

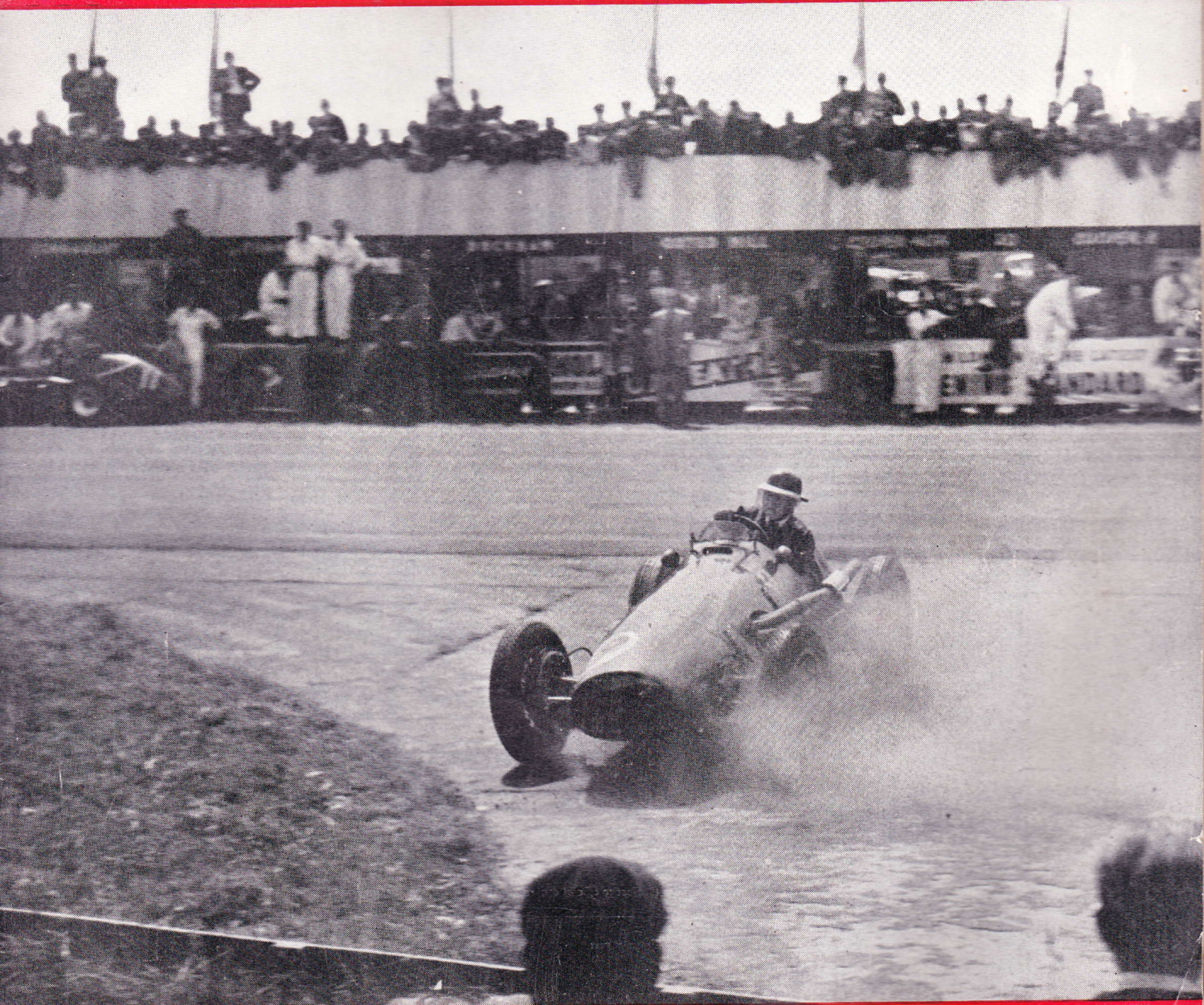
AUTOSPORT

JULY 24, 1953

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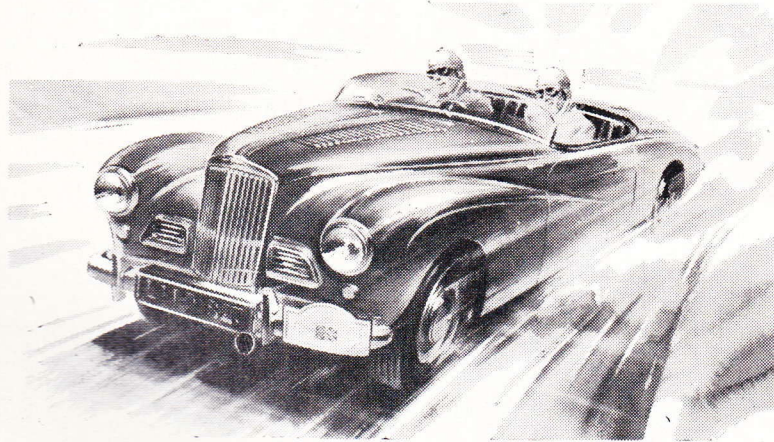
EVERY FRIDAY
Vol. 7 No. 4

BRITAIN'S MOTOR SPORTING WEEKLY



**SPECIAL SILVERSTONE
AND "ALPINE" NUMBER**

INTERNATIONAL ALPINE RALLY



THE NEW **SUNBEAM ALPINE**

WINS FOUR **COUPES DES ALPES**

(DRIVERS: STIRLING MOSS · JOHN FITCH · G. MURRAY-FRAME · SHEILA VAN DAMM)

AND THE **COUPE DES DAMES**

(MISS VAN DAMM · MRS. A. HALL)

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FIRST COUPE DES ALPES WON BY A LADY SINCE 1939**

(Subject to official confirmation)

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1st

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driving a Ford Special

SPORTS CAR CLASS

1st

W. R. BAIRD

Ferrari

FREE FORMULA

1st

J. LAWRENCE

Cooper-Bristol

Car entered by Ecurie Ecosse.

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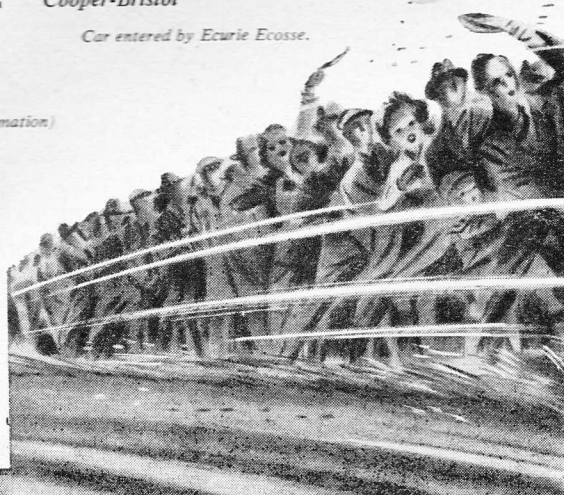


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ASTON MARTIN

1st R. Parnell (89.41 m.p.h.)

2nd R. Salvadori

3rd P. Collins

SILVERSTONE

DAILY EXPRESS INTERNATIONAL SPORTS CAR RACE

Also New Lap Record

91.63 m.p.h. (R. Parnell)

(Subject to official confirmation)



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DAVID BROWN CORPORATION
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ASTON MARTIN DIVISION, FELTHAM, MIDDLESEX

London Showrooms: 103, New Bond Street, W.1.

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 4

July 24, 1953

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NOTICES

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EDITORIAL

SCUDERIA FERRARI retains its present superiority in Grand Prix racing. Not only did Alberto Ascari win the 8th R.A.C. British G.P. at Silverstone last Saturday, but Giuseppe Farina, in the Thin Wall Special (a modified version of the 12-cylinder 4.5-litre F1 car) defeated two B.R.M.s, in the hands of Juan Manuel Fangio and Ken Wharton. However, in the 100 miles sports car race, British Aston Martins scored a decisive 1-2-3 victory from a field which included Jaguars, Cunninghams, a 4.1-litre Ferrari, and other very fast machinery. Naturally the F3 race produced another victory for British cars, for the entire entry was composed of home-based drivers. Nevertheless, it was a straight contest between swing-axes and the rest, with the former having to give best to a trio of Coopers led by Stirling Moss.

On the Continent, British cars did fairly well in the International Alpine Rally, gaining eight Coupes des Alpes. The successful makes were Jaguar, Sunbeam Alpine and Frazer-Nash. Miss Sheila Van Damm and Mrs. Anne Hall (Sunbeam Alpine), in winning the Coupe des Dames, became the first all-women crew ever to gain a Coupe des Alpes. Ian and Pat Appleyard (Jaguar) won the over 2,600 c.c. class and were highest-placed British car in the General Classification; this was Ian's fourth successive "coupe". One must give all credit to the marque Porsche; they won the team prize, finished 1-2-4 in the General Classification, and secured no less than six "coupes" from an original entry of nine cars.

* * *

IT is a pity that the 24 Hours Race at Spa this weekend has caused a certain amount of ill-feeling. The Royal Automobile Club of Belgium believes that they have a grievance, and are accusing Jaguar, Aston Martin, Lancia and Gordini of failing to meet their terms of contract by withdrawing their official teams from the event. In point of fact, an official complaint has reached the Commission Sportive of the F.I.A., in which the R.A.C.B. demand the application of Article 69 of the Sporting Code; briefly this clause deals with penalties for non-starting in events for which a contract has been made, and can affect drivers' Competition Licences for the remainder of the season. AUTOSPORT feels that the Belgians may have no real case. So far as this magazine can ascertain, Jaguar never actually contracted to go; Aston Martin withdrew following a change of racing plans; Lancia's plans are unknown; Gordini's racing manager states that the concern decided not to go, and denies that engagement forms were completed. In the past, many cars have non-started through no fault of the entrants without organizers taking drastic measures. One wonders if the R.A.C.B. will be able to produce actual signed entry forms, without which no proceedings can be instigated!

OUR COVER PICTURE

OH, MR. HAWTHORN! For the fourth successive week the Rheims winner is featured on our cover. On this occasion the camera has caught him at the start of his spectacular spin with the Ferrari, during the British Grand Prix at Silverstone.

FORMULA 2 AT AIX-LES-BAINS

VILLORESI (works Ferrari) is amongst entries for the 5th Circuit International d'Aix-les-Bains, a Formula 2 race being held on Sunday next, 26th July, over the extremely twisting but picturesque course close to the Lac du Bourget. Two other Ferraris (Rosier and an unnamed driver) will be opposed by Behra, Trintignant and Schell (Gordinis), Baron de Graffenried (Maserati), Lance Macklin, Peter Collins and Yves Giraud-Cabantous (H.W.M.s), and Chiron and Bayol (Oscas). The race will be decided on the results of two 50-lap, 74½-mile heats.

* * *

SECOND CIRCUIT OF CAEN

SWITCHING over from Formula 2 to sports car rulings this year is the Circuit of Caen, which takes place on 26th July. The race is to be for cars of Le Mans type, distance is 84 laps (186.4 miles) and the scene the 2.17-mile Circuit de la Prairie, in the heart of the famous "D-Day" Norman town.

* * *

SUPERCHARGERS BANNED IN LISBON JUBILEE G.P.

USE of superchargers is forbidden in the 169-mile sports car G.P. to be run over 50 laps of the 3.38 mile Monsanto circuit at Lisbon, Portugal, next Sunday, 26th July. The race will be divided into three capacity classes, for up to 1,100 c.c., up to 2,000 c.c., and over 2,000 c.c. cars. Peter Whitehead is a likely starter with an XK 120C Jaguar.

* * *

NEW CAR FOR MOSS

STIRLING MOSS will shortly have completed a new Cooper F2 car, modified to have a Wilson pre-selector gearbox mounted close to the rear axle. It is hoped to have the car ready in time for either next month's German G.P. at Nürburgring, or the Swiss G.P. at Berne. For the present, the Alta engine will be used.

* * *

KARL KLING is to drive a 3-litre Alfa Romeo in Mexico's Pan-American road race in November. Mercedes-Benz will not be running, despite rumours.

DRAMA IN THE AVUSRENNEN

John Cooper Wins F.3 Race with Record Car Despite Opening Lap Melee—Swaters (Ferrari) First in Formula 2 Event after dual with Rodney Nuckey (Cooper-Bristol)

THE success of the British 500 c.c. Coopers in the International Formula 3 race at the Avus track in the Western Zone of Berlin, on Sunday, 12th July, was not secured without much trial and tribulation. After knocking the lap record down from 3 mins. 26 secs. to 3 mins. 13 secs., and then to 3 mins. 7 secs. during practice, John Cooper in the aerodynamic car had high hopes for the race itself, only to be involved in a first lap mix-up, when André Loens (Kieft) ran into the back of Brandon's Cooper. A German-driven Cooper close behind swerved to miss and turned over without serious personal mishap, Swiss driver Jacob Keller dodged in his Gilera-engined Special, and John Cooper, coming up behind, took avoiding action, hit a wall, then struck Keller's car. Brandon retired, and Cooper, his engine stalled, restarted and

tore back into the race after a loss of 3 mins.

The very fast circuit with its high banked turns gave Cooper full opportunity to use the speed of his streamlined car. Attaining speeds of 130 m.p.h. down the straight, he reduced his practice lap record to 3 mins. 2 secs., rapidly gaining on Rodney Nuckey and the German driver Ahrens, both Cooper-mounted, who were fighting for the lead. John Cooper caught them six laps from the end, to run out a winner at 93.58 m.p.h., a speed which would have been much higher but for the initial five-car mêlée.

Ahrens spun round and dropped back to sixth place, Nuckey took second place, Kuhnke's Cooper was third, Loens's Kieft fourth and Adolf Lang (Cooper) fifth.

Alan Brown and Rodney Nuckey both

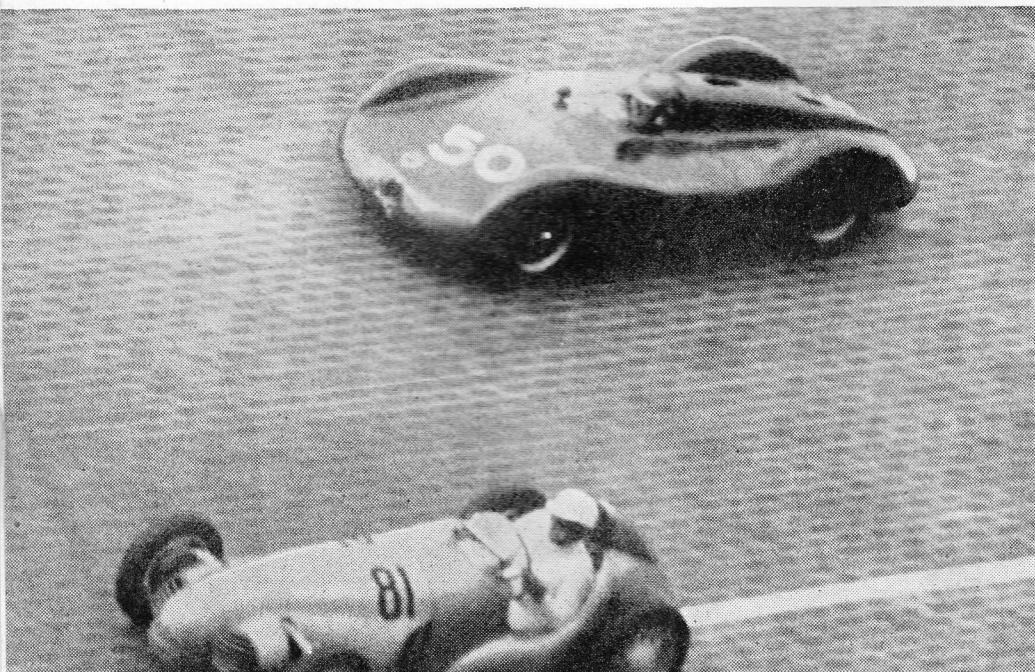


PUSH START: (Above) Scattered bales at Avus after the first lap mix-up, with John Cooper striving to start the streamlined Cooper. Note dented bodywork.

MAKING UP TIME: (Left) John Cooper, on his way again, sweeps past a German competitor on the high banking.

turned out with Cooper-Bristols for the Formula 2 event, and shared second best practice times to Jacques Swaters of Belgium in his 4-cylinder Ferrari. In the race, Nuckey was round first on the opening lap, followed closely by Swaters and Brown. The latter then made a sensational spurt into the lead, only to crash, whereupon Nuckey and Swaters waged a terrific "ding-dong", the yellow Ferrari eventually drawing away from the Cooper.

Then Nuckey broke a suspension wishbone and perforce slowed up, to be passed before the finish by a Veritas trio, Hans Klenk, Theo Helfrich and Hans Herrmann. The winning Ferrari averaged 117.6 m.p.h.



Stirling Moss and John Cutts (Sunbeam-Talbot "Alpine") during the 47.7 kiloms. timed test on the Circuit of the Dolomites.

THIS XVI^{me} Rallye International des Alpes, organized by the Automobile Club of Marseilles and Provence from 10th-16th July, 1953, over a 2,000-mile course which included 31 of the highest mountain passes in France, Italy, Switzerland, Austria and Germany, was very much easier than anticipated. The dreaded Gavia Pass, which had proved so difficult in Liège-Rome-Liège, did not have the same terror for comparatively fresh crews and cars, and did little to penalize the better competitors.

A record number of 25 Coupes des Alpes, awarded for an unpenalized run, were won by competitors from seven nations; of these, six went to British crews, and two more to British cars driven by Continental drivers.



XVI^{me} RALLYE INTERNATIONAL DES ALPES

Challenge of the Mountains Decisively Defeated—Twenty-five Coupes des Alpes Awarded, Eight to British Cars—Striking Success by Sheila Van Damm/Anne Hall (Sunbeam-Talbot)—The Appleyards Collect Another "Coupe" for Jaguars

Ian and Pat Appleyard (Jaguar) won their fourth consecutive Coupe des Alpes. Sheila Van Damm and Anne Hall made Alpine history by becoming the first all-feminine *équipe* ever to win one of these coveted Rally awards.

Porsche cars were used by crews filling three of the first four places in general classification, including the outright winners, Polensky/Schluter, the victors in the recent Rallye Travemünde. Of British makes, Sunbeam-Talbots with four Coupes des Alpes, and Jaguars, with three Coupes des Alpes, were the most successful. The coefficients used to establish the general classification did not favour a car above 2-litres cubic capacity, and no British crew was ever placed higher than fifth in this classification.

FIRST STAGE

Marseilles to Cortina d'Ampezzo, 584 miles. 10th/11th July, 1953.

Of the 11 non-starters in a record entry of 113, the only British absentees of note were Len Potter (Panhard) and

by
John Gott

Tommy Wisdom (Jaguar), who had unfortunately not fully recovered from the burns sustained at Le Mans.

The entry was of an extremely high quality, including the Ferraris of Herzet and Vegler, the 2,500 c.c. Lancia Gran Turismos of Count Lurani, Gatta and Fabrègas, several Type 1950 "Sprint" Alfa Romeos, the six new Sunbeam "Alpines" and Ian Appleyard in his new Jaguar, RUB 120.

Just before the start, however, there were strong rumours that the Gavia Pass, used in the Alpine for the first time, would be impossible even for cars of this quality. Such experienced drivers as Gatsonides (Ford Taunus) and Count Lurani, complained to the club officials who, however, were rightly convinced that their fears were exaggerated, and accordingly refused to alter the route.

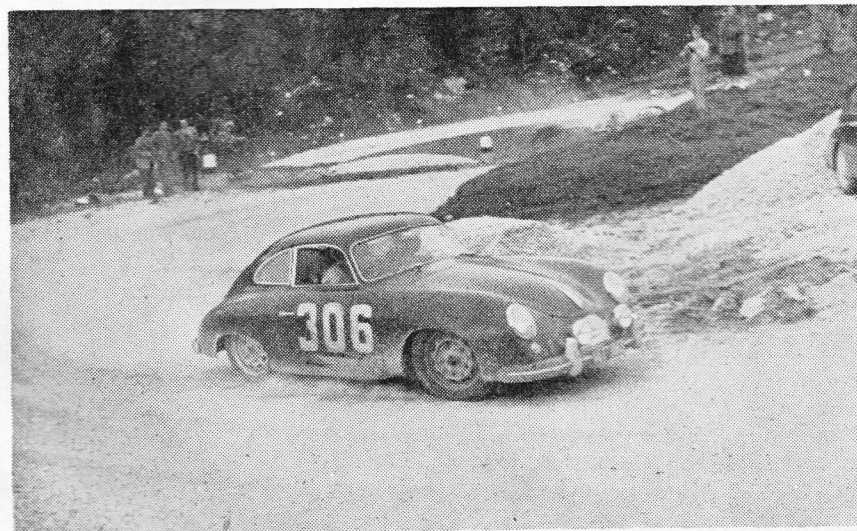
The cars started from Marseilles at minute intervals from 9.30 p.m. onwards under a blaze of floodlights on the Vieux Port, where an enormous and knowledgeable crowd was assembled.

The first mountain hazard of this stage was the Col d'Izoard, which had to be climbed at dawn. Burgess and Juer (Aston Martin DB2) were, however, unlucky enough not even to reach this far, being eliminated at Gap by a broken front coil spring attachment. Wadsworth and Corbishley (Healey Silverstone), previous winners of a Coupe des Alpes, were also put out early on by mechanical trouble.

On the descent from Mont Genève into Italy, Mrs. Tozzi-Condivi (Sunbeam-Talbot), was involved in an accident, which unfortunately resulted in her daughter and herself being detained in hospital at Susa.

After a high-speed run along the Autostrada to Milan, the cars completed a timed test of a standing kilometre at Monza. Speeds returned for this were much lower than expected, probably due to a strong wind blowing down the main straight against the cars. The results of this test were to be vital in establishing the general classification, which was decided by applying a coefficient, varied according to cubic capacity, to the performances recorded in the five timed tests. Several drivers were severely handicapped by a momentary misfire in their engines. One of these was Alex von Falkenhausen (Frazer-Nash), the 1952 winner, whose time of 38 secs. was sufficiently slow to prevent him from repeating his success of the previous year.

After a compulsory break at Monza, of which most crews took advantage and managed to sleep despite the torrid heat, the cars arrived at Male for the run into Cortina d'Ampezzo over the Mendola,



First in the General Classification, the 1½-litre Porsche of Polensky and Schluter seen on the Falzarego Pass.

Ian and Pat Appleyard (Jaguar) in the Pordoi Pass, during the Circuit of the Dolomites test.



Costalunga, Pordoi and Falzarego Passes.

