de Graffenried is most likely to be up amongst the "circus". He invariably drives at the top of his form at Silverstone. Rosier is more of a plodder, and his Ferrari cannot compare with the works cars. Chiron's Osca is still fairly undeveloped, although it appears to be a fast little car for all that.

Leading the British contingent are three fuel-injection Connaughts, to be driven by Bira, Roy Salvadori and Ken McAlpine. Bira was easily fastest of the green car drivers at Rheims, and he is due for a return to the form which made him famous. Salvadori burst into the headlines at Goodwood last Easter, has shown improvement with every race, and has the makings of a really first-class G.P. driver. McAlpine also improves with every outing.

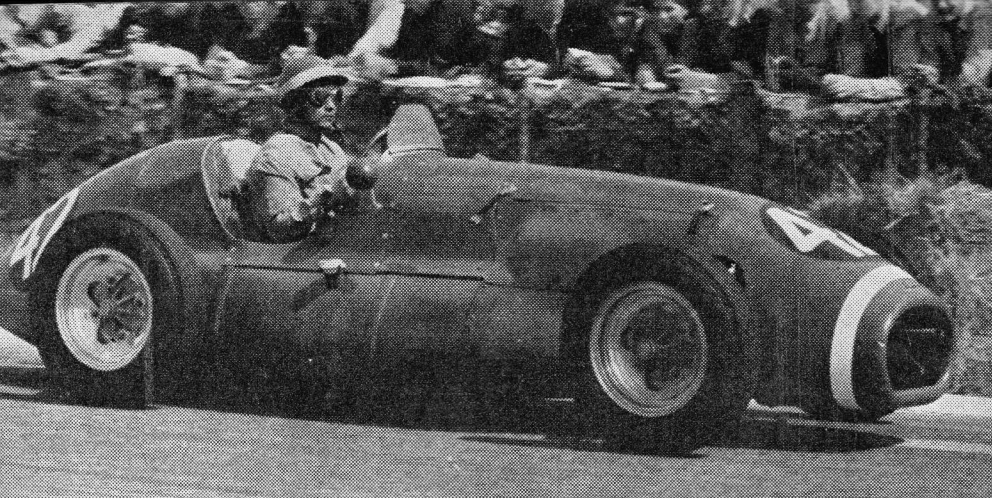
The official Cooper entry has two of the most brilliant Cooper home-based drivers in



MASERATI: Closest rival to the Ferrari for G.P. honours is the six-cylinder Maserati, here seen with Gonzalez at the wheel.



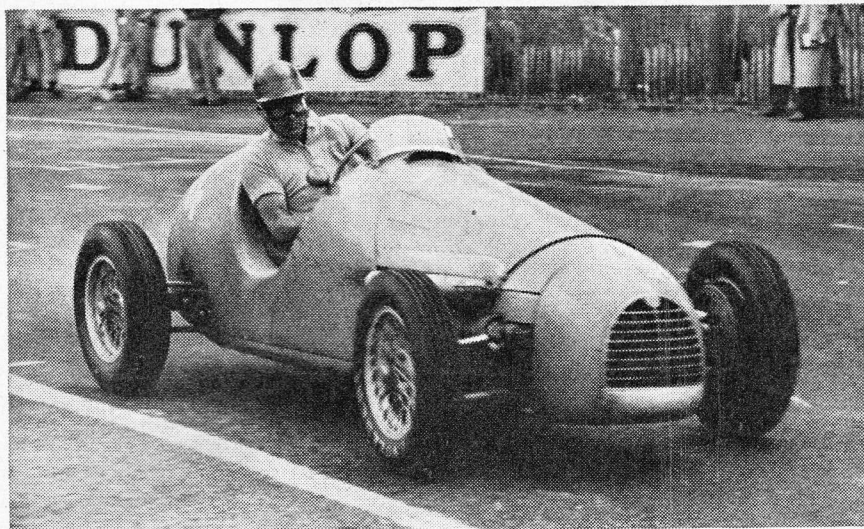
CONNAUGHT: Bira will drive one of Britain's main hopes, the four-cylinder Connaught with fuel injection equipment.



of him to defeat his Rheims rivals on a circuit which gives a great advantage to more experienced pilots. For example, Fangio, Gonzalez, Ascari, Farina and Villoresi are complete masters of the art of saving many seconds on corners. They are undoubtedly the fastest drivers in the world today, and Hawthorn will emerge as an even greater Grand Prix driver if he does manage to pull off his second successive win in a *grande épreuve*.

It must not be overlooked, also, that Hawthorn has a 100 per cent. record in British races this season, with five starts and five victories at Silverstone and Dundrod—a most impressive performance, particularly as he was playing a lone hand for Scuderia Ferrari.

After their magnificent show in the Albi Grand Prix, B.R.M.s will start favourites in the *Formule Libre* event. The Bourne machines will be driven by Juan Manuel Fangio and Ken Wharton; given a dry day, the Silverstone lap



GORDINI: (Left) France's challenger, the six-cylinder Gordini, here seen with Harry Schell at the wheel.

COOPER: (Below) Peter Whitehead drives one of three Coopers fitted with four-cylinder Alta engines, in the Grand Prix.

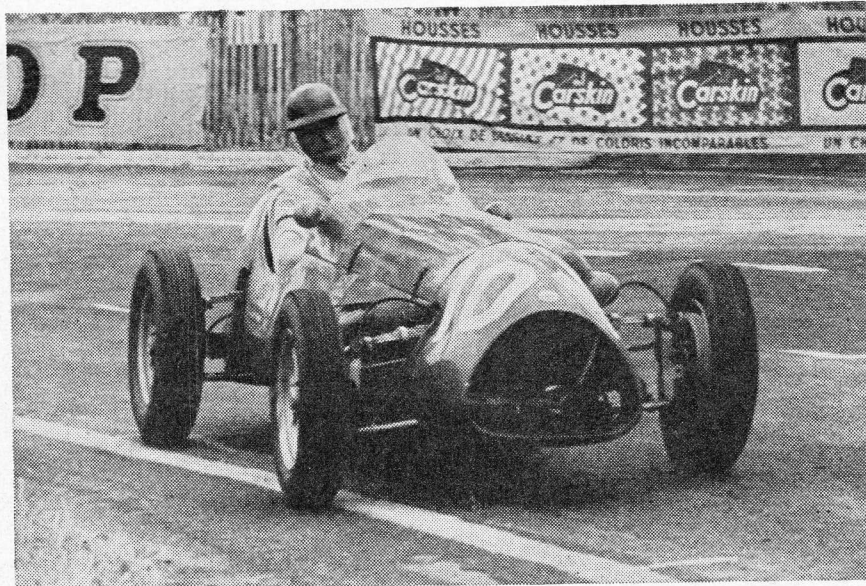
Stirling Moss and Ken Wharton. Moss's specially-designed machine has a 4-cylinder Alta engine and de Dion rear axle, whilst Wharton's more normal car has a 6-cylinder Bristol power-unit. Both are perfectly capable of being up with the red machines, despite the fact that they do not possess the power of either Ferrari or Maserati.

So far, H.W.M. have failed to hit the jackpot, and one can honestly say that the power-output of the redesigned engines has not, as yet, come up to expectations. Nevertheless, they have a strong team in Peter Collins, Lance Macklin, Duncan Hamilton and Jack Fairman. It would please a great many people if the Walton-on-Thames cars could do something of note in the British G.P.

Of the non-works entries, the name of Tony Rolt (Connaught) is outstanding. There are few faster swerve-artists than Rolt, and he possesses extraordinary stamina—a very necessary requirement in 90 exhausting laps of Silverstone. I should not be in the least surprised to see the Le Mans winner finish as first all-British entry!

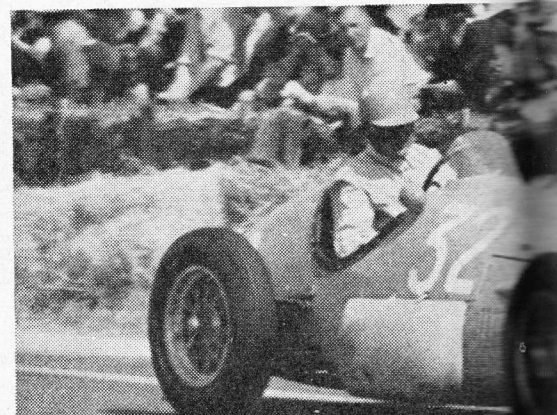
The remaining Connaught will be driven by Ian Stewart of "Ecurie Ecosse", who, on his day, is as brilliant a pilot as any. By this time "Wilkie" may have packed a few more hairy horses under that dark-blue bonnet, and Stewart will be eager to uphold the rampant lion in this, his first Grand Prix. The "Ecurie Ecosse" Cooper-Bristol will be handled by Jimmy Stewart, the youngest driver in the race.

Peter Whitehead has had a good season with his Cooper-Alta, which has displayed excellent reliability. Whitehead is bang on top of his form, and



has the best record of any driver of a British car this season in International events. Another Cooper-Alta will be driven by Tony Crook, who has done most of his racing in sports car events. Bob Gerard's Cooper-Bristol is the one which finished first of the British cars at Rheims, whilst the meteoric Alan Brown will also be seen in a Cooper-Bristol.

Who will win? Given no-trouble runs it is obvious that either Scuderia Ferrari or Office Maserati will supply the victor. I must admit to a sneaking regard for Mike Hawthorn's chances, even although it may be asking too much



record is almost certain to be beaten. However, ranged against the super-charged 16-cylinder 1½-litre cars are Mike Hawthorn (4.5 Ferrari), Giuseppe Farina (Thin Wall Special Ferrari) and Louis Rosier (4.5 Ferrari). Hawthorn showed at Turnberry last year when he drove the Thin Wall that he is perfectly capable of piloting the bigger stuff, whilst Farina is always a driver to be feared on any machine. Of the British cars, Ron Flockhart's ex-Mays 2-litre E.R.A. has the best chance of keeping amongst the F1 stuff, although Tony Gaze has gone remarkably quickly recently with the veteran 2.9 Maserati.

Unfortunately, Reg Bicknell's accident at Crystal Palace last Saturday will prevent this very fine driver from taking part in the F3 event. This race should see a tremendous battle featuring the world's fastest 500 c.c. pilots, including Stirling Moss (Cooper), Don Parker (Kieft), Charles Headland (Kieft), Les Leston (Leston), Alan Brown (Cooper), Eric Brandon (Cooper), Don Truman



Juan Manuel Fangio
(Maserati)



José Froilan Gonzalez
(Maserati)



Onofre Marimon
(Maserati)



Roberto Mieres
(Gordini)



Jean Behra
(Gordini)



Maurice Trintignant
(Gordini)

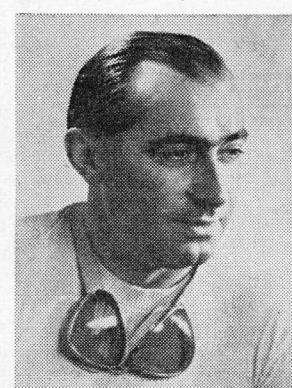


H.W.M.: (Above) Latest recruit to John Heath's team is Jack Fairman. The cars have twin-o.h.c., four-cylinder power units.

OSCA: (Below) Louis Chiron will appear in a six-cylinder Osca, built by the Maserati brothers.



(Left to right) Tony Rolt (Connaught), Giuseppe Farina (Ferrari), Ken Wharton (Cooper-Bristol).



★

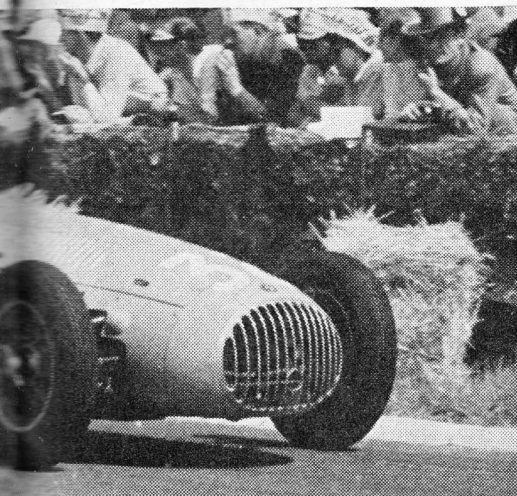
B.B.C. COVERAGE
British Grand Prix

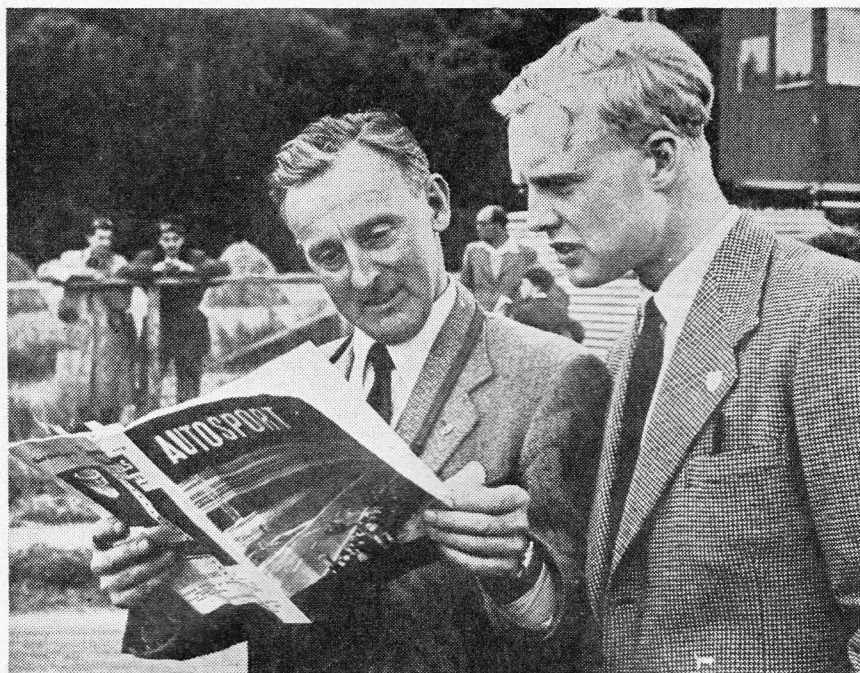
Light Programme. Commentators: Raymond Baxter, Robin Richards and John Bolster. 11.30-11.50 a.m. 1.35-1.45 p.m. 2.10-2.30 p.m.

