

# AUTOSPORT

SEPTEMBER 25, 1953

1/6

EVERY FRIDAY

Vol. 7 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

RACING AT CRYSTAL PALACE : PRESCOTT HILL-CLIMB : AUSTRALIA'S TOUGHEST TEST : THE AUSTIN-HEALEY RECORDS  
SHEFFIELD & HALLAMSHIRE "AUTOCROSS" : A TOPNOTCH "THOMPSON" : THAT TULIP RALLY JAVELIN

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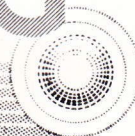
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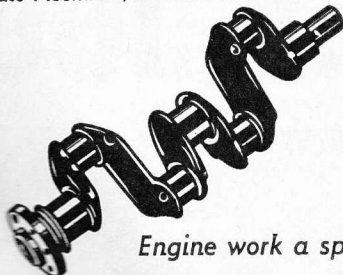
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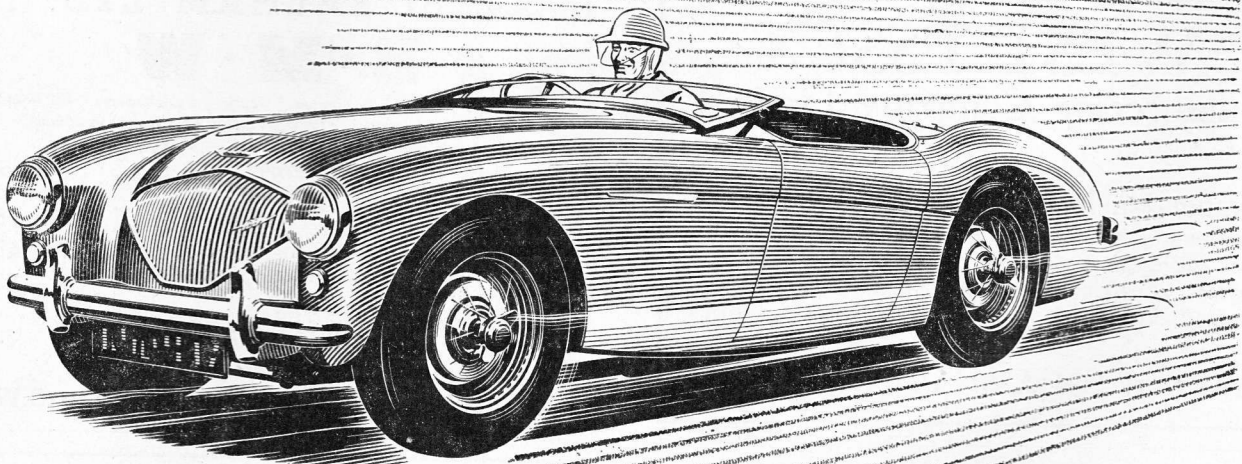
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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 7 No. 13 September 25, 1953

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## EDITORIAL

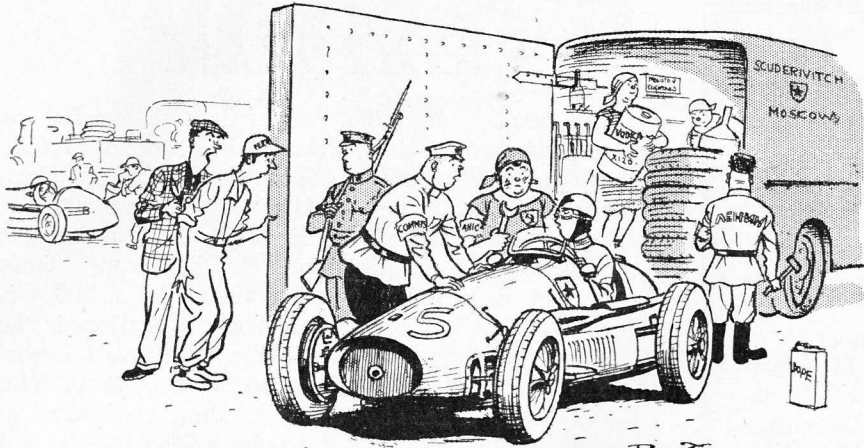
ERIC BRANDON and John Cooper have set the Italians a pretty problem! Outclassed in F3 racing, Italian constructors have been concentrating on a 750 c.c. class, which they hope may replace the existing 500 c.c. category as an International formula. One can imagine the feelings of the organizers of the recent "Gran Criterium di Chieti", when Brandon in a 600 c.c. Norton-powered Cooper completely outstripped the Giaurs, Stanguellinis and such like, with Stuart Lewis-Evans (500 c.c. Cooper) in second place. Indeed, John Cooper was asked by the organizing committee to explain why he had entered cars for a 750 c.c. race, and whether or not he had come mainly to spy! One cannot imagine the Cooper driver-manufacturer in a "cloak-and-dagger" role, and AUTOSPORT feels that the confidence of the Italians in their admittedly attractive "750s" received a jolt by the performance of the British "singles". If, as is rumoured, the Italians and the French are still anxious to proceed with a 750 c.c. formula, they will almost certainly attempt to outlaw single-cylinder engines, and possibly motor-cycle-type transmissions. On the other hand, the technical advisory section of the C.S.I. may find it difficult to approve regulations which specifically ban machines of a type which have given one nation supremacy. Small capacity car-racing has a large following in Europe, and if organizers run International events for cars of up to 750 c.c., they will have to permit machines which fall into that category, irrespective of what type of power-unit or transmission is used. Again, Italian constructors of F3 cars have continually complained that the very powerful MV Agusta and Gilera "fours" are not available for car racing, and, as a result, they cannot compete with British machines fitted with racing twin-o.h.c. Norton engines. Which is as good as an admission that without "works" engines, F3 racing is impossible for them on an International basis. It might interest the Italians to learn that Norton Motors, Ltd., have consistently refused to supply racing engines for car work, and drivers have acquired and modified their engines without the help of the manufacturers.

Whichever way one looks at it, whether or not the Continentals succeed in establishing a 750 c.c. formula, British-made cars will be extremely hard to beat. In any case F3 for 500 c.c. cars is too firmly established in Great Britain to be abandoned merely because other nations cannot build cars good enough to defeat the green machines! The many owners of 500 c.c. machines in this country may rest assured that there will be plenty of opportunities to race their cars for many years to come. Indeed, it is safe to say, that the class will continue to go from strength to strength!

**OUR COVER PICTURE**

PRESCOTT: With the beautiful Gloucestershire countryside as a background, Les Leston takes his Cooper "1,100" towards the finish during last Sunday's Bugatti O.C. International Hill-climb meeting.





"I said all along that's what happened!"

## PIT AND PADDOCK

AT least one new 1½-litre sports two-seater, based on prototype sports-racing cars, will be seen at Earls Court.

\* \* \*

A FULLY-ILLUSTRATED report on the Paris Salon will appear in the 9th October issue of AUTOSPORT.

\* \* \*

MAURICE GATSONIDES will drive "Genevieve" in the forthcoming R.A.C. London-Brighton run.

\* \* \*

KEN MILES'S 1½-litre M.G. is said to be unbeaten in U.S.A. road races since it appeared with the enlarged engine six months ago.

\* \* \*

ROBIN RICHARDS, who did the P.A. commentary at the recent 750 c.c. Six Hours Relay Race, should not be confused with the B.B.C. commentator of the same name.

\* \* \*

TOJEIRO will probably be seen at Earls Court—at least a famous South of England manufacturer has completed arrangements to build this 2-litre sports car as a production vehicle, with o.h.c., six-cylinder engine!

\* \* \*

COLLABORATION between a prominent firm of racing car builders and the chief engineer of a motorcycle concern, backed by a prominent industrialist, has resulted in the design of new 2½-litre, 4-cylinder twin-o.h.c. Grand Prix cars, to be ready at the start of the 1954 season.

PIERRE LEVEGH (Talbot) won the Coupe d'Automne race at Monthéry last Sunday from Rinen's Gordini. Monnier's Bristol was third in the up to 2-litre class.

\* \* \*

IT seems fairly certain that next year's Grand Prix Mercedes-Benz will be a 2½-litre "straight-eight". Unterturkheim are also experimenting with an entirely new four-cylinder, twin-o.h.c. sports engine.

\* \* \*

MANAGER of the "Anglers Hotel", Teddington, Middlesex, generously offers the use of his hotel for H.Q., starting or finishing point, for any motor sporting event. Mr. Hawksby himself is an arch-enthusiast!

\* \* \*

WALT HANSGEN'S XK 120 Jaguar was the winner of last weekend's Watkins Glen G.P. Another Jaguar, driven by Roy Wyllie, won the Seneca Cup at the same meeting. Further details will be published next week.

\* \* \*

IAN BURGESS and Solveig Mary-Ann Ramberg became Mr. and Mrs. at the Parish Church, Reigate, last Tuesday.

\* \* \*

SID GREENE has purchased the very latest type of Maserati six-cylinder, 2-litre twin-o.h.c. sports car. It will be driven at Goodwood tomorrow (Saturday) by Roy Salvadori.

### AURELIO LAMPREDI —To Write For "Autosport"

AUTOSPORT is proud to announce that Signor Aurelio Lampredi, Chief Engineer of Ferrari, has agreed to contribute a series of technical articles written exclusively for this magazine. Signor Lampredi is recognized as the world's leading racing car designer, and is the foremost authority on high-output, normally-aspirated engines, being responsible for the design and development of the 4½-litre V-12, and the 2- and 2½-litre four-cylinder Ferraris, most successful of all post-war racing cars. The articles will deal mainly with modern engines, and will contain a great deal of hitherto unpublished data relating to cylinder head design and carburation. Signor Lampredi's articles will naturally be studied with great interest by all automobile engineers, and by every student of modern motor-racing.

These will be the first of a series to be contributed by world-famous technicians. AUTOSPORT is convinced that all readers will appreciate the inclusion of authoritative technical articles written by the leading designers of today. The first of Signor Lampredi's articles will appear within a few weeks.

#### "AUTOSPORT"

#### 500 c.c. CHAMPIONSHIP

Leading Positions (up to 22nd September)  
(Subject to confirmation)

BOTH Don Parker and Les Leston added to their totals over the week-end, the former collecting 2 points at Crystal Palace, and Les Leston, 3 (2 for a record lap). With the addition of recent events at Silverstone (Sunbac) and Snetterton, the placings for the top men are as follows:—

	Points
1. Don Parker (Kieft) ...	92
2. Les Leston (Leston Spl. and Cooper) ...	56
3. Ken Smith (Smith) ...	*30
4. Stirling Moss (Cooper) ...	29
5. Reg Bicknell (Staride and Revis) ...	27
6. R. K. Tyrell (Cooper) ...	23
7. Charles Headland (Martin-Headland) ...	22

\* Non-series-award leader.

AFTER Monza, the Penya Rhin officials sent a deputation to Enzo Ferrari to persuade him to reconsider his decision to withdraw from racing, and to send a Scuderia Ferrari team to Barcelona for the Grand Prix of Europe. Officine Maserati has entered four cars, and there will also be Gordini, Osca, Connaught, Cooper-Alta and Cooper-Bristol representation.



# SPORTS-NEWS

## GOODWOOD

TOMORROW'S International Meeting at Goodwood will see a trio of B.R.M.s, as last year, opposed in the 15-lap *Formule Libre* race for the Goodwood Trophy by Mike Hawthorn driving C. A. Vandervell's 4½-litre Thin Wall Special Ferrari. Fangio and Wharton are nominated as two of the Bourne drivers, and Onofre Marimon may also have a wheel.

An excellent list of entries for the day's events—F3, F2, *Formule Libre* and sports cars—also include Volonterio's Maserati from Switzerland, W. Sturzebecher's Veritas-Meteor from Germany, Bob Said of the U.S.A. with his Osca, and all the leading British drivers. The meeting begins at 2 p.m.

B.R.M.A. will have three information tents at the meeting in the red, blue and green enclosures. A B.R.M. engine will be exhibited in the "green" tent, in addition to other components.

### Goodwood Entries

**Formula 3.** Cooper: F. R. Gerard, S. Lewis-Evans, S. Moss, R. K. Tyrrell, B. Said, R. Nuckey, M. G. Thomas, D. Truman, T. J. H. Bennett, L. Thorne. **Martin:** D. Taylor, F. Hobart-Smith, N. Berrow-Johnson. **Staride:** R. G. Bicknell, J. Coombs, B. Croucher, E. Fenning. **Kieft:** D. Parker, D. H. R. Gray, J. F. Westcott, G. Jason-Henry. **Arnott:** R. W. Brise, P. Thornton. **Argengo:** C. G. Argengo. **Bueb-Arnott:** I. L. Bueb. **Emeryson:** P. R. Emery.  
(Race limited to 20 fastest qualifiers in practice.)