This section did not prove as difficult as last year, possibly because the cold and a fall of snow on the Pordoi Pass kept the tourist traffic off the narrow roads. Nevertheless, several crews who were delayed by a level crossing only just made the Cortina check in time. Count Lurani, for instance, clocked in with 30 secs. to spare. Mesdames Mitchell and Leavens (Ford Zephyr), who were held up at the same crossing, lacked the Lancia's speed and were 11 mins. late.

In all, 91 crews arrived at Cortina, of which 61 were unpenalized; this was a far higher proportion than in 1952.

When the results of the Monza test were calculated, it was seen that the Rally was being led by two feminine crews, Mesdames Pochon and Terray (Renault), and Mlle. Thirion and Mme. Renaud (1,500 Porsche). Polensky and Schluter (Porsche) were already lying third, whilst the best British crew was the Le Mans Frazer-Nash of O'Hara Moore and John Gott, in 14th position.

Results of Monza Test (Standing kilometre)

750 c.c.: Scholleman (Panhard), 43³/₅ secs.
1,000 c.c.: Parucci (Panhard), 42²/₅ secs.
1,300 c.c.: Cavallini (Fiat) and Flower (M.G. TD), 42⁴/₅ secs.
1,600 c.c.: Mlle. Thirion (Porsche), 35¹/₅ secs.
2,000 c.c.: Herzet (Ferrari), 33⁴/₅ secs.
2,600 c.c.: Vegler (Ferrari), 34²/₅ secs.
Unlimited: Appleyard (Jaguar), 32³/₅ secs. (B.T.D.).

SECOND STAGE

Circuit of the Dolomites. Cortina d'Ampezzo-Cortina d'Ampezzo. 189 miles. 12th July, 1953.

The second stage was run over the Dolomite Circuit as a curtain-raiser to the seventh Coppa d'Oro della Dolomite, won at record speed by P. Marzotto (Ferrari). To compensate for roads closed to other traffic and carefully guarded by police, the average speeds were increased. Competitors started

immediately, with cold engines, on a timed climb of 47 km. (29 miles) over the Falzarego and Pordoi Passes. The best time was made by Hoerning (Jaguar), with 42 mins. 2 secs., but Polensky on the Porsche returned the fantastic time of 42 mins. 41 secs., which took him into a lead in general classification which he never again lost.

Although not so numerous as in 1952, when the roads were treacherous with icy rain, there were several accidents. Barker and Sleep (Sunbeam-Talbot) crashed on the descent of the Passo Rolle, the car being too badly damaged to continue, although the crew were unhurt. Elliott and Wright were not so lucky when their Sunbeam-Talbot failed to negotiate a left-hand bend in Belluno and hurtled into a pile of straw bales. Both were injured but not long detained in hospital.

Mechanical trouble was also rife. Gibson and Milne (M.G. TD) retired on

the Pordoi with engine trouble. Plateo retired his Lancia Aurelia for the same reason, and, in all, 12 competitors were eliminated before reaching Cortina. Of the 79 remaining competitors, 50 were still unpenalized, which was another record.

Results of Timed Test in Dolomites. 47.7 km. over Falzarego and Pordoi Passes

750 c.c.: Arnaud (Renault), 49 mins. 33 secs.
1,000 c.c.: Grosgeat (Panhard), 47 mins. 55 secs.
1,300 c.c.: Rasit (Peugeot), 48 mins. 58 secs.
1,600 c.c.: Polensky (Porsche), 42 mins. 41 secs.
2,000 c.c.: Herzet (Ferrari), 44 mins. 8 secs.
2,600 c.c.: Gatta (Lancia), 44 mins. 15 secs.
Unlimited: Hoerning (Jaguar), 42 mins. 2 secs. (B.T.D.).

When the coefficients of this test had been calculated, the ladies were found to have been displaced in general classification. Mme. Pochon lost 4 mins., due to trouble with the water pump of her Renault, and Mlle. Thirion, although still unpenalized, was having trouble with her transmission.

Polensky/Schluter were just leading Sauerwein/Castell, both in Porsches, and were being hotly pursued by Herzet/Bianchi (Ferrari). O'Hara Moore/John Gott (Frazer-Nash) were still the leading British crew, having improved their position to sixth place, whilst Ian Appleyard (Jaguar) was on the leader board for the first time in 10th position.

THIRD STAGE

Cortina d'Ampezzo-St. Moritz. 450 miles. 13th July, 1953.

Although, with the exception of the climb over the Stelvio from Passo di Resia to the Swiss Frontier, this was reckoned to be an easy stage, several competitors were eliminated by accidents due to the wet roads. McKenzie and Simler, who had been gallantly motoring their Hillman Minx, were involved in an accident within 20 miles of leaving Cortina, and forced to retire. Mrs. Needham and Dr. Kelliher (Sunbeam-Talbot), slid off the road near the same spot, and were also forced to retire.

On the twisting descent of the Grossglockner, Grant-Norton (Jaguar) and Sutcliffe (Frazer-Nash) both came into violent contact with marker stones. The Jaguar's wheel was so badly damaged

(Continued on page 104)



Maurice Gatsonides ruefully views his battered Taunus, after it fell down 40 ft. during the ascent of the Gavia Pass.

ASTON MARTIN

1-2-3



Maintaining a proud and successful career that started 40 years ago, the Aston Martins outstripped all comers in the Daily Express International Sports Car Race at Silverstone on July 18th.

Congratulations

REG. PARNELL

—first at 89.41 m.p.h.

ROY SALVADORI

—second at 88.84 m.p.h.

PETER COLLINS

—third at 88.82 m.p.h.

(Subject to Official Confirmation)



Like the brakes of all the British winners of classic road races this year, the brakes of the D.B.3.S Aston Martins were lined with **MINTEX**

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.

XV^{me} Rallye International des Alpes— *continued*

that it could not continue further, but the Frazer-Nash was driven to Munich, where the steering and suspension were checked over, although this caused the car to be 4 mins. late out of the control.

The Munich control, at the entrance to the city, was superbly organized by the Bavarian Section of the A.D.A.C. Competitors were presented with club pennants and a packed lunch, and given every assistance. Gatsonides (Ford Taunus) made full use of this, for his engine was removed from the car, and a push rod replaced. Although he had made up much time just for such an eventuality, he was 26 mins. late at the Lermoos control.

Towards the end of the day there was a timed climb of 14 km. on the last section of the Stelvio Pass, where hair-pins abounded. Best time was made by Appleyard (Jaguar), who, however, only managed to beat von Falkenhausen (Frazer-Nash) by a mere 4 secs.



Coupe des Dames winners, Sheila van Damm and Anne Hall, pull their Sunbeam Alpine to the side of the road on the Falzarego to let the similar car of Leslie Johnson/John Humphrey past.

The Sunbeam Alpines, which had been going magnificently in team order, were headed by Stirling Moss, who was evidently intent on turning the tables on the veteran Murray-Frame, who had beaten him in 1952. This he succeeded in doing.

Best Times in 14 km. Timed Climb on Stelvio Pass
750 c.c.: Fabre (Panhard), 20 mins. 50¹/₅ secs.
1,000 c.c.: Schwob d'Hericourt (Panhard), 20 mins. 35¹/₅ secs.
1,300 c.c.: Cavallini (Fiat), 20 mins. 9 secs.
1,600 c.c.: Polensky (Porsche), 17 mins. 16²/₅ secs.
2,000 c.c.: Von Falkenhausen (Frazer-Nash), 16 mins. 52³/₅ secs.
2,600 c.c.: Vegler (Ferrari), 16 mins. 55³/₅ secs.
Unlimited: Appleyard (Jaguar), 16 mins. 48²/₅ secs. (B.T.D.).

This test did not alter the position of the first three leaders in general classification, but as a result of their magnificent ascents, von Falkenhausen and Appleyard climbed to seventh and sixth places respectively. Seventy-three competitors were still running, of whom 41 were unpenalized, when the cars entered the *parc fermé* at St. Moritz.

FOURTH STAGE

St. Moritz-Val d'Isère. 374 miles. 15th July, 1953.

On Tuesday, 14th July, there was a compulsory rest day at St. Moritz. Several competitors took advantage of this to borrow cars and to try the Gavia Pass, whence they returned with horrifying tales of its hazards.

The officials, wisely appreciating the difficulty of passing on this narrow road, extended the interval between cars to 2 mins. but still declined to modify the route.

If the crews were refreshed by the excellent receptions arranged in St. Moritz, the cars were not so appreciative of being left in the open at approximately 6,000 feet for two nights and one day. The Frazer-Nash of O'Hara Moore and the Panhard of Parucci refused to start within the 5 mins. allowed, and the unfortunate crews, who were to complete the road section unpenalized, thereby received a penalty of 50 points, which

the battered Taunus later appeared at Cannes under its own power.

The ascent of the pass under maximum power and the descent under maximum braking caused several retirements, of which the most noteworthy were the Alfa Romeos of Damonte and Zweifel. Bill Banks, who had been going extremely well in the Bristol in which he had so nearly won the Tulip Rally, also had to retire at Edolo with rear axle trouble.

On the run along the Autostrada to Santhia, the Sunbeam Alpines, so far unpenalized and intact, lost Leslie Johnson, whose car had been without top gear for some time, and could no longer stand the strain of attempting to average 65¹/₂ m.p.h. in third gear.

The final stage of the section from Pre St. Didier to Val d'Isère included a timed climb of seven kilometres on the Petit St. Bernard, but despite this incentive, many crews only just arrived at the check in time.

During the day Mesdames Pochon and Bousquet retired their Renaults on the Gavia, where Mme. and Mlle. Hammersley lost much time with their Lancia Aurelia.

As a result, Mesdames Mitchell and Leavens brought their Ford Zephyr into second place in the Coupe des Dames behind the unpenalized Sunbeam Alpine of Sheila Van Damm.

The first three places in general classification remained unchanged, but Polensky, who had climbed the Petit St. Bernard, in almost 23 secs. less than any other car in his class, further widened the gap between himself and his pursuers. Appleyard was still the leading British competitor.

Results of Timed Climb of 7 km. on Petit St. Bernard

750 c.c.: Stempert (Panhard), 9 mins. 27 secs.
1,000 c.c.: Schwob d'Hericourt (Panhard) and Gerakis (Panhard), tie at 9 mins. 44 secs.
1,300 c.c.: Cavallini (Fiat), 8 mins. 30¹/₅ secs.
1,600 c.c.: Polensky (Porsche), 8 mins. 7¹/₅ secs.
2,000 c.c.: Von Falkenhausen (Frazer-Nash), 8 mins. 9²/₅ secs.
2,600 c.c.: Vegler (Ferrari), 8 mins. 21 secs.
Unlimited: Hoerning (Jaguar), 7 mins. 58 secs. (B.T.D.).

FIFTH STAGE

Val d'Isère-Cannes. 359 miles. 16th July, 1953.

When the 61 survivors left the *parc fermé* at Val d'Isère to tackle the final stage to Cannes over the Glandon. Croix de Fer, Galibier, Izoard, Vars and Allos Passes, it was obvious that only mechanical trouble or accidents could upset the finishing order.

The team prizes were already in the custody of Porsches and Panhards, and with the exception of the unlimited class, which was almost a Jaguar preserve, no British class win was probable. To offset this, British crews were holding first and second places for the Coupe des Dames Trophy, and British crews stood a chance of gaining eight Coupes des Alpes.

A matter of minor interest was whether or not von Falkenhausen (Frazer-Nash) could overhaul Appleyard (Jaguar) in the general classification and so take the honour of being the best placed entrant of a British car. This he failed to do by .408 point.

The number of potential Coupes des Alpes winners was reduced by the retirement of Peter Collins (Sunbeam Alpine),

(Continued on page 120)

was to cost them a Coupe des Alpes.

Mlle. Thirion, whose car was still giving trouble, caused much amusement by orbiting in the park until her starting time came up, whereupon her co-driver seized the route card, sprinted alongside the car and fell panting into her seat.

The main hazard of the day was undoubtedly the Gavia Pass, but it was not to prove so terrifying as expected. Most of the experienced crews managed to complete this section without penalty, although it must be admitted that the clocks were approximately 2 mins. in favour of the competitors. Several crews, including the Appleyards, were held up by a block on the pass for approximately 4 mins., yet managed to clock in on time.

Many cars, however, bore marks of violent collision with hard objects, and Gatsonides shot off the road and dropped some 40 feet on to the rocks by a stream. The crew were uninjured and

*Following Le Mans and
Rheims successes . . .*

JAGUAR

(only Alpine Gold Cup Winner)

triumphs in

ALPINE

TRIAL

winning

3 ALPINE CUPS

AND FINISHING

1st • 2nd • 3rd

in unlimited class

Irrespective of Class, Jaguars achieved fastest times in all timed tests—at MONZA, FALZAREGO, CORTINA, STELVIO, GAVIA, COL D'IZOARD and PETIT ST. BERNARD—and the fastest time of the day in final Braking and Acceleration Test at CANNES.

(Subject to official confirmation)

SILVERS

**Ascari Wins British
Defeats B.R.M.s in
in Formula 3 Event,**

one wonders how many fabulous tales were told to provide excuses for not being at the office. Mike Hawthorn turned up with a 2½-litre Ferrari for the *Formule Libre* race, in place of the "4½" originally entered. He put in the quickest tour on the Thursday training, by clocking 1 min. 58 secs. in the wet.

G.P. WINNER: (Above) Alberto Ascari at Woodcote with his Ferrari.
RUNNER-UP: (Right) Juan Manuel Fangio (Maserati) at Copse Corner.

ALBERTO ASCARI proved at Silverstone last Saturday that he is indeed a World Champion. He led the British Grand Prix in his Ferrari from start to finish, averaging 92.97 m.p.h., and heading Juan Manuel Fangio (Maserati) by one minute. Both Ascari and José Froilan Gonzalez (Maserati) established a new F2 lap record with 1 min. 50 secs. (95.79 m.p.h.). Mike Hawthorn (Ferrari) did a spectacular "gilhooley" in front of the pits, after coming unstuck at Woodcote. He revolved on to the grass, ran backwards, but managed to keep his engine running. Tony Rolt (Connaught) went out after 71 laps when in sixth place; young Jimmy Stewart (Cooper-Bristol) then moved up to this position, but unfortunately pranged his car at Copse Corner after a memorable drive. Bira's Connaught, in seventh position, was the highest-placed British car.

"Nino" Farina pulled off a surprise win with Tony Vandervell's Thin Wall Special Ferrari in the *Formule Libre* race, and became the first man to lap Silverstone during a race at over 100 m.p.h. Farina, driving with all his old mastery, kept both Fangio and Wharton (B.R.M.s) at bay.

Aston Martins had a most decisive victory in the sports car event, the new DB3S cars finishing 1-2-3, led by Reg Parnell. Only real challenger to the David Brown machines was Tony Rolt (C-type Jaguar), but he was eliminated with engine trouble after 21 laps.

Stirling Moss had almost a runaway win in the Formula 3 race, in which Coopers took the first three



places, with Eric Brandon and Stuart Lewis-Evans following Moss over the line. As the millions of viewers saw, Charles Headland (Martin-Headland) left the road on the grandstand side, shot across the track in front of several cars, and finished up in the pits, amidst a shower of pieces of barricade.

* * *

SILVERSTONE on Saturday morning presents as gay a scene as any Continental *grande épreuve*. Thousands of cars make their way into the big parks, to join the vast caravan town which has sprung up overnight. From hundreds of Calor gas cookers come the appetizing odours of countless bacon and egg breakfasts. For British motor-racing folk are becoming more and more like their fellow-enthusiasts across the English Channel; the two big Silverstone meetings organized by the B.R.D.C. and the *Daily Express* have the proper carnival atmosphere—even to the extent of many sideshows, and the inevitable three-card trick men.

Naturally the practising periods attracted a large crowd of onlookers, and

Friday was dry; in the G.P. list, the lap record went for a Burton many times, Ascari finally finishing up with 1 min. 48 secs. (97.57 m.p.h.). Gonzalez and Hawthorn both did 1 min. 49 secs. Fangio and Farina 1 min. 50 secs. Fastest of the British drivers were Tony Rolt (Connaught) and Ken Wharton (Cooper-Bristol) with 1 min. 54 secs. Lance Macklin (H.W.M.) and Ken McAlpine (Connaught) accomplished 1 min. 57 secs.

Fangio just missed doing a "ton" lap with the B.R.M., his 1 min. 46 secs. being 99.41 m.p.h. Farina (Thin Wall) was only 1 sec. slower, and Wharton (B.R.M.) a couple of seconds. Reg Parnell (Aston Martin) was quickest of the sports car drivers with 1 min. 54 secs. Roy Salvadori (Aston Martin) and Phil Walters (Cunningham) were next with 1 min. 56 secs. Moss and Don Parker (Kieft) headed the F3 brigade with 2 mins. 3 secs., Brandon and David Clarke (Cooper) doing 2 min. 4 secs.

THE 500 c.c. RACE

So we come to race day. At 10.15 a.m. the 500s are let loose, and there is great activity on the part of B.B.C. TV technicians. Based on practice times, the starting grid is as follows:—

TONES SATURDAY

Grand Prix for Ferrari—Farina (Thin Wall Special) Formule Libre—Stirling Moss (Cooper) Victorious and Reg Parnell (Aston Martin) in Sports Car Race

STARTING GRID

D. A. Clarke (Cooper) 2 m. 04 s.	Brandon (Cooper) 2 m. 04 s.	Parker (Kieft) 2 m. 03 s.	Moss (Cooper) 2 m. 05 s.
Leston (Leston) 2 m. 06 s.	Lewis-Evans (Cooper) 2 m. 05 s.	Brown (Cooper) 2 m. 05 s.	Headland (Martin-Headland) 2 m. 07 s.
Truman (Cooper) 2 m. 09 s.	Fenning (Staride) 2 m. 08 s.	Coombs (Staride) 2 m. 07 s.	Taylor (Martin) 2 m. 09 s.
Wicken (Cooper) 2 m. 11 s.	Sanderson (Staride) 2 m. 10 s.	Smith (Smith 500) 2 m. 11 s.	Moore (Wasp) 2 m. 12 s.
Swan (Cooper) 2 m. 11 s.	Gray (Kieft) 2 m. 11 s.	Westcott (Kieft) 2 m. 11 s.	Burgess (Mackson) 2 m. 12 s.
Wood (Arnott) 2 m. 13 s.	Groze (Grose) 2 m. 18 s.	Greenall (Cooper) 2 m. 16 s.	T. J. Clarke (C.B.2) 2 m. 14 s.
Lones (Tiger Kitten) 2 m. 21 s.	Symonds (Cooper) 2 m. 19 s.	Bueb (Cooper) 2 m. 18 s.	Smith (Kent-Smith) 2 m. 13 s.
	Gregory (Staride) 2 m. 32 s.	Bacon (Cooper) 2 m. 22 s.	

Kenneth Evans drops the flag; immediately Moss, Brandon, Clarke and Parker streak away, chased by Headland and Leston. The unlucky Alan Brown has his engine cough to a standstill, pushes it to the pits for a plug change, and sets off a long way behind the field. Parker's race doesn't last long, for he stops for good at Club Corner before completing a lap.

Up Abbey Curve they stream, with

Moss pulling out a slight lead from Clarke and Brandon, and Headland trying hard to pass all of them. Leston is keeping in front of Fenning—but only just. Moss is rumoured to have a spot of nitromethane in his fuel, and his car is certainly motoring at a respectable pace. There is plenty of excitement on lap 2. Headland overdoes it at Woodcote, tears on to the grass and hits the small verge barriers for six, then careers across the track in front of the oncoming pack. The silver Martin-Headland spins into the pits area, collecting an unlucky reporter on the way, and scattering the pits marshals right and left. Mr. Headland is, of course, now out of the race.

Brandon manages to get past Clarke, but Moss is definitely getting well out in front. Wicken packs up at Copse with engine bothers, Greenall's engine fades out with presumed fuel starvation going up Abbey Curve, whilst Leston retires near Parker's abandoned car. Moss's second lap equals the existing F3 record of 2 mins. 2 secs.

Brandon and Clarke are having a proper ding-dong, and now Stuart Lewis-Evans comes into the picture after a

HEY—STOP!: (Below) Whilst the oil flag is displayed, the black flag and appropriate number board are waved almost in Gonzalez's face, as marshals try to get him to stop to check a suspected oil leak.

slowish start and seems to be firmly in fourth spot, ahead of Fenning and Coombs. Farther back, Sanderson and Truman are going at it hammer and tongs, whilst farther back still there is a most exciting dice between Burgess and Westcott, with Gray coming up to join the party.

With five laps gone, Moss has piled up a 12 secs. lead over Brandon, who is a second in front of Clarke. Lewis-Evans is drawing closer and closer, and Coombs is a threat to Fenning. Truman has managed to sort himself out from Sanderson, who is getting the hang of his new Staride. Jack Moor retires with the Wasp, smoke pouring from a holed piston. Clarke pulls in on his sixth lap with oil pump trouble, and packs up after a fine drive. The Westcott-Burgess-Gray battle continues, although the Mackson's motor sounds a trifle ropery coming out of Woodcote. Clive Lones breaks a con. rod on Tiger Kitten.