Televi ion: 500 c.c. race, 10-11 a.m. International Sports Car race, 3.30-3.50 p.m. 4-4.15 p.m. 4.35-5 p.m.

★

Scuderia Ferrari stars Luigi Villorosi and Alberto Ascari with their chief—Enzo Ferrari.





Mike Hawthorn, hero of the French Grand Prix, looks over his father's shoulder to read the story of his great victory, described in last week's AUTOSPORT.

SILVERSTONE GOSSIP

THE first post-war British Grand Prix was held at Silverstone, on what was then a disused airfield, in October, 1948. The course was entirely different to the present circuit, using a somewhat criss-cross arrangement of the inner runways. Altered for 1949, with the inner sections eliminated but a chicane introduced at what is now Club Corner, de Graffenried's winning speed with his Maserati improved to 77.31 m.p.h., compared to Villorosi's 1948 winning speed of 72.78 m.p.h.

For 1950, the full outer circuit was used. This was the "Royal Silverstone", and attracted the full Alfa Romeo team, including Britain's Reg Parnell. Raymond Mays gave a demonstration run with a B.R.M. Farina won the Grand Prix at 90.95 m.p.h., from Fagioli and Parnell.

The following year, the presence of the 4½-litre Ferraris, Alfa Romeo and two B.R.M.s brought a great crowd to the circuit. Gonzalez circulated at over 100 m.p.h. in practice. He won the race itself, after a close struggle with Fangio's Alfa Romeo. Farina (Alfa Romeo) put in a record lap of 99.99 m.p.h. Both B.R.M.s finished, although drivers Parnell and Walker suffered extreme discomfort from burns caused by the exhaust pipes.

In 1952, the B.R.D.C. leased the circuit in place of the R.A.C., and several alterations were made to the circuit, the start being moved to its present position at Woodcote. The decline in popularity of F1 racing led to the Grand Prix being organized for F2 cars—the same type as are running tomorrow. Ascari (Ferrari) won at 90.92 m.p.h., from Taruffi (Ferrari), with Mike Hawthorn (Cooper-Bristol) a gallant third. British cars made a fine bid for the G.P., particularly the comparatively untried Connaughts, in one of which Dennis Poore finished fourth. Fastest lap was put up by Ascari at 94.08 m.p.h., but this was raised last May by Hawthorn (Ferrari) and de Graffenried (Maserati) to 94.93 m.p.h.—the present record for the reconstructed circuit.

Actually although the race is described as the Sixth R.A.C. British Grand Prix, it is in fact the eighth of the series. British Grand Prix were organized at Brooklands in 1926 and 1927 by the Royal Automobile Club, and attracted the then leading teams of Bugatti, Talbot, Delage and so on. The first race was won by Wagner/Senechal (1.5 Delage S), and the 1927 event by Robert Benoist (1.5 Delage S).

(Cooper) and Stuart Lewis-Evans (Cooper). Ninian Sanderson will be seen in a Staride, Ken Gregory drives Bicknell's Revis, John Habin a Staride and Les Wood the plastic-bodied Arnott.

The absence of "works" C-type Jaguars leaves Ecurie Ecosse together with Duncan Hamilton, J. B. Swift and Bill Holt to defend the Coventry cars in the 100 miles sports car race, in which the DB3S Aston Martins will start favourites, with Reg Parnell as the most fancied driver.

Nevertheless there are some very fast cars in this event. From U.S.A. come the 5.5 Cunninghams to be driven by Briggs Cunningham and Phil Walters. A "dark horse" in the race will be the very rapid Jaguar-powered H.W.M., with George Abecassis at the wheel. Oscar Moore also has a Jaguar-engined H.W.M. Amongst the smaller-capacity cars are three Frazer-Nashes, a Kieft and a Cooper-Bristol. Peter Clark's 2.6 Aston Martin is a supercharged machine, whilst "independent" DB3 Aston Martins will be driven by Ken Downing, Bob Dickson and Graham Whitehead. Ken Watkins has a Cadillac-powered Allard.

GREGOR GRANT.

SILVERSTONE ENTRIES

British Grand Prix

Maserati: J. M. Fangio, J. F. Gonzalez, F. Bonetto, O. Marimon, E. de Graffenried, **Ferrari:** A. Ascari, G. Farina, L. Villorosi, J. M. Hawthorn, L. Rosier. **Gordini:** M. Trintignant, J. Behra, H. Schell. **Connaught:** R. F. Salvadori, K. McAlpine, B. Bira, I. M. M. Stewart, A. P. R. Rolt. **H.W.M.:** L. Macklin, P. Collins, J. D. Hamilton, J. E. G. Fairman. **Cooper-Bristol:** K. Wharton, A. Brown, J. Stewart, F. R. Gerard. **Cooper-Alt:** S. Moss, P. N. Whitehead, T. A. D. Crook. **Osc:** L. Chiron.

90 laps. Start: 11.35 a.m.

Formule Libre

B.R.M. (1½-litre S): J. M. Fangio, K. Wharton. **Ferrari** (4½-litre U/S): J. M. Hawthorn, L. Rosier. **Thin Wall Spl. Ferrari** (4½-litre U/S): G. Farina. **E.R.A.** (2-litre): R. Flockhart, (1½-litre) A. G. Whitehead, A. W. Birrell. **Cooper-E.R.A.** (2-litre): P. D. Walker. **Cooper-Bristol** (2-litre): J. S. Somervail, H. H. Gould. **Maserati** (2.9-litre): F. A. O. Gaze, (1½-litre) F. Tuck, R. Dutt. **H.A.R.** (2-litre): H. A. Richards. **H.W.M.** (2-litre): A. J. Nurse. **R.R.A.** (1.7-litre): G. N. Richardson. **A.B.** (2-litre): W. S. Aston. **Connaught** (2-litre), J. Lyons.

35 laps. Start: 5.20 p.m.

F3

Arnott, J. Wood, C.B.P.2, T. J. Clarke, Cooper, David Swan, Teddy Greenall, Alan Brown, Eric Brandon, David Clarke, George Wicken, Frank Bacon, Stuart Lewis-Evans, George Symonds, Austen Nurse, Don Truman, Stirling Moss. **Cooper Tiger Kitten,** Clive Lones. **Grose,** Bill Grose. **Kent-Smith, G. G. Smith, Kieft,** Don Parker, Don Gray, Jack Westcott. **Leston Spl.,** Les Leston. **Mackson, Ian Burgess, Martin-Headland,** Charles Headland. **Revis,** Ken Gregory. **Smith, Ken Smith, Staride,** Ninian Sanderson, John Habin.

15 laps. Start: 10.15 a.m.

Sports Car Race

Allard (5,420 c.c.), Ken Watkins. **Aston Martin** (2,922), Graham Whitehead, Ken Downing, Bob Dickson, Reg Parnell, Peter Collins, Roy Salvadori. **Aston Martin** (2,580 (S)), Peter Clark. **Cooper-Bristol** (1,971 c.c.), Tony Crook. **Cunningham** (5,454 c.c.), Briggs Cunningham*, Phil Walters*. **Ferrari** (4,101 c.c.), Bill Spear*. **Frazer-Nash** (1,971 c.c.), K. Wharton, W. B. Black, Gerry Dunham, H. A. Mitchell, J. R. Stoop. **H.W.M.** (3,442 c.c.), Oscar Moore, George Abecassis. **Kieft** (1,971 c.c.), P. Hazlehurst. **Jaguar** (1,442 c.c.), J. B. Swift, Duncan Hamilton, Bill Holt, Sir James Scott-Douglas, Ninian Sanderson, Jimmy Stewart, Ian Stewart. **Golding-Cooper,** J. D. Barber.

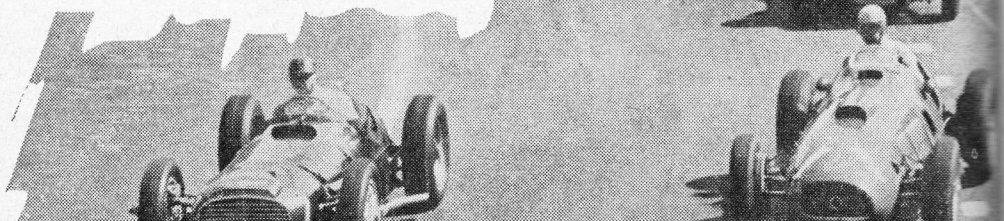
* U.S.A.

17 laps. Start: 3.30 p.m.

Previous British Grand Prix Winners

1926	R. Senechal/L. Wagner (Delage S),	71.61 m.p.h.
1927	R. Benoist (Delage S),	85.59 m.p.h.
1948	Luigi Villorosi (Maserati S),	72.78 m.p.h.
1949	E. de Graffenried (Maserati S),	77.31 m.p.h.
1950	Giuseppe Farina (Alfa Romeo S),	90.95 m.p.h.
1951	José Froilan Gonzalez (Ferrari),	96.11 m.p.h.
1952	Alberto Ascari (Ferrari),	90.92 m.p.h.

A renewal of the Albi battle between the fastest F1 cars in the world is expected in the Formule Libre race. In this picture, a B.R.M. (Fangio) leads a 4.5 Ferrari (Ascari) and the Thin Wall Special Ferrari (Farina). Hawthorn drives the Ferrari today, Fangio and Wharton the B.R.M.s, and Farina the Thin Wall.



V.S.C.C. Silverstone Results

Race 1. 5-lap Handicap: 1, G. H. G. Burton (1927 4,398 Bentley), 41 secs. h'cap., 65.07 m.p.h. 2, D. A. S. Colvin (1929 4,467 Invicta), 1 min. 21 secs. 3, G. Crowther (1930 1,496 Frazer-Nash), 1 min. 11 secs. 4, D. A. V. Aldridge (1924 4,225 Vauxhall), 1 min. 11 secs.

Race 1a. 5-lap Handicap: 1, J. S. French (1929 747 Austin Spl.), 1 min. 34 secs. h'cap., 59.10 m.p.h. 2, R. A. Kellow (1926 1,990 Bugatti), 1 min. 5 secs. 3, P. J. E. Binns (1930 1,087 Riley), 2 mins. 50 secs. 4, T. Goodman (1925 2,994 Alfa Romeo), 1 min. 34 secs.

Race 2. 5-lap Handicap: 1, Miss B. Haig (1934 1,422 M.G.), 1 min. 24 secs. h'cap., 61.84 m.p.h. 2, S. J. Lawrence (1928 4,398 Bentley), 54 secs. 3, E. Smith (1925/28 4,398 Bentley), 1 min. 9 secs. 4, J. A. Walker (1929 4,398 Bentley), 1 min. 1 sec.

Race 3. 5-lap Handicap for chain-driven Frazer-Nash and G.N. Cars: 1, D. L. Barratt (1932 1,496 Frazer-Nash), 49 secs. h'cap., 58.64 m.p.h. 2,

M. S. Geoghegan (1928 1,495 Frazer-Nash), 40 secs. 3, J. W. Skirrow (1930 1,496 Frazer-Nash), 49 secs. 4, G. Crowther (1930 1,496 Frazer-Nash), 30 secs.

Race 4. 5-lap Handicap: 1, W. J. Frost (1930 1,750 Alfa Romeo S), 1 min. 17 secs. h'cap., 58.57 m.p.h. 2, W. A. Munns (1927 1,990 Bugatti), 58 secs. 3, J. A. Walker (1929 4,398 Bentley), 35 secs. 4, D. A. V. Aldridge (1924 4,224 Vauxhall), 58 secs.

Race 5. 5-lap Scratch, for Vintage Sports Cars: 1, Major J. H. Bailey (1929 4,398 Bentley), 67.15 m.p.h. 2, G. G. McDonald (1927/8 4,600 Bentley), 3, G. H. G. Burton (1927 4,398 Bentley). 4, J. A. Walker (1929 4,398 Bentley).

Race 6. 100 Kilo. Richard Seaman Memorial Trophies (39 Laps): 1, R. D. Poore (1935 3,800 Alfa Romeo S), 76.16 m.p.h. 2, A. G. Whitehead (1937 1,488 E.R.A. S). 3, D. Wilkinson (1936 1,488 E.R.A. S).

Vintage Award: J. C. Byrom (1930 2,261 Bugatti S), 36 laps.

Fastest Lap: R. D. Poore, 77.81 m.p.h.