**Madwick Cup (Formula 2).** Maserati: O. Volonterio. **Meteor-Veritas:** W. Sturzebecher. **Cooper-Altta:** S. Moss. **Cooper-Bristol:** F. R. Gerard, J. Somervail (or J. K. Hall), H. H. Gould, J. D. Hamilton, K. Wharton, R. Nuckey. **Connaught:** R. Salvadori, A. P. R. Rolt, L. Marr, G. Jason-Henry. **H.W.M.:** L. Macklin, A. J. Nurse. **Turner:** J. E. G. Fairman. **Emeryson:** P. R. Emery. **Cooper-J.A.P.:** L. Leston. **H.A.R.:** H. A. Richards. Car not nominated: J. M. Hawthorn.

**Scratch Sports Car Race.** Maserati: R. F. Salvadori. **Jaguar:** J. D. Hamilton, M. W. Head, K. Nightingale. **Aston Martin:** A. G. Whitehead, R. Dickson. **Allard:** J. Hogg, P. Woolley. **H.W.M.:** G. Abecassis. **Frazer-Nash:** C. A. S. Brooks, W. B. Black, B. Wyatt. **L.M.C.:** B. Baxter. **Darracq:** J. Goodhew. **Tojeiro:** F. C. Davis. **Lea-Francis:** A. D. Stevens. Car not nominated: K. Wharton.

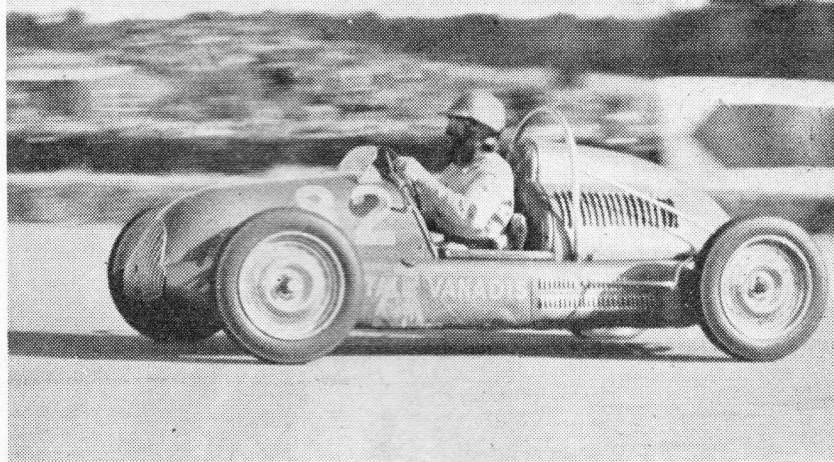
**Woodcote Cup (Formule Libre).** B.R.M.: J. M. Fangio, K. Wharton and one other driver unnamed. **Ferrari Thin Wall Spl.:** J. M. Hawthorn. **Meteor-Veritas:** W. Sturzebecher. **Maserati:** O. Volonterio. **Cooper-Altta:** S. Moss. **Cooper-Bristol:** F. R. Gerard, J. R. McBain (or J. K. Hall), J. D. Hamilton, R. Nuckey. **Turner:** J. E. G. Fairman. **Connaught:** R. Salvadori, A. P. R. Rolt, L. Marr, G. Jason-Henry. **H.W.M.:** L. Macklin. **Emeryson:** P. R. Emery. **E.R.A.:** A. G. Whitehead, R. Flockhart, J. Somervail (or J. R. McBain). **R.R.A.:** G. N. Richardson.

**Goodwood Trophy Race (Formule Libre).** Entries as in Woodcote Cup; plus H. H. Gould (Cooper-Bristol), J. Somervail alternative driver of Cooper-Bristol (J. R. McBain or J. K. Hall).

**First September Handicap (Sports Cars).** **Maserati:** R. F. Salvadori. **Jaguar:** J. D. Hamilton, M. W. Head, K. Nightingale, J. A. Keeling, A. T. Bik. **Aston Martin:** A. G. Whitehead, R. Dickson, P. A. Everard, R. L. Woods. **Allard:** J. Hogg, P. Woolley, R. A. Page. **H.W.M.:** G. Abecassis. **Frazer-Nash:** C. A. S. Brooks, W. B. Black, B. Wyatt. **Darracq:** J. Goodhew. **Tojeiro:** F. C. Davis. **Healey:** D. H. Sessions. **Austin-Healey:** D. S. Shale.

**Second September Handicap (Racing Cars).** **Ferrari Thin Wall Spl.:** J. M. Hawthorn. **Cooper-Bristol:** F. R. Gerard, J. R. McBain (or J. K. Hall), J. D. Hamilton, R. Nuckey. **Connaught:** A. P. R. Rolt, L. Marr. **H.W.M.:** L. Macklin, A. J. Nurse. **Emeryson:** P. R. Emery. **E.R.A.:** A. G. Whitehead, R. Flockhart, J. Somervail (or J. R. McBain). **C. J. Hamilton.** **Turner:** J. E. G. Fairman, D. S. Shale. **Cooper-J.A.P.:** L. Leston. **H.A.R.:** H. A. Richards. **Maserati:** R. J. C. Marshall (or F. Kennington), P. B. Shortt. **Alta-Bristol:** N. B. Naylor. **Alvis:** C. G. H. F. Dunham.

**FAY TRIES AN EFFYH:** Miss Fay Taylor, of Ireland, during her match race with speedway rider Olle Nygren at Stockholm. Both drove Effyh 500s.



## THE STOCKHOLM RACES

Another Formula 3 Win for Rodney Nuckey (Cooper)  
— Allard and Jaguar XK120C Sports Car Successes

COOPER, Kieft, Allard, Ford, Jaguar and Porsche successes were recorded at the two-day race meeting on the short Skarpnack airfield circuit near Stockholm, held on 12th/13th September. Main event on the first day was the Finland-versus-Sweden Formula 3 race, with six drivers from each country fighting it out over 10 laps. With the Swedes still content with the rather obsolete Effyhs, Finland's Pentti Loivaranta, driving a Kieft, was first home, but some ill-judged manoeuvres by some of the Finns let the Effyhs of Sven Andersson, Nils Gagner and Eiler Svensson up to second, fourth and fifth positions, so that on aggregate points Sweden came out best.

There followed an interesting but inconclusive novelty in the Formula 3 challenge race between Fay Taylor, of Ireland, and Swedish speedway rider Olle Nygren, in two five-lap heats. Both drove Effyhs, changing cars after the first heat. Fay Taylor won heat 1 with ease, but had to retire with an ailing engine in the second heat. Last on Saturday's programme was a 15-lap race for under 1,500 c.c. sports cars. Porsches finished 1-2-3-4, with their only opposition a pair of ageing H.R.G.s.

The first day's intermittent downpours cleared away for Sunday's racing, and 30,000 people turned out to spectate. Proceedings began with the Formula 3 race, in three five-lap heats and a 10-lap final for the fastest 15 finishers. Heat 1 went easily to L. Finnita of Finland; Rodney Nuckey of England repeated his usual Swedish performance in Heat 2, saying goodbye to the rest of the field at the start, then putting more and more of the Sunday afternoon between himself and the field as he went on to win. Heat 3 went to E. Svensson (Effyh) from Adolf Lang (Cooper) of Germany, and Robert Nelleman (Cooper) of Denmark. Fay Taylor (Effyh) also qualified.

Before the final, the first XK 120C Jaguar to be seen in Sweden made a successful debut in the over 1,500 c.c. series sports car event, driven by O. Swahn, who beat O. Persson's "166" Mille Miglia Ferrari and S. Gillberg's Frazer-Nash, which spun twice *en route*. In the race for special sports cars, Roberto Rossellini from Italy was an interesting entry with a "250" Mille Miglia Ferrari, which he drove lone-

handed from Rome. He actually started, moreover, as did another Ferrari driven by the Swede, W. Stener, but neither could hold the Allards of B. Martensson and R. Nelleman, which duelled wheel to wheel to the finish.

From the very start of the F3 final, Rod Nuckey's green Cooper leapt away to an ever-increasing lead, while behind two Finnish-driven Kiefts scrapped for second place. Finally the Elhoo of S. Rikkila beat Loivaranta's Kieft narrowly, while Lex Beels of Holland and the German, Kurt Kuhnke, both in Coopers, were fourth and fifth.

Last race of the day was the so-called F1 race, in which an F2 class was introduced, and which drew as runners Nuckey's Cooper-Bristol, Leo Mattila's 1,100 c.c. Cooper-J.A.P., Lang's Veritas and a host of Ford-based Specials. Nuckey and Lang seemingly became mixed up at the first corner, for both came to a halt, pointing in the wrong direction while the rest of the field streamed away. Nuckey resumed racing, but was soon to be seen, coasting in to the paddock to retire. Erik Lundgren (Ford) was now well away in the lead, but Mattila (Cooper) strongly challenged the Specials, and worked up to second place, barely 4 secs. behind Lundgren, when the latter took the chequered flag.

HANS FRIES.

### Results

**Formula 3 Race (Final, 10 laps, 10.56 miles).** 1, R. Nuckey (Cooper), 10 mins, 37 secs., 59.65 m.p.h. 2, S. Rikkila (Elhoo), 10 mins, 47 secs. 3, P. Loivaranta (Kieft), 10 mins, 48.3 secs. 4, L. Beels (Cooper). 5, K. Kuhnke (Cooper). 6, E. Svensson (Effyh).

**Finland v. Sweden, Formula 3 Race (10 laps).** 1, P. Loivaranta (Cooper), Finland, 11 mins, 7.8 secs., 57.04 m.p.h. 2, S. Andersson (Effyh), Sweden. 3, K. Lincoln (Cooper), Finland. 4, N. Gagner (Effyh), Sweden. 5, E. Svensson (Effyh), Sweden. 6, E. Engvall (E.E.), Sweden.

**"Formula 1 and 2" (15 laps).** 1, E. Lundgren (Ford Spl.), 15 mins, 41.9 secs. 2, L. Mattila (Cooper 1,100). 3, E. Hagstrom (Ford Spl.). 4, A. Lindberg (Kaiser). 5, E. Saloranta (Ford Spl.).

**Production Sports Cars over 1,500 c.c. (15 laps).** 1, O. Swahn (Jaguar), 16 mins, 27.1 secs. 2, O. Persson (Ferrari). 3, S. Gillberg (Frazer-Nash). 4, N. Werner (Jaguar). 5, A. Westblad (Porsche).

**Production Sports Cars, under 1,500 c.c. (15 laps).** 1, A. Westblad (Porsche) 18 mins, 7.1 secs. 2, G. Kaiser (Porsche). 3, O. Persson (Porsche). 4, G. Källström (Porsche). 5, B. Jansson (H.R.G.).

**International Sports Car Race (15 laps).** 1, B. Martensson (Allard), 16 mins, 21.8 secs. 2, R. Nelleman (Allard). 3, V. Stener (Ferrari). 4, R. Rossellini (Ferrari). 5, G. Bengtsson (Allard).



## SANTA BARBARA RODEO

**COPPING THE FEATURE:** Phil Hill (Ferrari), main race winner, at speed on the back stretch.

Photo by Dr. J. K. Skivington

**PHIL HILL**, the star driver from Santa Monica, chalked up another victory on 6th September at the Santa Barbara Road Race meeting. Driving a Maranello-prepared Ferrari 2.9, he outstayed Bill Stroppe's works Kurtis-Mercury to win the Universal International Pictures Trophy, main event of the day, run over 75 miles.

Stroppe on the Kurtis showed a surprising turn of speed and was well able to outdistance the red Ferrari, but an inadvertent ditching and a wild spinout dropped him back, and he was never able to catch the flying Santa Monican. Bill Pollack, driving a Mameco-Mercury Special, was third, and Sterling Edwards of San Francisco fourth in a C-type Jaguar.

The Santa Barbara course, a 2.2 mile nightmare of narrow corners, bumpy roads and reverse cambers, put the field of over a hundred sports cars through some of the most remarkable gyrations yet seen west of the Mississippi. The practice session was enlivened by Ken Miles going off-course in his very quick

M.G. Mk. II Able Special on the long bend just past the finish line, and crashing through the rubber marker-cones backwards. Stroppe also had difficulty with this turn, placed far too close to the finish line, and the Kurtis was seen motoring in reverse there, too.

First race of the two-day programme was a five-lap event for stock TC and TD M.G.s won by Bob Trenner (TD). Jack Wilder (TD) was second, and Bill Bowering in another TD third.

Second event was for stock sports cars under 1,500 c.c. Lammy Lamereaux, starting last, took over the lead on lap one and was never headed, his Singer easily outclassing all challengers. Second man home was Nick Nicholiadus on another Singer. Still another Singer, this one piloted by Bob McDanold, was the third place car.

The third event, a five lapper for stock Jaguars, was won by Cy Painter after a battle with Bob Menefee. Fourth race, another TC/TD 5-lapper, went to Ces Critchlow in a TD, followed in by two other TDs.