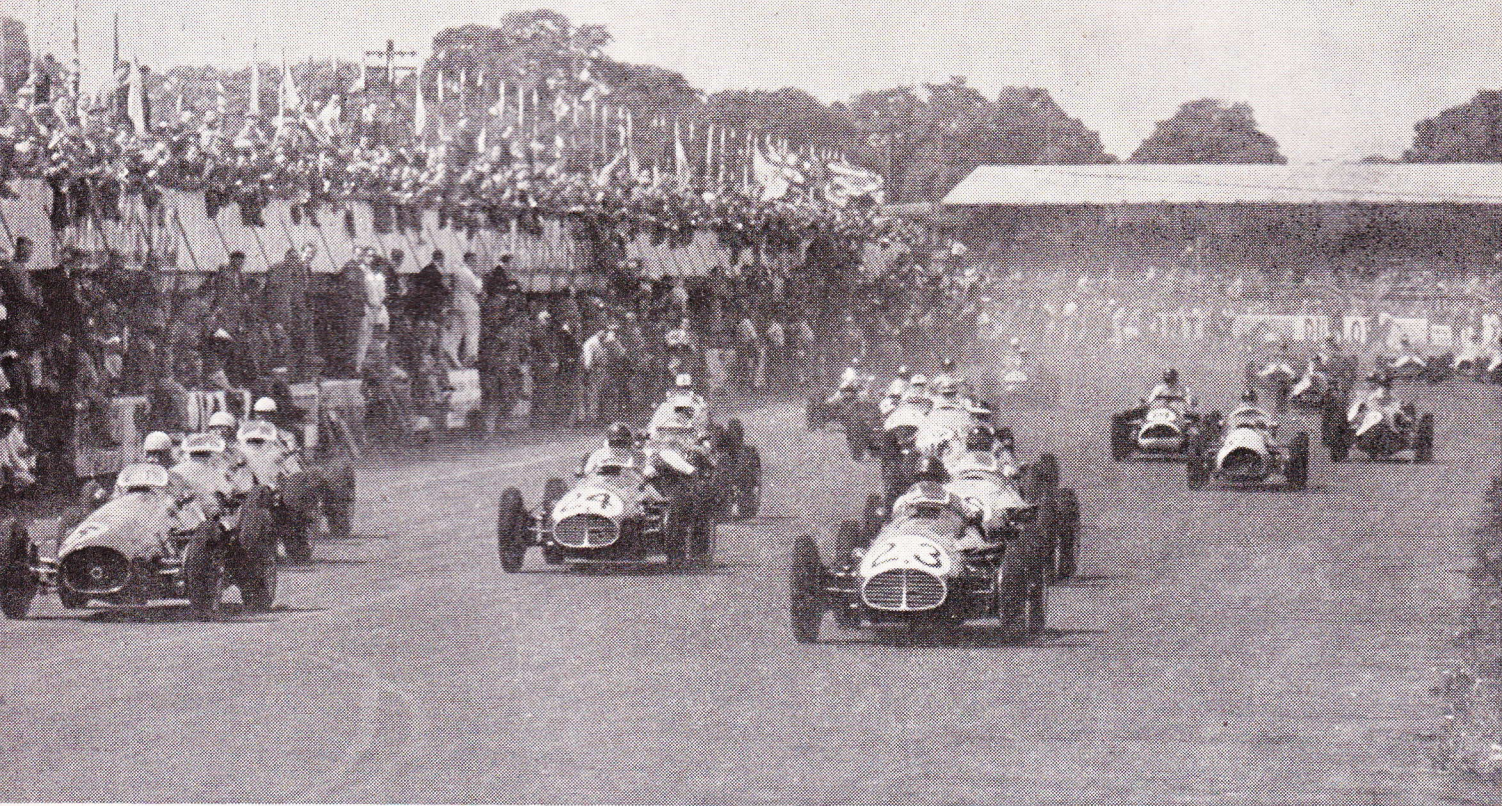
Stirling eases up and holds his 12 secs. advantage, and Lewis-Evans goes all out to catch Brandon. Alan Brown is rocketing through the field after his initial delay, whilst Coombs has managed to overtake Fenning. Sanderson is now being challenged by the Kent-Smith, and Fenning is having to drive all he knows to keep Truman out of fifth place.

Moss canters home with 16 secs. over Brandon. Lewis-Evans equals the lap record on his final tour, finishing only 3 secs. behind Brandon. Coombs, in fourth place, leads the swing-axle brigade, and Smith gains a well-merited seventh place in his "one-off" Kent-Smith, followed by Brown who picked up amazingly well after starting nearly a lap behind. Clarke's C.B.P.2 comes in 10th.

THE 8TH BRITISH GRAND PRIX

THERE are a couple of non-starters for the G.P., Moss having scratched his Cooper-Alta, and Chiron failing to take





START: Ascari, Villorosi and Farina (Ferraris) are seen in line ahead on the left; Lance Macklin (H.W.M.) is immediately behind Gonzalez (Maserati, No. 24), whilst Fangio (No. 23) is directly ahead of Marimon (Maserati) and Hawthorn (Ferrari).

up his entry with the Osca. Italian cars occupy the first two ranks on the grid, with Marimon's blue and yellow Maserati preventing an all-red turn-out. Ken Wharton and Tony Rolt share Row 3 with the Gordinis of Harry Schell and Maurice Trintignant. The line-up is:—

**R.A.C. BRITISH GRAND PRIX
STARTING GRID**

Fangio (Maserati) 1 m. 50 s.	Hawthorn (Ferrari) 1 m. 49 s.	Gonzalez (Maserati) 1 m. 49 s.	Ascari (Ferrari) 1 m. 48 s.
Marimon (Maserati) 1 m. 51 s.	Villoresi (Ferrari) 1 m. 51 s.	Farina (Ferrari) 1 m. 50 s.	
Wharton (Cooper- Bristol) 1 m. 54 s.	Rolt (Connaught) 1 m. 54 s.	Schell (Gordini) 1 m. 52 s.	Trintignant (Gordini) 1 m. 52 s.
Whitehead (Cooper- Alta) 1 m. 57 s.	McAlpine (Connaught) 1 m. 57 s.	Macklin (H.W.M.) 1 m. 57 s.	
Gerard (Cooper- Bristol) 2 m. 02 s.	Hamilton (H.W.M.) 2 m. 02 s.	Bonetto (Maserati) 1 m. 58 s.	J. Stewart (Cooper- Bristol) 1 m. 58 s.
Brown (Cooper- Bristol) 2 m. 04 s.	I. Stewart (Connaught) 2 m. 04 s.	Bira (Connaught) 2 m. 04 s.	
Crook (Cooper- Alta) 2 m. 07 s.	Rosier (Ferrari) 2 m. 07 s.	Collins (H.W.M.) 2 m. 06 s.	Behra (Gordini) 2 m. 04 s.
Salvadori (Connaught) —	Fairman (H.W.M.) 2 m. 32 s.	de Graffenried (Maserati) 2 m. 09 s.	

As the Union Jack is raised, the front rank creeps purposefully forward, and as it falls, Ascari gets away to a wonderful start, and is first into Copse Corner, with Villorosi, Macklin, Marimon, Fangio and Gonzalez in hot pursuit. McAlpine and Crook fail to move

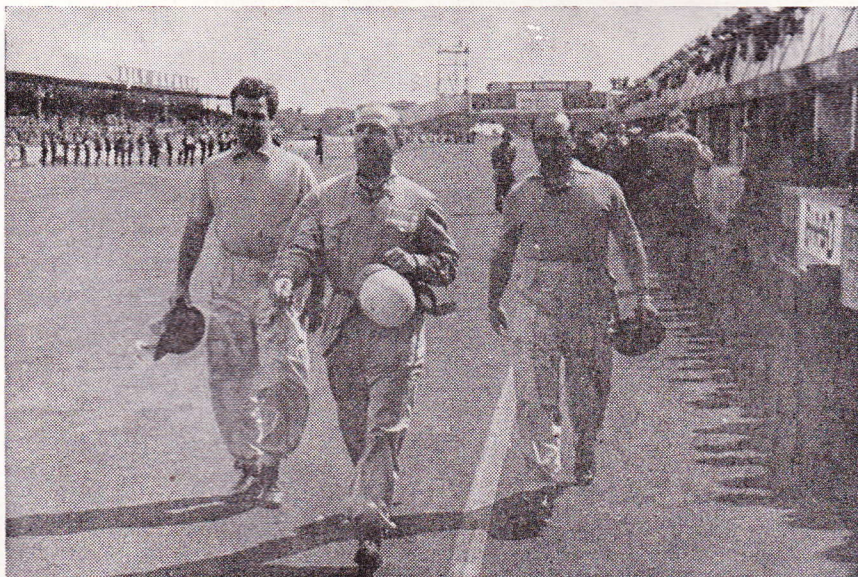
off, and both retire. Ascari has the bit between his teeth, and is obviously determined to keep in front. He tears past the stands after the first lap one second ahead of Fangio, who has passed three cars and is being pressed by his team-mate Gonzalez. Close behind are Villorosi, Marimon, Hawthorn, Farina, Schell, Trintignant, Bonetto, Macklin and Rolt in that order.

Next time round, Gonzalez has moved in front of Fangio, and the two snarling Maseratis are chasing Ascari; but the World's Champion is actually increasing his lead. On his second lap he cracks the existing circuit record with 1 min. 51 secs., a speed which is equalled by Gonzalez on the next lap.

Hawthorn, in fifth place, has a few most terrifying moments as his Ferrari

leaves the road coming out of Woodcote to start on his third lap, crashes into "Headland's barrier", almost overturns, but is skilfully held. The car shoots backwards, and Mike courageously keeps his foot down and the motor running, eventually joining the race only to stop a lap later to check over possible damage. Apparently a fuel pipe has fractured, and nearly a couple of minutes elapse before the Rheims winner gets back into circulation.

There is plenty of activity at the pits; Ken Wharton comes in with vanished oil pressure, Trintignant arrives with a broken exhaust pipe, whilst Schell has a rapid plug-change to try to cure a misfire. Pete Whitehead finds his brakes acting peculiar, and halts to have them fixed.



OFF TO WORK WE GO! (Left to right) Onofre Marimon, Giuseppe Farina and Juan Manuel Fangio, walking up to the starting grid.



WINNERS ALL: (Left to right) Nino Farina (Thin Wall Special), Formule Libre, Reg Parnell (Aston Martin), sports cars, Stirling Moss (Cooper), Formula 3, Alberto Ascari (Ferrari), Grand Prix, and Ken Wharton (Cooper-Bristol), first all-British car and driver in the G.P.

Faster and faster goes Ascari. His fourth lap is covered in 1 min. 50 secs., but two tours later Gonzalez equals this. The Argentinian is giving the crowd plenty to shout about at the bends, but Ascari is making it all look so easy. Fangio seems content to hold third place ahead of Villoresi, and Marimon is out to catch Farina. Harry Schell packs up with ignition bothers, and Wharton calls in for more oil. De Graffenried stops with a rough-sounding engine, and has several plugs changed, losing about a minute.

With 10 laps on the board, Ascari leads Gonzalez by 6 secs., and Fangio has dropped back 11 secs. behind his

compatriot. Farther back, the inimitable Tony Rolt leads the British contingent, but the H.W.M.s of Macklin and Collins are travelling very well in company with Behra's Gordini. Salvadori has begun to pull up with his fuel-injection Connaught, but is not lapping quite so quickly as Rolt in the "carburetter car".

Ascari's brilliant driving has the Maserati folk worried. Pit signals are communicated to both Gonzalez and Fangio, but the Ferrari is still holding that 6 secs. lead. Whitehead comes in again for brake adjustment, but is soon away.

Then comes another spot of excite-

ment. As Gonzalez whistles past the stands a haze of oil appears from the tail of the Maserati, and the track becomes suspiciously shiny. Sure enough, he has laid quite a trail. Fangio's car slides viciously, and Villoresi has to do plenty of wheel-twirling to hold his Ferrari. Out comes the oil flag, and drivers immediately slow down out of Woodcote.

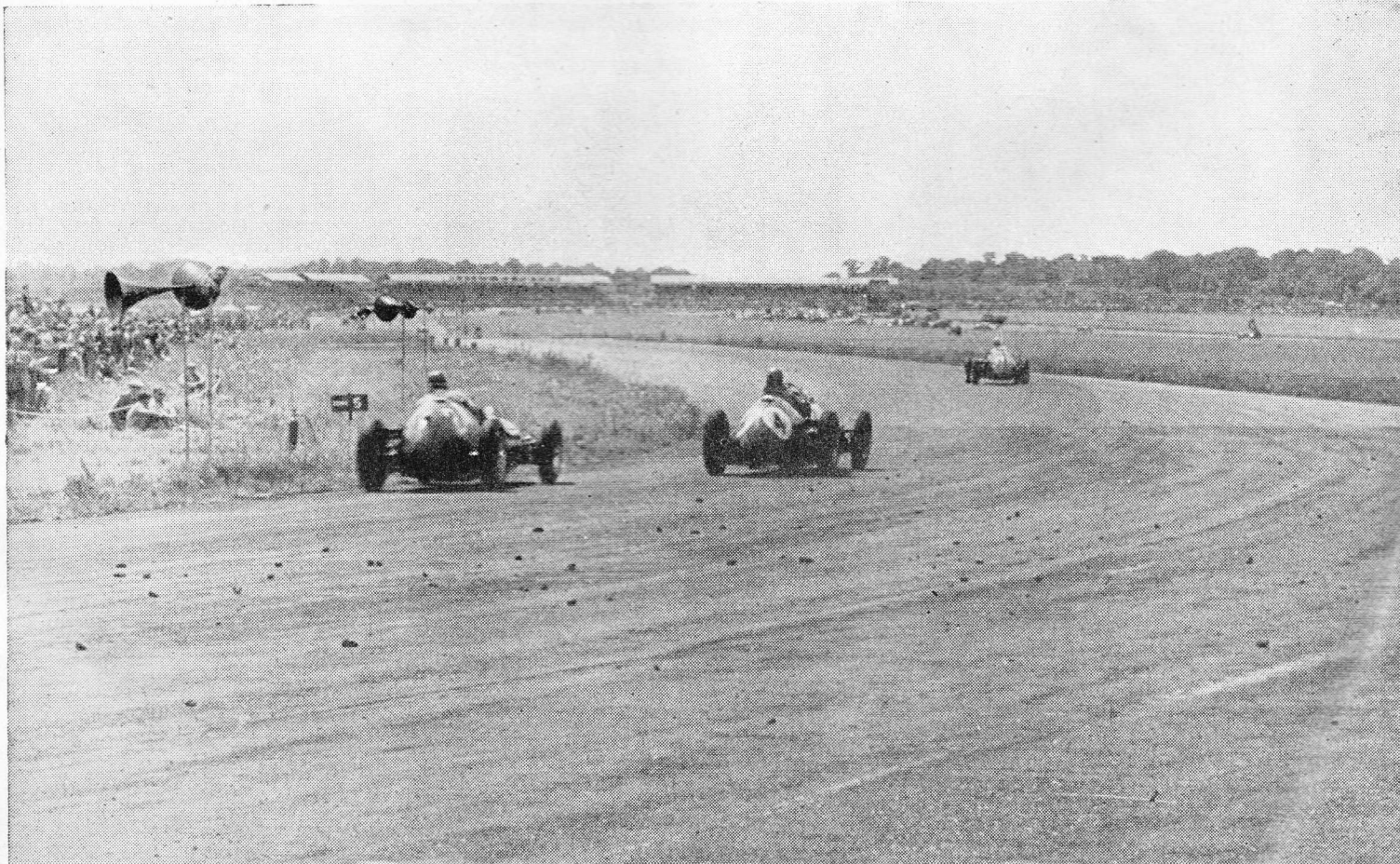
There is a hasty consultation and it is decided to bring in Gonzalez. "No. 24" is put on the board, and the black flag produced. The Argentinian shoots past, skidding on his own oil, but doesn't appear to see the flag. Next time round it is waved almost in his face, but does he stop? Does he what!

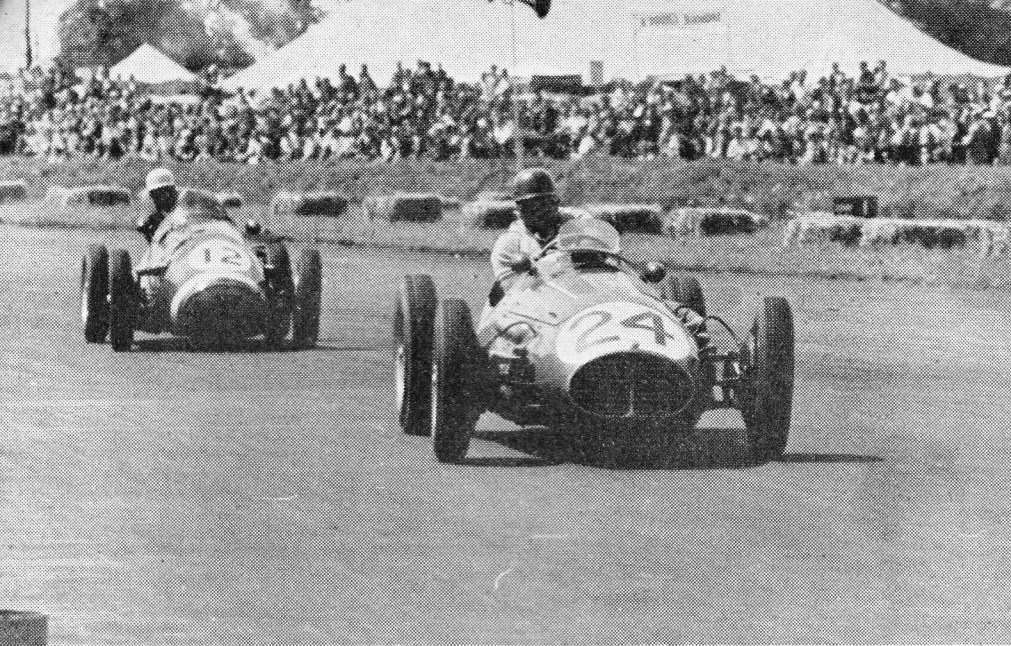
The marshals are now becoming pretty frantic. Unless Gonzalez has gone completely blind, he must see the flag—and his number. Eventually he does pull up, and creates an almighty row in his pit, roaring that no oil is being dropped from *his* car. Marshals intervene, but are shouldered off; a certain well-known journalist, attempting to act as interpreter, is pushed and nearly trips up on the pit counter. The "Prairie Bull" furiously hurls himself back into his car, and rejoins the race in fourth place.

Gonzalez's compulsory stop puts a different complexion on the whole race. Ascari now has something like 16 secs. lead over Fangio, and about 30 secs. over Villoresi. Farina and Marimon are a good three-quarters of a lap behind the leading Ferrari.

The pits are still busy. Trintignant goes out with a broken rear axle, de Graffenried has another plug-change, Bonetto also looks to the sparks depart-

ROCKY WAY: (Below) Loose stones on Chapel Curve troubled drivers in the G.P. Ascari (Ferrari) is being followed by Fairman (H.W.M.) and Gonzalez (Maserati) on the way to Stowe Corner.



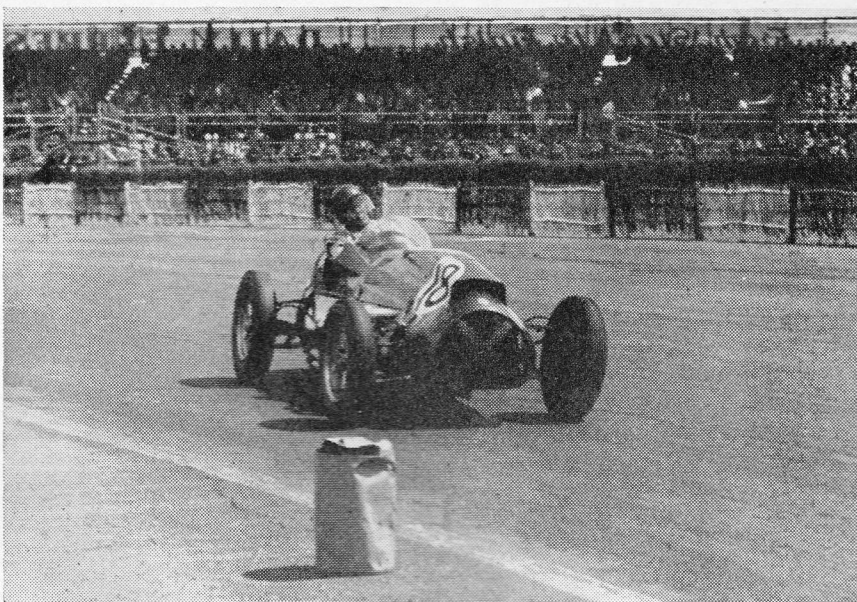
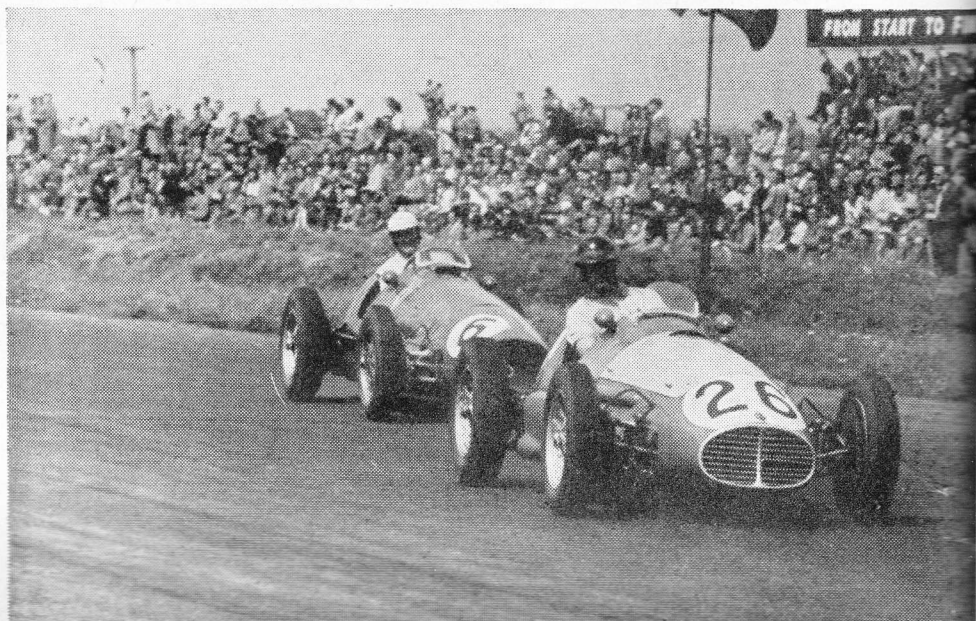


MASERATI v. CONNAUGHT: (Above) Gonzalez and Salvadori at Woodcote. **MASERATI v. FERRARI:** (Right) Marimon has Farina right on his tail at Copse. Their duel was a feature of the G.P.

ment, and Duncan Hamilton has his clutch disintegrate. Ian Stewart's Connaught goes on to three cylinders. Bonetto calls in again and mechanics take one of his carburettors to pieces.

Ecurie Ecosse's Jimmy Stewart is going extremely rapidly; the youngest driver in the race, in his very first Grand Prix, is not allowing himself to be overawed by the presence of the world's greatest drivers. Tony Rolt still circulates confidently, drawing away from the two H.W.M.s of Macklin and Collins. Salvadori has come well up, and Bira is going fine. Fairman's H.W.M. sounds a trifle ragged and is well behind Brown's Cooper-Bristol.

After 20 laps, Ascari is 13 secs. ahead of Fangio, and has averaged 92.72 m.p.h. The race pattern is now more or less firm, with Villoresi, Gonzalez, Farina and Marimon in the next places, and it is only a matter of time before Ascari laps Marimon and Farina.



FLYING SCOTSMAN: Jimmy Stewart (Cooper-Bristol) of Ecurie Ecosse, whose enterprising driving delighted the crowd. He crashed when in sixth place, with about 10 laps to go!

Stewart's Connaught is retired with a persistent misfire. Salvadori's shirt tail is flapping in the breeze as he chases Rolt.