Race 7. 10-lap Handicap: 1, E. Lewis (1934 1,087 Riley), 5 mins. 52 secs h'cap., 53.29 m.p.h. 2, P. G. Rawcliffe (1937 1,496 H.R.G.), 2 mins. 8 secs. 3, D. L. Barratt (1932 1,496 Frazer-Nash), 3 mins. 4, R. F. Hill (1927/8 1,496 Alvis), 4 mins.

Race 8. 10-lap Handicap: 1, S. J. Lawrence (1928 4,398 Bentley), 2 mins. 44 secs. h'cap., 64.18 m.p.h. 2, C. J. Hamilton (1935 1,488 E.R.A. S), scratch. 3, E. Smith (1925/8 4,398 Bentley), 3 mins. 14 secs. 4, W. F. Moss (1929 1,485 Alfa Romeo S), 2 mins. 58 secs.

Race 9. 12-lap Relay Race (teams of three cars): 1, Team K: P. J. E. Binns and H. Cox (1924 4,300 Vauxhall, 1927 1,991 O.M. and 1930 1,087 Riley). 2, Team L: J. G. Vessey (1927 2,570 Lancia), R. Barker (1935 1,194 Lancia) and A. Jeddere-Fisher (1913 4,950 Lancia). 3, Team B: G. G. McDonald (1927/8 4,600 Bentley), A. R. Miller (1927 4,250 Vauxhall) and D. A. V. Aldridge (1924 4,224 Vauxhall).

CORRESPONDENCE

"Wire Wheel" Jaguars

WITH reference to the letter published by you from Mr. J. I. Hamilton (AUTOSPORT, 10th July) he is in error in supposing that wire wheels constitute a non-standard modification on Jaguars. An XK 120 Special Equipment Model is catalogued and has been in series production for some time.

It is, unfortunately, true that it is not possible to give immediate delivery of wire wheels to owners who wish to carry out a conversion, but this is due to the fact that all of the limited supply available is needed for the production of the Special Equipment Model.

E. W. RANKIN,
Public Relations Officer,
Jaguar Cars Ltd.

COVENTRY.

Bottle-neck Averted

FULL marks must surely go to Mr. Billy Carter for the highly commendable manner in which he carried out his duties as Clerk of the Course at Crystal Palace last Saturday. When Ken Gregory, Half Litre Club Secretary, broke the cork in the champagne bottle at the prize-giving, Mr. Carter calmly produced a portable folding corkscrew from his trouser pocket, and so averted what might have been a "nasty situation" at the ceremony. What foresight—what efficiency—what a nice chap to know!!

LES LESTON.

LONDON, N.W.8.

Mystery Magnette

Now that the correspondence in regard to the Nuvolari Magnette has got down to the point of establishing that the car in question was the NE of 1934 and not the K3 of 1933, it is possible to clear things up.

The NE Magnette was driven by Bill Everitt, a highly competent driver who used to climb happily in and out of all types of motor-car, from M.G. to contemporary Maserati. The car was painted Italian red, in honour of its intended conductor, who is said to have decided that it was not fast enough to win and retired back to Italy. It was subsequently offered for sale by a coach-building and car sales firm in Horsham at a price, as far as I can remember, of £425. I nearly bought it and rather wish I had.

The 1933 T.T. winning Nuvolari K3 appeared in its photographs to have a frameless shell body, not unlike those on the Evans cars, in place of the normal wood-framed bodies. This may have caused some confusion. I have no idea what happened to the Everitt/Nuvolari car, but rather think it may have gone to Ian Connell, who repainted it blue or grey.

JAMES BOOTHBY.

LONDON, S.W.7.

Race Britain's 1954 "2½s" Now

YOUR recent editorial on the supremacy of the 2½-litre Ferraris at Rouen emphasizes how ill-equipped we in this country are to meet the challenge of the new Formula 1 next year—this, judging by the activities that one knows about, of course, and not taking into account any behind-the-scenes preparations. Even then I think experience that is not gained in actual competitive events is of doubtful value, however thorough may be the methods.

We are now about half a G.P. racing season away from the new Formula, when the 2½-litre unblown engine moves into the F1 class (not forgetting 750 c.c. s/c). Up till now, however, there is no British G.P. car racing with a 2½-litre unblown engine. Obviously people like H.W.M., Connaught, Alta, Cooper and Bristol know their own business best but one would like to see in action now examples of these cars with engines complying with the new F.1 regulations. It is good that engines should be in course of manufacture or even on the test-bed, but it cannot be denied that it is on the track where troubles are really exposed and the chance given of rectifying them.

J. P. ASPLAND.

CHELMSFORD, ESSEX.

Rheims

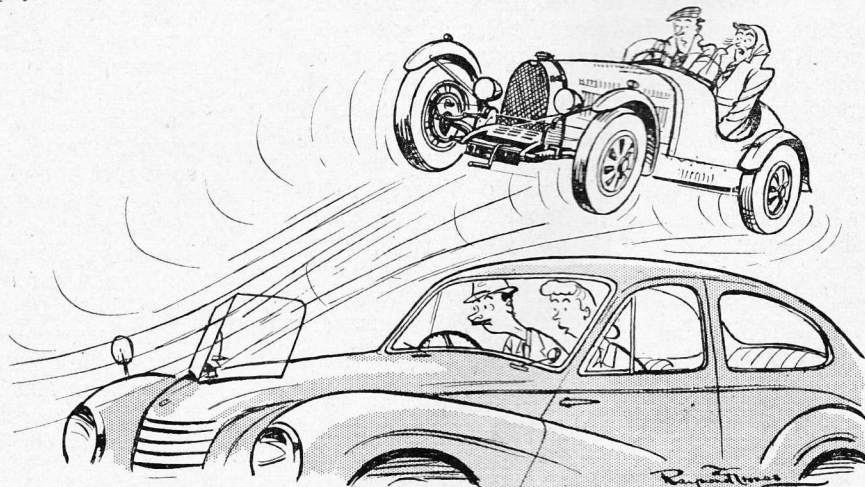
CONGRATULATIONS to AUTOSPORT for a magnificent piece of reporting of the French Grand Prix. This is an outstanding example of the race reporting which has put AUTOSPORT way ahead of every other journal and made the Grand Prix live again in print. Thank you.

Incidentally, I have spent a considerable time trying to tie up the caption to the Talbot picture on page 49 with the Cunningham picture on page 47; will you please elucidate?

P. DENDY.

CHELMSFORD.

[Unfortunately the dents on the offside rear of the Cunningham do not show clearly in reproduction.—EDITOR.]



TECHNICAL & OTHERWISEBy **JOHN BOLSTER****LE MANS REFLECTIONS****Some Random Thoughts Long After The Event**

SUFFICIENT time has passed since the excitement at Le Mans—and what excitement!—for us to sober up a little. Now, we can evaluate the lessons of this great race, in terms of their effect on the specialist sports car of tomorrow and the normal production job of, shall I say, the week after next. Before getting down to the engineering side of the contest, however, let me pay tribute to Tony, Duncan, Pete, and Stirling, not forgetting the other Pete, and Ian Stewart; this was a great international victory for British drivers as well as for British cars.

Disc or Drum?

Inevitably, in a *causerie* such as this, the disc brakes of the Jaguars must be mentioned first. Braking has been a severe problem for many years, since each time the specialists have caught up with current demands, more speed has been found to put them right back where they were. It has been known for some time that the disc was the answer, but the first attempts to use it for long-distance racing revealed shortcomings that had remained undiscovered during exhaustive preliminary testing. Now, complete success has been achieved, and the question must be asked: Will the disc brake oust the drum brake completely, and could it eventually be produced at a competitive price? I have no hesitation in giving an affirmative answer, twice.

In parenthesis, it is rather surprising that the Cunninghams used enormous drum brakes instead of discs. Not only do Indianapolis cars have this type of anchor as a matter of course, but they were manufactured in quantity for the little Crosley car, on which they worked very well. Let us not forget, however, that disc brakes were pioneered in this country. When Capt. George Eyston broke the Land Speed Record in "Thunderbolt", he relied on Borg and Beck disc brakes to arrest his seven-ton monster. What is a disc brake, after all, but an adaptation of the everyday clutch, and I believe that the firm mentioned have made a few of those in their time.

One Choke Per Cylinder Essential

Adverting to the "go" department, it is certain that the seal has been set on the use of one carburetter choke per cylinder. In recent articles, I have explained why this choice is inevitable if maximum performance is the object, and I now have some figures, kindly supplied by Mr. D. Brown. He bench-tested a four-cylinder engine with siamesed ports, and took the B.M.E.P. of each "port" separately. The results were exactly as the firing order would suggest, cylinders 1 and 4 being well down on 2 and 3, due to overlapping suction impulses. The normal type of two-carburetter "four" is thus a hopeless proposition, and the Le Mans results confirm this hypothesis. The popularity of the Weber carburetter is interesting, and flowmeter tests

prove that this is a very efficient instrument. It has no radical departures in its design, but it is beautifully made, with great attention to detail.

It must be made perfectly clear, though, that this choice of one choke per cylinder for almost all the faster cars is only a stepping stone. Some 12 per cent. more power is there for the asking as soon as those chokes can be replaced with straight, parallel throats, and the fuel injected. I am sure that fuel injection will be featured on many engines at the 1954 Le Mans race.

Fast Babies

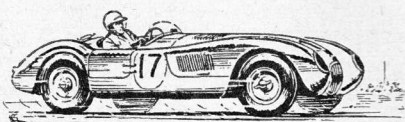
Perhaps the most astonishing feature of this year's event was the tremendous speed of the very small cars. That a Panhard of only 611 c.c. could achieve 105.52 m.p.h. over an electrically timed kilometre, another one of 747 c.c. was able to record 103.47 m.p.h., and a Renault coupé, also of 747 c.c., did 99.78 m.p.h., is beyond all praise. It underlines sadly the complete absence of a British car in a class that we used to lead. Quite apart from class victories, there is the Index of Performance to consider, and the Chancel brothers' win has given a kudos to the French industry that possibly detracts a little from "our" Le Mans.

Technically, it is of absorbing interest that these very high speeds were attained on extremely moderate power outputs. The "1063" Renault is credited with 38 b.h.p., and I cannot believe that the smallest Panhard gives substantially more. It is thus apparent that the streamlining of these machines is superior to that of any of the larger cars. The 105 m.p.h. Panhard exhibits an entirely new style, in which the headlamps are contained in what are, in effect, vertical forward-facing fins. Now, from first principles of aerodynamics, this body would appear to break all the rules. It is essential for stability that the centre of pressure should be behind the centre of gravity, which is patently not so in this case. Nevertheless, this design is the work of a celebrated aircraft engineer, and so it must really be as correct in theory as it is effective in practice. I hope that this will be explained to us in due course.

It is very interesting that these all-enveloping bodies are again making available the high speeds on low power which were known 30 years ago. In those days, 35 b.h.p. was considered adequate for a 90 m.p.h. Brooklands lap, because the tiny bicycle tyres, slim brakeless axles, and light weight gave a low tractive resistance and allowed the good streamlining of a narrow body to be exploited to the full. Later on, when tyres of modern section, hefty brake drums, and shock absorbers disturbed the airstream, at least another 20 b.h.p. was required to achieve a similar velocity. All these things have now been put in one profiled parcel, with the magnificent result that a 611 c.c. car covered over 3,000 kilometres in 24 hours. *Formidable!*

A lesson that can be learnt from this is that a closed body is not essential for minimum drag. I feel that, particularly for driving in mist, rain, or darkness, an

(Continued on page 86)



CRYSTAL PALACE

Elizabethan Trophy

1st COOPER

S. LEWIS EVANS

also 2nd, 3rd and 4th places

Half-Litre Invitation Race

1st LESTON SPL.

L. LESTON

also 2nd, 3rd and 4th places

AVUS RACE, BERLIN

1st COOPER

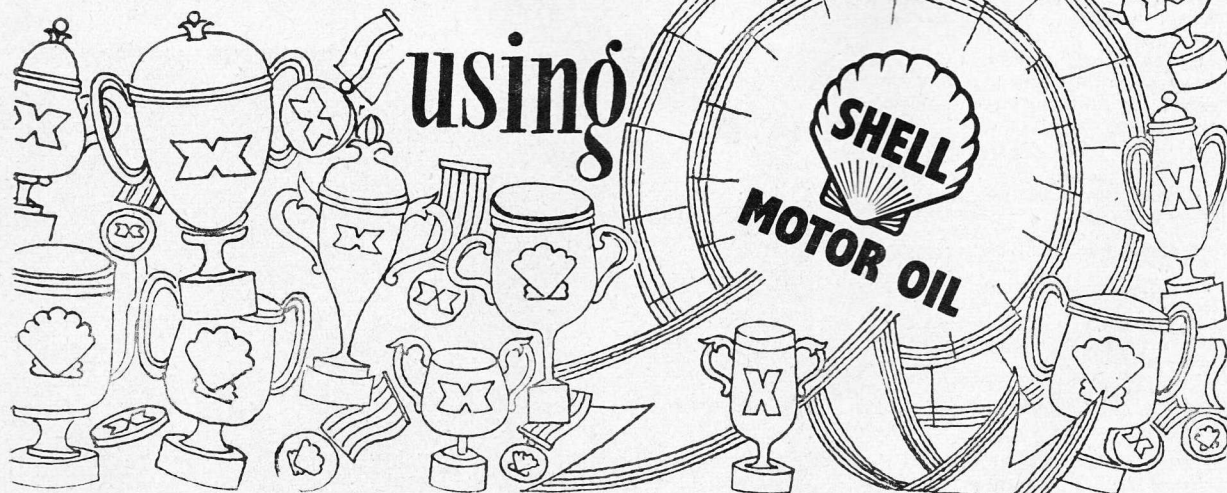
J. COOPER

(at the record speed of 93.55 m.p.h.)