Hastings Harcourt (Porsche) won the fifth event, for stock sports cars under 1,500 c.c. Second was Ed Freutel's Porsche, third Richard Amon (Siata 1,400). Race number six, a five-lap race for over 1,500 c.c. cars, was notable for the inclusion of two Ferraris (MacDougall's new 166 and Hill's 3-litre) as "stock" cars. Hill won easily, but was disqualified because his car was equipped with a locked differential; that made the finishing order Jim Lowe (Frazer-Nash Le Mans Replica), Carl Block (Allard-Chrysler) and MacDougall (Ferrari 166).

A race for Formula 3 cars was a bad show all the way, with only four starters and three finishers. Results: first, Wenz 500 Special, driven by Bob Wenz, second Sid Chamber (Chambers 500 Special) and third Jim Seely in a Cooper Mark V.

Sunday's races, seven in number, comprised a Jaguar race, won by Painter; races for under and over 1,500 c.c. modified cars, won respectively by Ken Miles's M.G. and Bill Stroppe's Kurtis; a 10-lap affair for under 1,500s, stock and modified, which fell to the indefatigable Miles and his M.G.; an over 1,500 c.c. 10-lapper in which Stroppe's Kurtis-Mercury staved off Hill's Ferrari; a joint Ladies and F3 5-lap event, in which the winning lady was Marion Lowe (M.G.-Willys) and the winning F3 driver Jim Seely (Cooper); and finally the main event, won by Phil Hill after his exciting struggle with Stroppe.

It will be readily apparent that the attempt of the organizers, the California Sports Car Club, to have something for everyone resulted in a long, long two-day programme. It might have been more advisable to cut the number of events by half and add to their quality. However, an estimate of the number of spectators, some 10,000, who came to Goleta Airport to watch the races, indicates that with the public, at least, short races are the most popular. ALFRED COPPEL.

\* \* \*

### B.R.M. FOR CASTLE COMBE

ON Saturday, 3rd October, the Bristol

M.C. and L.C.C. will stage what should prove to be their finest race meeting ever at Castle Combe circuit, near Chippenham, Wilts. Amongst a very good list of entries are Ken Wharton (B.R.M.), Stirling Moss (Cooper-Alta and Cooper 500), Ron Flockhart (E.R.A. and Connaught), Tony Rolt (Connaught), Bob Gerard (E.R.A. and Cooper-Bristol), Reg Parnell or Peter Collins with a works Aston Martin DB3S, and Graham Whitehead (DB3). The Formula 3 race has attracted Moss, Parker, Leston, Truman, D. A. Clarke, D. Taylor and others.

For this National Meeting, Castle Combe's new grandstand will come into use for the first time. Seats can be booked in advance up to 30th September at 15s., inclusive of Paddock Enclosure ticket (children under 14, 12s. 6d.). Car parking, outside the circuit, is 5s., motor-cycles and combinations, 2s. 6d. Cars with all occupants can gain admission to course-side vehicle parks for an all-in fee of 10s., motor-cycles 5s., and pedestrians 2s. 6d. (children under 14, 1s. For all advance booking and general information, apply to the Hon. Treasurer, B.M.C. and L.C.C., Ltd., 5 Goldney Avenue, Bristol 8.

## THE AUSTIN-HEALEY RECORDS

WITHIN a 10-day period of motoring at sustained speeds of well over 100 m.p.h., over 100 records, International, National or American stock class, have fallen to two Austin-Healey "Hundreds" at the Bonneville Salt Flats in Utah. Two cars were used to comply with A.A.A. regulations, the first having a specially tuned engine for the International Class records, while the second was completely standard in every way, being selected from U.S. stocks by the A.A.A.

To the tuned car fell the amazing 142.626 m.p.h. record which establishes the "Hundred" as "fastest production car". The car went on to attack longer distance figures, but with six hours to go for the International 24-hour record, lashing rain and high winds forced the abandonment of the attempt when the car had been averaging well over 120 m.p.h.

The stock Austin-Healey "Hundred" made a clean sweep of American records from five miles to 3,000 km., and from one to 24 hours, averaging over 104 m.p.h. throughout and recording a fuel consumption of better than 21 m.p.g.

The team of drivers whose stamina, coupled with that of the cars, resulted in the fine batch of records appended, comprised Donald Healey, Capt. George Eyston, whose high-speed experience on the Salt Flats is probably unequalled save by "Ab" Jenkins, John Gordon Bennett, Roy Jackson-Moore, and the American film actor and one-time boy "star", Jackie Cooper.

### The Records They Took

International Class D: 1,000 km. at 127.00 m.p.h. (114.28). \* 1,000 miles, 122.619 (112.95). 2,000 km., 123.612 (113.10). 2,000 miles, 123.02 (98.60).

3,000 km., 122.03 (98.61). 3,000 miles, 104.19 (96.88). 5,000 km., 103.94. 5,000 miles, 103.94. 16 Hours at 123.75 (113.94). 12 Hours at 122.913 (112.47). 24 Hours at 104.3 (98.16).

1 km. Standing Start (Class D): 64.50 (48.39). 1 mile S.S., 74.64 (54.68). 5 km. S.S., 93.37 (67.71). 5 mile S.S., 98.94 (83.03). 10 km. S.S., 100.59 (80.99). 10 miles S.S., 103.55 (86.18). 10 km. Flying Start (Class D): 109.172. 10 miles F.S., 108.788.

U.S. National Records (Class D): 1,000 km. 104.71 (78.07). 1,000 miles, 104.38 (77.60). 2,000 km., 104.59 (77.31). 2,000 miles, 104.49 (77.43). 3,000 km., 104.60 (77.23). 3,000 miles, 104.19 (69.17). 6 Hours, 104.73 (78.50). 12 Hours, 104.60 (77.91). 24 Hours, 104.3 (77.51).

American Stock Car Records (Class D). (Open Cars, 122 to 183 cu. in. displacement): 5 miles S.S., 98.9 (83.03). 10 km. S.S., 100.59 (80.99). 10 miles S.S., 103.55 (86.18). 25 km., 104.44 (81.30). 25 miles, 104.79 (81.14). 50 km., 104.98 (80.81). 50 miles, 105.06 (80.16). 75 km., 105.08 (80.69). 75 miles, 105.22 (80.55). 100 km., 105.28 (80.45). 100 miles, 105.21 (80.50). 200 km., 105.19 (80.48). 200 miles, 105.8 (80.15). 250 km., 105.24 (80.31). 250 miles, 105.18 (79.49). 300 km., 105.17 (80.22). 300 miles, 105.24 (79.49). 400 km., 105.18 (79.48). 400 miles, 104.49 (78.25). 500 km., 105.20 (79.45). 500 miles, 104.59 (77.43). 1,000 km., 104.71 (78.07). 1,000 miles, 104.38 (77.60). 2,000 km., 104.59 (77.31). 2,000 miles, 104.49 (77.43). 3,000 km., 104.60 (77.23). 1 Hour, 105.18 (80.57). 3 Hours, 105.17 (79.35). 6 Hours, 104.73 (78.50). 12 Hours, 104.60 (77.91). 24 Hours, 104.3 (77.51).

American Stock Car Records (unlimited capacity, open cars): 25 km., 104.44 (102.92). 25 miles, 104.78 (103.28). 50 km., 104.98 (103.44). 50 miles, 105.06 (103.53). 75 km., 105.08 (103.52). 75 miles, 105.22 (103.63). 100 km., 105.28 (103.58). 100 miles, 105.21 (103.69). 200 km., 105.19 (103.74). 200 miles, 105.18 (102.82). 250 km., 105.24 (101.83). 250 miles, 105.18 (103.56). 300 km., 105.17 (102.58). 300 miles, 105.24 (102.95). 400 km., 105.18 (103.54). 400 miles, 104.49 (103.18). 500 km., 105.20 (102.98). 500 miles, 104.59 (103.00). 1,000 km., 104.71 (102.97). 1,000 miles, 104.38 (102.77). 2,000 km., 104.59 (102.90). 2,000 miles, 104.49 (85.30). 3,000 km., 104.60 (85.77). 3 Hours, 105.17 (102.98). 6 Hours, 104.73 (102.96). 12 Hours, 104.60 (102.90). 24 Hours, 104.3 (85.20).

\* All speeds in miles per hour; old records in parentheses.



NEVER has a motoring event in Australia aroused so much public interest, nor provided so utterly gruelling a test of man and machine, as the 6,500 Mile Redex Reliability Trial, which began at Sydney on 30th August, and finished at Sydney on Sunday, 13th September. Over 180 cars left Australia's capital city amid scenes of veritable Mille Miglia excitement, with crowds of over 150,000 people thronging the streets and cheering each crew on its way. The field provided a fine cross-section of the world's production cars, with British Jaguars, M.G.s, Morrisies, Austins, Vanguards, Allards, Rovers, Hillmans, etc., out to challenge America's rugged Fords, Chevrolets, Chryslers, Buicks,

★

*BRESCIA?: No, Sydney, N.S.W., on 30th August, with thousands of spectators thronging the starting point of the Redex 6,500 Mile Reliability Trial.*

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# AUSTRALIA'S TOUGHEST TEST

## One Point Between Winning Peugeot and Class-Winning Humber After Exhausting 6,500 Mile Redex Trial—Team Prize to Australian-built Holdens

Nashes, Plymouths and the like, Europe's Peugeots, Citroëns, Mercedes-Benz, Renaults, Simcas, Skodas, Porsches and Fiats, and Australia's own Holdens, 23 of them, which were a particular focus of interest.

Public excitement prevailed throughout the Trial. Whenever a competing car stopped in a town, it was besieged by the crowd and crews enthusiastically mobbed; drivers passing through in haste to maintain schedules kept a finger permanently on the horn button and an eye extra alert for the incautiously darting "fan". But the crowds were a lesser, and pleasant, problem, for competitors to cope with. The course itself constituted a tremendous test for cars and crews. Within the 6,500 miles which led via Brisbane, Townsville and Mount Isa to Darwin, then down via Alice Springs to South Australia and Adelaide, then Melbourne in Victoria and back to Sydney, were nearly 800 miles of un-surfaced track across black soil plains; there were terribly punishing sections of road in which large stones, rocks, sand and numerous steep creek beds, some dry, some wet, took their toll on human and mechanical endurance; there were

600 miles of unformed track, much of it through desert and none signposted, where choking dust obscured and penetrated everything and navigational skill was at a premium. There was the hazard of running out of fuel, with long stretches—one of 470 miles—in which no petrol was available; and there were the hazards of Australia's animal life too, for the ubiquitous kangaroo is all too substantial an object to run into at night, inspiring some to fit special "Roo" catchers, while others, emulating the Mercedes-Benz "buzzard barriers" of the Pan American Road Race, used wire

### THE 14-DAY ROUTE

**Sydney-Brisbane:** 653 miles in 19½ hours. (12 hrs. rest at Brisbane)

**Brisbane-Rockhampton:** 500 miles in 12½ hours. (12 hrs. rest at Rockhampton)

**Rockhampton-Townsville:** 515 miles in 16½ hours. (24 hrs. rest at Townsville)

**Townsville-Mount Isa:** 676 miles in 16 hours. (12 hrs. rest at Mount Isa)

**Mount Isa-Darwin:** 1,137 miles in 25 hours. (36 hrs. rest at Darwin)

**Darwin-Alice Springs:** 867 miles in 24 hours. (plus 1 hr. rest en route at Tennant Creek)

**Alice Springs-Adelaide:** 1,052 miles in 24 hours 10 minutes.

**Adelaide-Sydney:** 1,027 miles in 25 hours.

mesh windscreen guards to keep off the numerous flying owls. Rolls of coir or wire matting were carried to use in sand or mud, together with picks, shovels, axes and extra lights.

Competitors were docked points for arriving early as well as late at check points, the required average speed overall was 40 m.p.h., and cars had to comply with standard catalogue specifications, radiators, rear axles, gearboxes and various engine and other components all being stamped to prevent changing *en route*. Replacement of such parts was not forbidden, but carried with it a heavy penalty of 500 marks per component. Such an event, over so extensive a course, required a special system of control by the organizers, and a Percival "Proctor" aircraft bore officials to the various control points. Australia's "B.B.C.", the Broadcasting Commission, entered a car in the actual Trial, with staff to report over a country-wide radio network. Scoreboards were erected in towns throughout the continent to record the Trial's progress.

The severe conditions brought in unending reports of mishaps to participants; broken springs, axles, shock absorbers, burst tyres and numerous crashes. Bush fire smoke north of Brundaberg reduced visibility to three feet, and caused a quadruple crash; one car, lost in thick fog, plunged over a 20 ft. embankment and was wrecked, the crew being injured. Frank Kleining's Morris Minor struck a leaping kangaroo, killing it; another Minor left the road and overturned twice, its intrepid crew righting it and continuing.