Although there is still a long, long way to go, Ascari's Ferrari sounds as if it can keep on for ever. Fangio is clearly outpaced, the Maserati nothing like as tidy as the "Prancing Horse" machines in the bends. Jean Behra retires with the sole surviving Gordini, fuel pump trouble being diagnosed. H.W.M.s' run of bad luck continues when Lance Macklin's clutch disintegrates. John Heath's cars appear to be suffering from chronic clutch failure this season, which would seem to indicate that all is not well in this department of technology. De Graffenried has his accelerator pedal snap off at Stowe, but manages to struggle to the pits only to retire. Hawthorn is gradually work-

ing his way towards appearing on the leader board.

After chasing Farina for nearly 40 laps, Marimon shoots in front of the Ferrari on his 43rd tour. Ascari has now lapped the entire field with the exception of Fangio and Villoresi, and after passing Gonzalez the fiery little Argentinian tries vainly to keep up with the Ferrari. At half-distance (45 laps), Ascari has the comfortable lead of 33 secs. over Fangio, who, in turn, is 28 secs. in front of Villoresi. Salvadori is now a few lengths behind Rolt, leader of the British cars.

Marimon is having his work cut out to stay in front of Farina, who is beginning to drive like the master he is. The young Argentinian winds away at his wheel coming through Woodcote, but Farina sits back, arms straight in front of him, merely biding his time. After more or less slip-streaming Marimon for a dozen laps, Farina makes to pass, and both cars hurtle past the stands bonnet to bonnet. Alan Brown comes in for mechanics to check his steering. Roy Salvadori discovers his Connaught to be all over the place, and packs up with a fractured radius arm, leaving Rolt completely on his own.

(Continued on page 113)

DAILY EXPRESS
INTERNATIONAL FORMULE LIBRE RACE

1st VANDERVELL THIN WALL
SPECIAL 96.79 m.p.h.*

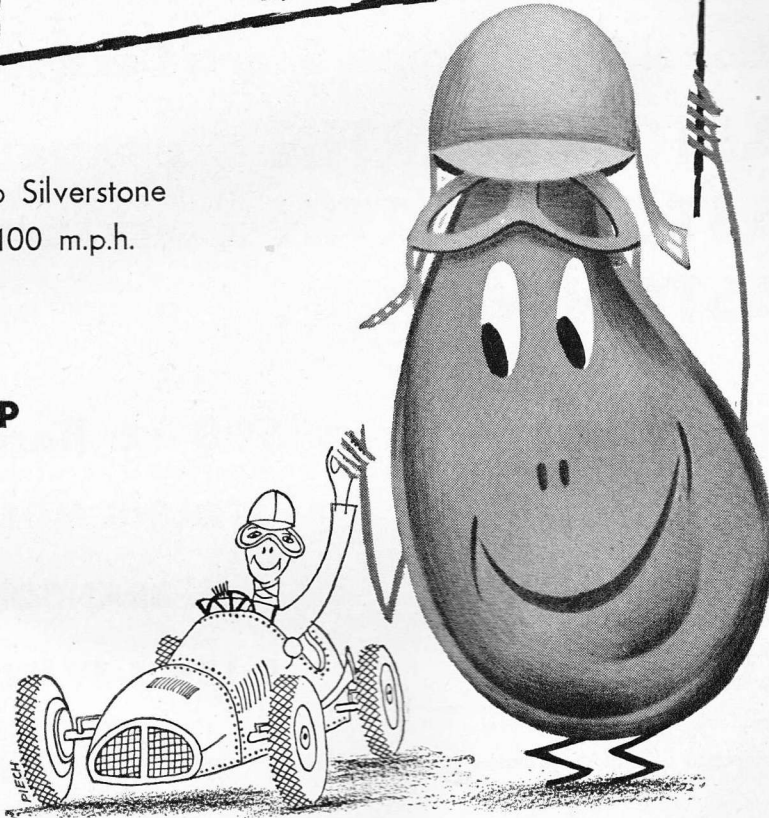
2nd B.R.M. — J. M. FANGIO

3rd B.R.M. — K. WHARTON

Subject to official confirmation

* First car to lap Silverstone at more than 100 m.p.h. in a race.

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ENERGOL

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wins again!

IF YOU REALLY CARE FOR YOUR CAR
ALWAYS USE BP ENERGOL—THE OILIEST OIL

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

SILVERSTONE

R.A.C. British Grand Prix

1st FERRARI

A. ASCARI

3rd FERRARI

G. FARINA

5th FERRARI

MIKE HAWTHORN

International Daily Express Sports Car Race

1st ASTON MARTIN

R. PARNELL

2nd ASTON MARTIN

R. SALVADORI

3rd ASTON MARTIN

P. COLLINS

International Daily Express 500 c.c. Race

1st COOPER

STIRLING MOSS

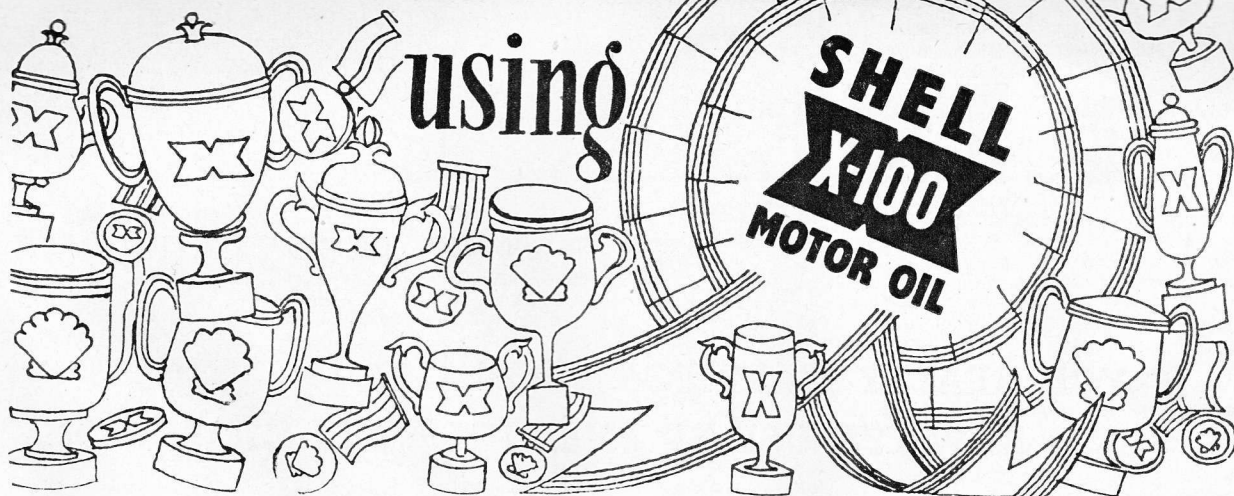
2nd COOPER

E. BRANDON

3rd COOPER

S. LEWIS-EVANS

(Subject to official confirmation)



And Shell Fuel

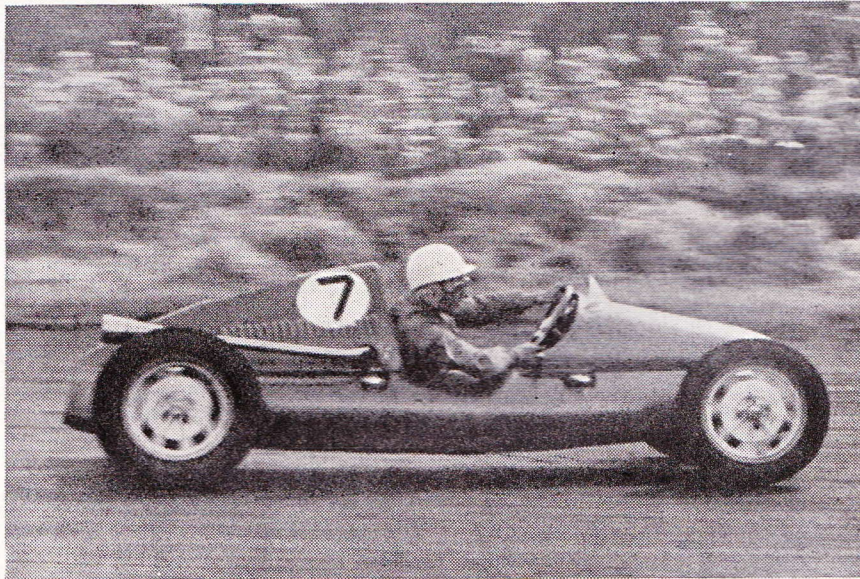
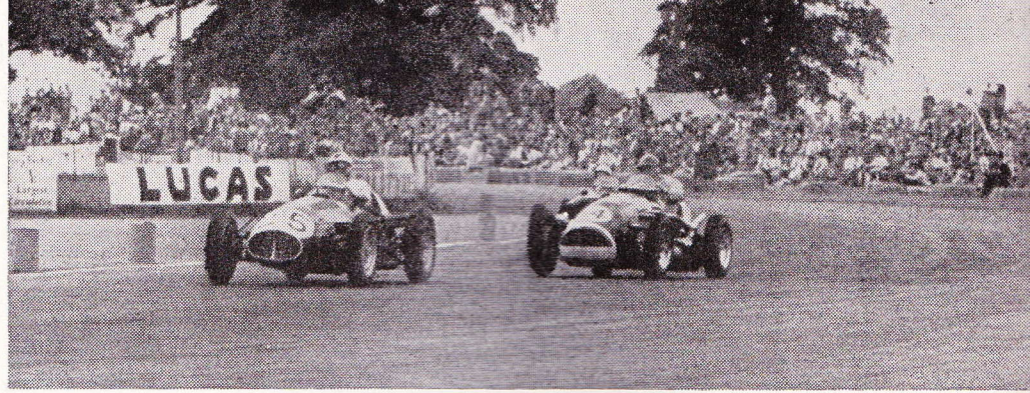
Silverstone Saturday—continued

Shortly afterwards, Gonzalez refuels in just over 40 secs., with 55 laps on the score-board, and continues still firmly in fourth place.

Meanwhile H.W.M.s' wretched luck persists. Fairman packs up with a use-

(Right) Bonetto (Maserati) about to be passed by Tony Rolt (Connaught) at Woodcote. Rolt drove a magnificent race until trouble intervened.

(Below) Stirling Moss, winner of the 500 c.c. race, with his Cooper.



less clutch, whilst Collins stops at Chapel Curve with no compression. Farina pulls away from Marimon, who blows up near Copse Corner on his 64th lap, letting Hawthorn up into sixth place, with the gallant Rolt fifth and young Jimmy Stewart eighth. Shortly after Marimon's disappearance, Villoresi also fails to come round and is reported

to have broken his rear axle. Rolt stops to re-fuel, and Hawthorn moves up to fifth place.

The Ferrari pit now gives Farina the "faster" sign, and he responds by closing up rapidly on Gonzalez. A brief, but heavy, shower of rain makes the track slippery, and cars slither all over the place at Copse and Beckett's. With

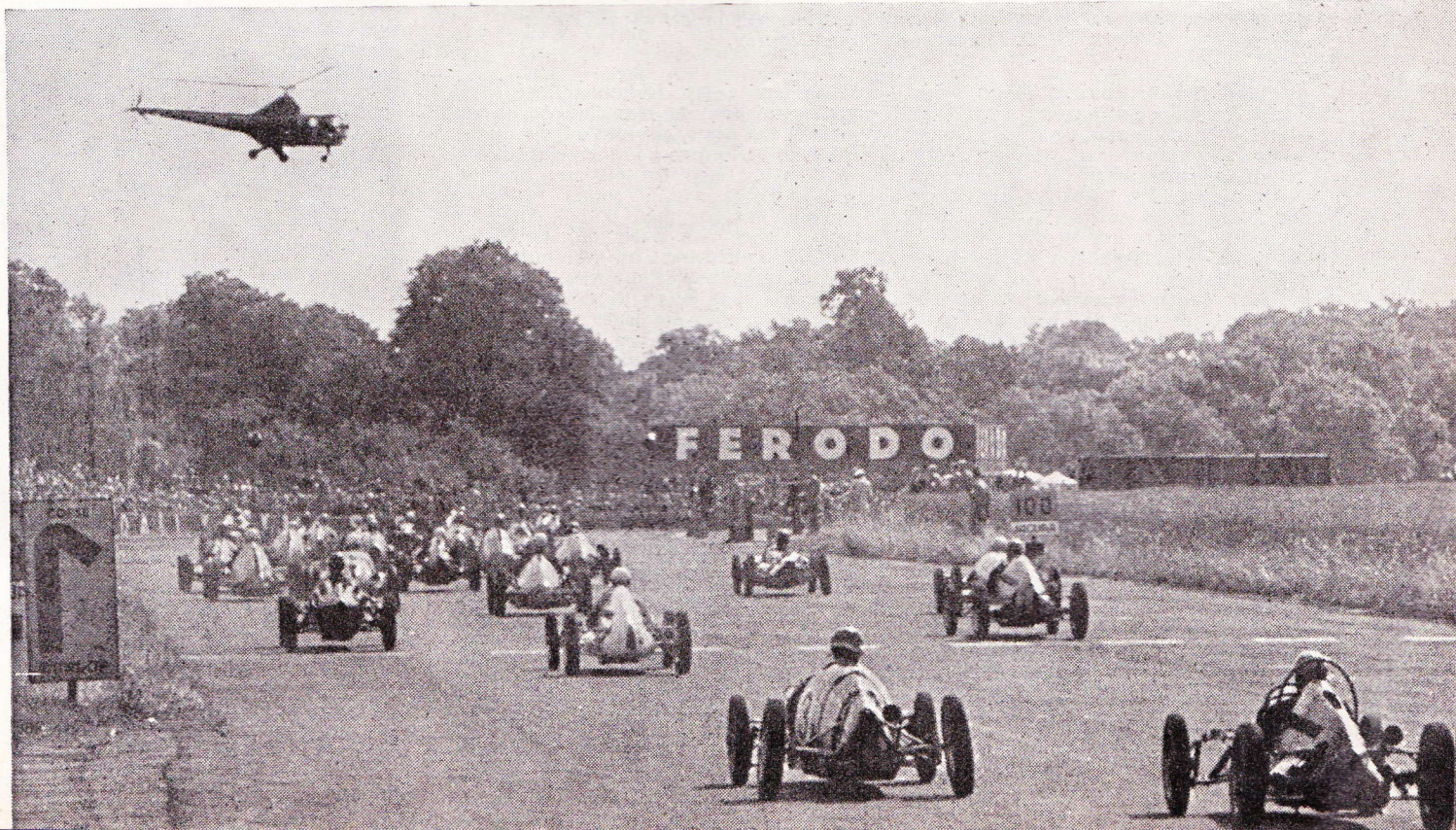
less than 20 laps to go, Rolt's magnificent drive comes to an end at Beckett's when he pulls a half-shaft. This puts Stewart into sixth place, and the young Scotsman has the chance of being the first British driver of a British car to finish. The St. Andrew's Cross of Ecurie Ecosse is certainly flying high today.

Farina successfully slips ahead of Gonzalez who is not at all happy on the wet track, in direct contrast to Fangio whose speed scarcely drops at all. With 15 laps to go, Ascari has the vast lead of 44 secs., and Fangio can do nothing about that. Bonetto, after his several pit stops, is in eighth place, and will shortly overtake Bira.

Alas and alack for Edinburgh's hopes. With 10 laps left to complete, Jimmy Stewart goes straight on at Copse Corner, and leaves the track abruptly, to finish up in a gully after knocking the "press" from a *Daily Express* sign. The car is too badly damaged to continue, and Jimmy walks back to the pits with sympathetic cheers from the crowd ringing in his ears. He has driven a courageous race and is most unlucky to come unstuck so near the end.

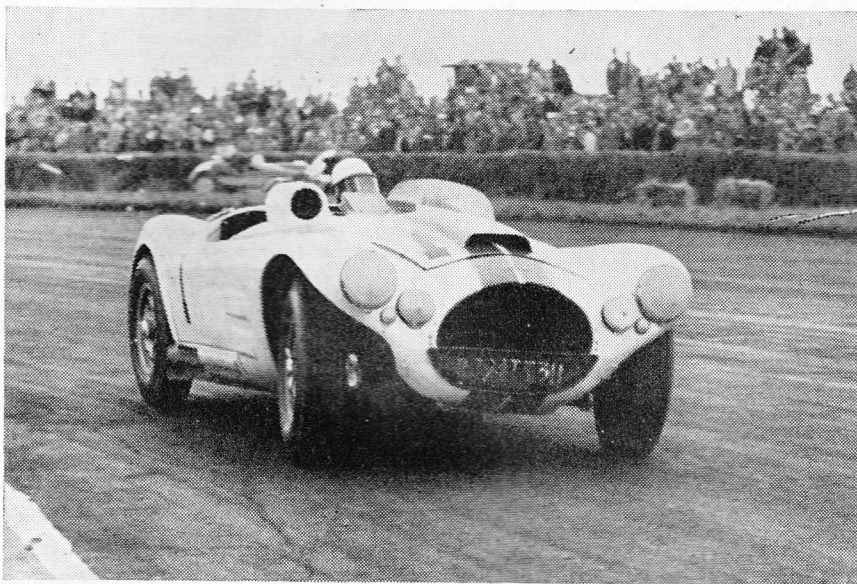
It is now practically all over: bar the shouting. Ascari circulates as immaculately as ever; Fangio is perfectly con-

(Below) Whilst the "five-hundreds" stream into Copse Corner, a helicopter hovers overhead.





(Top, left) Start of the sports car race, with Tony Rolt and Ian Stewart (Jaguars), followed by George Abecassis (H.W.M.), Peter Collins (Aston Martin), Ninian Sanderson (Jaguar), Sir James Scott-Douglas (Jaguar), Briggs Cunningham (Cunningham) and so on. (Above) The winner, Reg Parnell, at Copse Corner in his DB35 Aston Martin.



First appearance in a British event, the Cunningham driven by Briggs Cunningham at Copse Corner.

Martin team, numerous Jaguars and Abecassis in the shapely sports H.W.M., plus a further Aston Martin/Frazer-Nash variety, a good race should be had by all.

Those two big men, Reg Parnell and Tony Rolt, both perform sprints of real "Moss" celerity when the flag falls, the Aston just beating the Jaguar to Copse, with Ian Stewart, Abecassis, Collins, Sanderson and Phil Walters forming a

tent to hold his second place, whilst Farina steadily draws away from Gonzalez. Bonetto moves up to sixth place behind Hawthorn—but is many laps behind. Bira does a spectacular revolving act, but keeps his car on the road, and holds seventh place. There are only 10 cars left in the race, with Wharton, Whitehead and Rosier bringing up the rear.

Ascari finally receives the chequered flag, a full minute before Fangio appears. These two are the only drivers to complete the 90 laps, and are both a couple of laps ahead of Farina and Gonzalez. So it is Ferrari, Maserati, Ferrari, Maserati, Ferrari, Maserati, Connaught, Cooper-Bristol, Cooper-Alta, Ferrari. Bira arrives with the first British car, but Wharton collects the all-British award.

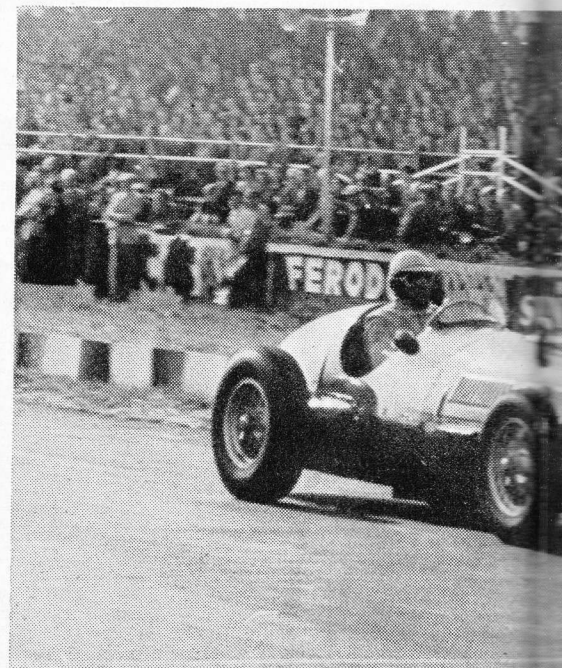
GREGOR GRANT.

THE SPORTS CAR RACE

THE excitement and sounds of the Grand Prix having died down, Duncan Hamilton and Tony Rolt now bring out the Le Mans-winning XK 120C

Jaguar for a lap of honour, the sleek green car and its blue-clad occupants gaining the hearty plaudits of the crowd for their performance in the great French road race. Soon the pits are bustling with activity as 21 sports cars are brought out for their 35-lap, 102-mile race. They are lined up, Le Mans fashion, with drivers on the grass verge opposite the pits, the order based on practice times, being as shown in the table on the opposite page. Tony Rolt is to drive the disc-braked Jaguar No. 11 instead of Duncan Hamilton, and Tony Crook takes Wharton's place in the de Dion back-end Frazer-Nash, Ken reserving his energies for the strenuous task of driving a B.R.M. in the subsequent *Formule Libre* race.

Ken Watkins (Allard) is a non-starter after a car-damaging inversion at Copse during practice; Oscar Moore (H.W.M.) and Hans Ruesch (Ferrari) do not appear either. There is still a 4.1-litre Ferrari in the race, however—one unfamiliar in American blue and white, to be handled by Bill Spear—so that, with two big Cunninghams, the purposeful Aston

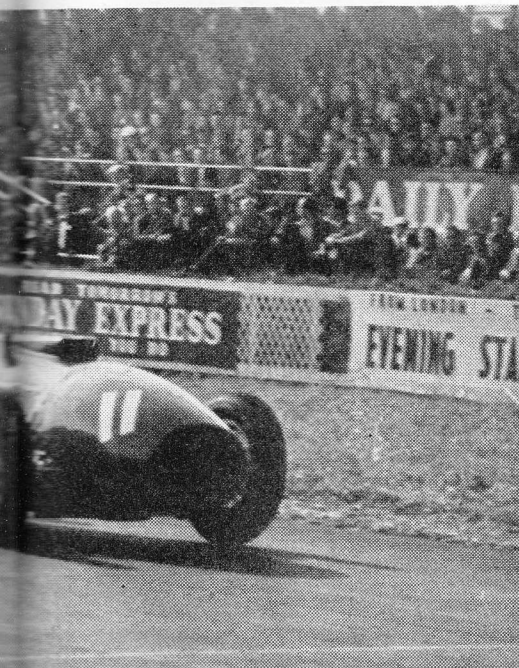


(Above) Farina flashes past the pits grandstands with the Thin Wall Special Ferrari, to win the *Formule Libre* race.



compact pursuit, the whole spectacle much appreciated by Villoresi, Marimon and Schell, gathered there to watch the race. Rolt clings grimly to Parnell, and for three laps Aston and Jaguar circulate with barely five yards between them, then Rolt, holding his braking to the last at Copse, whips past Parnell on the turn itself, Reg promptly tucking in close behind.