2nd COOPER

R. NUCKEY

(Subject to official confirmation)



And Shell Fuel



Le Mans Reflections—continued

open car is a safer proposition. However good the visibility of a coupé, the topless job gives the driver that extra "contact" with his surroundings. Speeds at Le Mans are so high these days that the man at the wheel deserves every help in his work.

I must admit that there were fewer supercharged cars in this year's race than I had expected. Personally, I am glad, for I feel that an expensive and unpleasant type of vehicle, of little use to the private owner, would be developed. Forced induction is discouraged at Le Mans, because the engine is immediately regarded as having twice its actual piston swept volume. That, no doubt, is why the DB Panhard ran without its usual compressor, for it would have been placed in the 1½-litre

class, rendering an Index of Performance win impossible.

The performance of the supercharged Talbot, Peugeot and Lancia entries certainly did nothing to encourage other constructors to embrace high density induction. It must be pointed out, however, that the supercharged car is on equal terms with the unblown machine as regards winning the race outright, or gaining a place in the general classification. One only hopes that the potentially greater performance of the type will be weighed against such things as fuel consumption, and that entrants will decide against this fascinating but troublesome component.

Finally, congratulations to the tyre companies, whose products stood up so well to this gruelling test.

CLERK HILL-CLIMB

Jack Clegg (Clegg Special) clocks
B.T.D. at Lanes A.C. Event

SITUATED at Whalley, Lanes, Clerk Hill, scene of last Saturday's Lanes A.C. hill-climb, is a 250 yards climb with a very loose surface reminiscent of Park Rash or Kop Hill, ideally suited to trials and scramble-type cars. With five tight left- and right-hand bends to negotiate, and an average gradient of 1 in 8, too much power at the wrong moments brought violent wheelspin and resultant slow times. Ted Lund (M.G. TD) was one to suffer in this way, coming practically to a standstill, and managing third best time in the up to 1,500 c.c. sports class to J. Utley and W. Holt, both driving Dellow's.

M. Caplan (Morgan) took the over 1,500 c.c. sports class in splendid solitude—there were no other runners. The specials and supercharged class produced the biggest entry and also the thrills the large crowd were waiting for. First run gave "Doc" Hardman a lead over Percy Clegg, with G. Woods' CW8 and J. Nightingale's Healey bracketed third. Hill record holder Jack Clegg unfortunately broke second gear just after the start and rolled to a standstill.

Next time up, Jack Clegg used first gear only, and the blown Ford 10, its valves bouncing to bursting point, streaked up the hill to record B.T.D., .4 sec. better than Hardman's second run. Arnold Pownall (V8 Special), Mike Wilson and Denis Flather all made grand attempts.

Timing was by ray to one-tenth second, and as always with a Lanes A.C. event, the organization and courtesy by officials and marshals was superb.

FRANCIS PENN.

Results

Class 1A. Open Cars up to 1,500 c.c.: 1. J. W. Utley (Dellow), 33.4 secs. 2. W. Holt (Dellow), 34.

Class 1B. Closed Cars up to 1,500 c.c.: 1. T. F. Archer (Jowett), 39.2

Class 2A. Open Cars over 1,500 c.c.: 1. M. Caplan (Morgan), 34.4.

Class 2B. Closed Cars over 1,500 c.c.: 1. G. Wood (Allard), 34.4 2. G. Bradley (Sunbeam-Talbot), 36.5.

Class C. Specials and Supercharged Cars: 1. J. Clegg (Clegg Spl. S), 32.4, B.T.D. 2. C. R. Hardman (Dellow S), 32.8. 3. A. Pownall (Rojah V8 Spl.), 33.

MARINE AID: H. Murray's hybrid, consisting of a B.S.A. chassis, Norton gearbox and 4-cylinder, 2-stroke Evinrude boat engine, negotiates a left-hander at Clerk.

CRYSTAL PALACE RESULTS**The Elizabethan Trophy**

1. Stuart Lewis-Evans (Cooper), 18 mins. 30.2 secs., 67.61 m.p.h.
2. Les Leston (Leston Spl.).
3. J. Brown (Martin Spl.).
4. D. Taylor (Martin Spl.).
5. Ivor Bueb (Arnott).

Fastest lap: Charles Headland (Headland-Martin), 1 min. 11.4 secs., 70.08 m.p.h.

The Crystal Trophy

1. Tony Rolt (Connaught), 17 mins. 23.4 secs., 71.94 m.p.h.
2. Roy Salvadori (Connaught).
3. Les Leston (Cooper-J.A.P.).
4. Lance Macklin (H.W.M.).
5. Peter Whitehead (Cooper-Alta).

Fastest lap: Salvadori, 1 min. 8 secs., 73.59 m.p.h. (Circuit record).

Le Petit Prix

1. Harold Daniell (Emeryson), 63.68 m.p.h. 2. P. Jopp (Emeryson). 3. C. L. Graham (Cooper). 4. Rob Anderson (Cooper). 5. Scott Bloor (Cooper).

Invitation Race

1. Les Leston (Leston Spl.), 67.08 m.p.h. 2. Don Gray (Kieft). 3. I. Bueb (Arnott). 4. S. Lewis-Evans (Cooper). 5. George Wicken (Cooper).

Elizabethan Trophy Heats

Heat 1. 1. Bueb (Arnott), 66.42 m.p.h. 2. Biss (Cooper). 3. Lund (Cooper). 4. Moore (J.B.S.). 5. Daniell (Emeryson). 6. Burnett (Emeryson).

Heat 2. 1. S. Lewis-Evans (Cooper), 66.90 m.p.h. 2. Wicken (Cooper). 3. Rolls (Kieft). 4. Wood

(Arnott). 5. Jopp (Emeryson). 6. Graham (Cooper).

Heat 3. 1. Bicknell (Staride), 67.78 m.p.h. 2. Leston (Leston). 3. Burgess (Mackson). 4. Firm (J.B.S.). 5. Grose (Grose). 6. Mauritzen (Cooper).

Heat 4. 1. Headland (Headland-Martin), 67.82 m.p.h. 2. Brown (Martin). 3. Gray (Kieft). 4. Taylor (Martin). 5. Nicholson (Cooper).

* * *

BENTLEY D.C. AT HUTTON

BY invitation of the Chief Constable, the Bentley D.C. held their annual team match with police drivers at Hutton, Lanes, on Sunday, 5th July. A most interesting morning was spent investigating the mysteries of one of the best-equipped Police H.Q.s in the country, with a demonstration and trial runs on the ever-popular "skid pan". A Concours d'Élégance was followed by lunch and five tests on the (now dry) skid pan.

Mention must be made of the organization which, with members of the police marshalling the tests, was so good that one longs to call upon their services for National events!

F. N. P.

Results

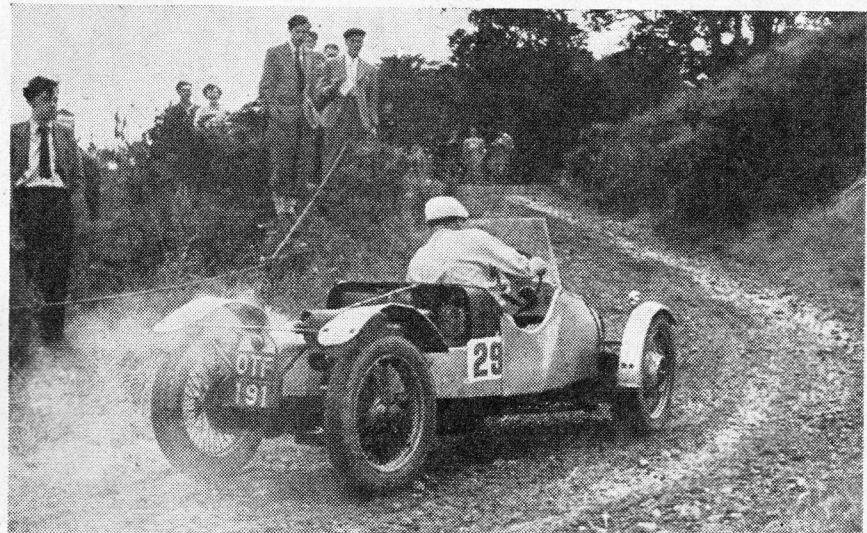
Team Match: 1. Lancashire Police (best performances by P.C.s Hodgson, Birch and Bowker). 2. Bentley D.C. (M. Armitage, R. S. Bickerton and K. Frith).

Relay Race: 1. Bentley No. 2. 2. Police No. 2. 3. Bentley No. 1.

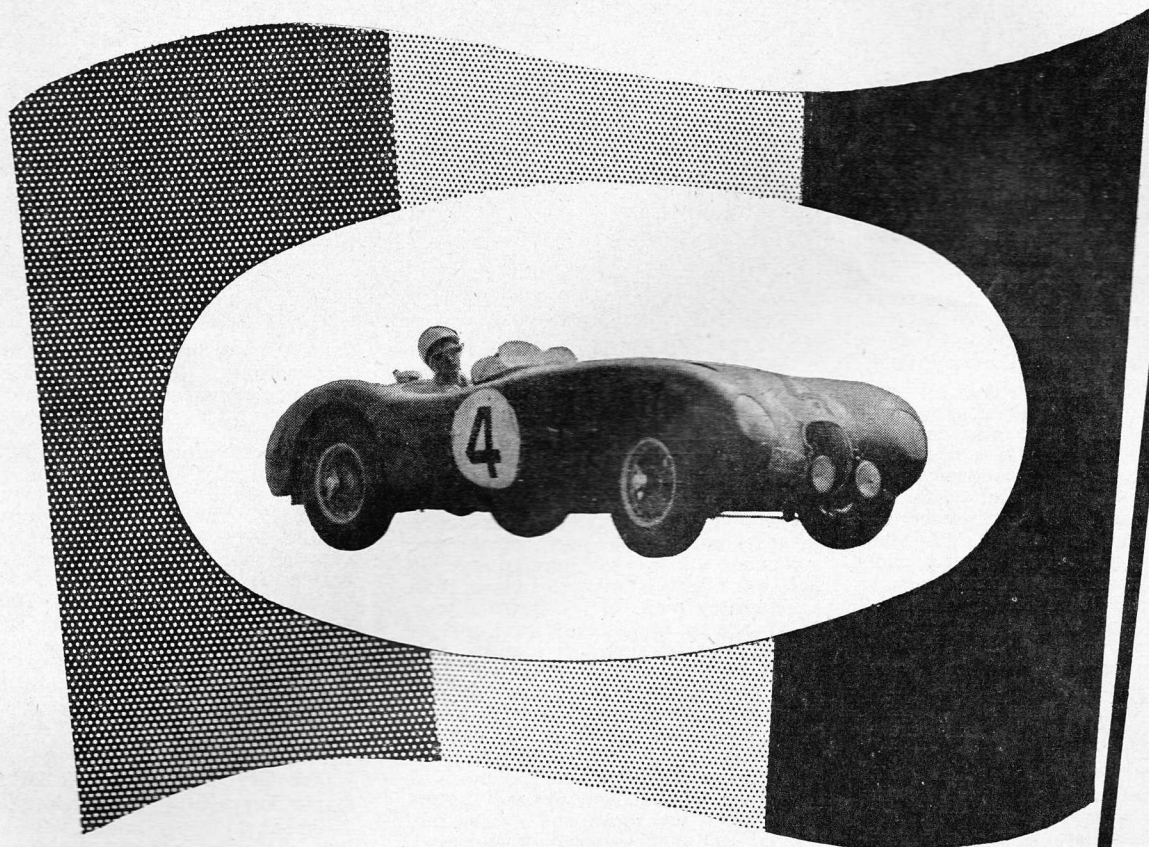
Ladies' Race: 1. Mrs. Tutton. 2. Mrs. Armitage. 3. Mrs. Hardcastle.

Concours d'Élégance: Bentley D.C.: 1. Dixon. 2. McKenzie. 3. Lees-Jones. **Police:** 1. P.C. Lowe. 2. P.C. Harriss.

Best Performance of the Day: P.C. Hodgson (Austin 16).



...and so to Rheims!



and another outstanding

victory for a JAGUAR car equipped with **MINTEX** brake liners.

Congratulations to Stirling Moss and Peter Whitehead

on winning the International 12 hour race

at an average speed of 105.45 m.p.h.

(subject to official confirmation)

When high performance counts, you can rely on

MINTEX

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING AND ASBESTOS LTD., CLECKHEATON, YORKSHIRE. ALL MINTEX PRODUCTS ARE OBTAINABLE FROM MINTEX SERVICE DEPOTS AND STOCKISTS THROUGHOUT GREAT BRITAIN AND THE WORLD. B.B.A. ARE ALSO THE MANUFACTURERS OF 'SCANDURA' THE ORIGINAL P.V.C. FIREPROOF CONVEYOR BELTING.