That such a gruelling and protracted event could produce a near tie at the end between several runners, was indicative of the ruggedness of the modern production car, and of the Australians' driving skill. 110 cars finished the course out of 187 starters, and with recourse to times recorded over a special eliminating section to decide the tie, the provisional winners (subject



**ADELAIDE HALT:** Tommy Sulman, pre-war car dirt track exponent, seen at Adelaide with S. J. Hall, I. Luke and the Humber "Super Snipe" they drove in the Trial.



to final checking) were announced as K. Tubman and J. Marshall, with a "203" Peugeot saloon. Second, only a point behind, came a Humber "Super Snipe", driven by K. Robinson, and third was D. H. Anthill (Plymouth). Class wins went to Humber, Peugeot, Plymouth, Morris and Holden, the latter marque also gaining the Team Award, a particularly significant success in its home market.

So successful was the 1953 event that Redex Products (A'Asia) Pty., Ltd., have already announced details of next year's Trial, the course for which will lead right round Australia via Darwin, Broome and Perth; and the President of the Australian Sporting C.C. reports enquiries at this early stage from American and British teams interested in taking part.

Undoubtedly the event carries with it enormous publicity, which would seem to make it a certainty for manufacturers interested in the important Australasian markets.

#### Results

**Best Performance:** K. Tubman/J. Marshall (Peugeot 203), 19 penalty points. 2. K. Robinson (Humber Super Snipe), 20. 3. D. H. Anthill (Plymouth), 21.

**1,100 c.c. Class:** 1. F. Kleinig (Morris Minor), 612. 2. H. Thompson (Singer Nine), 783.

**1,101-1,500 c.c. Class:** 1. K. Tubman/J. Marshall (Peugeot), 19. 2. D. McKay (Austin A40), 28.

**1,501-2,500 c.c. Class:** 1. L. Davidson (Holden), 22. 2. L. Davies (Holden) and E. A. Nelson (Standard Vanguard), 23 points each.

**Over 2,500 c.c. Class:** 1. K. Robinson (Humber), 20. 2. D. H. Anthill (Plymouth), 21.

**Team Prize:** Holden (L. Davidson, C. Dean, S. Jones), 236 points total.

## NORWAY'S VIKING RALLY

European Touring Championship Event Won by Johansson/Jensen (Ford Zephyr)—Polensky/Schluter (Fiat) Runners-up

As Norway's qualifying event for the European Rally Championship, it was disappointing that the sole non-Scandinavian participation in the third Viking Rally (11th-13th September) comprised two cars only—the Jaguar of Ian and Pat Appleyard, and the 1,100 Fiat of Polensky and Schluter. Swedish, Danish and Norwegians made up the bulk of the entry, many driving Ford Zephyrs, a reflection on Gatsonides's Monte Carlo Rally victory. A batch of brand new Fiat 1,100s were strong contenders for their class. In previous "Vikings", front-wheel drive cars were very popular, but this year there were only two Citroëns, one of which retired, two Swedish Saabs, a Dyna-Veritas, which fell out early with ignition trouble, and two I.F.A.'s (East German 3-cylinder DKWs), one of which retired.

Competitors rallied from four points—Karlstad, Trondheim, Bergen and Oslo, to converge at Fagernes. In this initial stage few marks were lost, but from Fagernes onwards things became rougher, with muddy, slippery, narrow mountain roads, and a 33 m.p.h. average to contend with. Marks dropped like leaves in autumn, and after no more than 16 miles had been covered, only four cars—three Zephyrs and the Polensky/Schluter Fiat—remained unpenalized.

Timed hills—up and down—followed, as did many retirements. Ian Appleyard damaged his steering in running off the

road and had to give up, while the Norwegian Monte Carlo Rally driver Helge Mikkelsen found himself suddenly minus lights on his Renault Frégate in the middle of the night. Cars of compact dimensions and good road-holding were at an advantage in this Rally, and notably in the driving tests. The Fiats showed up particularly well, but Carsten Johansson, a Norwegian with Monte Carlo Rally experience, proved

the victor in General Classification, with a Ford Zephyr, he and his co-driver, Gunnar Jensen, losing a total of 24.1 marks to runners-up Polensky and Schluter (27.3).

Of the 79 cars starting 59 finished—a mortality of 25 per cent, largely attributable to the nature of Norway's roads and the high average speeds required over much of the very arduous course.

#### Results

**General Classification:** 1. C. A. Johansson/G. Jensen (Ford Zephyr), 24.1 marks lost. 2. H. Polensky/Schluter (Fiat 1,100), 27.3. 3. I. Hartley/H. Tillbjörn (Ford Zephyr), 41.8. 4. P. Bergan/W. Schjöberg (Fiat 1,100), 42.8. 5. A. Busch/



**THE WINNER:** (Above) Carsten Johansson even had time to polish his Zephyr before taking part in the final tests.

★

**RETARDATION:** (Left) Not Mr. Appleyard, but another zestful Jaguar Rally-ist, Mr. Mathiesen of Oslo, braking his Mk. VII hard in the special test.

A. Lindholm (Fiat 1,100), 43.4. 6. I. Grefsen/F. Petterson (Hansa 1,800), 49.1.

**Class 1:** 1. Johansson/Jensen (Ford). 2. Hartley/Tillbjörn (Ford). 3. Grefsen/Petterson (Hansa). 4. Bertelson/Myking (Ford V8). 5. Toftdahl/Backe (Plymouth).

**Class 2:** 1. Hellum/Griff-Müller (Simca Aronde), 52.7. 2. Egeberg, Jr./Petersen (Fiat 1,400), 59.8. 3. Samsing/Kolstad (Volkswagen), 68.8. 4. Metter/Steen-Larssen (Fiat 1,400). 5. Ildahl/Enger (Volkswagen).

**Class 3:** 1. Polensky/Schluter (Fiat). 2. Bergan/Schjöberg (Fiat). 3. Busch/Lindholm (Fiat). 4. Bye-Ekorness (Fiat). 5. Helle/Bohle (Fiat).

**Class 4:** 1. Sörensen/Sletta (Renault), 179.5. 2. E. Eide/D. Eide (Renault), 219.3. 3. Lyng/Larsson (Renault), 225.8.

**Ladies' Class:** 1. Greta Molander/Helga Lundberg (Saab), 80.2.



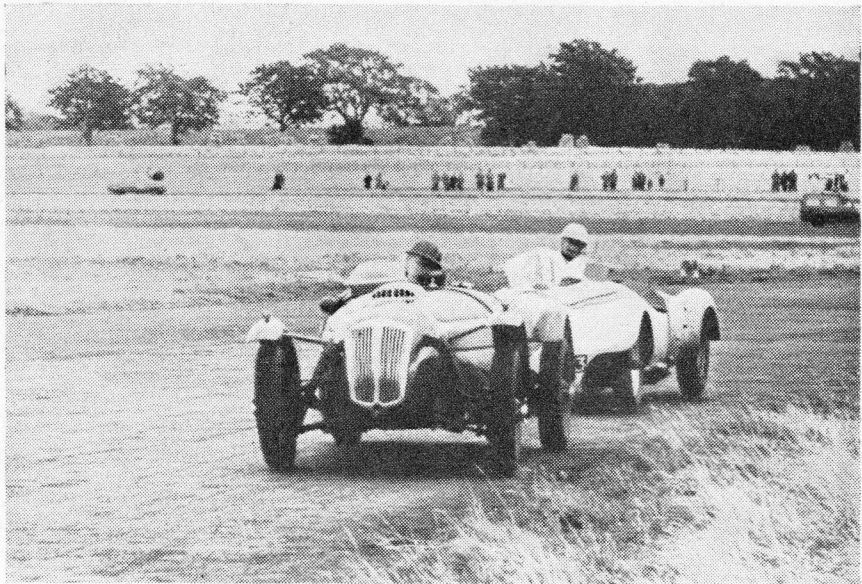


*TAILED: Jimmy Gibbon (Rover Spl.) hard behind John Melvin's Frazer-Nash as they emerge from the Paddock bend.*

THE final meeting of the Scottish season saw a fine assembly of sports, 500 c.c. and *Formule Libre* racing cars gathered at Charterhall last Sunday. Proceedings opened with the first heat of the seven-lap handicap race, led for the first four laps by Tom Knight (Austin), and then by I. W. Scott-Watson (M.G.), who went on to win.

In the second heat H. D. Brown-Kelly's 4½-litre Bentley made up six places and Gordon Lockhart's Bentley continued the form it had displayed at Bo'ness. An excursion into the outfield by Archie Craig (M.G.) meant that Nigel Kennedy (Burdmonk) won this instalment of their continuing duel.

Proof that the system of handicapping was fair and reasonable lay in the last lap of the final, when the home stretch was as crowded as a main street at rush hour. It was also evident in the dis-



## CHARTERHALL CONCLUSION

Interesting Experiment in Handicapping, with Lockhart's Bentley going well—Sanderson and Flockhart do it Again

position of the awards for, among the six cars which shared them were two vintage cars, a home-built special and three standard production sports cars.

Second event on the programme was a 10-lap Formula 3 race. In this Ninian Sanderson's handling of his Staride brooked no opposition and from first lap to last he was well away. J. K. Hall (Cooper), Alex McGlashan (Staride) and Cliff Allison (Cooper) provided the interest in this event and, in the long sweep from Lodge Corner through Kames Curve to Paddock Bend McGlashan and Hall staged a continuous and stimulating duel that was well worth watching.

Joe Kelly (C-type Jaguar) flew over from Ireland and found himself matched with Desmond Titterington, driving Jack Walton's Frazer-Nash, and Jack himself in the Cooper-Bristol, during the 10-lap race for sports cars of unlimited capacity. He was no match for either and certainly no threat to the Walton Cooper-Bristol, which led from start to finish. Main interest lay in Bob Dickson's fine recovery after he had spun his Aston Martin way off the track

while trying to pass John Melvin's Frazer-Nash at Lodge Corner. John Melvin drove well indeed and it was unfortunate that after his tangle with Dickson a duel with Desmond Titterington (Frazer-Nash) ended in a burst front tyre on the ninth lap.

Final event of the day, the 10-lap *Formule Libre* race, saw Ron Flockhart get things very much his own way and add to his growing reputation in the E.R.A. This fine car went like the proverbial train and averaged more than a mile an hour faster than Walton's Cooper-Bristol, without Flockhart seeming the least bit harassed. The Border Reivers team indulged in a spot of internecine strife as Jimmy Somervail matched the ex-Bira E.R.A. against Jock McBain's Cooper-Bristol. In the ninth lap Somervail took over third place and, as he has not had a great deal of luck lately, we were glad to see him keep it.

A. N. FORD.

### Results

**Sports Cars Handicap, Heat 1 (7 laps):** 1, W. Scott-Watson (M.G.), 54.5 m.p.h. 2, A. R. G. Fingland (M.G.). 3, J. R. Gibbon (Rover Spl.).

**Heat 2. (7 laps):** 1, H. D. Brown-Kelly (Bentley), 58.3 m.p.h. 2, J. G. Lockhart (Bentley). 3, N. A. Kennedy (Burdmonk).

**Final (7 laps):** 1, J. G. Lockhart (Bentley), 67.3 m.p.h. 2, N. A. Kennedy (Burdmonk). 3, A. R. Miller (Vauxhall). 4, J. D. Titterington (Frazer-Nash). 5, J. D. L. Melvin (Frazer-Nash). 6, I. W. Scott-Watson.

**Sports Cars, unlimited (10 laps):** 1, J. H. Walton (Cooper-Bristol), 78 m.p.h. 2, J. D. Titterington (Frazer-Nash). 3, J. Kelly (XK 120C Jaguar).

**Racing Cars, Formula 3 (10 laps):** 1, N. Sanderson (Staride), 74.2 m.p.h. 2, J. K. Hall (Cooper). 3, A. McGlashan (Staride).

**Formule Libre (10 laps):** 1, R. Flockhart (E.R.A.), 80.9 m.p.h. 2, J. H. Walton (Cooper-Bristol). 3, J. Somervail (E.R.A.).

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## PETERBOROUGH M.C. SILVERSTONE MEETING

### Results

**Race 1. 5-lap Handicap, Vintage Cars:** 1, W. F. Moss (1,485 Alfa Romeo S), 8 mins. 52.8 secs. 2, A. F. Emminson (1,496 Bugatti S). 3, J. H. Pratt (1,496 Bugatti).

**Race 2. 5-lap Handicap:** 1, A. M. R. Mallock (1,098 Austin), 8 mins. 34.2 secs. 2, D. R. Lord (1,496 H.R.G.). 3, W. R. Marriott (1,172 Buckler).

**Race 3. 5-lap Handicap:** 1, L. Gibbs (1,089 Riley), 7 mins. 48.6 secs. 2, R. D. Steed (1,498 J.A.G.). 3, P. D. Gammon (1,467 M.G.).

**Race 4. 5-lap Handicap:** 1, W. F. Moss (1,485 Alfa Romeo S), 7 mins. 48.8 secs. 2, J. A. Walker (4,398 Bentley). 3, J. H. Bailey (4,398 Bentley).

**Race 5. 5-lap Handicap:** 1, J. G. Sears (3,442 Jaguar), 7 mins. 19.6 secs. 2, P. A. Everard (2,580 Aston Martin). 3, P. D. Gammon (1,467 M.G.).