George Abecassis is going full steam in the H.W.M. too, passing Ian Stewart's Ecurie Ecosse Jaguar to hold fourth position on round 3, until a determined Phil Walters in one of the striking white and blue Cunninghams displaces him. Now compatriot Spear's Ferrari, its 12 cylinders singing a stirring song, moves up to fifth, and soon, alas, Walters does not come round at all, his gearbox having given out. A lap after this—the 8th—Tony Rolt, approaching Copse



(Right) Fangio and Wharton (B.R.M.s), followed by Richardson (R.R.A.) and Flockhart (E.R.A.) at Copse, during the Formule Libre event.

Line-up for the Sports Car Race

Parnell	(Aston Martin) 1 m. 54 s.
Salvadori	(Aston Martin) 1 m. 56 s.
Walters	(Cunningham) 1 m. 56 s.
Cunningham	(Cunningham) 1 m. 57 s.
Spear	(Ferrari) 1 m. 57 s.
Abecassis	(H.W.M.) 1 m. 58 s.
Rolt	(Jaguar) 1 m. 58 s.
Collins	(Aston Martin) 1 m. 59 s.
I. Stewart	(Jaguar) 2 m. 0 s.
Mitchell	(Frazer-Nash) 2 m. 0 s.
Sanderson	(Jaguar) 2 m. 1 s.
J. Stewart	(Jaguar) 2 m. 1 s.
Holt	(Jaguar) 2 m. 3 s.
Swift	(Jaguar) 2 m. 4 s.
Crook	(Frazer-Nash) 2 m. 5 s.
A. G. Whitehead	(Aston Martin) 2 m. 5 s.
Dickson	(Aston Martin) 2 m. 10 s.
Scott-Douglas	(Jaguar) 2 m. 13 s.
Hazlehurst	(Kieft) 2 m. 14 s.
Black	(Frazer-Nash) 2 m. 15 s.
P. Clark	(Aston Martin) 2 m. 16 s.

Corner very fast, slews momentarily outwards; Parnell sees his chance and is through the gap and into the lead like a flash, to the jubilation of the David Brown personnel when he comes round next time. Team-mates Collins and Salvadori are now third and fifth, the latter coming up very fast after a bad start.

Briggs Cunningham in the second of the Chrysler-engined cars now holds sixth place, but the American marque has no luck on this hard circuit, the Florida manufacturer himself retiring after 13 laps with suspected piston failure. Abecassis thereupon moves up one, but fortune is against him too, and the H.W.M. comes to a halt beyond Abbey Curve only a lap later, Ian Stewart inheriting his place.

The determined hunch of Reg Parnell in the DB3S suggests he is going to be very hard to pass a second time. Rolt, indeed, is dropping back now, and on the 21st lap the Jaguar pulls into the pits, to retire with a broken piston—bad luck after a fine drive. That makes Aston Martins 1-2-3 now—and Salvadori has nipped past Collins at Stowe Corner to snatch second place.

Meanwhile, Sir James Scott-Douglas's Ecurie Ecosse Jaguar is out with lack of oil pressure, and R. Dickson's DB3 Aston Martin is getting very hot, eventually to retire. The two Stewarts from the Scottish stable, Ian and Jimmy, now occupy fifth and sixth places behind Spear's Ferrari. Further back, H. A. Mitchell's Frazer-Nash, driven most spiritedly, heads many bigger cars, and comfortably leads Tony Crook's later wire-wheeled model, which burns rear tyre rubber on leaving every turn despite de Dion aid.

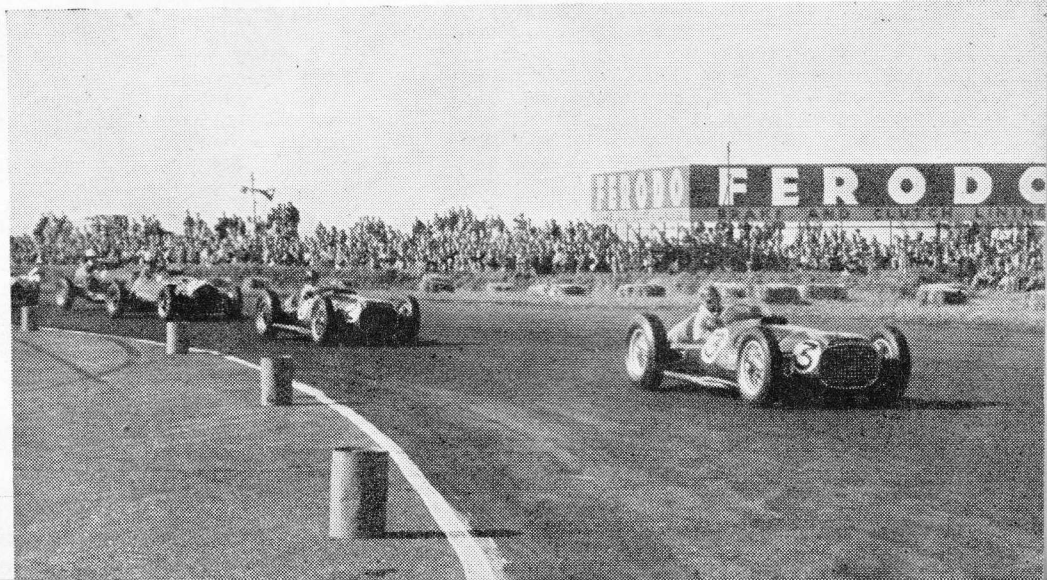
Spots of rain fall now and then, causing an anticipatory reaching for waterproofs by the thousands gathered

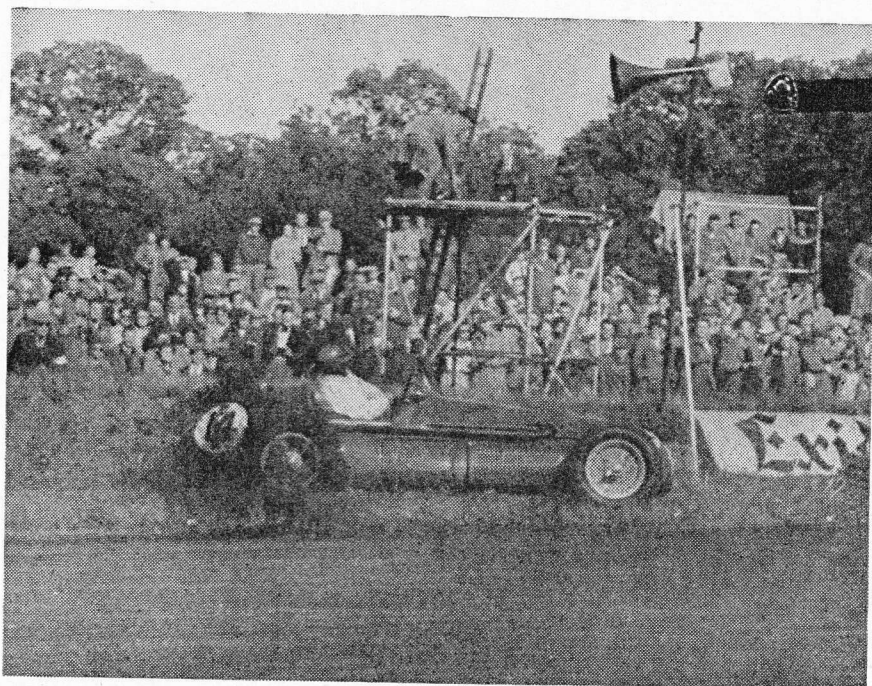
around the circuit, but the weather fortunately holds. Parnell continues to lap with high speed consistency, and not even the spirited "youngsters" of the same team, Salvadori and Collins, can do anything about him, even should John Wyer imperil a safe 1-2-3 by permitting them so to do. J. B. Swift's six-carburettor C-type Jaguar calls in after 26 laps, and retires after 27.

And so the race runs out, the order of the leaders remaining unchanged to the end. Reg Parnell beams as he takes the chequered flag, so does David Brown as his cars come home first, second and third, a fine demonstration of the potentialities of the latest competition Aston Martin. Bill Spear, of the U.S.A., is fourth after an expert drive in the Ferrari "4.1", Ian Stewart heads Jimmy *ditto* in the first of the Jaguars, Graham Whitehead (DB3) is next, followed in by Mitchell's Frazer-Nash, nicely ahead of two C-type Jaguars and Tony Crook, while P. Hazlehurst's Kieft-Bristol gets home a quiet 12th.

THE FORMULE LIBRE RACE

So to the *Formule Libre* race, last event of a strenuous day, but bearing rich promise of excitement, with B.R.M. due to fight another round with Fate and the Ferraris. Fangio has given the joint Taruffi/Gonzalez 1952 circuit record a crack during practice, raising it to 99.41 m.p.h., but Farina and a very well prepared Thin Wall Special Ferrari are distinct thorns in Bourne's side. This formidable combination has turned in *four* laps at only one second slower than Fangio, without any of the apparent desperation of the latter's effort. The works-entered Ferrari to be driven by Mike Hawthorn turns out to be a 2½-litre as raced at Rouen, and not one of the old Formula 1 4½-litres as per entry. With four cars non-starting, the grid line-up is as follows:—





(Above) Austen Nurse (H.W.M.) running out of road at Copse Corner in the Formule Libre race.

(Right) The Hon. Max Aitken presents Ascari with the Daily Express Grand Prix Trophy.

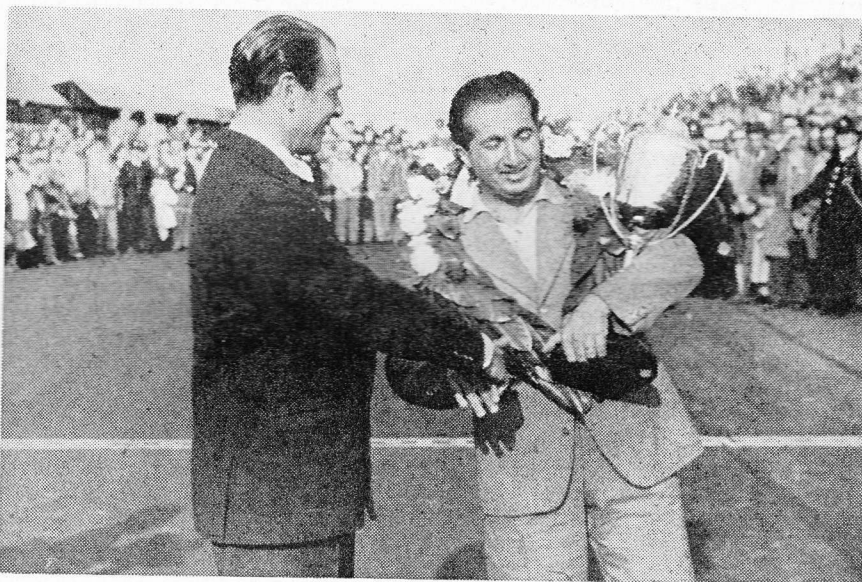
(Formule Libre Race)

Starting Grid

Hawthorn (Ferrari)	Wharton (B.R.M.)	Farina (Thin Wall)	Fangio (B.R.M.)
1 m. 49 s.	1 m. 48 s.	1 m. 47 s.	1 m. 46 s.
A. G. Whitehead (E.R.A.)	Richardson (R.R.A.)	Flockhart (E.R.A.)	
2 m. 0 s.	1 m. 56 s.	1 m. 53 s.	
Birrell (E.R.A.)	Somervail (Cooper)	Tuck (Maserati)	Gould (Cooper)
2 m. 5 s.	2 m. 3 s.	2 m. 2 s.	2 m. 1 s.
Richards (H.A.R.)	Nurse (H.W.M.)	Rosier (Ferrari)	
2 m. 13 s.	2 m. 20 s.	2 m. 6 s.	

Three minutes, and all cars on the line are silent, two minutes, and the silence is rent violently as the B.R.M.s are started up, the noise reaching—and thrilling—the crowds on the far side of the course. One minute . . . 30 seconds . . . and the raucous “whooping” rises to a veritable scream. The flag falls and Mike Hawthorn in the green “2½” and Farina dart ahead of Fangio and Wharton, the B.R.M.s’ rear wheels blurs of smoke for yards beyond the line. Down to Copse goes this earsplitting quartet in a stupendous rush, followed by a tight mass comprising Richardson, Rosier, Flockhart, Gould and Whitehead. Rosier nearly hits the marker drums in giving Flockhart room, but somehow they are all round safely. The howling war-song of the two B.R.M.s can clearly be heard from the stands as they burst through Beckett’s and tear down Hangar Straight to Stowe—and now Farina has passed Hawthorn to lead the race.

First lap order is Farina-Hawthorn-Fangio-Wharton, while Ron Flockhart in the 2-litre E.R.A. has moved up past Rosier and Richardson to take fifth place. Fangio shrieks past Hawthorn on round 2, but can make little impression on the flying Farina; a locking rear brake on the B.R.M. is no help, while



the punch of the Thin Wall’s 12-cylinder Ferrari engine on exit from Silverstone’s many bends more than counters any slight deficiency in speed along the straights.

Hawthorn’s Ferrari goes out after four laps, official reason being given as overheating, although other sources added failing oil pressure. So B.R.M. are second and third, with Fangio drawing away from Wharton, and Flockhart now fourth. Farina certainly has his leaden boot on. After turning a third lap at 99.41 m.p.h.—a new record for Silverstone—he caps it on his fifth round with a 100.16 m.p.h., the first time the circuit has been lapped at “over the ton”. This sets him no less than 9 secs. ahead of Fangio, with Wharton a further 8 secs. back.

Behind the leaders, Geoffrey Richardson is driving the race of his life in the 1,781 c.c. R.R.A., derivative of the late Percy Maclure’s famous pre-war Riley: One doesn’t see a 4½-litre Ferrari at Silverstone very often these days, and Richard-

son, with the blue tail of Louis Rosier’s car an irresistible bait, is making the most of his opportunity. On the sixth lap he is barely a length away, and Rosier, conscious of the green “home-build” so persistently in his mirror, is using all his car’s considerable power to keep ahead. He staves Richardson off for another lap, then the R.R.A. spurts ahead to occupy a triumphant fifth place.

Even lying sixth, Rosier is not left in peace for long, for soon Graham Whitehead in the blown E.R.A. begins to worry him, finally relegating the Frenchman to seventh position on the 12th lap. Meanwhile A. J. Nurse (H.W.M.), blithely taking Copse Corner, finds himself revolving violently off the turn, to plough the field and scatter the bales, upon one of which he promptly sits to view the rest of the race in comfort. Alistair Birrell is in constant trouble with plugs on R1A E.R.A., while Horace Richards, a leisurely three laps in arrears of the leaders, stops to “water” his H.A.R.

Farina is obviously uncatchable, but Fangio never gives up trying and is drawing further and further away from Ken Wharton. At 13 laps, with four to go, the order is Farina-Fangio-

Wharton - Flockhart - Richardson - Whitehead - Rosier, and thus it remains to the end. Out comes the flag, austere acknowledged by Giuseppe Farina, a deserving winner in C. A. Vandervell’s Thin Wall Special, after driving a cool, clever and stylish race. The B.R.M. drivers have worked far harder for their second and third places—and at least the Bourne cars finished the race. Flockhart is an unfurried fourth and Geoffrey Richardson a wonderful fifth, heading Whitehead, Rosier, two Cooper-Bristols, a Maserati and the H.A.R.

C. POSTHUMUS.

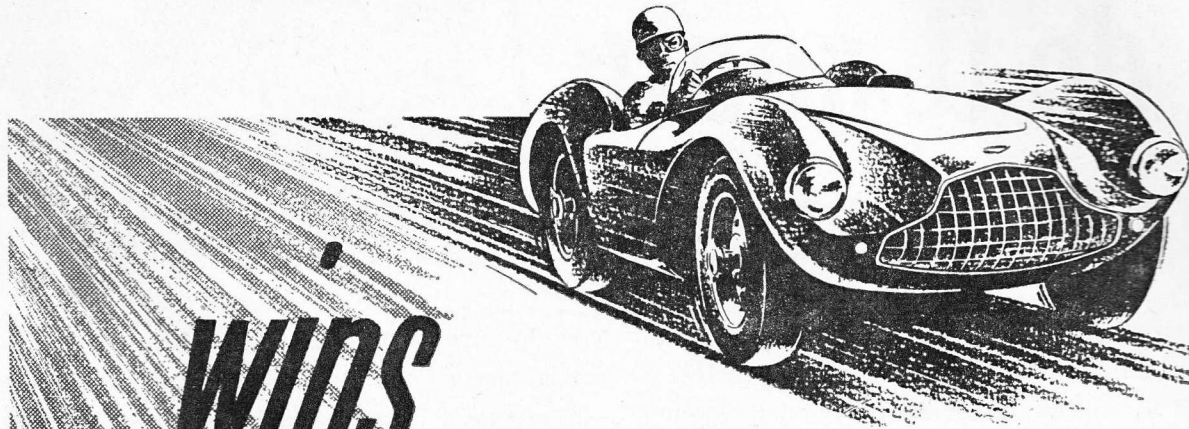
(Results on page 119)

* * *

BOUQUET FOR THE MARSHALS

FLAG marshals at the British G.P. meeting are to be congratulated for their fine work, Ascari, Villoresi and Farina declared after the race. They considered them to be the best they have encountered anywhere in the world.

ASTON MARTIN



WINS
again

ON

DAILY EXPRESS

SILVERSTONE

INTERNATIONAL

SPORTS CAR RACE

1st

(R. Parnell)

2nd

(R. Salvadori)

3rd

(P. Collins)

(Subject to official confirmation.)

AVON

'FASTEST AND SAFEST'

to-day's

Leading

tyre

Ferodo do it again! ...AT SILVERSTONE



Ferodo Limited continue their successful racing season with more victories—this time at Silverstone. We acclaim the winners listed below, drivers of skill and daring who insist that their cars are fitted with Ferodo Anti-Fade Brake Linings. There's no doubt about it—these ace racing drivers know a good lining when they brake on it. It's hardly a coincidence that so many of them fit Ferodo Anti-Fade Brake Linings! You see, it's not enough that Ferodo Linings should be constantly tested and re-

tested by large scientific and engineering staffs. Ferodo Linings must pass the final and most ruthless of all tests—International Racing! If they can 'take' that sort of treatment, well then you, the private motorist, can rely on them with complete confidence. It's because they're so safe, so reliable, such smooth workers that Ferodo Anti-Fade Brake Linings are fitted as standard equipment on the majority of British cars—a thing to remember when you have your brakes re-lined.

FERODO ANTI-FADE BRAKE LININGS

INTERNATIONAL FORMULE LIBRE RACE

1st G. FARINA (*Ferrari Thin Wall*)

New Lap Record 100.16 m.p.h.

2nd J. M. FANGIO (*B.R.M.*) **3rd K. WHARTON** (*B.R.M.*)

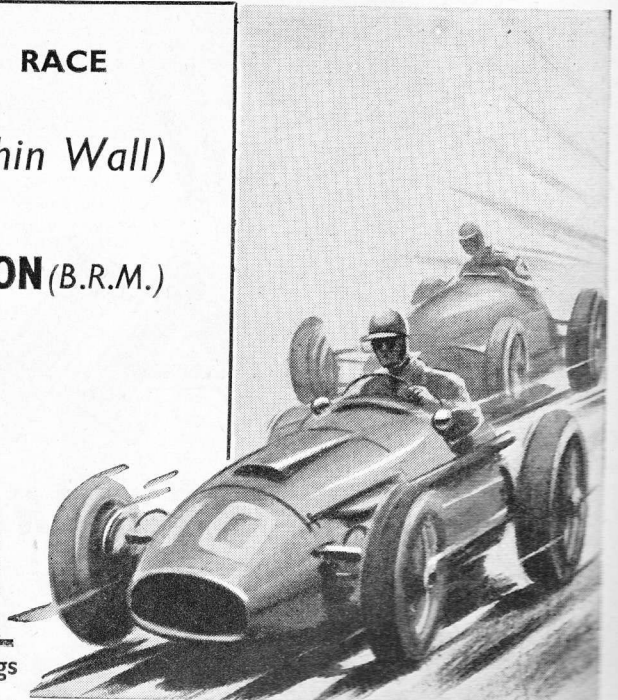
500 c.c. RACE

1st S. MOSS (*Cooper*)

2nd E. BRANDON (*Cooper*) **3rd S. LEWIS-EVANS** (*Cooper*)

(Subject to official confirmation)

These winners were fitted with Ferodo Anti-Fade Brake Linings



ALL THE SILVERSTONE RESULTS

BRITISH G.P.

(90 laps)

1, A. Ascari (Ferrari), 2 hrs. 50 mins. 0 secs., 92.97 m.p.h.; 2, J. M. Fangio (Maserati), 2 hrs. 51 mins. 0 secs., 92.43 m.p.h.; 3, G. Farina (Ferrari), 2 hrs. 50 mins. 12 secs., 90.80 m.p.h. (88 laps); 4, J. F. Gonzalez (Maserati), 2 hrs. 50 mins. 58 secs. (88 laps); 5, J. M. Hawthorn (Ferrari), 2 hrs. 50 mins. 15 secs. (87 laps); 6, F. Bonetto (Maserati), 2 hrs. 50 mins. 16 secs. (82 laps); 7, B. Bira (Connaught), 2 hrs. 51 mins. 33 secs. (82 laps); 8, K. Wharton (Cooper-Bristol), 2 hrs. 50 mins. 43 secs. (80 laps); 9, P. N. Whitehead (Cooper-Alta), 2 hrs. 50 mins. 56 secs. (79 laps); 10, L. Rosier (Ferrari), 2 hrs. 50 mins. 27 secs. (78 laps).

Fastest lap: Ascari (Ferrari) and Gonzalez (Maserati), 1 min. 50 secs., 95.79 m.p.h. (New Formula 2 lap record).

Winners' Equipment

Ascari and Farina (Ferraris). Fuel: Shell. Carburettors: Weber. Plugs: Champion. Tyres: Pirelli. Brake Linings: Fren-do. Oil: Shell. Fuel Pump: Frimark. Ignition: Marelli. Shock Absorbers: Houdaille. Wheels: Borrani.

Fangio and Gonzalez (Maseratis). Fuel: Esso. Carburettors: Weber. Plugs: Lodge. Tyres: Pirelli. Brake Linings: Fren-do. Oil: Esso. Fuel Pump: Mona. Ignition: Aspirata. Shock Absorbers: Houdaille. Wheels: Borrani.