NEWS FROM THE CLUBS

By Wilson McComb

ONE begins to wonder if *formule libre* races are worth while for the average club race meeting. Admittedly, these races are designed for the unfortunate owners of cars conforming to obsolete formulæ, but do they, in fact, derive any benefit from them? An examination of this season's results suggests otherwise. There have been four *formule libre* events at Snetterton alone this year, and in only one of these races has a pre-war car finished in the first three. Each has been won by an F2 car—either a Connaught or a Cooper-Bristol.

A club which is interested in the gate money (and it is a shortsighted organization which is not) must also consider the value of such races as a spectacle. Here, too, the evidence is disquieting. Every *formule libre* event at Snetterton has been marred by a large number of non-starters and retirements. In the May meeting, there were fifteen non-starters and six retirements, leaving only nine runners; the June meeting saw only eight starters, of which three retired. Last Saturday, an all-time low was reached, when only four of the eleven starters finished, two of them two laps behind. The pre-war car which finished among the first three was Thomas's ex-Bira E.R.A., the famous "Remus", which was third (but two laps behind the winner), in the hands of "Tiny" Lewis; even "Remus" was far from well, and Lewis continued only as the result of instructions from his pit.

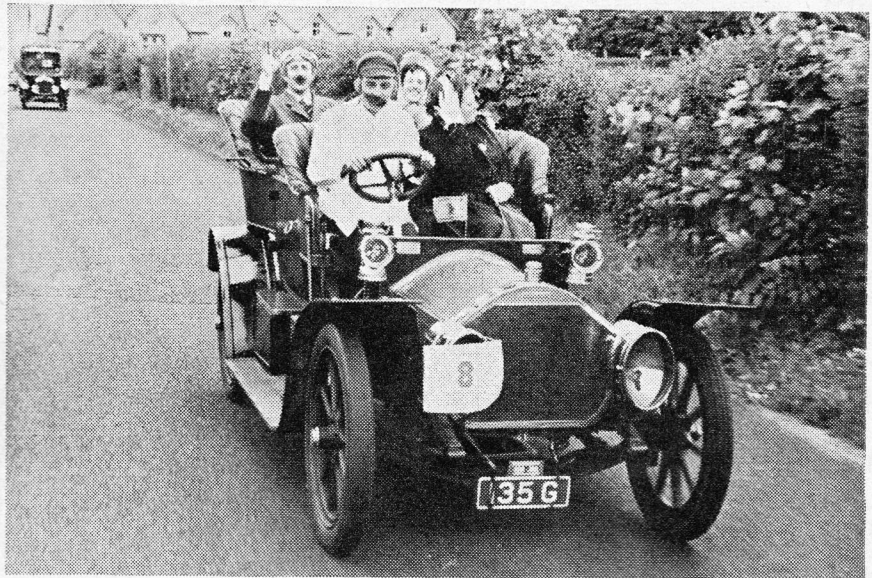
NEW CIRCUIT FOR "750" SIX HOURS

DUE to be run for the third successive year, the 750 M.C.'s National Six Hour Handicap Relay Race for sports cars on 29th August will be contested over a new 2½-mile circuit at Silverstone. Although the layout is based on the 1.6-mile Club course, the organizers have gained a longer lap containing some very interesting corners by making use of the central runways.

The race is open to any holder of a current International competition licence, while a supplementary closed relay scratch race for 750 M.C. Formula cars will be run concurrently. Full details can be obtained from the Secretary of the Meeting, Holland Birkett, 3 Pondtail Road, Fleet, Hants (Fleet 588).

MARCONI A.C. GYMKHANA

ON Sunday, 6th September, the annual Gymkhana of the Marconi A.C. will be held at Rivenhall Aerodrome, Essex, starting at 1.30 p.m. Further details may be had from P. C. Lacey, Room 788, Marconi House, Chelmsford, Essex.



DRY MARTINI: In perfect weather, the 1905 Martini voiture trundles along during the R.S.A.C.'s annual Veteran Rally. Unfortunately the 41 competitors did not remain dry, for heavy rain commenced half an hour before the finish.

VETERAN RAMBLE

EACH year A. K. Stevenson finds a fresh route for the Royal Scottish Automobile Club's Veteran Car Rally, so that more people may see the fine specimens still in good running order in Scotland. Last Saturday, therefore, from an assembly point in Glasgow's Blythswood Square, the annual cavalcade of ancient vehicles made its leisurely progress over some 60-70 miles of road, through industrial Clydeside to the pleasant resorts of Gourock, Largs and Saltcoats, before turning inland to Kilwinning, Irvine and the rallying point at Kilmarnock. That his policy is a good one was shown by the crowds which lined the route, and by the fact that, at each stopping place, they simply swarmed over the cars to inspect them in detail and, in some cases, to reminisce about motoring done in similar models.

The entry for the event was excellent, totalling 41 starters, and among them were such cars as a 1910 Daimler Cabriolet with a four-cylinder, sleeve-valve engine; an 1899 Albion with an attractive dog cart body and two-cylinder, 8 h.p. engine; a very fine six-cylinder Rolls-Royce of 1912 vintage, with a magnificent 8-light saloon body by Barker and, of course, the ubiquitous Model T Ford.

It was unfortunate that, after only 12 miles, W. H. Hunter's 1908 Stanley Steam Car was forced to pack up with boiler trouble; on Clydeside, there is naturally a great deal of interest in anything that is steam driven. It is also remarkable that this should have happened, for the Steamer had already come through to Glasgow from Edinburgh without a hitch.

Troubles were few during the event and, out of the 41 starters, 37 finished the course. Despite clutch failure, Iain Thomson managed to coax his 1910 Metallurgique to the finish, and Neil Buchanan got his 1910 Vinot there behind his 1953 Riley—at a speed that struck us as somewhat rapid, considering the state of the Vinot's brakes.

The silver "Genevieve" Trophy, presented by Glasgow's Gaumont Cinema

for the best turnout of the rally, went to H. Stafford Cleland's pale blue 1902 Panhard, while the trophy for cars built before 1905 went to F. S. Rowden's familiar 1898 Star Dog Cart, which had come all the way from Rainham, in Kent, to take part in the event. Motoring in J. C. Sword's 1910 Daimler, Maurice Anderson won the class for cars up to 1910 and, for those up to 1914, the award was deservedly won by Charles Sleigh, driving the 1912 Rolls-Royce, which is also the property of J. C. Sword. A. N. F.

OMAGH M.C. EVENING TRIAL

ALTHOUGH only 14 starters contested the Omagh M.C.'s Evening Trial on 24th June, the event retained its interest to the end, by reason of a scrap between the Ford Specials of Billy Reid and Barry Stuart. There were 14 tests on the 12-mile route, and Reid started off well in the second one by spinning his Special on the handbrake in a narrow lane, thus clocking a full 9 secs. less than second man Stuart. The latter made the best performance in Test 3, but both tied with Harry Reilly's M.G. TC in the fourth test.

As usual, Bob Chambers gave a fire-work display with his Sunbeam-Talbot, this time at a grass triangle which was "lapped" twice. Barry Stuart was fastest in this test, but Reid topped him again in the final dice round some barrels in the Car Park at Omagh, and the results showed that he had won by only 2.2 marks. Reid now leads in the competition for the Omagh Traders' Cup, with 29 points. J. P. Robinson and F. Charleton both have 27, and Harry Reilly has scored 26 points.

Results

Open Car Class: 1, W. O. Reid (Ford Spl.), 355.2 marks lost; 2, C. E. B. Stuart (Ford Spl.), 357.4; 3, F. Charleton (Ford Spl.), 387.8.

Closed Car Class: 1, P. W. Torney (Sunbeam-Talbot), 387.8; 2, M. Glover (Sunbeam-Talbot), 417.6; 3, R. Chambers (Sunbeam-Talbot), 420.

More News from the Clubs on page 90

EssoLube
first at the finish!

Crystal Palace Meeting 11th July

CRYSTAL TROPHY (FORMULA II)

1st

A.P.R. ROLT

driving a Connaught at an average speed of 71.94 m.p.h.

2nd

ROY SALVADORI

driving a Connaught

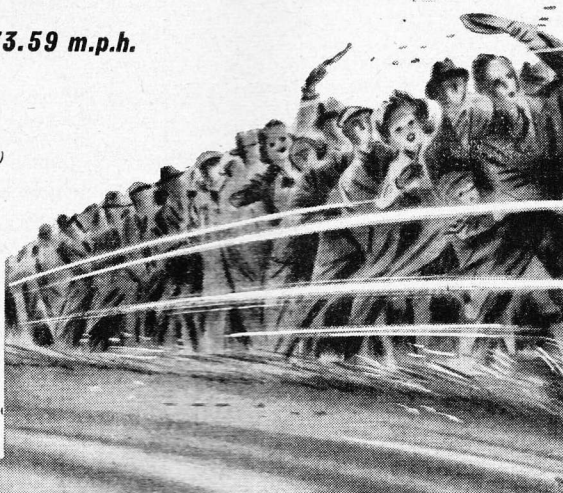
Record lap by Roy Salvadori at 73.59 m.p.h.

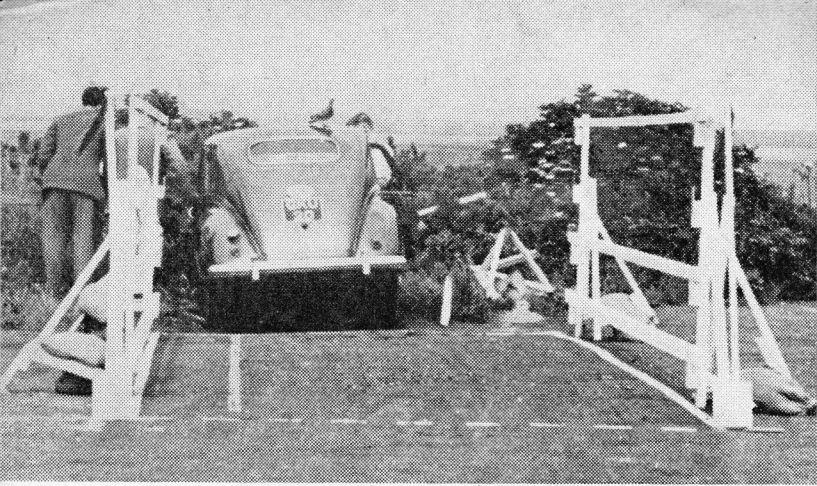
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USING EssoLube MOTOR OIL

*The same fine Mineral Oil
you can buy from your local garage*





B.A.R.C. BESIDE THE SEASIDE

STARTING No. 1 in the entry list for the B.A.R.C.'s seventh Eastbourne Rally on Saturday, 4th July, E. G. Vanner emerged as a deserving No. 1 in the final results after a precise and energetic day's motoring with his Dellow.

A shortish regularity road section preceded the programme of six driving tests on the Eastbourne front. These embraced all the manoeuvres any motorist was ever likely to be faced with, and gave cars and occupants an extremely lively day's work. The morning's activity included an acceleration and manoeuvring test on a steep hill on the edge of the Downs. A parking test followed, where spectators saw the Javelin of W. B. Allen charging heartily into the leafy "wall" of one of the four "garages", his clutch having failed.

Quick Start, Parking and Forward-and-Reverse teasers were forerunners of the seventh and last test, the "Rallye Soleil", a superb piece of chicanery which saw a succession of flying pylons and but seven "clean" performances. Amongst them was that of E. G. Vanner, who scored best class times in six of the seven tests and only lost six marks in the whole Rally to become a clear winner. G. B. Claridge (Wolseley) won the Novice award in expert style, while Rex Chappell, forsaking his trials Cotton for an XK 120 Jaguar, won the 2-litre open class and a first class award.

The Winter Garden was the scene of the Midnight Concours which followed the Rally, the many superb cars setting a real problem for the judges. Grand Prix d'Honneur went to Mrs. Gatty Saunt's Hooper-bodied Rolls-Royce limousine, while Jack Bond's well-known 1929 38/250 Mercedes-Benz took the pre-1941 open car class.

Results

Best Performance (Challenge Trophy): E. G. Vanner (Dellow), 6 marks lost.
First Class Awards: E. G. Vanner (Dellow), B. D. Frost (M.G.), 11, A. S. Lusty (M.G.), 19, and R. F. Chappell (Jaguar XK 120), 18. **Standard Awards:** L. T. Cornish (Morris), 39, A. D. Stevens (Lea-Francis), 27, K. Elder (M.G.), 28, W. T. Robins (Jowett), 26, R. Mackenzie-Low (Jowett), 37, B. D. S. Ginn (Jowett), 22, L. F. Parcham (Bristol), 28, L. J. Hollingsworth (Ford), 26, and G. B. Claridge (Wolseley), 32. **Class Awards. Closed, up to 1,200 c.c.:** L. T. Cornish (Morris). **1,201-2,000 c.c., Open:** B. D. Frost (M.G.). **Closed:** B. D. S. Ginn (Jowett). **Over 2,000 c.c., Open:** R. F. Chappell (Jaguar XK 120). **Closed:** L. J. Hollingsworth (Ford). **Novice Award:** G. B. Claridge (Wolseley). **Ladies' Award:** Insufficient entries.

TWO IN THE BUSH? : A cheeky pigeon perches on the roof of W. B. Allen's Jowett Javelin, which crashed through the back of a "garage" when his clutch failed during the B.A.R.C. Eastbourne Rally.