**Race 6. 5-lap Handicap (Bentleys, 30/98 Vauxhalls, Mercedes-Benz and Sunbeams):** 1, G. H. G. Burton (4,398 Bentley), 8 mins. 35.2 secs. 2, J. H. Bailey (4,398 Bentley). 3, P. Morgan (2,996 Bentley).

**Race 7. Scratch, up to 1,250 c.c.:** 1, L. Gibbs (1,089 Riley), 7 mins. 18.2 secs. 2, N. S. D. Allen (1,172 Lotus). 3, C. le S. Metcalfe (995 Fiat).

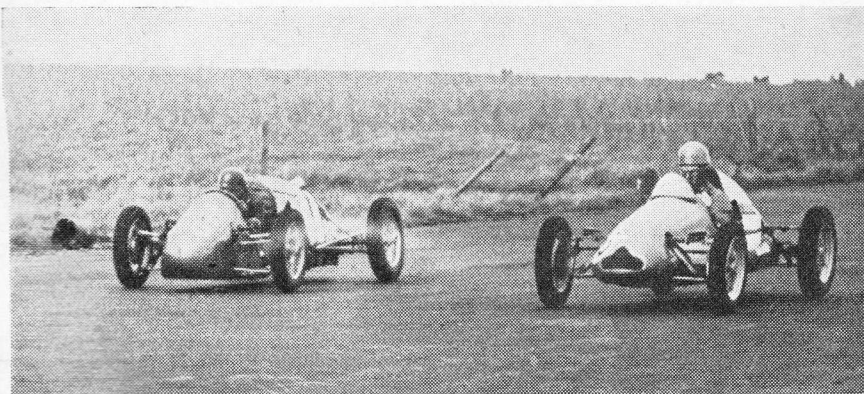
**Race 8. Scratch, up to 1,500 c.c.:** 1, P. D. Gammon (1,467 M.G.), 7 mins. 3.8 secs. 2, T. W. Dargue (1,467 M.G.). 3, R. D. Steed (1,498 J.A.G.).

**Race 9. Scratch, up to 2,000 c.c.; over 2,000 c.c.:** 1, P. D. Gammon (1,467 M.G.), 6 mins. 47.6 secs. 2, M. W. Head (3,442 Jaguar). 3, P. Waring (4,482 Talbot).

**Race 10. Combined 750 and 1,172 Formula:** 1,172: 1, N. S. D. Allen (Lotus), 7 mins. 28.4 secs. 2, A. M. R. Mallock (Austin). 3, H. M. Barron (B.B.S.). 750: 1, J. S. French ("Simplicity"). 2, J. W. Whitehouse (Arden). 3, R. H. Grimsley (Austin).

**Race 11. 5-lap Handicap:** 1, P. D. Gammon (1,467 M.G.), 71.74 m.p.h. 2, D. R. Lord (1,496 H.R.G.). 3, J. G. Sears (3,442 Jaguar).

(Report will be published next week)



*DOWN TO IT: Alex McGlashan crouches low in his Staride cockpit as he strives to resist J. K. Hall's challenge with the Cooper.*



**SPECTATOR COUNTRY:** Embankments provide a natural vantage point for race watchers at Thompson. Here Masten Gregory (XK 120C) is about to pass Walt Hansgen's modified XK 120.

m.p.h.; 2, Alexis du Pont (Cooper); 3, Frank Bott (Osca).

Weaver won the unrestricted class from Bott and Phil Cade's Maserati-Chrysler, while the du Pont's A. and J., and Roland Keith were 1, 2, 3 in the Formula 3 category, all driving Coopers.

The 10-lap Jaguar race was one of the best events of the day. Dick Perrin's XK 120 went into the lead on the first lap, with Peter Crocker and Bob Puleston following. Don McComb passed Puleston on the second lap and Crocker moved closer to the leader, who was taking the hill corner with too little respect for the nerves of the spectators in that area. Only in a few sections of the course could the Jaguars find width sufficient for overtaking, and the nine bunched cars went by almost as one. The two leaders were outpacing the field, and by lap 8 had a 20-second lead over the third car. Pete Crocker, one of the better Jaguar pilots in the Club, stayed right up with Perrin, and it was on the last turn of the last lap that he found the opening he'd been awaiting, whizzed past Perrin and just beat him to the flag, averaging 63.5 m.p.h. Third was Gleb Diruginsky, also in an XK 120.

In the fourth race for cars of Class H and G, over 10 laps, Candy Poole's PBX, the Crosley-powered car that Dr. Vilardi drove to victory at Wilkes-Barre, was left on the starting line with a slipping clutch. Two tiny red cars, Henry Rudkin's 750 c.c. Bandini and Frank Dominianni's Giaur, fought every mile of the way, with Rudkin in first place the first three laps, Dominianni the next three, and Rudkin staying out in front for the last four and finishing 18 seconds ahead of Hal Stetson's Crosley. George Schrafft (Crosley), held fourth place to the end. The two leaders ran so close throughout the race they could have reached out and shaken hands at any time. Placings were: Class H: 1, Henry Rudkin (Bandini), 15 mins. 15.4 secs., 59 m.p.h.; 2, Frank Dominianni (Giaur); 3, Hal Stetson (Crosley). Class G: 1, Bruce Taylor (Cisitalia).

Some very good driving was exhibited in Race 5, for stock M.G.s, but Robert

## A TOPNOTCH "THOMPSON"

### Phil Walters (Cunningham) Sets New Lap Record and Wins Main Event in S.C.C.A. Meeting

**S**HATTERING his own lap record for the 1.5-mile course, Phil Walters put up the best time of the day at the Sports Car Club of America's National event in Thompson, Connecticut, on Sunday, 6th September. Previously, Phil Walters's Cunningham and George Weaver's 8CL Maserati were tied at 1 min. 16 secs., but in this particular race, Walters only once *slowed down* to that speed!

The weather was threatening, but not until the pits were cleared and the last spectator had gone did the clouds unburden themselves. Six of the eight races held during the afternoon were so thrilling that the large crowd of spectators were on their feet most of the time, cheering their favourites. No races in the East have ever been more exciting.

In the first race for 1,500 c.c. cars, over 10 laps, the six Porsches and five M.G.s all made good getaways, Frank Miller's Porsche leading lap 1 with Bill Eager's modified TC very close. Eager passed next round and by lap 5 had built up an 18.5-second lead over Miller. Two laps later, and the TC had lapped two tail enders and was 28 seconds ahead, while great clouds of black smoke marked the end of Miller's efforts with the Porsche, which stopped on lap 8 with piston trouble. Bigelow (Porsche) took second place following Miller's retirement, finishing order being: 1, William Eager (M.G. TC), 14 mins. 33.5 secs. 63 m.p.h.; 2, John Bigelow (Porsche); 3, William Fleming (Porsche).

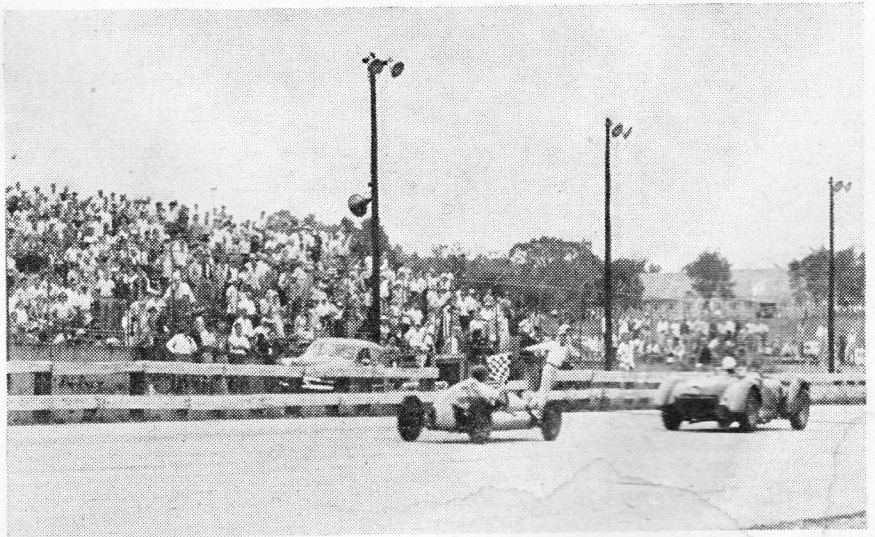
In the second 10-lap race, of unrestricted category, were a mixture of cars, including an old Grand Prix Maserati, now fitted with Chrysler engine; a K2 Allard; a Healey with Oldsmobile engine; the George Moffett Osca with Frank Bott at the wheel; a modified Jaguar coupé with lady entrant, Evelyn Mull, of Malvern, Pennsylvania, driving; and five Coopers.

Cade's old Maserati was off to a spectacular start, but George Weaver—who for such a long time held the Thompson track record with his 8CL Maserati—simply flew past in his Silverstone Healey-Olds on round 1, with

#### Report and Photographs by RUTH SANDS BENTLEY

Rutherford's white K2 Allard third, and the du Pont brothers—Alexis and Jacques—running fourth and fifth in their Coopers. Then Frank Bott in the Osca passed both du Ponts but was repassed by Alexis, who then spurred up to second place, and began to challenge Weaver's Healey. Whitney's Cooper slid out of the race, and Lipe's Cooper burned a piston. The Weaver-du Pont duel was waged to the end, with du Pont slipstreaming the Healey on the turns and nearly passing it on the back stretch. A good race, in which placings were: 1, George Weaver (Silverstone Healey-Olds), 13 mins. 46.2 secs., 66

**KEEPING BUSY:** Nils Mickelson has to work quickly to flag both George Weaver's Oldsmobile-engined Healey and Lex du Pont's Cooper 500 as each win their class in Race 2.





**JOCKEYING JAGUARS:** Dick Perrin, who led until the last few seconds of the Jaguar race, is followed through the picturesque hill section of the circuit by Crocker, Puleston and others.

Holbert in the leading TD was never challenged. Gus Ehrman and Mike Rodney, two of the star performers at Floyd Bennett Field the week before, and who started this time in the last row and next-to-last row respectively, finished second and third. Holbert's average was 55.3 m.p.h.

Some very fast machinery, including Walt Hansgen's and Sherwood Johnston's special Jaguars and Masten Gregory's XK 120C, were among the eleven cars that lined up for race 6, Class C modified (10 laps). Hansgen, without a doubt one of the finest drivers in the country, had a sizeable lead by the end of the first lap, with Johnston and McKenna (Jaguar) next astern. Paul Timmins lost time going off the road, while Masten Gregory was making his way through the field, passing the Jaguars of McKenna, Crusoe, and Groskritz on lap 3; another round and he had caught Johnston, and within another three laps had passed the leader, averaging 1 min. 17 secs. in the process. Hansgen cut a second off the C's lead on lap 9, but Gregory, with great determination, pulled away and crossed the finish line six seconds ahead. Results were: 1, Masten Gregory (Jaguar "C"), 13 mins. 3.2 secs., 68.9 m.p.h.; 2, Walter Hansgen (Jaguar Special); 3, Sherwood Johnston (Jaguar Special).

The eleven entries in the seventh race (Classes B, D and E, 10 laps) included a Cunningham, a 2.7 Ferrari, a Le Mans Allard, and other interesting machinery. Making its racing debut in America was an Austin-Healey with Randy Pearsall at the wheel.

Walters's C4 Cunningham jumped into the lead at the drop of the flag, followed by Rutherford's K2 Allard, Negley's Le Mans Allard, Spear's 2.7 Ferrari, and Gray's J2X Cad-Allard. By the time he had climbed the hill, Walters was way out in front and a battle was developing for second position. Negley took it on his second lap, with Rutherford dropping back to fourth position behind Spear—and a lap later, Rutherford was out with a broken gear lever, and Spear's Ferrari shot past Negley's Allard.

Walters completed his third lap at 1 min. 14 secs., shattering the old lap record of 1 min. 16 secs., which he himself had achieved last year in a Cunningham coupé. By lap 4 the order was Walters, Spear, Negley, Gray and Cunningham, with the latter's 2-litre Ferrari lapping at 1 min. 21 secs. and looking exceedingly steady on the turns. Michael's Offy-M.G. was not far behind the Inter-Ferrari, staying ahead of the Morgan Plus Four and Austin-Healey, both of which appeared to have fine handling characteristics. Walters was widening the gap between himself and Spear, while third place Negley tried desperately to pass Spear, briefly sliding off the road in the attempt; when the 2.6 Ferrari, second, crossed the finish line, the Le Mans Allard was six seconds behind. The Cunningham's winning speed was 71 m.p.h. Class placings



were: Class B: 1, Walters (Cunningham); 2, Negley (Le Mans Allard); 3, Preston Gray (J2X Allard).

Class D: William Spear (2.7 Ferrari); Harry Beck (Morgan Plus 4); Randolph Pearsall (Austin-Healey).

Class E: Briggs Cunningham (Ferrari); D. Michaels (Offy-M.G.).