FORMULE LIBRE

(17 laps)

1, G. Farina (4½-litre Thin Wall Spl. Ferrari), 30 mins. 50.8 secs., 96.79 m.p.h.; 2, J. M. Fangio (1½-litre B.R.M. S), 31 mins. 2 secs., 96.20 m.p.h.; 3, K. Wharton (1½-litre B.R.M. S), 31 mins. 34 secs., 94.58 m.p.h.; 4, R. Flockhart (2-litre E.R.A. S), 32 mins. 8.6 secs.; 5, G. Richardson (1.7-litre R.R.A.), 31 mins. 39.6 secs.; (16 laps); 6, A. G. Whitehead (1½-litre E.R.A. S), 31 mins. 40.2 secs. (16 laps); 7, L. Rosier (4½-litre Ferrari), 32 mins. 12.8 secs. (16 laps); 8, H. H. Gould (2-litre Cooper-Bristol), 32 mins. 42.8 secs. (16 laps); 9, J. S. Somervail (2-litre Cooper-Bristol), 32 mins. 45.4 secs. (16 laps); 10, F. Tuck (1½-litre Maserati S), 31 mins. 56 secs. (15 laps); 11, H. A. Richards (2-litre H.A.R.), 32 mins. 28.4 secs. (13 laps).

Fastest lap: Farina (Thin Wall Spl. Ferrari), 1 min. 45.2 secs., 100.16 m.p.h. (New lap record).

Winners' Equipment

Farina (Thin Wall Spl. Ferrari). Fuel: B.P. Carburettors: Weber. Plugs: K.L.G. Tyres: Pirelli. Brake Linings: Ferodo. Oil: B.P. Energol. Fuel Pump: Pesco. Ignition: Scintilla. Shock Absorbers: Houdaille. Wheels: Borrani.

Fangio and Wharton (B.R.Ms.). Fuel: B.P. Carburettors: SU. Plugs: Lodge. Superchargers: Rolls-Royce. Tyres: Dunlop. Brake Linings: Ferodo. Oil: B.P. Energol. Fuel Pump: Pesco. Ignition: Lucas. Shock Absorbers: Lockheed. Wheels: Dunlop.

500 C.C. RACE

(15 laps)

1, S. Moss (Cooper), 31 mins. 5 secs., 84.74 m.p.h.; 2, E. Brandon (Cooper), 31 mins. 21 secs., 84.02 m.p.h.; 3, S. Lewis-Evans (Cooper), 31 mins. 24 secs., 83.89 m.p.h.; 4, J. Coombs (Staride), 32 mins. 9 secs.; 5, E. Fenning (Staride), 32 mins. 16 secs.; 6, D. Truman (Cooper), 32 mins. 17 secs.; 7, N. Sanderson (Staride), 32 mins. 34 secs.;

8, G. G. Smith (Kent-Smith), 32 mins. 35 secs.; 9, A. Brown (Cooper), 32 mins. 53 secs.; 10, T. J. Clarke (C.B.P.2), 32 mins. 55 secs.; 11, J. F. Westcott (Kieft), 33 mins. 6 secs.; 12, I. Burgess (Mackson), 33 mins. 10 secs.; 13, D. H. R. Gray (Kieft), 33 mins. 15 secs.; 14, I. L. Bueb (Cooper), 31 mins. 6 secs. (14 laps); 15, D. K. Swan (Cooper), 31 mins. 8 secs.; 16, F. H. Bacon (Cooper), 32 mins. 33 secs.; 17, G. H. Symonds (Cooper), 32 mins. 34 secs.

Fastest lap: Moss (Cooper) and S. Lewis-Evans (Cooper), 2 mins. 2 secs., 86.37 m.p.h.

Winners' Equipment

Moss (Cooper). Fuel: Shell. Carburetter: Amal. Plug: Lodge. Tyres: Dunlop. Brake linings: Ferodo. Oil: Shell. Fuel pump: A.C. Ignition: Lucas. Shock absorbers: Girling. Wheels: Cooper.

Brandon (Cooper). Fuel: Shell. Carburetter: Amal/S.U. Plug: K.L.G. Tyres: Dunlop. Brake linings: Ferodo. Oil: Shell. Fuel pump: A.C. Ignition: Lucas. Shock absorbers: Armstrong. Wheels: Cooper.

S. Lewis-Evans (Cooper). Fuel: Shell. Carburetter: Amal/S.U. Plug: Lodge. Tyres: Dunlop. Brake linings: Ferodo. Oil: Shell. Fuel pump: S.U. Ignition: B.T.H. Shock absorbers: Newton. Wheels: Cooper.

"AUTOSPORT" 500 c.c. CHAMPIONSHIP

THE Formula 3 race at Silverstone make the present positions in the AUTOSPORT £200 British 500 c.c. Drivers' Championship thus:—

Leading Positions (up to 21st July)

(Subject to confirmation)

	Points
1. Don Parker (Kieft)	48
2. Les Leston (Cooper and Leston Spl.)	26
3. Stirling Moss (Cooper)	22
4. Reg Bicknell (Staride)	21
5. Don Truman (Cooper)	14
6. R. K. Tyrell (Cooper)	13
7. George Wicken (Cooper)	13
8. Charles Headland (Headland-Martin)	11
9. Ken Smith (Smith)	8
E. Fenning (Staride)	8
11. G. G. Smith (Kent-Smith)	6
12. R. A. R. Bell (Cooper)	5

* * *

TOMORROW AT SNETTERTON

JULY 25TH—tomorrow—is the United States Air Force's day at Snetterton, near Thetford, Norfolk, when a special race meeting, which has drawn a very fine entry of sports and racing cars, is being put on for them by the Aston Martin Owners' Club. Eight races make up the programme, preceded by two Half-hour Regularity Tests for Stock Touring and Sports Cars at 11.30 a.m. Race time table is: 1 p.m., Formula 3 Race (10 laps); 1.40 p.m., Over 2-litre Sports Car Race (15 laps); 2.30 p.m., U.S.A.F. Trophy Race for Formula 2 cars (15 laps); 3.30 p.m., Under 2-litre sports car race (15 laps); 4.30 p.m., *Formule Libre* Race (15 laps), and 5.30 p.m., U.S.A. Invitation Scratch Race (10 laps).

Included in an entry list notable for both quality and quantity are Ken

SPORTS CAR RACE

(35 laps)

1, R. Parnell (2,922 Aston Martin), 1 hr. 8 mins. 45 secs., 89.41 m.p.h.; 2, R. F. Salvadori (2,922 Aston Martin), 1 hr. 9 mins. 11 secs., 88.84 m.p.h.; 3, P. J. Collins (2,922 Aston Martin), 1 hr. 9 mins. 12 secs., 88.82 m.p.h.; 4, W. C. Spear (4,101 Ferrari), 1 hr. 9 mins. 45 secs.; 5, I. M. M. Stewart (3,442 Jaguar), 1 hr. 9 mins. 16 secs. (34 laps); 6, J. Stewart (3,442 Jaguar), 1 hr. 9 mins. 37 secs.; (34 laps); 7, A. G. Whitehead (2,922 Aston Martin), 1 hr. 9 mins. 38 secs. (34 laps); 8, H. A. Mitchell (1,971 Frazer-Nash), 1 hr. 8 mins. 46 secs (33 laps); 9, E. W. Holt (3,442 Jaguar), 1 hr. 9 mins. 27 secs. (33 laps); 10, T. A. D. Crook (1,971 Frazer-Nash), 1 hr. 9 mins. 28 secs. (33 laps); 11, N. Sanderson (3,442 Jaguar), 1 hr. 9 mins. 23 secs (32 laps); 12, P. Hazlehurst (1,971 Kieft-Bristol), 1 hr. 9 mins. 59 secs. (31 laps).

Fastest lap: R. Parnell (Aston Martin), 1 min. 55 secs., 91.63 m.p.h. (New sports car record).

Winners' Equipment

Parnell, Salvadori and Collins (Aston Martins). Fuel: Shell. Carburettors: Weber. Plugs: K.L.G. Tyres: Avon. Brake Linings: Mintex. Oil: Shell. Fuel Pump: SU. Ignition: Lucas. Shock Absorbers: Armstrong. Wheels: Borrani.

Wharton (B.R.M., and Cooper-Bristol), Duncan Hamilton (Jaguar and H.W.M.), Bobbie Baird (4.1 and 2-litre Ferraris), Bob Gerard (Cooper-Bristol and Cooper 500), Ken McAlpine (Connaught), Roy Salvadori (Frazer-Nash), Peter Walker (Jaguar and Cooper-E.R.A.), Reg Parnell (Aston Martin and an unnamed entry), Tony Rolt (Connaught), G. N. Richardson (R.R.A.), Geo. Abecassis (H.W.M. sports), Jack Fairman (2-litre Turner), Tony Crook (Cooper-Bristol, Cooper-Alta and Bristol), and many well-known 500 c.c. exponents.

* * *

MASERATI SPORT WINS AT CASERTA

SERGIO MANTOVANI drove one of the new 2-litre sports Maseratis to victory at 81.6 m.p.h. in the recent Circuit of Caserta in Italy. This was the fourth running of this event, of which previous winners were Brunoni (Maserati) in 1928, Caffisch (Mercedes) in 1930, and Cabianca (Osca) in 1952.

Another Maserati in the hands of Luigi Musso finished second, but the third "works" sponsored car, Giletti's, ran into trouble, spoiling prospects of a 1-2-3 win, finally getting home seventh. Franco Bordonis 2-litre Gordini took the lead from Mantovani after five laps, but two rounds later limped to its pit and retired with transmission troubles. Mantovani's run thereafter was unchallenged, and he won by over two minutes from his team-mate. Musitelli (Ferrari 2-litre) came home third.

CRYSTAL PALACE CAMERA CONTEST

OWING to extreme pressure on space and the overwhelming number of entries received, results of the AUTOSPORT Crystal Palace Camera Contest will not be published until next week.

XVIme Rallye International des Alpes— continued from page 104

who went out with rear axle trouble at Briançon, and of George Hartwell (Hartwell Sunbeam-Talbot coupé), who damaged his steering when he struck a marker stone on the Croix de Fer. De Regibus (Renault) was delayed by transmission trouble when within 30 miles of Cannes, which also cost him his clean sheet. Hoerning (Jaguar) also retired as the result of an accident.

Mme. Hammersley overturned her Lancia Aurelia near Castellane, and so could not finish the course.

The 7 km. timed climb on the Col d'Izoard had but little effect on the final results, for the leaders in general classification were firmly established long before.

Results of Timed 7 km. Climb on Col d'Izoard

750 c.c.: Fabrè (Panhard), 8 mins. 132 $\frac{1}{2}$ secs.
1,000 c.c.: Schwob d'Hericourt (Panhard), 9 mins. 42 secs.
1,300 c.c.: Cavalini (Fiat), 9 mins. 172 $\frac{1}{2}$ secs.
1,600 c.c.: Polensky (Porsche), 8 mins. 53 $\frac{1}{2}$ secs.
2,000 c.c.: Von Falkenhausen (Frazer-Nash), 8 mins. 22 $\frac{1}{2}$ secs.
2,609 c.c.: Veiler (Ferrari), 7 mins. 58 secs.
Unlimited: Appleyard (Jaguar), 7 mins. 483 $\frac{1}{2}$ secs. (B.T.D.).

From 5 p.m. onwards the 54 surviving cars ran into Cannes where, in marked contrast to the earlier stages of the day's run, the sky was lowering and overcast.

Coupes des Alpes were gained by Moss, Murray-Frame, Fitch and Sheila Van Damm (Sunbeam Alpines), and by Ian and Pat Appleyard and Mr. and Mrs. Mansbridge (Jaguars). This latter was a very good effort, for they had been in trouble with a faulty carburettor for many miles.

Amongst the penalized finishers, excellent performances were returned by Bennett and Galleford, and Slater and Massey, the sole survivors of George Hartwell's independent Sunbeam-Talbot *équipe*. The former only lost 100 marks, incurred when held up in the Gavia, and the latter gallantly carried on after being involved in a serious accident in Austria, from which he was absolved of all blame by the Austrian police. Needham and Cramp also brought their Hillman Minx home, finishing 52nd and beating two more powerful sports cars.

To test the brakes, gears and steering, all cars had to undergo a sprint around a pylon. Some competitors, such as Herzet (Ferrari), merely went through the motions, but a keen battle for best time developed between the Jaguar of Appleyard, the Lancia of Count Lurani, the Alfa Romeo of Asso, the Frazer-Nashes of O'Hara Moore and Sutcliffe, and Flower's M.G. TD. The honour eventually went to the Jaguar with 28 $\frac{3}{4}$ secs., with the Lancia dividing the latter four cars, who tied at 30 secs.

The test certainly fulfilled its object, for many of the more battered cars took up some curious attitudes as the brakes went on.

Then, apart from the scrutineering, the XVIme Rallye des Alpes, which had seemed so difficult but had proved so easy, was over.

Results of Manœuvrability Test at Cannes

750 c.c.: A'naud (Renault), 32 $\frac{1}{2}$ secs.
1,000 c.c.: Gérakis (Panhard), 32 $\frac{1}{2}$ secs.
1,300 c.c.: Flower (M.G. TD), 30 secs.
1,600 c.c.: Mlle. Thirion (Porsche), 30 $\frac{1}{2}$ secs.
2,000 c.c.: O'Hara Moore (Frazer-Nash), Sutcliffe (Frazer-Nash) and Asso (Alfa Romeo), 30 secs.
2,600 c.c.: Lurani (Lancia), 293 $\frac{1}{2}$ secs.
Unlimited: Appleyard (Jaguar), 283 $\frac{1}{2}$ secs.

Rally Gossip

It was generally agreed that the award of so many Coupes des Alpes, equivalent to almost half the total number won since the event was started, had tended to lower their value as a rally trophy.

The club officials were greatly perturbed that a course which they had thought to be so difficult proved to be comparatively easy. It is probable that in 1954 the distances between controls will be shorter and the clocks not in favour of competitors. The average speeds are unlikely to be increased beyond a ceiling of 60 k.p.h. (37.3 m.p.h.).

Of the Sunbeam Alpine crews, Stirling Moss and John Cutts were consistently the fastest. John Fitch always drove with every possible light turned on, as he claimed this helped him to go faster.

The rule that competitors should not assist each other must have given spectators a false impression of the courtesy of rally drivers. Mlle. Thirion and Mme. Renaud had to push their Porsche unaided into the *parc fermé* at Cortina, whilst male competitors stood helplessly by.

Count Johnny Lurani said that as he was coming to the end of his competition career, he wanted a Coupe des Alpes as it was the finest rally trophy. Having won it, he does not intend to enter again as he feels the Rallye des Alpes is more dangerous than many of the races he has driven in.

It is probable that crash helmets will be compulsory for all crews in 1954. Their use this year would have prevented at least one serious head injury.

On the subject of crashes, the stoutly built British saloons, if too heavy to climb uphill fast, were so strong that the crews were able to walk uninjured away from wrecks which could well have been used as an object lesson for local Road Safety Weeks.

Over 75 per cent. of the finishing cars bore marks of accidents. A notable exception was Ian Appleyard's RUB 120, whose white paintwork was as immaculate as at the start.

The dustiest finishing crew was probably Syd Henson and John Cooper (Jaguar), who only required a guitar to make up their own Nigger Minstrel Troupe.

Proof of the official interest taken in the rally was afforded by the presence of the Minister of Education at a reception. M. G. Herpin, a veteran competitor, now a senior official in the Ministry of Tourism, also followed the whole rally route and co-ordinated the efforts of the local authorities and of the police in making the roads as safe as possible for "rallyists" and other road users.

RESULTS

Up to 750 c.c.: 1. Stempert/Schwartz (Panhard)*, 457.342. 2. Persozlio/Gatimel (Renault)*, 434.775. 3. R. Fabrè/J. Fabrè (Panhard). 4. Roubaid/Servinet (Renault).

750-1,000 c.c.: 1. d'Hericourt/Roquefort (Panhard)* 448.270. 2. Chieusse/Mme. Chieusse (Panhard)*, 440.314. 3. Gérakis/Gravier (Panhard). 4. Parucci/Martin (Panhard).

1,001-1,300 c.c.: 1. Poletti/Cipriani (Simca)*, 431.842. 2. Cavallini/Cavallini (Fiat). 3. Rastit/Caubet (Peugeot). 4. Flower/Orfenall (M.G.).

1,301-1,600 c.c.: 1. Polensky/Schluter (Porsche)*, 506.779. 2. Sauerwein/Castell (Porsche)*, 490.643. 3. Zeller/Wencher (Porsche)*, 482.749. 4. Hoesch/Bossanyi (Porsche)*, 476.488. 5. Buzto/Margriès/Slobet (Porsche)*, 453.406. 6. Carolt/Blesa (Porsche)*, 448.088.

1,600-2,000 c.c.: 1. Herzet/Bianchi (Ferrari)*, 489.631. 2. Von Falkenhausen/Mme. von Falkenhausen (Frazer-Nash)*, 481.782. 3. Asso/Borelly (Alfa Romeo)*, 427.464. 4. O'Hara Moore/Gott (Frazer-Nash). 5. Mr. and Mrs. Sutcliffe (Frazer-Nash).

2,001-2,600 c.c.: 1. Gatta/Cottino (Lancia)*, 470.471. 2. Lurani/Stambuy (Lancia)*, 463.847. 3. Fabrègas/Anerreguia (Lancia)*, 451.035. 4. Moss/Cutts (Sunbeam-Talbot)*, 449.534. 5. Murray-Frame/Pearman (Sunbeam-Talbot)*, 438.828. 6. Fitch/Miller (Sunbeam-Talbot), 434.324. 7. Miss Van Damm/Mrs. Hall (Sunbeam-Talbot), 426.742. 8. Bennett/Galleford (Sunbeam-Talbot). 9. Mrs. Mitche.I/Mrs. Leavens (Ford). 10. Lee/Dando (Sunbeam-Talbot). 11. Slater/Massey (Sunbeam-Talbot).

Over 2,600 c.c.: 1. Mr. and Mrs. Appleyard (Jaguar)*, 482.190. 2. Fraikin/Gendebien (Jaguar)*, 461.097. 3. Mr. and Mrs. Mansbridge (Jaguar)*, 431.006. 4. Marion/Champel (Citroën), 402.652. 5. Daliume/Baré (Citroën). 6. Borgeand/Conte (Jaguar). 7. Henson/Cooper (Jaguar). 8. Mattock/Worthington (Jaguar).
* Coupe des Alpes winners.

Coupe des Dames: 1. Miss Sheila Van Damm/Mrs. Anne Hall (Sunbeam-Talbot). 2. Mrs. Nancy Mitchell/Mrs. Leavens (Ford). 3. Mlle. Thirion/Mme. Renaud (Porsche).

Manufacturer's Team Prize: Porsche.

Tabulated Performance by Makes of British Cars

Make	Starters	Finishers	Awards
Allard	1	0	0
Aston Martin	6	3	0
Bristol	1	0	0
Ford	1	1	0
Frazer-Nash	3	3	1 Coupe des Alpes
Healey	1	0	0
Hillman Minx	2	1	0
Jaguar	15	6	3 Coupes des Alpes
Jowett	2	0	0
M.G.	2	1	0
Morgan	1	0	0
Rover	1	1	0
Singer	1	0	0
Sunbeam-Talbot	15	7	4 Coupes des Alpes & Coupe des Dames
Vanguard	1	0	0

EUROPEAN TOURING CHAMPIONSHIP

FOLLOWING the results of the "Alpine" current leading positions in the European Touring Championship are as follows: 1. Appleyard (Jaguar), 62; 2. Polensky (Porsche and Fiat), 40; 3. Grosgeat (Panhard) and Seibert (Citroën), 38; 5. Damonte (Fiat), 26; 6. Gatsonides (Ford) and Van Zuylen (Javelin), 20; 8. Imhof (Allard), Banks (Bristol), Adams (Sunbeam-Talbot), Scala (Lancia), Bennett (Jaguar) and Sauerwein (Porsche), 18.

SHELSLEY INTERNATIONAL MEETING

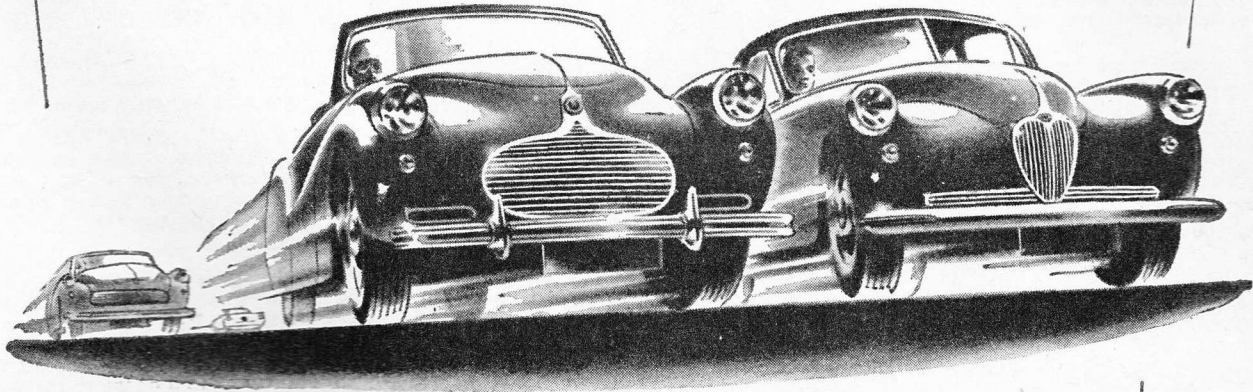
THE International Speed Hill-climb at Shelsley Walsh, organized by the Midland A.C., takes place on 29th August—entries closing on 10th August. Classes are as follow: Up to 500 c.c. (racing), 501-1,100 c.c.; 1,101-1,500 c.c.; 1,501-3,000 c.c.; over 3,000 c.c. (classes for both sports and racing cars). There will also be team events for both types. B.T.D. carries £100 and the Shelsley Challenge Trophy.

G.P. OF EUROPE FOR BARCELONA

THE A.V.D. having declined to designate their forthcoming German G.P. at Nürburgring the Grand Prix of Europe, Spain has agreed to accept the title for her *Grande Epreuve*, the Spanish G.P., which takes place at Barcelona on 25th October. The last time the European G.P. was held on Spanish soil was in 1926, at San Sebastian.

PRESSURE on space in this week's issue has compelled the holding-over of our regular features "Pit and Paddock", Correspondence and John Bolster's "Technical and Otherwise".