NEW WELSH COUNTIES TROPHY

THE committee of the Welsh Counties C.C. have decided to award a Victor Ludorum trophy to the member gaining the highest number of points in competitions throughout the year. At present, H. J. Hunter (Healey) holds a commanding lead of 23 points for his performances in hill-climbs and other speed events. His nearest challenger is D. Parsons (Frazer-Nash), who has 7 points.

Meetings of the club will take place on 27th July at the "Duke", Cowbridge, and on 10th August at the "Barley Mow", Penlline, near Cowbridge.

RHYL AND D.M.C. SOCIAL RUN

MEMBERS of any R.A.C.-recognized motoring club who are staying in the Rhyl district for their holidays, are invited to join in the Rhyl and D.M.C.'s social run on Sunday, 16th August. They are asked to advise A. Hugh Rutt, Basingwerk, Greenfield, Holywell, Flintshire, before Monday, 3rd August.

GREAT AUCLUM HILL-CLIMB

£25 AND the privilege of polishing the President's Trophy for a period of twelve months, await the competitor who puts up B.T.D. at the Hants & Berks M.C.'s Great Auclum Hill-Climb on Saturday, 8th August. The event is open to the B.A.R.C., West Hants & Dorset C.C., Gosport A.C., Half-Litre C.C., London M.C., M.G.C.C., Vintage S.C.C. and the promoting Club. Entries should reach A. H. S. Fountain, 51 Matlock Road, Caversham, Reading, Berks, not later than 25th July. There are various classes for sports and racing cars, and a class is again included for cars propelled by a gas turbine engine.

This well-known hill, five miles S.W. of Reading, has many unique features, including a downhill start leading into the famous "Wall of Death"—a heavily banked right-angled corner, through which the fastest line lies round the rim. After the Esses comes a left-hander, followed by a slightly banked right-hand corner with a greenhouse positioned to receive those who fail to get round. The lengthy finishing stretch is straight and level.

WEST ESSEX SNETTERTON MEETING

MONDAY, 27th July, is entry closing date for the West Essex C.C.'s next meeting at Snetterton, on Saturday, 1st August. This is a National meeting, which will consist of nine scratch and handicap races for racing cars to Formula 3 and *libre*, sports cars and saloons. Secretary of the Meeting is G. E. Matthews, 48 Gaynes Hill Road, Woodford Bridge, Essex.

"AUTOSPORT" DIRECTORY OF THE CLUBS—53

The Hants and Berks Motor Club

(Founded



1946)

President: Neil W. Gardiner.

Vice-Presidents: Sir Algernon Guinness, Bart.; John Langton; Harry Hopkinson.

Open to: Anyone interested in motor sport.

Caters for: All forms of motor sport.

Principal Events: Blackwater Trial—March.

Versatility Trial—April.

Great Auclum Speed Hill-Climb—August.

Night Navigation Trial—October.

Point-to-Point (Navigational).

Driving Tests.

Founder member of the Eight Clubs.

Headquarters: The New Inn, Eversley, near Reading.

Meetings: Last Friday in each month.

Bulletin: Monthly; duplicated; about 8 pp.

Editor: J. Lowrey, Green Shutters, Avenue Road, Farnborough, Hants.

Whether associated with R.A.C.: No. **Approximate Membership:** 250.

Annual Subscription and Entry Fee: Entry Fee, 5s.; Annual Subscription, 10s.

Prominent Past or Present Members: Stirling Moss; Eric Brandon; Roy Salvadori; Archie Butterworth; Sydney Allard; Anthony Crook; Mrs. Nancy Mitchell; Harry Lester; Peter Gammon; Holland Birkett; Derek Buckler; Charles Bulmer; Barclay Inglis.

Hon. Secretaries: Joan and Douglas Johns, 48 Reading Road, Woodley, Berks. Telephone: Sonning 2106.

SOUTH ESSEX NORMAN CUP RALLY

THE South Essex M.C.'s recent Norman Cup Rally started with a 66-mile section through North Essex, with a 28 m.p.h. set average. This was followed by a road courtesy section over a two-mile course, where competitors were tested for observance of the Highway Code. Lunch was taken at Saffron Walden, after which the field commenced the return journey to a 2½-mile regularity test. The premier award was won by E. Steele (Riley) and second and third places filled by D. Holdaway (Morris) and K. Jordan (Ford).

WOLSELEY HORNET S.C. ACTIVITIES

ON Sunday, 28th June, members of the Wolseley Hornet Special Club paid a visit to Bourne as the guests of Raymond Mays. After a series of driving tests at Folkingham aerodrome, planned by the Hereward A.C., the visitors made a tour of the B.R.M. works. A film show was followed by an absorbing talk by Raymond Mays, during which he gave a graphic description of the recent Albi G.P. Placings in the driving tests were: 1, K. Gayton; 2, D. S. Denny; 3, A. W. Hay; 4, R. Hadwen.

The club's Spring Rally at Atherstone aerodrome, on 24th May, was held in almost tropical heat, and one member became a victim of sunstroke. Ken Rawlings performed very well with a Sunbeam-Talbot 90 in the driving tests, and the Concours d'Élégance was won by Mr. Mitchell's 21-year-old Hornet.

NEWRY M.C. SPELGA HILL-CLIMB

FOR the third year running, the Newry and D.M.C.s hill-climb at Spelga Pass, Co. Down, was held in brilliant sunshine on 27th June. An entry of 41 was received, plus nine secondary entries, and two innovations proved a popular feature with the competitors; they were the application of a capacity formula to the production car classes, and the introduction of a special class for Ford 10-powered cars.

Despite the capacity formula, Volkswagens dominated the saloon car class, while Clendinning's M.G. TC topped McWhir's H.R.G. on formula in the open car class. A run-off was necessary in the "Ford" class, Clapham and McDonagh having tied at 84 secs., and it was finally won by Clapham's Kieft-sprung special. The absence of Desmond Titterington (J2 Allard), who was busy winning his class at Bo'ness, and of W. R. Baird, deprived the "all-comers" category of much of its interest. Redmond Gallagher's 995 c.c. Leprechaun cut out at the S-bend, and did not complete its first run. At his second attempt he achieved the best time of the day.

Results

Addison Ingram Memorial Trophy (B.T.D.): R. Gallagher (995 Leprechaun), 72.4 secs.

"Belfast Telegraph" Trophy (Novice Award): D. W. Archibald (1,140 Nufor), 85 secs.

Production Saloon Cars: 1, H. St. G. Smith (Volkswagen), 102.8 secs. (Formula time); 2, L. Collen (Volkswagen), 104 secs.; 3, S. Pentland (Citroën), 108.6 secs.



IRISH SPECIAL: Redmond Gallagher waits on the line at Spelga to make the fastest run in his attractive 995 c.c. Leprechaun. Note the leprechaun motif on the scuttle.

Production Open Cars: 1, J. Clendinning (M.G. TC), 94.05 secs. (Formula time); 2, D. H. McWhir (H.R.G.), 95.95 secs.; 3, R. M. D. MacGregor (M.G. TC), 96.25 secs.

Ford 10-Powered Cars: 1, W. A. Clapham, 83.4 secs.; 2, J. McDonagh, 83.6 secs.; 3, A. T. Carroll, 86.6 secs.

All-Comers: 1, R. Gallagher; 2, J. Quinn (4,250 S.A.M.), 74.6 secs.; 3, R. G. Lovell-Butt (1,971 Frazer-Nash), 75.2 secs.

Open Handicap: 1, S. Pentland (Buckler); 2, J. Quinn; 3, J. A. Garvey (1,287 M.G.N.).

More News from the Clubs on page 92

BRITISH EMPIRE TROPHY

1st 1500 c.c. Class Final—Pat Griffith (63·80 m.p.h.)

(Subject to official confirmation)

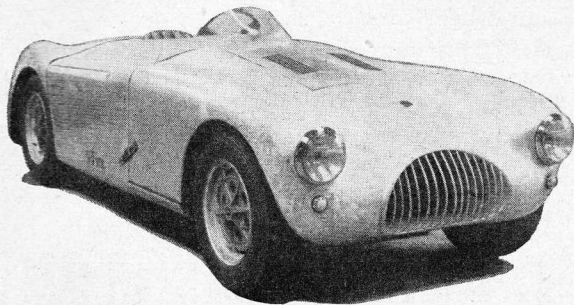
New price for the **KIEFT** three-seater sports car is £750 (plus £130 - 15 - 5 P.T.) for Chassis and body less engine and gearbox

Car complete with 1½-litre specially tuned engine £1,125 (plus £469 - 17 - 6 P.T.)

Car complete with 2-litre specially tuned Bristol engine £1,365 (plus £569 - 17 - 6 P.T.)

Four of these cars have been built for the Monkey Stable, and other well-known

racing personalities are taking delivery of 1½ or 2-litre models



Dimensions:—Wheel base 7' 6". Track 4' 2". Overall width 4' 10". Height to scuttle 3' 2". Overall length 11' 2". Ground clearance 5".

Overall gear ratios:—3·27-1, 3·64-1, 3·916-1, 4·3-1, 4·55-1, 4·88-1.

Brakes:—Lockheed or Girling optional. Front: 2 LS 11" × 1¼". Rear: 2 LS 11" × 1¼". Hand: Mechanical transmission and normal independent hydraulic.

Tyres:—15" × 5·00—5·50—6·00.

Wheels:—Detachable rim.

Tank capacity:—For up to 40 gallons.

Body panels:—Complete nose section hinges forward. Complete tail section hinges backwards.

Suspension:—Front: Double wishbone—coil spring oil damped. Rear: Double wishbone—transverse leaf spring oil damped.

CYRIL KIEFT & Co. LTD., RELIANCE WORKS, DERRY STREET, WOLVERHAMPTON

Telephone: Wolverhampton 24394/5

S.C.C. OF NORFOLK "TEN TEST" RALLY

INSUFFICIENT entries having been received, the S.C.C. of Norfolk's "Ten Test" Rally, scheduled for 18th/19th July, has been postponed until a later date.

GOSPORT A.C. RALLY

MEMBERS of the West Hants and Dorset C.C., Chiltern C.C., Hants and Berks M.C., Bentley D.C., M.G.C.C., B.A.R.C. and Mid-Surrey A.C. are invited to take part in the Gosport A.C.'s annual Rally on Sunday, 9th August. Starting from Petersfield, the 100-mile route in the South Downs area will finish with special tests at Gosport. Regulations will shortly be available from S. F. Warne, 11 Vectis Road, Gosport.

A.M.O.C. SILVERSTONE MEETING

THE Aston Martin O.C.'s fourth St. John Horsfall Memorial Race will be held at Silverstone on Saturday, 15th August. It will comprise a half-hour regularity trial, a series of five-lap handicap races, a handicap relay race for the David Brown Challenge Cup, a five-lap scratch race, an invitation handicap and the St. John Horsfall Race, over 10 laps, for Aston Martin cars. The meeting is open to members of One-Make clubs, One-Make sections of the Vintage S.C.C. and the 750 Club. Entries close on 4th August with Peter C. Doyle, Downs Farm, Cannon Lane, Pinner, Middx.

This race meeting is included in the club's "Summer Week-end", which will

COMING ATTRACTIONS

July 18th. **British G.P. Meeting (F2, 3, L, S), Silverstone, nr. Towcester. Start, 10.15 a.m.**

July 18th/19th. **North London M.C. Night Navigational Contest. Start, Messrs. Glanfield Lawrence Ltd., North Circular Road, London, 10.0 p.m.**

M.G.C.C. (Ireland) Midland Circuit Trial, Eire.

July 19th. **Susa-Mt. Cenis Hill-climb, Italy.**

Boras Races (F.3), Sweden.

Herts Co. and North London Speed Trials, Western Undercliff Drive, Ramsgate. Start, 11.30 a.m.

Alvis O.C. (S.E. Section) Pershore Rally.

750 and H. & B.M.C. Night Rally. Start, Golden Arrow Garage, Colnbrook By-pass, 12.0 midnight.

July 22nd. **Ulster A.C. Trial, N. Ireland.**

July 23rd. **Bouley Bay International Hill-climb, Jersey. Start, 2.30 p.m.**

July 23rd/26th. **Evian-Mt. Blanc-Megève Rally, France.**

commence with a social evening at the Cornhill Hotel, Pattishall, Northants, on the day before the race. A supper for members will be held at the same venue after the race, starting at 9 p.m., and at 10.15 a.m. on the morning of Sunday, 16th August, the second annual Concours d'Élégance will be staged in the grounds of the hotel.

MERCEDES-BENZ CONCOURS D'ÉLÉGANCE

PRECEDING their first anniversary dinner, the Mercedes-Benz Club's Concours d'Élégance on Saturday, 4th July, was held at the Bull Hotel, Gerrard's Cross, Bucks. Results are as follows:—

Premier Award: Hon. G. R. St. Aubyn (1936 Model 500 K).

Vintage Class: 1, D. E. Howard (1927 Model 33/180 K); 2, J. Austin (1930 Model 38/250 SS). **Models 170 V and 230:** 1, L. S. Durell (1937 Model 230); 2, G. S. Peerless (1938 Model 170 V). **Models 500 K and 540 K:** 1, Hon. G. R. St. Aubyn (1936 Model 500 K); 2, A. Keiller (1937 Model 540 K).