The Porsche roadster of Marvin Weinman led away in race 8 (Class F modified) but before it had gone through the banked curve the little red Bandini of Jim Pauley was past and pulling well away from the other nine cars. Soon the Osca's of Jim Simpson and young Briggs Cunningham III, started moving up, and by lap 2 were lying fourth and fifth, with Cunningham passing Simpson on their second lap and Weinman's Porsche on his third. Bill Procter (Glockler Porsche) lapping as

fast as the 1,496 c.c. Bandini, after a bad start, lay second until young Cunningham passed him on the fifth lap, getting within 5 secs. of leader Pauley. This was Briggs III's first National competition, and spectators cheered his dashing effort. Pauley's driving technique was flawless, and his cornering superb, but the Osca continued to gain on him. Lap 8 saw the two cars four seconds apart, lap 9 they were two seconds apart, and lap 10 (which Pauley completed in 1 min. 20 secs.!) saw the cars neck and neck, then the Osca passed the Bandini on the last back stretch of the last lap to win at 65 m.p.h. Bill Procter handled his Porsche Glockler well, to run third, while the Osca's of Simpson and Moffett were fourth and fifth. Young Briggs Cunningham's drive with the Osca was truly remarkable, giving great promise for the future.

## MASERATI'S MODENA

Fangio, Marimon and de Graffenried  
1-2-3 on Marque's Home Territory

THE absence of Scuderia Ferrari resulted in the rather anticipated walk-over for Maserati during last Sunday's Modena G.P. over a distance of 143.29 miles (100 laps). Regrettably, Baron de Tornaco, the Belgian driver whose Jaguar was 9th at Le Mans, lost his life when his Ecurie Francorchamps Ferrari crashed during practice. Thirteen cars faced the starter, and almost immediately Fangio and Marimon (Maserati) shot into the lead, followed by Bonetto (Maserati). Behra (Gordini) was an early retirement, and Trintignant (Gordini) lost much time in the pits.

About half-distance, Johnnie Claes (Connaught) halted and John Coombs (Connaught) retired, while Giletti (Maserati) also packed up. Claes managed to get going again near the end—over 30 laps in arrears. Roy Salvadori (Connaught) was the next retirement, followed by Bonetto, whose withdrawal let de Graffenried into third place. McAlpine (Connaught) remained stationary in the pits for a long time before re-starting.

Meanwhile, Fangio went on his undisputed way. Marimon dropped back

gradually and was threatened during the closing laps by de Graffenried, who finished just over a second behind the Argentinian. Fangio set up a new circuit record of 1 min. 5.6 secs., 126.935 k.p.h. (78.9 m.p.h.).

### Results

1. Juan Manuel Fangio (Maserati), 1 hr. 52 mins. 8.8 secs., 123.374 k.p.h. (76.7 m.p.h.).
  2. Onofre Marimon (Maserati), 1 hr. 52 mins. 48 secs.
  3. E. de Graffenried (Maserati), 1 hr. 52 mins. 49.1 secs.
  4. Trintignant (Gordini), 5 laps behind.
  5. Chiron (Osca), 5 laps.
  6. Schell (Gordini), 13 laps.
  7. Claes (Connaught), 34 laps.
  8. McAlpine (Connaught), 37 laps.
- Fastest lap.** Fangio, 1 min. 5.6 secs., 126.935 k.p.h. (78.9 m.p.h.).

### COLOMBO FOR BUGATTI

**D**OTT-ING COLOMBO, previously associated with Alfa Romeo, Maserati and Ferrari racing cars, has joined Bugatti as Chief Engineer. He will work on the proposed Grand Prix machines.



**FASTEST MAN:** Michael Christie takes his unsupercharged Cooper "1,100" round Pardon Hairpin to set up best time of the day at the B.O.C.'s International Hill-climb.

with his very successful rigid-axle M.G. Jim Margero, despite constant wheel-spin, returned an excellent 51.74.

Dennis Poore's DB35 Aston Martin was pulling much too high a gear for the hill; consequently the clutch suffered. However, his 50.30 secs. was good enough to win his class, but not nearly quick enough to challenge Peter Walker and the sports car record-holding C-type Jaguar. Wyatt's Frazer-Nash was only .34 sec. slower than the Aston. Unhappily Mrs. Sutcliffe ran off the road with her husband's Mille Miglia Frazer-Nash, damaging the car badly but luckily escaping with a few cuts. The Austin-Healeys of both A. P. Hitchings and Cyril Wick were too recently acquired to be fully run in, Wick's best run being 57.37!

Peter Walker drove the C-type brilliantly to achieve 49.69 secs.—fastest sports

# "NINE HOURS" PRESCOTT

Michael Christie (Cooper-J.A.P.) Makes B.T.D. — Stirling Moss (Cooper-Alta) Wins Staniland Trophy — Austen May (Cooper) B.O.C. F3 Champion — Peter Walker's Jaguar Fastest Sports Car — Frank Le Gallais's Fine First Appearance

SOMETHING will have to be done about the Bugatti O.C.'s Prescott hill-climb. Such an enormous crowd turned up that new car parks had to be quickly commandeered, and so huge was the entry—despite over 90 intending competitors being disappointed—that the event occupied nearly nine hours.

Ken Wharton's illness prevented his appearance and the star performer was Michael Christie whose B.T.D. of 44:39 secs. with his unsupercharged Cooper-J.A.P. "1,100" was achieved on a partially damp course. Early morning showers made it almost certain that it would be a "no records" day; even so, Christie's figures were only .69 sec. outside Wharton's existing hill record.

Stirling Moss, in addition to putting up second fastest run of the day with a Cooper-J.A.P., won the Staniland Trophy for F2 cars with his SU fuel-injection Cooper-Alta. Austen May (Cooper) won the B.O.C. 500 c.c. Hill-Climb Championship which was decided on an aggregate of this, and an earlier meeting.

It was an unfortunate day for at

least half-a-dozen Bugatti owners, whose often-raced engines protested to the extent of poking rods through the sides of their crankcases, or caused their transmissions to fly apart. Nevertheless, the inevitable Peter Stubberfield won the *Formule Libre* section with his remarkable and venerable 2.3.

\* \* \*

G. P. TAYLOR'S M.G. won the opening class for sports cars up to 1,100 c.c., improving a first run of 59.27 secs. to 53.52 secs., defeating Ashley Cleave's trim Morris Special by nearly 2 secs. Peter Hughes added to his ever-growing list of successes, by urging his little J.A.P.-powered Tojeiro up in 50.55, to beat Gerry Ruddock's Lester-M.G. by .14 sec. Peter Gammon took third place

car of the day, with Coleman's Jaguette pipping Abecassis's H.W.M. by .26 sec. A really excellent performance in this class was Peter Binns's 55.98 with his veteran 30/98 Vauxhall. Cyril Wick got down to 50.99 with the Cadillac-Allard. Oscar Moore's best with his Jaguar-powered H.W.M. was 52.26, and Alec Francis did 51.25 with his H.R.G.-Mercury.

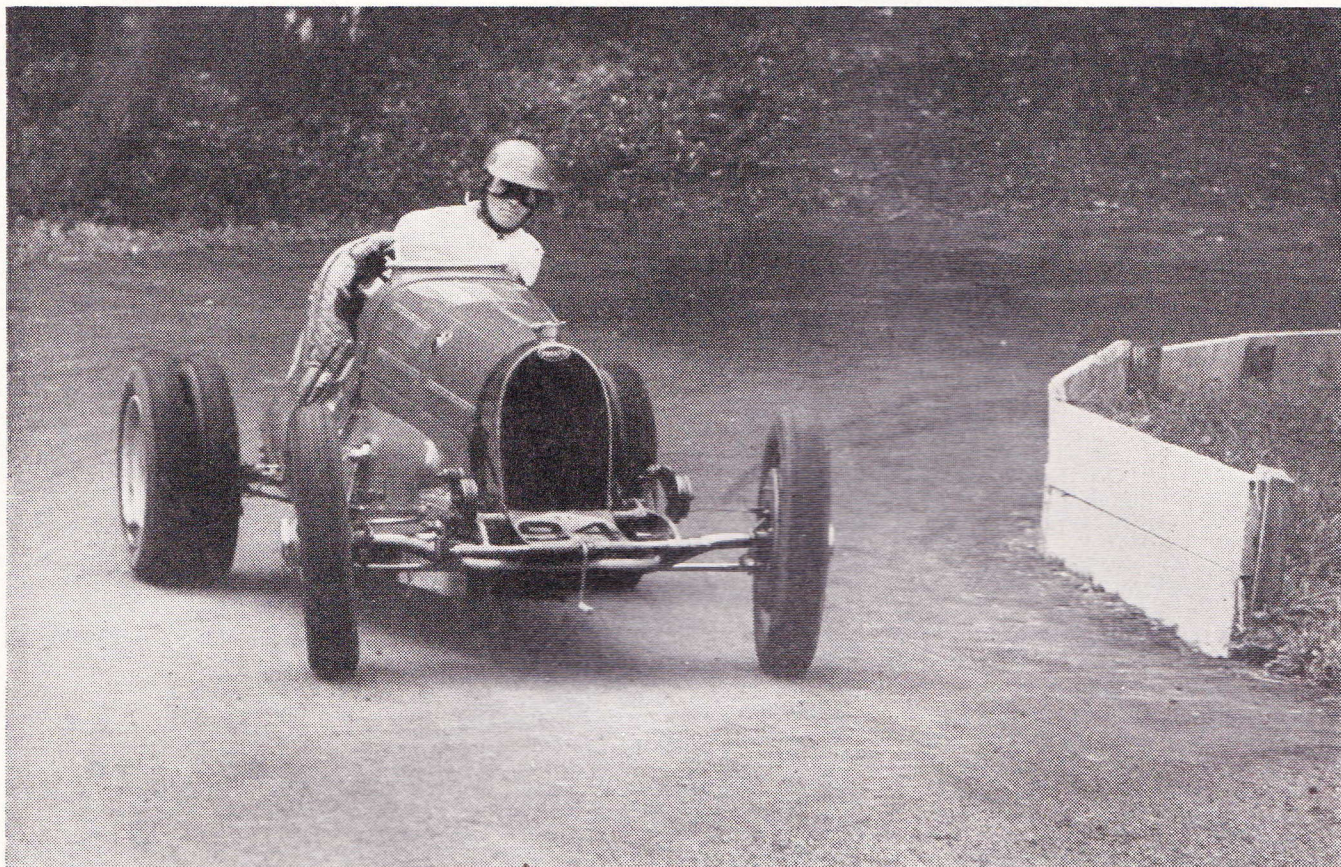
Frank Le Gallais dominated the four or more cylinders 1½-litre S and 4½-litre U/S racing class with his beautifully-made Jaguar-engined special. The Jerseyman, a stranger to the hill, achieved 46.44. S. J. Smith (Bugatti), with 49.27, was the only other competitor in this class to break 50 secs.

Although Stirling Moss (Cooper-Alta) won the F2 category with a faultless 46.48 secs., Horace Gould (Cooper-Bristol) put up the most exciting runs. With arms going like pistons, the Bristol

STANILAND CUP winner, Stirling Moss comes through the Esses with his SU fuel-injection Cooper-Alta. He made second B.T.D. with a Cooper-J.A.P.







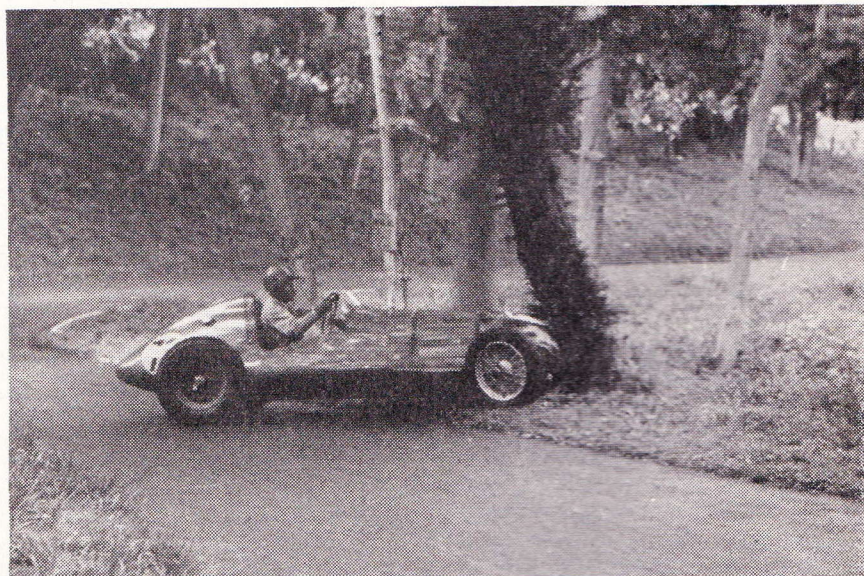
**FASTEST BUGATTI:** (Above) Once again Peter Stubberfield put up best time of the day of the marque. Here he is at Orchard Corner.