CASTROL WINS



ALPINE RALLY

for the second year running

OUTRIGHT WINNERS

POLENSKY & SCHLÜTER
(PORSCHE)

(Subject to Official Confirmation)

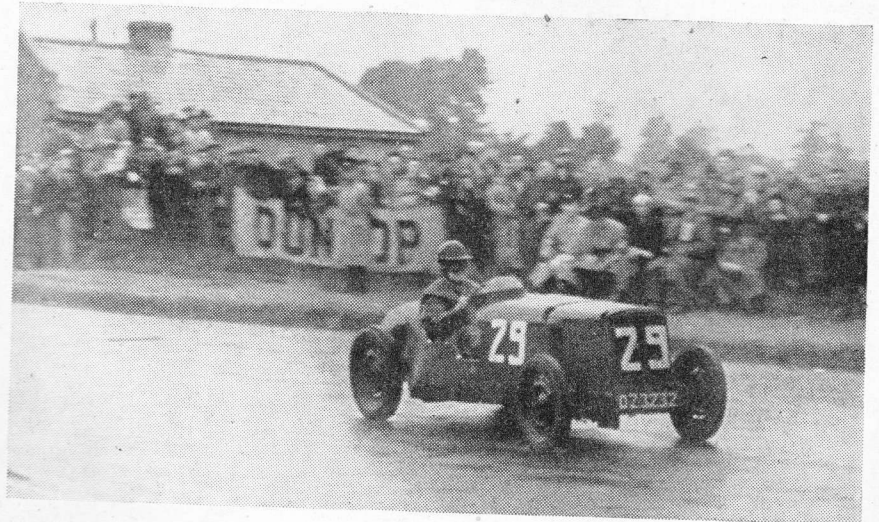


THE MASTERPIECE IN OILS

LOOKING BACK AT LEINSTER

FREDDIE SMYTH'S £50 challenge to owners of modified Ford 10-engined specials, published earlier in the year in *AUTOSPORT*, brought "no takers", and his fine win on Saturday, 11th July, in the Leinster Trophy road race, justifies his confidence in the powers of his own Dagenham-based car. He won with a very comfortable margin from many fast machines, and on a very fair handicap.

On race day the rain was heavy and the tricky circuit rendered trickier than ever. Mike Hawthorn, a previous winner at Wicklow with the famous 1½-litre Riley, was over with his father to watch, with a special eye for the self-same



SO THAT'S A PERFECT!: (Above) The winning Ford, Freddie Smyth drenched to the skin but quite unconcerned.



IN OTHERS' FOOTSTEPS: (Left) Donald Beaman in the ex-Hawthorn Riley, determined not to let down the standard of previous famous owners of this fine car.

Riley, being raced by Donald Beaman. Within the first two laps, trouble struck hard, no fewer than 10 cars being eliminated. Marshall Watson (J.P.-Vincent) burst a tyre just above the Beehive and broke his front suspension; Anthony Coleman and C. O'Hara (M.G.s) went out with engine trouble, as did M. J. Higgins (Jaguar-engined Litzer Spl.). Lyall Collen (Leprechaun II) and N. O'D. Browne also gave up.

The second lap pile-up on the slippery downhill left-hander just after Ballynabarny eliminated Desmond Titterington, Lee Wee Chye, the Malayan driver (M.G.), Tom Lord (M.G.) and Charlie Norton (Jirano).

The Lovell-Butt blown single-seater M.G., driven by John Garvey (and not by Dicky Lovell-Butt himself, as our report stated last week), retired minus oil pressure after three laps. Redmond Gallagher's first outing in his newly-acquired 1½-litre sports Gordini lasted little longer, for a rear axle torque arm broke on the fourth round.

Bobbie Baird's drive in the 4.1-litre Ferrari was truly sensational, and on one lap, coming into Rathnew, he started what must have been one of the greatest skids in history. Tearing past Joe Kelly's Jupiter, he found a much slower car in his way and braked hard. The Ferrari went into a broadside which Baird held for about 50 yards, then the car swung round in the opposite direction and was again held, travelling sideways, for a

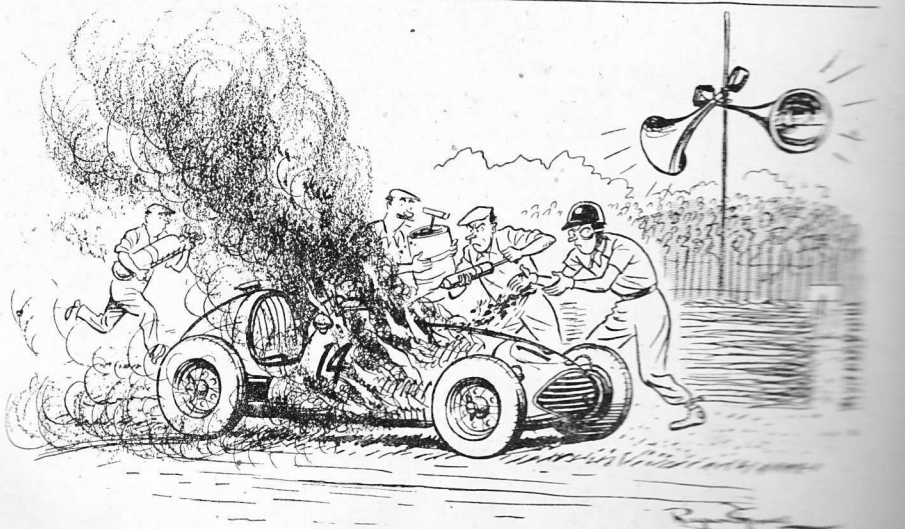
similar distance. Straightened out into a series of short slides, the Ferrari was still sliding when Baird forced it past another car on the deadly reverse camber bend through Rathnew village, and disappeared towards Wicklow with the loud pedal very firmly down.

Sir James Scott-Douglas, too, had a terrific "moment" or two, also at

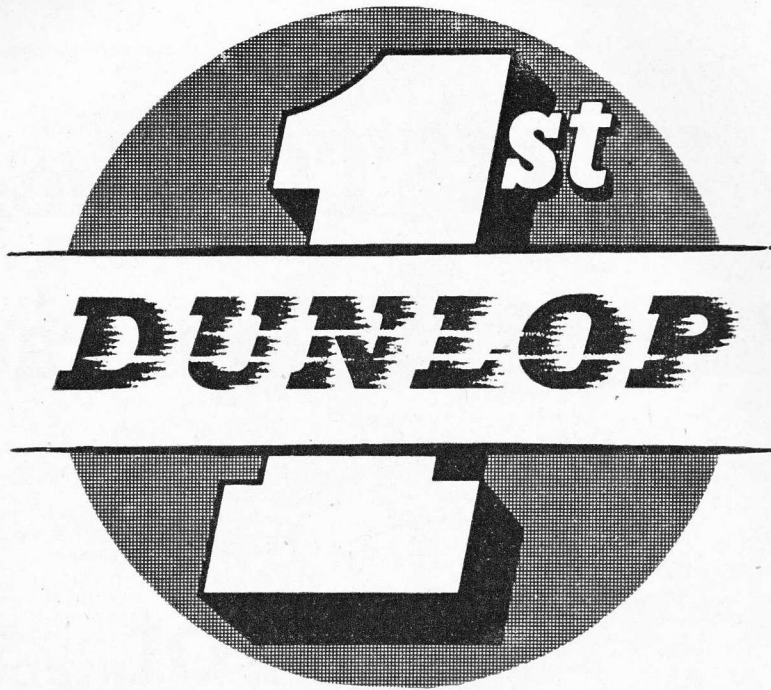
Rathnew, holding the C-type Jaguar fully broadside at something over 75 m.p.h. for the whole distance of a long bend and finally ending up within a few feet of the doorway of a public house, which was quickly cleared of the spectators who had been standing in same! In a flash Sir James engaged bottom gear and was away to enthusiastic applause.

As the roads dried in the latter stages of the race, speeds rose, Baird really using the Ferrari in his efforts to catch leaders Smyth, Wilbert Todd and Don Beaman; on the last lap he was close behind the flying Riley coming through Rathnew, but was just unable to catch the young Londoner before the finish. Rain or no rain, it was a truly fine race with some remarkably skilled driving to be witnessed. Mike Hawthorn, who enjoyed a spell at the wheel of his old Riley before the race, presented the awards at the Leinster M.C.'s dinner.

H. A. O'B.



"We are waiting on the grid for No. 14 who has not yet completed his 'warming-up' lap!"



ALPINE RALLY

GENERAL CLASSIFICATION:

1st

2nd

3rd

13 ALPINE CUPS

**MANUFACTURERS'
TEAM PRIZE**

4 CLASS WINNERS

(Subject to official confirmation)

DUNLOP - *1st Tyre in the World*

Another "BRISTOL" Success!

RHEIMS 12 hour race

FRANCE, SUNDAY · JULY 5th

1st BRISTOL 450 COUPE

IN CLASS Drivers: Peter Wilson, Jack Fairman

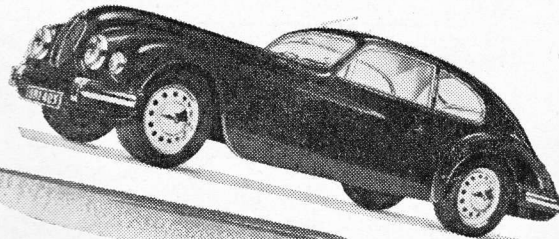


5TH

In General Classification

All results subject to official confirmation

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



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

London Showrooms: 80, Piccadilly, W.1

NEWS FROM THE CLUBS

By Wilson McComb

RACING circuits in Britain are so widely spaced that the problem of accommodation is one which concerns every active enthusiast, and the regular competitor in particular. All-day race meetings are now common, and practice periods must be fitted in on the previous day, but the addition of hotel bills to all the other expenses can make the cost of racing prohibitive.

No doubt the Winfield Joint Committee had this in mind when they arranged for caravans to be available over the week-end of their International meeting on 15th August. Competitors—or anyone else, for that matter—will be able to hire a caravan, complete with towing vehicle, for 30s. As the vans will be parked close to the racing circuit, with a supply of running water and all the usual "necessities", the charge seems very reasonable, and intending visitors would be well advised to contact Bryan Groom, of Hall Place, Galashiels, if they have not made other arrangements.

Another Scot—Ron Flockhart—has solved the problem in a different way, and at the same time provided himself with transport for his E.R.A. He purchased (for surprisingly little) a Glasgow Corporation 'bus, removed—and sold!—the seats, and partitioned off six or eight feet of the forward portion. This forms a comfortable living compartment with bunk, stove and water tank, while the E.R.A. lives with its tools and spares at the back, where folding bunks have also been fitted. This Scottish home-from-home runs on economical diesel fuel, and can pack more miles into the hour than I dare to mention.

B.A.R.C. MEMBERS AT GOODWOOD

TOMORROW, 25th July, over 110 cars will be gathered at Goodwood to take part in the B.A.R.C. members' race meeting for sports cars. Starting at 2 p.m., a programme of four scratch races and six handicaps (one for saloons) will be run off. Entries include the Monkey Stable Kieft-M.G.s, Cliff Davis's Tojeiro and Cooper-M.G., H. A. Mitchell (Frazer-Nash), C. M. Clairmonte's new Clairmonte, Michael Head (Jaguar), Oscar Moore (H.W.M.), J. Goodhew (Darracq) and several "750" and 1,172 specialists.

LEICESTERSHIRE C.C. OUTING

CHILDREN from the Countesthorpe Cottage Homes will be treated to an outing by the Leicestershire C.C. on Sunday, 23rd August, the idea being that members should load their cars with a suitable quantity of small fry and undertake to feed and entertain them for the afternoon. Ken Towle (Granby 158) would like to hear from those who are prepared to take part.



QUEENSFERRY FOLK: Joyce Bulmer, Ken Wharton, George Boyle, Peter Bell, P. Cator and Ted Pope pose for Francis Penn at the Chester M.C.'s Queensferry sprint meeting on 20th June.

FALCON M.C. DRIVING TESTS

H. J. BONE and his Ford Special scored another success in the Falcon M.C.'s recent driving tests at Hunsdon aerodrome, setting the best aggregate time of 125 secs. A close second was J. Tucker Peake (Scarlet Runner), who actually recorded the best individual times on both runs in all save Test 4, where on both occasions he finished astride the starting line of Test 5.

RESULTS

Class A: 1, H. J. Bone; 2, J. Tucker Peake. Class B: 1, M. J. Lawrence; 2, A. R. Wershat. Class C: B. Clarke. Class D: 1, E. S. Ridley; 2, H. E. Cox and B. H. Cox. Class E: J. C. Smith. Team Award: D. Watkin, L. Morris and B. Clarke.

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

ALL members of recognized motoring clubs are invited to take part in the A.C. Owners' Club's Point-to-point on Sunday, 30th August. This event, in addition to providing about 120 miles of motoring in attractive surroundings west of Basingstoke, will also include something rather unusual for motoring enthusiasts—a visit to a memorial chapel to examine murals by Spencer. The only map required is 1 in. sheet 168; further information from B. H. Martin, 43 Camlet Way, Hadley Wood, Herts.

The club's Concours d'Elégance and Gymkhana at Grove Hall, Twyford, on Sunday, 12th July, attracted an entry of 17 and a good deal of rain. H. F. Day (1952 Buckland A.C.) won the Concours, with Lt. G. T. Risdon (1938 comp. two-seater) second, and Z. T. Marczewski (1938 coupé) third. Marczewski also won the award for the best-kept engine. In the Gymkhana, placings were: 1, Dr. L. E. L. Ridge (1949 saloon); 2, C. P. Blackmore-Reed (1950 saloon); 3, Lt. G. T. Risdon (1938 two-seater); 4, J. A. McCusker (1921 sports two-seater).

TAUNTON 8th ANNUAL RALLY

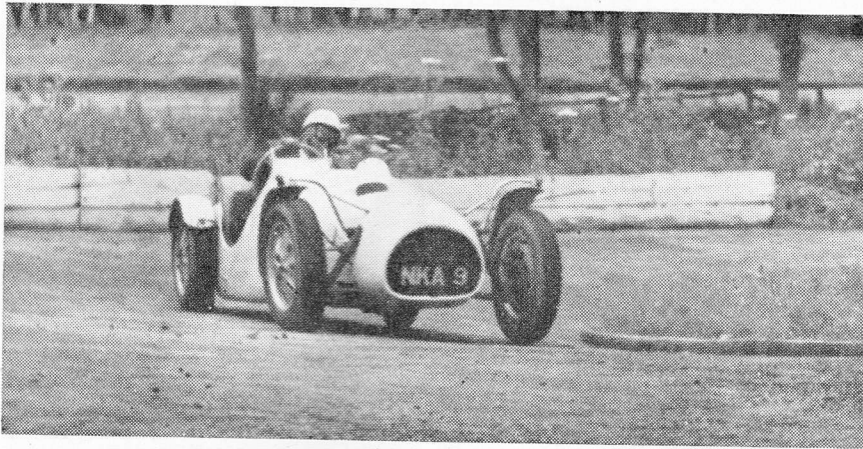
ON Sunday, 12th July, the Annual Rally of the Taunton M.C. attracted an entry of 32 competitors. Starting from the Clarence Hotel, North Pether-ton, competitors had to cover a 50-mile course; incorporated were seven special tests and a regularity run. The lunch break was taken at the King's Arms, Smeatharp. Competitors were then faced with the regularity run. This consisted of two laps which had to be covered at a set average speed of 25 m.p.h. Best time in this test was made by John Olford (Morgan Plus 4) with an error of half a minute over the two laps. Dr. J. Spare (Morgan Plus 4) and Dr. P. Legat (Jowett Javelin) returned a time error of one minute for this test.

Five of the special tests then followed on the perimeter track of Smeatharp Aerodrome, and exceedingly good times were made by P. W. McNaughton (Sunbeam), who drove his much-modified 1926 sports two-seater car with great dash and skill. Good performances were also made by P. Purchase (Riley Special), Mrs. F. C. Mayne (Healey) and E. F. Greed (Morgan 4/4).

In the saloon car class, good times were made by N. H. Cordwent (Wolseley), R. Davis (Ford Zephyr) and G. W. Best (Ford Anglia), the latter driver fully demonstrating the capabilities of the smallest car in the rally.

Results were as follows:—

Rally Trophy: John Olford (Morgan Plus 4), 137.4 marks lost. Runner-up Cup: Dr. J. T. Spare (Morgan Plus 4), 147.4. Handicap Cup: E. F. Greed (Morgan 4/4), 149.3. Class A Award: N. P. W. Brittain (M.G.), 165.6. Class B Award: P. Purchase (Riley Spl.), 152.6. Class C Award: G. Best (Ford Anglia), 159.9. Class D Award: Mrs. Mayne (Healey), 152.6.



SUPERMOTOR: Gillie Tyrer's BMW-Fiat Special, known as the "Supermotor", corners forcefully at Pardon during the Inter-Club Prescott meeting on 12th July. Last Saturday, Tyrer also drove at Redcar, taking first place in the one-mile sprint.

EXCELLENT F3 ENTRY FOR DAVIDSTOW

THE "Silverstone of the West" they term the Cornwall M.R.A.'s airfield circuit at Davidstow, on Bodmin Moor, and advance entries already received for the 1st August meeting suggest a Formula 3 race of Silverstone quality. Don Parker (Kieft), Les Leston (Cooper or Leston Spl.), Alan Brown and Eric Brandon (Coopers), W. Nicholson (Kieft-B.S.A.), Don Truman and R. K. Tyrrell (Coopers) are all down to run, giving promise of a very keenly fought race. Two heats of 20 miles will precede the 40-mile Formula 3 final, while there will also be races for sports cars, the first event starting at 2.30 p.m.

It is to be hoped the energetic efforts of the organizers in getting motor racing on a firm footing in Cornwall will be rewarded by far better weather than that which marred their Whitsun event. Paddock and spectator amenities are constantly being improved, coach services have been "alerted", and adequate parking facilities laid on. Admission to the public enclosures will cost 5s. (under 14 half price). Practising starts at 10.30 a.m.

SOUTHSEA "AUTOSPORT" AND CONCOURS D'ELEGANCE

ON Saturday and Sunday, 11th/12th July, the Southsea M.C. held their "Autosport" and Concours d'Elégance, the former consisting of a series of driving tests at Serpentine Road, Southsea Common. Heavy rain made it appear probable that the Concours would be abandoned, but the use of a large drill hall was obtained by the club's President. A dance was held at the Portsmouth Aero Club on the Saturday, and the week-end's activities closed with a cocktail party at Southsea Rock Gardens.

Results

"Autosport" Portsmouth Corporation Challenge Trophy: B. Croucher (Jowett Jupiter). Southsea Trophy (Best Club Member): D. Silverthorne (Ford Anglia). Ladies' Cup: Mrs. P. Havard (Ford Anglia). Up to 1,300 c.c. Open: 1, G. V. Coles (M.G.); 2, G. N. Dear (M.G.). Closed: 1, R. W. Faulkner (Ford); 2, F. W. Vagg (Ford). Over 1,300 c.c. Open: 1, Surg. Capt. Birt (Singer); 2, D. E. Leighton (Marauder). Closed: 1, C. S. Dewey (Standard Vanguard); 2, R. W. Faulkner (Ford Zephyr). Specials: 1, J. Erskine (E.M. Spl.); 2, E. Watkin (Dellow).

Concours d'Elégance, Class A: C. L. Ewins (Wolseley-Siddeley 1906). Classes B and C: Raymond Way (1927 Rolls-Royce). Class D: E. Hadley (Austin 7). Class E: G. Sparshatt (Wolseley 6/80). Class F: Lt. A. G. Cochrane (Jaguar XK 120). Class G: P. A. Barden (Rolls-Royce). Classes H and J (Caravans): M. A. Burgess (Bluebird). Special Awards: P. A. Barden (Rolls-Royce) and Mrs. Joy Hollings (Triumph Mayflower). Grand Prix d'Honneur: Raymond Way.

More News from the Clubs on page 128

LEICESTERSHIRE DRIVING TESTS

COMPETITORS in the Leicestershire C.C.'s Driving Test Meeting, at Great Dalby aerodrome, did their best to ignore the rain which fell throughout the afternoon of Sunday, 12th July. Eight tests were arranged, and it was interesting to note that drivers took things much more easily where concrete blocks were used as markers, but let themselves go among the more familiar (and less solid!) oil drums. Results of the meeting are: **Alan Glover Trophy:** W. B. Hercock (M.G.), 238.2 marks lost. **First Class Award:** L. H. Pole (Triumph), 253.4. **Second Class Award:** W. H. Green (Lancia), 259.4. **Team Award:** Pole, R. P. G. Sturgess and J. M. Easten.

CIRCUIT OF ULSTER

THE growing popularity of the North of Ireland M.C.'s annual Circuit of Ulster Rally is evidenced by the fact that 85 entries have been received for this year's event, to be held next Saturday, 25th July. There will be five starting points, viz., Londonderry, Belfast, Armagh, Kilrea and Omagh, the entire entry joining a common route at Ballygawley and proceeding via Enniskillen, Omagh, Draperstown, Portglenone, Ballymoney and Bushmills to Portrush, where the final driving tests will take place.

VETERAN C.C. HASTINGS RALLY

RESULTS of the Veteran C.C.'s Hastings Rally and Speed Trials on Saturday, 11th July, are as follows:—

Rally. Class A: 1, M. E. Davenport (1901 Progress); 2, A.C.M. Sir Alec Coryton (1902 de Dion Bouton); 3, Mrs. D. Shuttleworth (1902 Peugeot, driver L. Jackson). Class B: 1, W. G. Bond (1912 Scout); 2, J. C. S. Hill (1914 Morris Oxford); 3, C. R. Wilson (1914 Belsize).

Speed Trials. Best Performance on Formula: H. J. Stephens (1898 Stephens). **Best Time of the Day:** S. E. Sears (1914 Sunbeam). Class 1: A.C.M. Sir Alec Coryton (1902 de Dion Bouton); 2, R. Lawson (1896 Leon Bollée); 3, Lord Charnwood (1904 Lanchester, driver A. Bird). Class 2: 1, H. F. Welham (1904 Renault); 2, R. D. Gregory (1904 Darracq). Class 3: 1, D. R. Gilbert (1907 de Dion Bouton); 2, C. C. Tufnell (1908 Rover). 3, R. D. Sully (1907 de Dion Bouton). Class 4: 1, F. A. A. Wootton (1913 Morris Oxford); 2, Lord Charnwood (1911 Delage); 3, M. B. Marr (1908 Vauxhall, driver J. Barrow).

HORSHAM LULWORTH COVE TRIAL

A STOP-AND-RESTART test on a steep, loose-surfaced hill proved the downfall of many in the Horsham and D.M.C. and L.C.C.'s annual Lulworth Cove Trial, which was held on Sunday, 5th July. The 170-mile route included seventeen time checks and a braking test, and there were 37 entries (including motor-cycles). A breakfast stop was sited in the New Forest, and the finish control was at Lulworth.

Results

Midsummer Cup: E. G. Smith (A.R.M.), 4 mks. lost.

First Class Awards: M. R. C. Quick (M.G. Spl.), 7; T. Argent (Ford 8), 8; G. Robbins (Vauxhall), 12; and C. G. Carpenter (Ford Consul), 13. **Second Class Awards:** J. Fry (Morris 8), 17, and Miss A. L. Field (Citroën), 19.