LONDON RALLY

THIS year the London M.C.'s London Rally, on 11th/12th September, will feature a starting control at Birmingham in addition to those at London and Leeds. Further details from Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

CLUB FIXTURES

Bentley D.C. Meetings: 18th July, Elcot Park Hotel, Newbury, Berks, 7.30 p.m. 20th July, The Withies, Compton, Surrey, 7 p.m. 22nd July, R.A.F. Club, Preston, Lancs, 7.30 p.m. 23rd July, Whittington Inn, nr. Kidderminster, Worcs, 8 p.m.

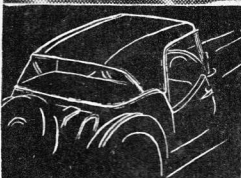
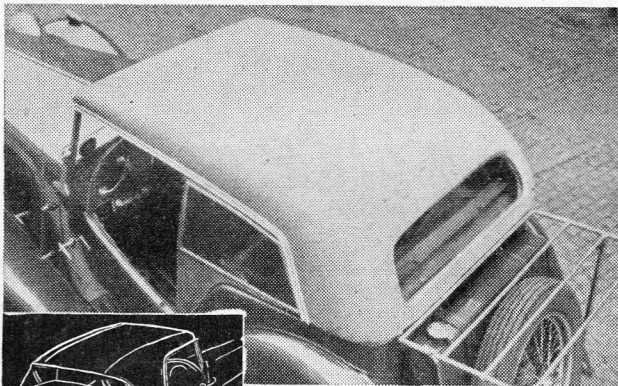
Cheltenham M.C. Gymkhana, 19th July, Elmstone Hardwicke, 3.0 p.m.

20 Ghost Club. Concours d'Élégance, 19th July, Kensington Gardens, London.

Vintage S.C.C. Meeting, 22nd July, Ferry Boat Inn, Holywell, St. Ives, Hunts.

Sunbac. Meeting, 23rd July, The Mason's Arms, Solihull.

More News from the Clubs on page 96



Wrap-Round Backlight

M.G. TC & TD FIBREGLASS DETACHABLE SALOON TOPS

Couples the advantages of a fixed head coupe and an open sports-car

- Light, Strong, Draught free.
- Hood remains folded on car.
- Leathercloth covered and headlined.
- Large back windows of varied design.
- Four point attachment for quick release and fixing.

£38.0.0

Also for: *Jaguar XK120, Silverstone Healey, Morris Minor and other open cars.*

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Have pleasure in announcing their newly opened Sports Car showroom at 110/112, Bold Street, Liverpool, catering particularly for the Motoring Enthusiast.

We are eager buyers and sellers of English and Continental pre and post war open and closed sports cars.

Present stock includes: Alvis, Aston Martin, B.M.W., Dellow, Jaguar, Lagonda, M.G., Riley and Singer cars.

Main Distributors for the following sports cars: Aston Martin, Lagonda, Cooper and Singer.

In addition a tuning and maintenance establishment is at your service in connection with the above. Quotations for major or minor overhauls are at your disposal.

Call, write or phone.

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110/112 BOLD STREET, LIVERPOOL

ROYAL 6622.

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The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

CARS FOR SALE

ALLARD

1948 ALLARD d/h coupé, special heads, column change. £425.—Johnson and Brown, Ringers Road, Bromley, Kent. RAVensbourne 6479-2322.

£345 FOUR-SEATER tourer, 1948.—Richards and Carr, 35 Kinnerton Street, London, S.W.1. SLOane 5424.

ALVIS

ALVIS Speed 20 tourer 1933, recent respray, red, hood sound, new batteries, brakes refined Minix, four excellent tyres, completely overhauled and mechanically perfect, wind horns, P100s, very fast, a real enthusiast's car. Licensed end of year, £200, only reason for selling financial.—Ross, 35a Broadwater Down, Tunbridge Wells.

ASTON MARTIN

ASTON MARTIN 1933 Le Mans 2/4-seater, recent engine overhaul. £295.—Johnson and Brown, Ringers Road, Bromley, Kent. RAVensbourne 6479-2322.

AUSTIN

AUSTIN NIPPY,

fitted Ford 8 engine, Nippy c.r. 4-speed box, Girling roller/wedge brakes, four new Dunlop remoulds, 4.00 x 17 and 4.75 x 16, oversize valves and ports, h.c. head, bottom-end balanced by Laystall, single and twin carbs, manifolds, etc., Scintilla, water pump, motor 16,000 since new, 1,500 and raced once since rebore and complete overhaul. Armstrong and Rotoflow dampers, Panhard rod, 4.9 axle, 40-50 m.p.g., 70-80 m.p.h., repainted, excellent roadholding and reliability. Winner numerous awards, Silverstone. Seen Manchester or Kidderminster.

£235 o.n.o.

F. E. TAYLOR,

Uplands, Wilden, Stourport, Worcs.

AUSTIN SEVENS ONLY (Proprietor: Ernie Day), 17 Hitchin Road, Luton, Beds, offer: 1934 2-seater tourer, excellent condition, many extras, £105. 1949 Special, built on racing lines, £125. 1929 2-seater, immaculate? Think not, only £35. Usually several saloons from £40.—Phone: Luton 4285.

AUSTIN 7 special, twin Amals, Bowdenex, flattened springs, dropped axles, hood, side-screens, raked steering. £70 o.n.o. 1950 350 c.c. Douglas engine gearbox spares, £20 o.n.o.—22 Campbell Avenue, Iford, Essex, Valentine 8340.

AUSTIN 12 h.p. 10 cwt. van, 1938, good history, two owners, fitted racks for shelves, etc., £135.—Camden Motors, Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines).

BMW

BMW TYPE 45, 1937. This car is in extremely good condition for its age.—Oscar Moore, 204 Balfords Lane, Finchley, N.3. Telephone: Finchley 2920.

B.S.A.

BASIL ROY, LTD., B.S.A., (Scout Models), spares, Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANGham 7733.

CONNAUGHT

CONNAUGHT 1953 sports model, 3,000 miles only, cost new £1,900. First offer £1,000. Genuine reason for sale.—Apply Box 1177.

COOPER-M.G.

COOPER-M.G. 1,467 c.c., Lucas modified head, full road equipment, racing tyres, perfect condition, green, red leather, paintwork unmarked. Complete with trailer. Well-known car with an excellent record. Holder of Gosport Class Record, ¼ mile—16 secs. Price £995.—D. F. Ryder, 163 Wollaton Vale, Beeston, Nottingham. Telephone 79133.

DELLOW

DELLOW, June 1951, 11,000 miles only, twin spares (unused), Fram oil filter, Windtones, h.c. head, original tyres only part worn. A genuine car in every way. Not trialed. Price £395.—Phone Pudsey 4432 between 6 and 7.30 p.m.

FIAT

MAYFAIR GARAGES, LTD.—£35 FIAT 500, fully reconditioned, S/E engines, immediate delivery. Fiat repairs and renovations at competitive prices.—Balderton Street, London, W.1. MAYfair 3104-5. Open 9-6, Saturday 9-1.

1938 "500" convertible 2-seater, £90 overhaul just completed, rebored with new pistons, crankshaft ground with new bearings, new starter, new dynamo, SU carburettor and distributor, fitted new tyres. Taxed and insured until end of the year. £185.—D. C. Pitt, Amberley 2243, Gloucestershire.

FORD

MODEL A saloon. £18.—39 Green Park, Bath.

FRAZER-NASH

FRAZER-NASH/BMW Type 328 2-seater, very nice condition. No competition work. Recently sprayed and engine examined. September 1939.—Box 1178.

F.N./BMW

"328" GRAND PRIX 2-seater. The fastest available in the country. Specially prepared at cost of over £400. Fitted Alfin drums, alloy wheels with new road-racing Dunlops, E.N.V. racing preselector gearbox, Newton telescopic damping, Lucas racing vertical magnet, matched set of triple SU carburettors, new hood, new zipped tonneau cover, new battery, new carpets. Taxed for the year, exceptional condition, colour black and white. £550 or exchange Type 327/80 coupé.—D. C. Pitt, Amberley 2243, Gloucestershire.

HEALEY

SILVERSTONE HEALEY as advertised here 10th July. £850.—Sessions, Holly Hill Lodge, Sarisbury Green, Nr. Southampton. Locks Heath 3131.

HILLMAN

HILLMAN 10 h.p. van, 1939, reasonable body-work and road tyres, ideal for small roundsman. £165.—Camden Motors, Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines).

JAGUAR

XK 120 1951, two owners, silver with red leather, genuine 16,000 miles, absolutely standard. Not used in competitions. £1,150. Terms, Exchange.—K. N. Rudd, 65 Victoria Road, Worthing 4635.

1951 XK 120, 18,000 miles, new tyres, radio, Elmbridge 3346.

LAGONDA

LAGONDA 3-litre saloon 1934, excellent mechanically, good body and tyres. £125.—Box 1181.

LANCIA

APRILIA, June 1938, one of the finest in the country, pillarless saloon, no rust, treated Nova Seal since new. 43,000 miles. 1½-litre engine fitted at works 16,000 miles, special imported polished head, telecontrols, radio, etc. New exhaust system. Superb performance. Any inspection or trial, £625 or part exchange.—Brown, Whiteladies, Woodside Road, Purley. Uplands 2564.

M.G.

M.G. ex-HUMPHREYS, 750 c.c. "Q" engine and gearbox, Laystall crank, special rods, Martlets, cross-flow head, E.N.V. crash box, racing clutch, offered with spare head, rods, block, pistons, etc. All in superlative condition.—191 Markfield Road, Groby, Leicestershire. Phone: Leicester 59120.

M.G. PB 1936, resprayed, very good condition, fast. £220.—Rovers, Homeleigh, Rugby Road, Long Lawford, Rugby.

M.G. SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Road, Wimbledon, S.W.19. LIBerty 3083.

TC M.G., late 1946, red, good condition. £385. Seen after 6 p.m. or week-ends.—69 Poolsey Green Road, Egham, Surrey.

M.G. 1932 F. Magna, good mechanical condition, new cellulose. £100.—Lambert, 12 Kinnsend, Ruislip, Middx.

1947 TC Stage II, finished third Le Mans special bo'y. £450 o.n.o. Photograph and further particulars.—Write Ashton, Britannia House, Meadow Lane, Loughborough.

MORGAN

MORGAN 4/4 Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LANGham 7733.

F. H. DOUGLASS, the MORGAN specialists. New and secondhand chassis and engine spares for J.A.P., Matchless and Anzani, cylinders rebored and relined, new pistons supplied.—1a South Ealing Road, Ealing, W.5. EAL 0570.

(Continued overleaf)

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£575 1937 4½-litre **LAGONDA**, open 4-seater, definitely post-war condition in every respect, full length Mohar zip tonneau, dove grey finish, blue leather interior, floor carpets, etc.

£395 1939 3½-litre **SS.100 JAGUAR** 2-seater d/h coupe. Beautiful black and chrome finish, windtones, spot lamps, etc., an unusual car with terrific performance.

£275 10 h.p. **M.G. TA** finished bright red. Aero screens, unworn tyres, trafficators, etc.

£195 very clean **M.G. PA**, pale blue finish, spot lamp, attractive car.

£175 1934 **M.G. PA** 4-seater, good hood, side screens, etc., excellent motor.

£165 1934 **SINGER 9** Le Mans 2-seater. fold flat screens, twin spares, slab tank, finished gunmetal.

£145 1934 8 h.p. **M.G.** close coupled 4-seater Salonette, sliding roof, clean car.

Your present car or motor cycle
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ALTA single-seater, all independent suspension, 1½-litre supercharged, superlative performance. Considerable money recently spent on it by makers. Offers.—56 Lancaster Mews, London, W.2. PADDINGTON 9196.

ARTHUR MALLOCK offers his 1,099 c.c. **AUSTINFORD**, winner of 1,172 Formula race 27th June, rebored, crank ground, mechanically perfect. Weighs exactly 8 cwt. wet. £190. Also 1951 C.R.M., completely rebuilt, not raced since. £245 o.n.o., including Alfin J.A.P. and two gearboxes.—Coniston, Chewton Farm Road, Highcliffe, Hants. Phone. 143.

COOPER Mk. IV with Mk. V modifications, complete with engine and gearbox. Spares worth £50. Thoroughly prepared, ready for racing. £295 o.n.o.—Box 1180.

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RACING Van, ex 29-seater Bedford bus. Ramps. 2 single sleeping bunks with mattresses. Carry Formula 1, 2 or 3 racing car. View by appointment.—Connaught Engineering, Portsmouth Road, Send, Surrey. Tel.: Ripley 3122.

RAILTON 1934 Straight Eight saloon, 29 h.p., dark green, very fast and powerful car with superb road-holding, 17-20 m.p.g. when cruising 50-70 m.p.h., brakes good (recently relined, etc.). Telecontrol shock absorbers. Sound and excellent engine. £125. Any trial.—P. M. Barker, Grove Leigh, Whitehouses, Retford, Notts. Tel. 165.

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RILEY 12/4 1935, black, brown upholstery, first-class condition, any trial. £185 o.n.o.—Bushey Heath 2577 evenings.

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1950 Austin A40s and 1947 Austin 10 h.p.

ALL MONTHS EXCEPT JULY and AUGUST
Per day £1 10s., including first 70 miles,
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Per week £11 11s., including first
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Per 4 weeks £42, including first
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Offer the following sports cars in excellent condition:

1938 **SS** 100 3½-litre competition model. £495

1938 **SS** 100 3½-litre competition model. £475

1931 **BENTLEY** 4½-litre blower foursome drophead coupe, original condition. £325

1932 **ALFA ROMEO** 1750 2-seater with concealed dicky, excellent history. £250

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Easy terms on all cars. Exchanges—Insurances.
We buy good-class sports cars for cash.