**BONK!** Horace Richards tries conclusions with a tree in his H.A.R.

man urged his little car up in 47.19—probably the quickest run at any Prescott meeting by a Cooper-Bristol. Peter Walker tried hard to better Moss's time, but his best with Rob Walker's Connaught was 47.10, giving him second place. Horace Richards (H.A.R.) clouted a tree on his second run, had the bashed nose repaired, and achieved an excellent 50.30 on his third attempt. George Abecassis returned 49.15 with his H.W.M.

The F3 class was the second leg of the B.O.C. Championship. Austen May (Cooper) did 47.63, which, with his earlier 46.59, was sufficient to give him an aggregate lead of .85 sec. over D. Boshier Jones who made B.T.D. in the class with 47.18. Times around 47 and 48 secs. were fairly frequent. Moss's best with the Cooper was 48.67, just .01 sec. slower than Les Leston. Mervyn Kearon got down to 48.25 with his cream Cooper; young R. A. Anderson (Cooper) managed to break "50" on two runs; Ivor Bueb (Arnott) was good with 48.89; Clive Lones (Cooper) stormed up in 47.69, but Col. Arengo (Arengo) was quicker with 47.58.

Stubberfield's Bugatti must surely be able to climb Prescott on its own, as, like the farmer's horse, it must know every inch of the road. "Stub" was unapproachable in the four or more cylinders *Formule Libre* section, with two runs



of 46.70 secs., compared with the 48.80 achieved by runner-up Dick Henderson.

The two or three cylinders category was indeed a battle of the Cooper twins. Les Leston opened with a fine 46.77, Dick Henderson did 47.28. These times were completely eclipsed by Michael Christie whose first effort occupied only 44.81. Moss's first try took 47.15, and Nancy Mitchell in the same car returned 53.98. This machine was also driven by John Cooper and A. Rivers-Fletcher, and one lost count of the number of times it went up and down the hill.

Bertie Bradnack set off smartly in his supercharged Cooper, only to return even

more smartly downhill. Michael Christie in the same car, turned round at Orchard and also returned to the finish.

As the road dried, times improved. Leston got down to 46.57, and Christie did 44.39 to make certain of B.T.D. Moss progressed to 46.35, and Rivers-Fletcher returned an excellent 47.89. Bill Sleeman (Cooper) spanked up in 46.71, but Jerseyman W. D. D. Knight (Cooper) was .09 sec. faster. Col. Arengo, in the only non-Cooper entry (Instone's Djinn being a non-starter), had trouble after a promising first run of 48.93.

Thus the curtain went down on Prescott's most successful season. Despite



## THE LONDON RALLY

(Left) Ladies' award winner, Nancy Mitchell, at Pardon Hair-pin with the "works" Cooper-J.A.P.

(Below) Gaining altitude — Ted Lloyd - Jones's aero-engined Triangle on the way up to the finish.

NOVICE Award winners in the London M.C.'s recent London Rally were: Class 1A, C. R. Cowlin/D. H. Crawford (1,250 M.G.), 88 marks lost. Class 1B, T. A. G. Wright/P. A. Gundry-White (1,486 Jowett), 158. Class 1C, R. Cockle/R. C. Foyster (2,267 Sunbeam-Talbot), 150. Class 2A, B. Day/R. Mellor (1,200 Austin), 115. Class 2B, L. R. Crawley/Capt. E. T. Jamieson (1,911 Citroën), 93. Class 2C, K. W. Monk/P. H. Dunstone (2,267 Sunbeam-Talbot), 67. Class 3 (two awards) F. Defty/W. Casson (918 Morris), 185; and E. M. L. Latham/J. O. Arnold (918 Morris), 151.

delay when the timing apparatus became troublesome, the B.O.C. spirit prevailed and the big crowd had plenty of first-class sport to watch. One must be grateful to officials, many of whom were at their posts before 8 a.m., and only packed up when darkness fell.

Harry Sutcliffe, who had telephoned for a break-down lorry to remove his crashed Frazer-Nash, had the shock of his life when the vehicle arrived; it was a tank-transporter!

## PRESCOTT RESULTS

**Birkett Challenge Trophy and £50:** Best time of the day: Michael Christie (1,107 Cooper-J.A.P.), 44.39 secs.

**Staniland Trophy and £50:** Fastest F2 car: Stirling Moss (1,960 Cooper-Alta), 46.48 secs.

**Fastest Unsupercharged Car:** Michael Christie (Cooper-J.A.P.), 44.39 secs.

**Second Best Time of the Day:** Stirling Moss (Cooper-J.A.P.), 46.35 secs.

**Fastest Sports Car:** Peter Walker (C-type Jaguar), 49.69 secs.

**Fastest Lady Driver:** Mrs. Nancy Mitchell (Cooper-J.A.P.), 51.78 secs.

**B.O.C. 500 c.c. Hill-climb Championship:** C. A. N. May (Cooper), aggregate 94.22 secs.

Classes  
Racing Cars

**1,500 c.c. S and 4,500 c.c. U/s** (4 or more cylinders): 1. Frank Le Gallais (3,442 Gallais Spl.), 46.49. 2. S. J. Smith (1,492 Bugatti S), 49.27. 3. G. P. Shea Simonds (1,074 Rapier S), 51.44.

**Formula 2:** 1. Stirling Moss (Cooper-Alta), 46.48. 2. Peter Walker (Connaught), 47.10. 3. Horace Gould (Cooper-Bristol), 47.19.

**Formula 3:** 1. D. Boshier-Jones (Kieft), 47.18. 2. C. G. Arcaeo (Arenco), 47.58. 3. C. A. N. May (Cooper), 47.63. 4. Clive Lones (Cooper), 47.69.

**Formule Libre:** 1. Peter Stubberfield (2,261 Bugatti S), 46.70. 2. C. S. Henderson (2,270 Bugatti S), 48.80. 3. J. Berry (2,300 Bugatti S), 49.73.

**Formule Libre (2 or 3 cylinders):** 1. Michael Christie (1,107 Cooper-J.A.P.), 44.39. 2. Stirling Moss (1,100 Cooper-J.A.P.), 46.35. 3. Les Leston (1,100 Cooper-J.A.P.), 46.57. 4. W. D. D. Knight (1,098 Cooper-J.A.P.), 46.68.

**Bugatti Handicap:** 1. F. J. Somerset (Type 37), rec'd. 13.25 secs., 44.19. 2. John Varr (Type 57), rec'd. 19.01 secs., 45.90. 3. A. F. Eminson (Type 37A), rec'd. 6.14 secs., 46.17.

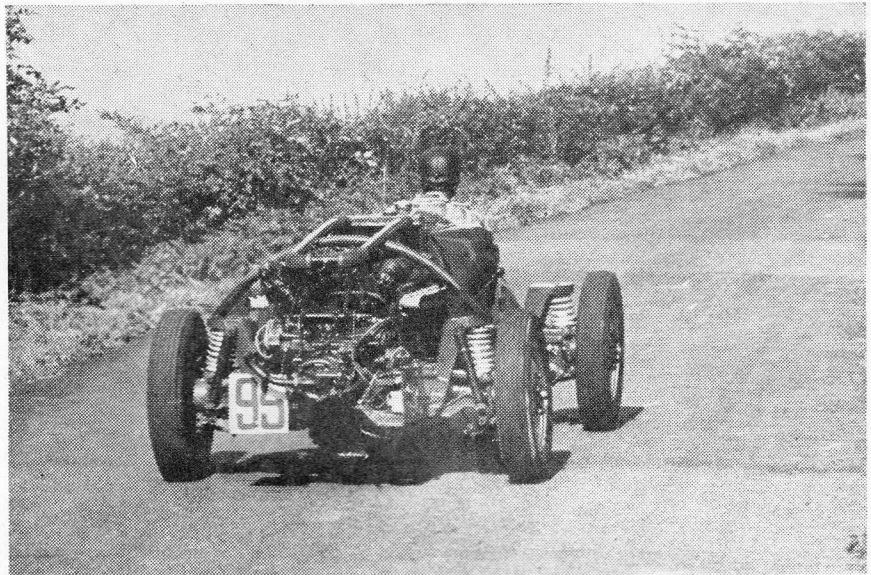
## Sports Cars

**Up to 1,100 c.c. U/s:** 1. G. P. Taylor (M.G.), 53.52. 2. W. A. Cleave (Morris Spl.), 55.46. 3. W. H. Morice (Riley), 56.03.

**1,101-1,500 c.c.:** 1. Peter Hughes (Tojeiro-J.A.P.), 50.55. 2. Gerry Ruddock (Lester-M.G.), 50.69. 3. Peter Gammon (M.G.), 51.41.

**1,501-3,000 c.c.:** 1. Dennis Poore (Aston Martin DB3 S), 50.16. 2. R. Wyatt (Frazer-Nash), 50.64. 3. W. S. Perkins (H.R.G.-BMW), 53.13.

**Over 3,000 c.c.:** 1. Peter Walker (C-Type Jaguar), 49.69. 2. W. Coleman (Jaguar), 50.09. 3. George Abecassis (H.W.M.), 50.35.



## SNETTERTON SPRINT

A FIELD of 30 varied cars assembled at Snetterton for the Eastern Counties M.C.'s Closed Speed Trials last Saturday. Competitors ran in pairs over a half-mile straight course, and in the first class, up to 1,500 c.c., open, Bert Gosling's low Austin-Buckler with 31.6 secs. brought a temporary end to Don Moore's supremacy, while Moray Rash (M.G.) was a close third with 32.6 secs. Up to 1,500 c.c., closed, found Berwick Goddard's Jupiter a shade faster than Bert Westwood's (the latter quite visibly not in 100 per cent. condition), and Javelin, Hillman and Wolsey were doing battle further down the scale.

After deductions for non-starters, three Healeys alone graced the next class, of which fastest was the "Silverstone" of F. Jarvis (29.8 secs.) by  $\frac{1}{8}$  sec. from Charles Boulton's similar car. Among the closed cars in the same category Jimmy Risk out-Zephyred Dick Barton; Mesdames Ozanne (Sunbeam-Talbot) and Reeve (Zephyr) returned equal times, and Ray Playford's Healey at 34 secs. was fastest by  $\frac{1}{8}$  sec. from Mike Hurlock (Bristol 400).

The "over 2,500, open" class was expected to provide B.T.D., and Bill Black in Stan Boshier's Jaguar set the pace with 27.1 secs. to the 27.2 returned by Slim Coe in the Wozzley Allard. Coe seemed to get away rather slowly, and Peter Wozzley's arrival on the line

matched against the same XK, driven now by Graham Hoare, was watched with great interest. Off they went, and the results came through: Wozzley—27 secs., Hoare—27.4.

In the second runs the Gosling/Moore duel ended in gearbox trouble for the former and a class win for Moore's M.G. at 30.8 secs.; Goddard, Jarvis and Playford confirmed their class wins with Jupiter and Healeys respectively.

Came the big boys—but woe to Wozzley—his car was overheating and did not appear. Bill Black clipped a tenth of a second off his first run time, making him equal fastest at 27 secs., and it really looked as if the Norwich Cup would have to be cut 'in two; until Graham Hoare took the same car from a virtually perfect start to record 26.8 secs. and Best Time of the Day.

## Results

**Up to 1,500 c.c., open:** D. Moore (M.G.), 30.8 secs.

**Up to 1,500 c.c., closed:** R. B. H. Goddard (Jupiter), 34.6.

**1,500-2,500 c.c., open:** F. E. Jarvis (Healey Silverstone), 29.8.

**1,500-2,500 c.c., closed:** R. G. Playford (Healey), 34.

**Over 2,500 c.c., open:** G. H. Hoare (Jaguar XK 120), 26.8. B.T.D.

**Over 2,500 c.c., closed:** W. A. Cox (Jaguar Mk. VII), 32.2.





*LOSER LEADS WINNER: Marcel Becquart in the Jowett Javelin which was excluded for having a non-standard exhaust system, leads eventual Tulip Rally winner Graf van Zuylen van Nijvel during the tests at Zandvoort.*

*John Bolster Tests*

## THAT TULIP RALLY JAVELIN

IT is always interesting to try a car which has been "in the news". Of recent months, there has surely been no more sensational story than Marcel Becquart's disqualification in the Tulip Rally, which vitally affected the results. He drove what was outwardly a standard 1953 Jowett Javelin, except for the usual elaborate rally equipment, and he certainly put up an electrifying performance with it. Unfortunately, the sleuths discovered that the exhaust system had some trifling modification, and that is, apparently, against the rules.

Thus, the organizers had no alternative but to exclude poor Becquart, though he was probably unaware of the slightly non-standard pipe. Anyway, the Javelin in Tulip tune, and with its extra equipment, is now on the market. My friend, Robin Richards, recently offered to lend it to me for a few days, and so I repaired to the showrooms of Messrs. Richards and Carr, at 35 Kinnerton Street, S.W.1, where the vehicle is on view.