SUNBEAM M.C.C. RALLY

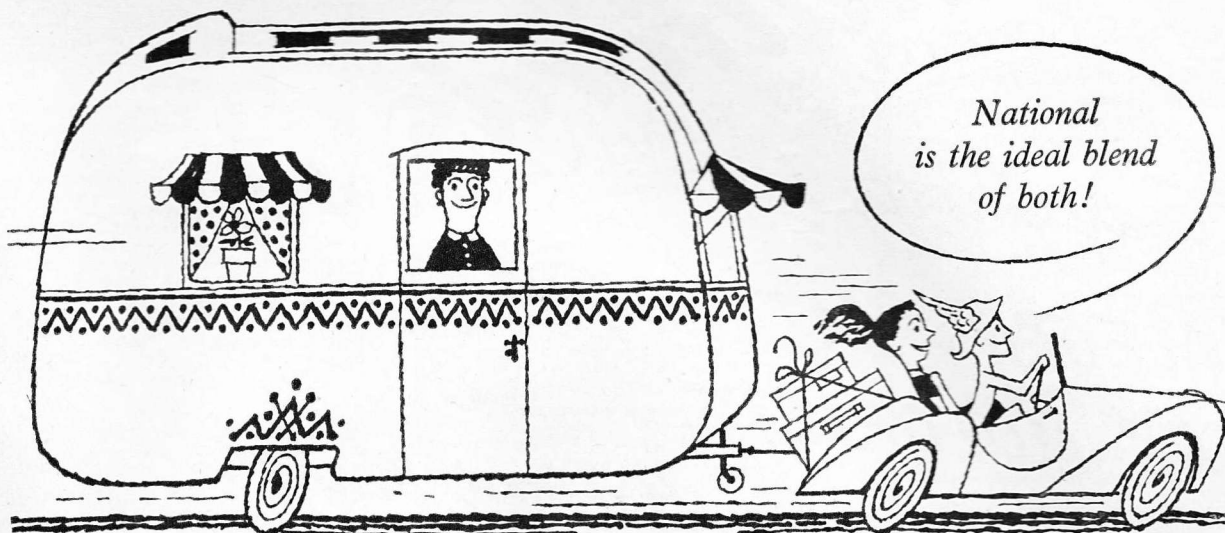
REGS. are now available from R. G. V. Venables, Tilford, Farnham, Surrey, for the Sunbeam M.C.C.'s Veteran and Vintage Rally on Sunday, 6th September. This year, cars manufactured not later than 31st December, 1930, will be included in the entry. There is a special trophy for the driver whose own age, plus that of his vehicle, is the greatest; no ruling has been announced on the question of whether beards should be worn inside or outside duffle-coats.

THE LONDON RALLY

THE London M.C.'s third London Rally will be held this year on 11th/12th September, with a 690-mile route and starting points at London, Leeds and Birmingham. The course will be of "cloverleaf" form, with three loops which may be used simultaneously by the whole entry; all competitors will cover the same route, but at different times. Competitors entering as novices will be started after the "experts", to avoid the possibility of baulking. There are classes for open and closed cars, sub-divided into capacity classes, and for specials. Fourteen separate types of award will be presented. Entries close on Saturday, 29th August, and the Secretary of the Rally is Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.



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AUSTIN APPRENTICES' RALLY

IN spite of torrential rain, there was keen competition in the Austin Apprentices' C.C.'s Night Rally on 11th/12th July, and three competitors gained an equal number of marks, so that the event was decided on tests staged at the start and finish. A treasure hunt, over a course of about 120 miles, was followed by a break for refreshment at Kenilworth and a 25 m.p.h. section to the finish for breakfast.

Results

Overall: 1, M. Sheehan (Ford Prefect); 2, I. Greening (Austin A40); 3, J. Adams (Austin A40). **Tests:** 1, S. Cracknell (H.P. Spl.); 2, W. Ridley (Ford Spl.); 3, M. Sheehan (Ford Prefect).

RHYL CORONATION RALLY

THE Rhyl and D.M.C.'s Coronation Rally on 11th/12th July, planned to coincide with the celebrations in connection with H.M. The Queen's visit to North Wales, was a great success. Before half of the 160-mile course had been covered, almost every competitor was behind schedule, and the results of the eliminating test en route were not needed in deciding the winner, A. Hugh Rutt (Jowett Javelin).

Results

Class 1: D. Martin (Morris 8), 20 pts. lost; 2, Mrs. N. Waterhouse (Triumph Mayflower). **Class 2:** 1, A. H. Rutt (Jowett Javelin), 1 pt. lost; 2, D. Beer (Standard Vanguard). **Premier Award:** A. H. Rutt. **Team Award:** Rutt, Martin and J. E. Thomas.

COMING ATTRACTIONS

July 25th. B.A.R.C. 13th Members' Meeting, Goodwood, near Chichester. Start, 2.0 p.m.

U.S.A.F. Trophy Meeting (A.M.O.C.), Snetterton, near Thetford, Norfolk. Start, 11.30 a.m.

Bristol M.C. and L.C.C. Veteran Rally, Redcliffe Street, Bristol, 2.0 p.m.

Midland A.C. Hill-Climb, Shelsley Walsh, Worcestershire.

N.I.M.C. Annual Circuit of Ulster Rally. Start, 8.30 a.m.

July 25th/26th. 24-Hours Race (S), Spa, Belgium.

July 26th. Jubilee G.P. (S), Lisbon, Portugal.

Aosta-Grand St. Bernard Hill-Climb, Italy.

Circuit of Caen (S, T), France.

Circuit of Senigallia, Italy.

Allard O.C. Driving Tests, Football Club Ground, Horley. Start, 11.0 a.m.

Limerick M.C. Hill-Climb, Eire.

July 29th. Armagh and D.M.C. Trial, Northern Ireland.

FALCON M.C. RALLY

THIS year's Falcon Rally, on 6th September, will feature a more compact route of 150 miles in Herts, Cambs, Beds and Northants, with such intriguing sections as "The Circuit of the 100 Corners" and "The Route of the 13

Bridges". No rough section will be included, but competitors losing no marks on the road will definitely rank first for awards. More details from H. W. Tucker-Peake, 52b High Street, Stevenage, Herts.

More News from the Clubs on page 132

CLUB FIXTURES

Bentley D.C.—Meetings: 25th July, White Horse, Chilgrove, Sussex, after Goodwood meeting; 26th July, Rock Inn, Chiddingstone, Kent, 7 p.m.; 28th July, Blacksmith's Arms, Thornwood Common, Nr. Epping, Essex, 8 p.m.

North London E.M.C.—Social Run, 25th July, Yew Tree Inn, Walkern, Nr. Stevenage.

A.N.E. and C.C.C.—Meeting, 25th July, Middlesbrough, and D.M.C. Headquarters, 6.30 p.m.

Alvis Register.—Meeting, 25th July, Bear Inn, Berkswell, 7.30 p.m.

Leicestershire C.C.—Social Run, 26th July, Lee Street Car Park, 8.45 a.m.

A.C.O.C.—Visit to Essex Police Driving School, 26th July, 2 p.m.

Cheltenham M.C.—Driving Tests, 26th July, Cold Slad, 3 p.m.

"W.O." Club.—Social Evening, 26th July, White Hart Hotel, Whiteparish, Nr. Salisbury, Wilts, 7 p.m.

Welsh Counties C.C.—Meeting, 27th July, The Duke, Cowbridge, Glam.

Northampton and D.C.C.—Meeting, 28th July, Rose and Crown, Hartwell, 8 p.m.

London M.C.—Quiz Match, 28th July, The Paviour's Arms, Page Street, S.W.1, 7.30 p.m.

Eastern Counties M.C.—Meeting, 28th July, Red Lion, Martlesham, Nr. Woodbridge.

750 M.C.—Midland Meeting, 29th July, Forest Hotel, Dorrige, Southern Meeting, The Bell, Brook, Nr. Cadnam.

B.A.R.C. (S.W.)—Meeting, 29th July, Little Testwood Country Club, Totton.

Chiltern C.C.—Meeting, 29th July, George Hotel, Beaconsfield, 7.30 p.m.

Vintage S.C.C.—Meetings, 30th July: Jolly Farmers, Enfield Road, Enfield; Smoker Inn, Plumley, Nr. Northwich; Crescent Hotel, Ilkley.

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CARS FOR SALE

ALFA ROMEO

A LFA ROMEO, Zagato 1,750 c.c. blown 2-seater. First class condition throughout. New hood, tonneau, batteries, tyres, £430. Write—"Ashpools", Northall, Dunstable.

ALLARD

A LLARD semi-razor edge, pillarless, sports saloon, perfect condition, fast and reliable, fitted many extras including latest type grill and P.700 lighting. An elegant and exclusive vehicle at the very reasonable price of £485.—Eccleston, 47 Warstone Lane, Birmingham, 18. CEN 6220, after 7 p.m. ACO 1028.

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

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

ALVIS

A LVIS 1935 Firebird saloon, excellent mechanical condition, body and wings rough but serviceable, good tyres, 27 m.p.h., taxed end of year. £115.—2 Hillfield Road, Solihull, Birmingham.

ASTON MARTIN

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

1935 ASTON MARTIN 1½-litre long chassis tourer. Doctor's car. Engine reconditioned (Friary Motors) 16,000 miles. £365.—Ring Ashford (Mid dx.) 3271 or write Box 1183.

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A USTIN 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).

1952 Reg., 750 Formula AUSTIN, 6 ft. 9 ins. w.b., special low-drag body, prof built, lots of mods., 3-seater. £115.—57, Chatsworth Road, Hazel Grove, Cheshire. STE 4488.

£125 AUSTIN 750 c.c. Special. Professionally built, polished aluminium body, enthusiast maintained.—MacGregor, 87 Broad Road, Braintree.

BENTLEY

B ENTLEY 3-litre 1924 tourer, new tyres, good condition. £170.—Goodwin, 75 Compton Crescent, Chessington, Surrey.

B.S.A.

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

BUGATTI

B UGATTI Type 43, 2.3-litre, supercharged 2/4-seater with point end tail, 1,400 miles since complete engine overhaul. In first-class condition throughout. Taxed and comprehensively insured. £355.—Box 1193.

T YPE 38 BUGATTI, good mechanical order. £150.—Wrangston Engineering, South Brent, Devon. Phone: S. Brent 2201.

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M AYFAIR GARAGES, LTD.—FIAT Sales and Service. 25 pre- and post-war models from £195 to £525, all with three months' guarantee. Send for Price List and Fiat Literature.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges clock), Mayfair, W.1. Tel.: MAYfair 3104-5.

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1938 TYPE 320 BMW saloon, excellent condition, reconditioned engine, new battery, etc. Bills shown. Price £385.—Box 1187.

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

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H EALEY Silverstone 1950, blue with red upholstery, mechanically perfect. Any trial. £675 or exchange.—25 Watford Road, King's Norton, Birmingham. Phone: KIN 2827.

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

HILLMAN

H ILLMAN 10 h.p. van, 1939, reasonable bodywork and good tyres, ideal for small roundsman. £165.—Camden Motors, Ltd., Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (4 lines).

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

H.R.G. 1,500 SPORTS, September, 1947, 33,000. Bodywork and engine in excellent condition. Four good tyres, full equipment, £525 or offer.—Tel. (after 7 p.m.): Speedwell 6348.

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R UDD'S RECOMMEND: An XK 120 which has been treated with loving care to the extent that it has not been left in car parks unattended, small boys have been shoed away and no maintenance jobs avoided. Attractively finished in its original and still beautiful silver with rich red leather almost entirely unworn, this specimen car has covered an absolutely genuine 15,900 miles as a touring car. It has not been used in competitions, it is not modified in any respect and has not received any accident damage whatever. Offered taxed for the year and with the backing of our written Guarantee at £1,175. Terms arranged, Exchanges considered.—Central Station Approach, Worthing 4635. Evenings, Hove 35905.

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M ERCEDES-BENZ 38/250 2-seater super sports, rebuilt 1951, first-class condition, taxed, eight tyres (three unused retreads). Reason for sale, overseas posting. £400.—Box 1192.

M.G.

M.G. 1938 TA 2-seater in very good condition, well shod. £270.—60 Pretoria Road, N.18. (Continued overleaf)

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Classified Advertisements—continued

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 - 1939 F.-N./BMW Type 320 D/H. coupé .. £325
 - 1939 Jaguar 3½-litre sports saloon .. £255
 - 1936 Lagonda LG 45 D/H. foursome .. £395

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 - 1933 Rolls-Royce 20/25 Salmons Cabriolet .. £395
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SOLID DRAWN, exhaust and flexible steel tubes, steel bars, light alloys, etc., from Stockists C. S. Harbour, Ltd., Syon Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 6613.
TWO new lightweight wheels, Austin 7 hubs. 500 x 18 Goodyear tyres and tubes. Run only 25 miles. Cost £23, offered for £15.—Moss and Lawson, Ltd., 1076-1086 London Road, Thornton Heath. POLLARDS 1122.

PERSONAL

A LONDON business man, bachelor, aged 29, motoring sport enthusiast, has entered his M.G. saloon for a Touring Rally through France 18th-27th August. A companion of like interest, either sex, required on a sharing basis approximately £50 each. If successful cash prizes will reduce cost.—Box 1250, Dorland Advertising, Ltd., Lower Regent Street, S.W.1.

OWNER Lincoln saloon desires contact drivers of sports cars of any type to form team for Six Hour Relay race 29th August.—Newcombe, 38 Chalcot Road, N.W.1. PRIMrose 9090.

PHOTOGRAPHS

PHOTOGRAPHS OF EVERY CAR. BRITISH GRAND PRIX SILVERSTONE, 18th JULY. CHARLES DUNN, Greenleaves, Woking, Surrey. Tel.: Woking 3737.

RADIATORS AND FUEL TANKS

GALLAY, LTD., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc., 103-109 Scrubs Lane, Willesden, London, N.W.10. Phone: Ladbroke 3644.

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YOUNG TECHNICAL WRITER, desirous of change from compiling workshop manual, would consider position road-testing vehicles (or assistant). Good driver and enthusiastic motor sportsman. All replies answered.—Box 1194.

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BENTLEY SPARES—18-in. wheels, perfect, Speed Six block and pistons, 4½ crank. Offers.—Box 1189.

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(Continued overleaf)

HOLIDAY BARGAINS

Some very cheap cars offered at 'End of Season' Prices. Must be cleared this week

UNDER £100

STANDARD Flying 12 saloon, 1937, one owner several years, good runner but interior untidy .. £95

STANDARD 12 saloon, 1935, four-door full de-luxe model, superior condition to above .. £85

STANDARD 9 saloon, 1935/6, quite reasonable condition, three new tyres, brakes refined .. £95

ROVER 10 saloon, 1932, not the "latest look" body styling but a steady old plodder, ready for immediate use, an ideal family car .. £55

ROVER 10 special two-door coupé, slightly earlier model, bills for reconditioning .. £45

BUICK saloon, 1933, privately owned and retaining much of its originality, runs well .. £85

FORD V8 30 h.p. saloon, 1937, usual Ford reliability and economy, bodywork fair, only .. £95

HILLMAN 10 h.p. Minx saloon, 1933, 4-dr. model, real leather interior, a pleasant little runner .. £95

MORRIS 10 saloon, 1934, a "rough 'un", needs mechanical work, must be towed away .. £10

RILEY 9 h.p. saloon, 1931/2, reasonably clean and runs very well indeed, decent tyres .. £75

SINGER 8 h.p. saloon, 1933, very sound little car, good coachwork, lively and economical engine .. £90

SINGER 2-litre saloon, 1935, roomy and quite luxurious car, somewhat above average order .. £95

SUNBEAM 21 h.p. 7-seater limousine with division and occasionals, £30 mechanical reconditioning this year, ideal for private hire work .. £95

ARMSTRONG SIDDELEY 17 h.p. limousine, A March, 1935, division, occasionals, most economical pre-war limousine made, ready to drive away .. £95

BEDFORD box van, 1937, a runner but bodywork poor, would be greatly improved by a repaint .. £45

UNDER £200

AUSTIN 10 Lichfield sln., 1936, fitted recond. engine 1951, dark green and black, good tyres .. £170

AUSTIN 18 long chassis York 7-seater, 1936, dark blue, very smart interior, tailored seat covers over leather upholstery, good runner .. £195

B.S.A. Scout special sports coupé, 1938, front-drive .. £165

C.S.M. special 2-seater sports, 1949, fitted Mercury engine with copperized head, slab tank, full all-weather equipment, terrific performance, suitable for trials, etc., six magnificent tyres .. £195

FORD 8 saloon, 1936, popular model in dark green, nippy little engine and most economical to run .. £150

HILLMAN Minx saloon, 1934/5, beige and black with de-luxe beige leather, a good little engine .. £115

HUDSON 22 h.p. super de-luxe saloon, 1937, very good mechanical order, luxurious performance .. £180

S.S. Jaguar 1½-litre sports saloon, late 1934, pretty car with modern lines and features, knock-on wheels, remote control gears, goes well .. £165

MORRIS 8 series I saloon, 1935, original green and black de-luxe leather, sunroof, etc. .. £145

MORRIS 10 special sportsman's fixed head coupé, 1936, very attractive lines with large rear boot, discs, etc., engine, brakes and steering "spot-on", does a genuine 35 miles per gallon .. £195

MORRIS 10 saloon, 1935, maroon with excellent leather interior, very bright car, bills available for mechanical reconditioning, etc. .. £165

RILEY 9 h.p. Falcon saloon, 1935, suede green, fawn interior, good mechanically and well shod .. £170

ROVER 14 h.p. sports saloon, rear boot model with similar lines, instruments, etc., to 1939 series, typical Rover sports performance .. £175

STANDARD 9 h.p. saloon, 1936, fitted three new tyres last week, coachwork largely original .. £125

STANDARD 14 drophead foursome coupé, 1937, somewhat scarce model, modern-looking car .. £195

STANDARD Flying 12 saloon, 1938, black, brown leather, one owner many years, good order .. £195

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Classified Advertisements—continued**SPARES & ACCESSORIES—continued**

FORD 8 1939 rear axle, overhauled, complete, ready, Fit. Offers.—Wagg, Dersingham, King's Lynn.

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YELLOW headlamp bulbs for Continental driving available for most makes.—Beverly Motors, Alric Avenue, New Malden, MALDEN 4403.

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TWO NEW FORD 18-in. wheels, fitted Avon H.M. 5.50 tyres, hardly used, excellent condition. Bargain £10 o.n.o.—J. N. Dobbs, Fieldways, Claverton Down, Bath.

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JOHNSON AND BROWN urgently require sports cars, any h.p., but must be in good condition.—Ringers Road, Bromley, Kent. RAVensbourne 6479-2322.

MAYFAIR GARAGES, LTD., urgently want Fiats for cash at highest prices.—Balderton Street, W.I. MAYfair 3104-5. Open 9-6, Sats. 9-1.

M.G. J2 crankshaft in good condition.—38 Marlow Court, Willesden Lane, N.W.6.

1 1/2-LITRE Brooklands Riley. Crash gearbox. Urgent.—Box 1188.

News from the Clubs—continued**ROLLS-ROYCES IN KENSINGTON GARDENS**

ON Sunday, 19th July, the 20 Ghost Club held their Coronation Rally in Kensington Gardens. Seventy-five cars glistened in the sunshine, and almost every type of Rolls-Royce that has been built was exhibited.

Among the earlier machines were the 1905 two-cylinder from the Science Museum, another 10-h.p. twin and the 1907 Silver Ghost from Rolls-Royce, Ltd., and Stanley Sears's 1905 four-cylinder T.T. Replica. A fine display of privately owned Silver Ghosts included several examples with successful competition histories. Phantom I models were immensely dignified, and some of the Phantom IIs had a beauty which has never been surpassed.

The 12-cylinder Phantom III was a car which excels anything made today, and the ones on show were all quite spotless. All the variations of the smaller Rolls were also seen, and the latest Silver Dawn and Silver Wraith. It was excellent that one of the famous old armoured cars was on view.

The Club are to be congratulated on a most attractive exhibition which should certainly become an annual event. The splendidly illustrated catalogue will, I am sure, become a collector's piece, so delightful were the drawings therein. A great number of celebrities were present, including Briggs Cunningham, who arrived in a Continental Bentley.

J. V. B.

WEST ESSEX SNETTERTON MEETING

ENTRIES close on Monday, 27th July, for the West Essex C.C.'s next race meeting at Snetterton, on 1st August. This is a "closed" event, not National, as previously stated.

The club night at the Three Jolly Wheelers, Woodford Bridge, on Wednesday, 5th August, will feature a Vauxhall colour film starting at 8.15 p.m.

VINTAGE S.C.C. PRESCOTT

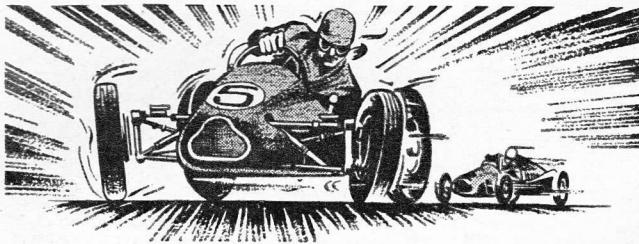
REGS. are now available from T. W. Carson, Brook Cottage, Bishops Green, near Newbury, for the Vintage S.C.C.'s Prescott Hill-climb on Sunday, 30th August. It is open to members of the club driving Vintage, Edwardian, Historic or Thoroughbred cars, and will be preceded by the Edwardian Rally in the Cheltenham area on 29th August.

WEST HANTS AND DORSET MAJORITY

To celebrate their coming-of-age in September, the West Hants and Dorset C.C. have produced a neat little 21st Anniversary Year Book. It includes a short history of the club, rules and a list of members, with photographs by Anthony Hollister.

NITROMETHANE

LINE 15, column two, of John Bolster's article on Nitromethane (10th July issue) should read "inert nitrogen" and not "inert hydrogen", which appeared owing to a slip of the pen.



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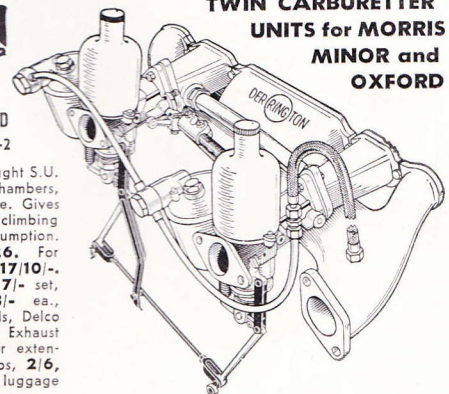
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