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SINGER

1½-LITRE, three carburettor Le Mans Sportsman's saloon, good tyres, Lockheeds, Scintilla. Potentially potent but roughish. Private. £150. Exchange Ford (level).—Bowes Park 2633 (day).

SINGER 9 sports 4-seater (Sept. 1937), in exceptionally good original condition, excellent tyres and all-weather equipment, finished in ivory and green.—Overton Garage, 11-17 Alfred Place, Worthing, Sussex.

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ALLARD Special. New engine, special Allard high compression heads with twin carburettors. New body fitted, cellulosed in green. New Dunlop racing tyres. Numerous spares, including Scintilla Mag., four wheels complete with tyres and tubes, crown wheel and pinion, spare heads and carburettor. Needs upholstery. £250 or near offer.—Arnott Racing Cars, Whitchurch Lane, Edgware. Tel.: Edgware 0046.

2/4-SEATER FORD V8, reg. 1951, very fast, excellent mechanical and body condition. Must be sold. £160 o.n.o.—Phone Mogador 2183 after 6.30 p.m., Little Paddocks, Warren Drive, Kingswood, Surrey.

1952 FORD SPECIAL.—Built new parts, mileage 1,200, conforms new regulations. Twin SUs, also Ford carburettor. Nearest £160. Phone: 66385, 17 Nailcote Avenue, Tile Hill, Coventry.

SUNBEAM

£85 O.N.O. 1930 20 h.p. saloon, general con. excellent.—3 Church Road, Shortlands, Kent, RAVensbourne 7006.

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TOJEIRO 1,467 c.c., M.G. engine, i.s. all round, 9-inch Girtings, Lucas flowed head, latest success includes Bo'ness class record. Prescott time 49.87. Genuine dry weight 9 cwt. 98 lb. Offers around £575.—C. H. Threfall, The Quarry, Pedmore, Stourbridge, Wores.

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TRIUMPH Vitesse 1½-litre sports saloon, 1936, well maintained mechanically, good performance and very good tyres, many special features. £195.—Camden Motors, Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines).

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VAUXHALL 14 saloon, 1936/7, popular 5-seater touring model, goes particularly well. £165.—Camden Motors, Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines).

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WOLSELEY HORNET saloon, 1935, very famous model renowned for its performance, good runner. £125.—Camden Motors, Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines).

SPECIAL OFFERS

AUTOMOBILIA offer:

1939 (1st registered 7th Dec., 1938) **Wolseley** 18 Saloon. The whole car in good condition throughout. £290

1939 **Standard** 12 Coupé, colour black, in very good condition. £290

1939 **Vauxhall** 12/4, black with red upholstery, recond. engine recently fitted. £245

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Willesden 4869.

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Part exchanges, Carson Motor Cycles. Existing Hire Purchase accounts settled.

We close 7.30 p.m. (Saturdays 6 p.m.).

SLOCOMBS LTD., 38-52 DUDDEN HILL LANE, N.W.10. Phone: Willesden 4869.

1953 CUFF SPECIAL, tube chassis, tuned Morris M engine, 1½ carbs, many awards, £185. 1935 S.S. open 4-seater, recent engine overhaul, £75. 1932 **FRAZER-NASH** "Colmore" Brooklands engine, £135. 1933 M.G. open 2-seater, new mohair hood, £135. 1933/4 **RILEY** Kestrel 9, just had £100 overhaul and respray, £145. Crown and pinions for all cars. Exchanges.—Cuff's Garage, Frome. Phone 2511.

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MODERN enveloping, aerodynamic, 16 gauge aluminium body complete. Offers.—Charles, 1 Broad Street, Brighton. Phone: Brighton 29171.

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HANDBOOKS.—"A40", "Anglia", 7s. 9d.; Riley "Nine", 8s. 9d.; Chevrolet, American Ford, Jaguar, 10s. 6d.; Chrysler, De Soto, Dodge, Plymouth, 14s.; "Midget" 15s. 6d.; M.G. Workshop Manual 31s. 3d.; Austin, Ford, Hillman, Jowett, Morris, Riley, Rover, Standard, Triumph, Vauxhall, Wolseley, 5s. 3d.; Cord, Volkswagen, 7s.; Catalogue FREE! Mail order.—Vivian Gray, Hurstpierpoint, Sussex.

"MOTOR SPORT", 27 vols., 1-5 (four vols) incomplete, 6-28 complete, four vols. "Speed" complete. Offers.—Little, 7 West Mall, Bristol, 8.

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LE MANS. The third souvenir set of AUTOSPORT photographs, depicting the 1953 Le Mans 24 Hours Race, is now available, price one guinea. It consists of eight fully captioned photographs (8 ins. x 6 ins. glossy or matt finished as per choice). Photographs in this set include the Ascari/Villoresi Ferrari coming through the Esses; Moss (Jaguar) chasing Hadley (Nash-Healey) out of the Esses; the King/Riess Alfa Romeo; Tony Rolt driving the winning Jaguar; the Walters/Fitch Cunningham and Von Franckenberg driving the 1,488 c.c. class winning Porsche.
 Readers wishing to obtain the Le Mans souvenir set of photographs, or previous sets depicting Easter Goodwood B.A.R.C. meeting and May 9th B.R.D.C. Silverstone meeting, should write to AUTOSPORT, Souvenir Photos, Dept., 159 Praed Street, London, W.2, ordering the set they require by name (i.e., 1953 Le Mans, etc.), and enclosing remittance of one guinea for each set required.

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News from the Clubs—continued**WEST CORNWALL****TRENGWAINTON CLIMB**

ENTRIES for the West Cornwall M.C.'s hill-climb at Trengwainton, Madron, near Penzance, on Bank Holiday Monday, 3rd August, should be sent to J. H. Radbourne, 111a Market Jew Street, Penzance. The award for B.T.D. by a car driver will be the Pascoe Trophy, while £25 will be awarded for the fastest climb by either a car or motor-cycle. The meeting will start at 2.30 p.m.

MID-SURREY DRIVING TESTS

ON Sunday, 28th June, the Mid-Surrey A.C.'s annual Driving Tests were held on Army ground near Farnborough. An entry of some 20 cars and 10 tests kept the officials on their toes, but the only delays were those due to the inevitable replacement of scattered pylons. A test that seemed easy (but wasn't) was "letter posting", where the car circled an oil drum and the driver poked a floppy envelope into a narrow slot, without knocking over the drum. Fastest here was Chandler's M.G. PB, with a good time of 18 secs. A Le Mans start formed the prelude to an exciting bit of lapping over a convenient piece of Army road. Here J. Richmond (Singer) recorded the best time of the day, and subsequently gained the Premier Award, which he won last year at Redhill.

Results

Open Car Class: 1, J. Richmond (Singer); 2, P. Major (Frazer-Nash); 3, D. Chandler (M.G. PB).

Closed Car Class: B. Tuckley (Ford Anglia).

CUMBERLAND S.C.C. SECRETARY

C. W. A. SLATER has resigned his secretaryship of the Cumberland S.C.C. His position has been taken over by the club's treasurer, H. I. Saul, of Alfa Gate, The Green, Houghton, near Carlisle.

* * *

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

THE route for the first part of the North London E.C.C.'s Radcap Rally on 20th/21st June led the 37 competitors through controls and check-points at Britwell Salome, Beech Hill, Ridgeway, Codford Church, Winklebury Hill, Cerne Man, Portland Bill, Lulworth Cove, Corfe Castle and Bere Regis. Fourteen completed this section without loss of marks, but Ken Rawlinson (Alvis) was the only entrant to retain a clean sheet on the regularity test which followed. This was divided into four sub-sections, the second of which several competitors missed completely.

Results

Best Performance: T. Whitmore (Austin, Public Schools M.C.). **Under 1,600 c.c., Open:** 1, E. Rainbird (M.G., N.L.E.C.C.); 2, P. Johnson (M.G., London M.C.). **Closed:** 1, D. Wilkinson (Austin, P.S.M.C.); 2, T. Pigott (Austin, Hants and Berks M.C.). **Over 1,600 c.c., Open:** 1, J. Clarke (Jaguar, Thames Estuary A.C.); 2, B. Phipps (Morgan, P.S.M.C.). **Closed:** 1, K. G. Jones (M.G., N.L.E.C.C.); 2, K. Rawlinson (Alvis, N.L.E.C.C.). **Team Award:** Cemian C.C. (Range, Rourke and Bley).

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**CAMBRIDGE 50 MIDSUMMER
NIGHT TRIAL**

IN the Cambridge 50 C.C.'s Midsummer Night Trial, on 20th/21st June, the emphasis was on navigational and driving ability rather than treasure-hunting, and competitors seemed to welcome the change. A circuitous route of some 70 miles led from the starting point near Cambridge to a half-way control at a nearby airfield, where a special test was held. Each control was then revisited in the reverse order, and the field arrived back at the starting point in time for breakfast. Winner Roy Clark (Riley Falcon) was found without recourse to the test results—which was just as well for him! Special mention must be made of the fact that Philip Witherow, driving a Series "E" Morris in only his second motoring event, gained not only the novice award, but second place in the general classification.

J. R. A.

Results: 1, K. R. Clark (Riley); 2, P. Witherow (Morris); 3, D. McKay (Rover).

* * *

**HEREFORDSHIRE RALLYE
PHOTOGRAPHIQUE**

TWELVE cars took part in the Herefordshire M.C.'s recent "Rallye Photographique", covering 65 miles in Herefordshire and Radnorshire, and negotiating no less than four fords on the way. Only four competitors managed to finish within the allotted time of 3½ hours; in order of merit, they were J. E. Bott, P. Taylor, M. Hands and R. Jones.



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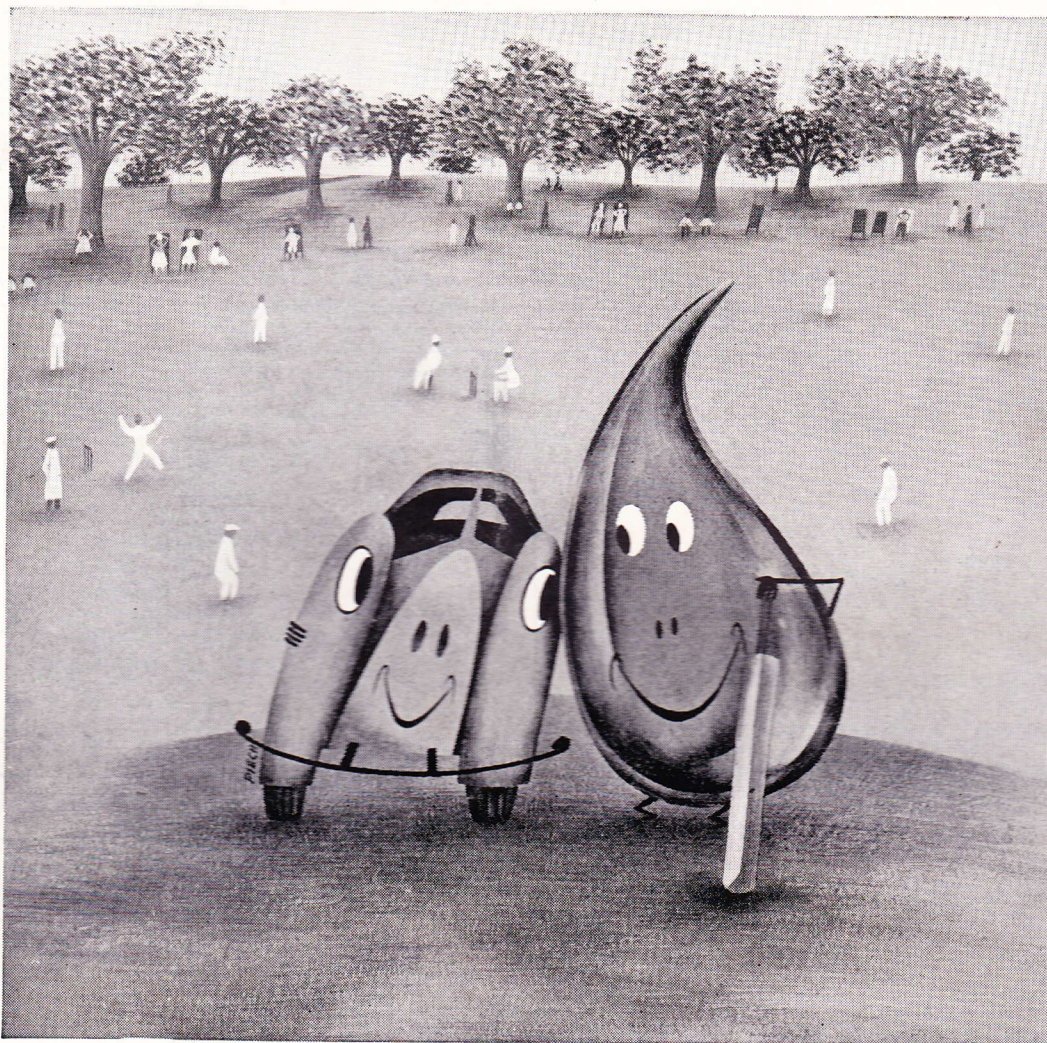
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