There, I found a bronze coloured four-door saloon, which had none of that "porcupine" look so common among rally cars. The powerful Marchal headlamps fitted into the normal mountings, and a fog lamp of the same make was clipped unobtrusively to the bumper. There was built-in defrosting of the rear window, and the windscreen also had this provision. There were innumerable extra pockets and lockers, too, some of them labelled rather amusingly in French as well as English.

The most noticeable alteration was in the seating, for a bench-type front seat had replaced the usual separate arrangement. It had a permanent central arm rest so that the driver and passenger were held in their proper places, however violent the manoeuvres in progress. The principal object of all this was to allow the passenger to sleep. He was provided with a comfortable

head rest, an aircraft-type safety belt, a foot rest, and padding at strategic points. In fact, the machine had all the equipment which an experienced competitor could desire.

As far as the car was concerned, it would appear that the engine was of virtually standard Series III specification, but most carefully balanced and assembled. It did not pink on normal pump fuel, but it certainly revved with exceptional freedom. One might say, in fact, that this vehicle gave the best of both worlds, for it had most of the performance of a Jupiter, while offering the much greater passenger accommodation of a Javelin.

On the road, the Jowett got along in fine style. I think that the suspension may have been somewhat stiffened, for certainly one could fling the car around in a most violent manner without appreciable rolling. Having checked the speedometer, which showed only a small degree of optimism, I took some acceleration figures. As a mean of runs in both directions, I was able to record a 0-50 m.p.h. time of 13 $\frac{3}{8}$  secs., and for 0-60 m.p.h. 19 $\frac{1}{2}$  secs. were occupied.

The Javelin has a steering column gear change, which is as good an example as any I have handled. Nevertheless, I shall always prefer a floor-mounted lever, on the right (*à la* Rolls-Royce) for choice, but a good central control (Bristol fashion) can be very pleasant. However, if one must follow the modern style, the rigidity of construction and low frictional losses of the Jowett design ensure that precise control which is essential for rally tests.

To drive, this is a small, narrow car, and it can be taken through quite heavy traffic at apparently impossible speeds. Naturally, there is a temptation to

*(Continued on page 408)*



# VARIETY

**MAXIM RISE:** (Left) Stuart Lewis-Evans (Cooper) leading Don Parker (Kieft), George Wicken (Cooper), Eric Brandon (Cooper), Stirling Moss (Cooper) and Les Leston (Leston) in the fiercely-fought final of the F3 race.

**FORMULA 3 TUSSELE:** (Below) George Wicken (Cooper), Charles Headland (Martin-Headland), Stirling Moss (Cooper) and Reg Bicknell (Staride) in Heat 2 of the F3 event, at Ramp Bend.



## THE RESULTS

### Formula 3

#### Redex Challenge Trophy

**Heat 1:** 1, Don Parker (Kieft), 8 mins. 32.2 secs., 68.39 m.p.h. 2, Ivor Bueb (Arnott), 8 mins. 37.2 secs. 3, J. K. Brise (Arnott), 8 mins. 38 secs. 4, G. Fenning (Staride). 5, Don Truman (Cooper).

**Heat 2:** 1, Stuart Lewis-Evans (Beart-Cooper), 8 mins. 25.2 secs., 69.34 m.p.h. 2, Stirling Moss (Cooper), 8 mins. 32 secs. 3, George Wicken (Cooper), 8 mins. 34 secs. 4, Reg Bicknell (Staride). 5, J. Russell (Cooper).

**Heat 3:** 1, Les Leston (Leston Spl.), 8 mins. 36.4 secs., 67.83 m.p.h. 2, Eric Brandon (Cooper), 8 mins. 36.4 secs. 3, Bob Gerard (Cooper), 8 mins. 37.6 secs. 4, Don Gray (Kieft). 5, Rodney Nuckey (Cooper).

**Final:** 1, Stuart Lewis-Evans (Beart-Cooper), 11 mins. 52 secs., 70.28 m.p.h. 2, Don Parker (Kieft), 11 mins. 52.2 secs. 3, Les Leston (Leston Spl.), 12 mins. 4 secs. 4, George Wicken (Cooper), 12 mins. 2 secs. 5, Eric Brandon (Cooper), 12 mins. 2.4 secs.

**Fastest lap:** Leston, 1 min. 9.8 secs., 71.69 m.p.h. (New F3 record).

**Consolation Race 1:** Jack Westcott (Kieft), 12 mins. 38.2 secs., 66 m.p.h. 2, A. Cowley (Cooper), 12 mins. 51.4 secs. 3, N. Berron-Johnson (Martin), 12 mins. 42.6 secs. 4, L. Lewis-Evans (Cooper), 5, Harold Daniell (Emeryson).

### Formula 2

**Race 1:** 1, Stirling Moss (Cooper-Alta), 11 mins. 48 secs., 70.68 m.p.h. 2, Tony Rolt (Connaught), 11 mins. 48.4 secs. 3, Bob Gerard (Cooper-Bristol), 12 mins. 4.4 secs.

**Race 2:** 1, Moss (Cooper-Alta), 11 mins. 36.4 secs., 71.86 m.p.h. 2, Rolt (Connaught), 11 mins. 38.8 secs. 3, Ron Flockhart (Connaught), 12 mins. 4.4 secs.

**Aggregate:** 1, Moss, 23 mins. 24.2 secs. 2, Rolt, 23 mins. 27.2 secs. 3, H. H. Gould (Cooper-Bristol), 24 mins. 12 secs. 4, Rodney Nuckey (Cooper-Bristol), 24 mins. 12.2 secs. 5, B. C. Ecclestone (Cooper-Bristol), 25 mins. 41.4 secs.

**Fastest lap:** Flockhart, 1 min. 8 secs., 73.59 m.p.h.

### Sports Cars

**Up to 1,500 c.c.:** 1, Bob Said (1.3 Osca), 12 mins. 58.2 secs., 64.30 m.p.h. 2, Michael Keen (Kieft-M.G.), 13 mins. 4.8 secs. 3, David Blakely (H.R.G.), 13 mins. 12.6 secs. 4, Reg Bicknell (Tojeiro-M.G.). 5, Donald Beauman (Riley).

**1,501-2,500 c.c.:** 1, Michael Keen (Cooper-Bristol), 12 mins. 38.2 secs., 66 m.p.h. 2, Cliff Davis (Tojeiro-Bristol), 12 mins. 54.4 secs. 3, Ian Burgess (Kieft-Bristol), 12 mins. 51.8 secs. 4, Tony Crook (Cooper-Bristol). 5, Jim Mayers (Frazer-Nash).

FOR a long, long time to come Londoners will talk about the exciting racing seen during last Saturday's closing meeting at Crystal Palace, organized by the Half-Litre Club. Reigning "king", Tony Rolt (Connaught) had to give best to Stirling Moss (Cooper-Alta) in both F2 events. Ron Flockhart (Connaught) made fastest lap, to equal Roy Salvadori's record established during the July meeting.

The F3 races were fiercely disputed, and Stuart Lewis-Evans in the Francis Beart Cooper won the final after a 10-lap duel with Don Parker (Kieft), in the fastest 500 c.c. race to be run on the circuit.

Mike Keen, in Bob Chase's Cooper-Bristol, won the 1,501-2,500 c.c. sports car event from Cliff Davis's Tojeiro. American driver

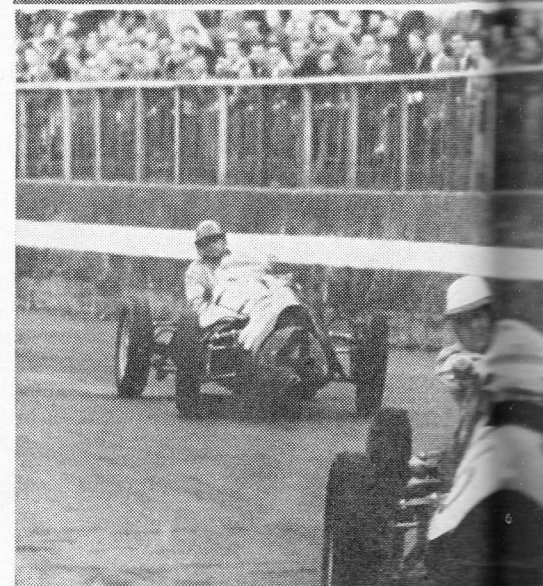
Bob Said (Osca) defeated Britain's fastest 1½-litre cars in the up to 1,500 c.c. race to score the first victory by an overseas competitor since the "Palace" was reopened.

\* \* \*

**BEST** practice time was put up by Stirling Moss in his SU fuel-injection Cooper-Alta, with 1 min. 6.2 secs. (75.59 m.p.h.)—an unofficial lap record. Not far behind was Tony Rolt (Connaught) with 1 min. 6.6 secs. Other good times were recorded by Ron Flockhart (Connaught) and Rodney Nuckey (Cooper-Bristol) with 1 min. 8.6 secs. and 1 min. 8.8 secs. respectively.

Moss (Cooper) was fastest in the F3 category with 1 min. 9.4 secs., followed

**FORCEFUL:** (Right) Horace Gould, whose energetic driving was a feature of the "Palace", hurls his Cooper-Bristol round Ramp Bend, watched by Bob Gerard—also Cooper-Bristol.





# AT THE "PALACE"

Stirling Moss and Tony Rolt in Thrilling F2 Battles—Stuart Lewis-Evans Again  
 Triumph—Sports Car Victories for Michael Keen (Cooper-Bristol) and Bob Said  
 (Osca)—Les Leston Breaks F3 Lap Record

by Stuart Lewis-Evans (Cooper), 1 min. 10 secs., and Eric Brandon (Cooper), 1 min. 10.4 secs. Horace Gould (Cooper-Bristol) was best of the 1½-litre sports car brigade with 1 min. 15.4 secs., whilst Cliff Davis (Tojeiro) registered 1 min. 12.8 secs. to head the larger capacity class.

Before a satisfyingly large crowd, Don Parker (Kieft) won the opening F3 heat for the Redex Challenge Trophy by 5 secs. from Ivor Bueb's Arnott, which was ½ of a second ahead of J. K. Brise's Arnott, to make it a swing-axle 1-2-3.

The first F2 race was a sizzler. Unfortunately Flockhart's engine proved recalcitrant and the Scotsman retired without completing a lap after trouble in

starting. Horace Gould (Cooper-Bristol) made a lightning getaway, but the "Gonzalez of the West Country" was overtaken by both Moss and Rolt. The first-named came through 3½ secs. ahead, with Gould, Nuckey and Gerard—all Cooper-Bristols—close behind. Nuckey overdid things at the Alley, ran off the road but regained it without any further incident, losing his place to Bob Gerard.

Moss increased his lead over Rolt, and at half-distance (five laps) was 5½ secs. ahead, with Gerard firmly in third place, and a hectic duel going on behind featuring Gould and Nuckey. Then, imperceptibly at first, Tony Rolt began to gain on the Cooper-Alta. Moss's engine was losing oil, and his feet kept slipping off the pedals. On the last lap, Rolt tried all he knew to pass coming down New Link, but the superior acceleration of the fuel-injection car was more than capable of holding off the "carburetter" Connaught. Rolt never gave up, and the two cars crossed the finishing line only ⅛ sec. apart, with Gerard third.

Second heat of the F3 event saw some virtuoso driving by Stuart Lewis-Evans (Beart-Cooper) who was fiercely challenged by George "C'est si bon" Wicken (Cooper). Moss (Cooper) eventually managed to overtake Wicken, but could do nothing about the flying Lewis-Evans, who, like Moss, emitted nitromethane-smelling fumes from his exhaust. Bick-

*LONDON TROPHY: (Below) Stirling Moss (Cooper-Alta) and Horace Gould (Cooper-Bristol) leap into the lead, followed by Rodney Nuckey (Cooper-Bristol), Tony Rolt (Connaught), Bob Gerard (Cooper-Bristol), Bernard Ecclestone (Cooper-Bristol) and J. H. Webb (Turner), with Nurse's H.W.M., Emery's Emeryson-Aston and Flockhart's Connaught in the distance.*

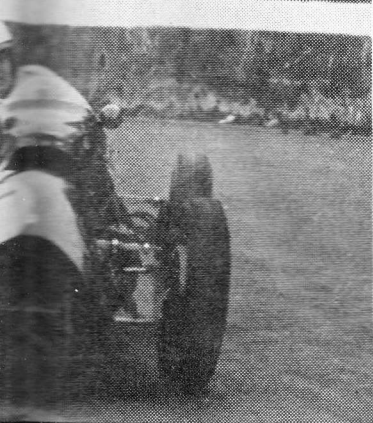
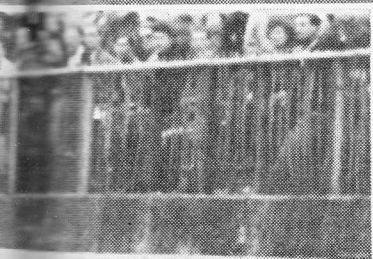
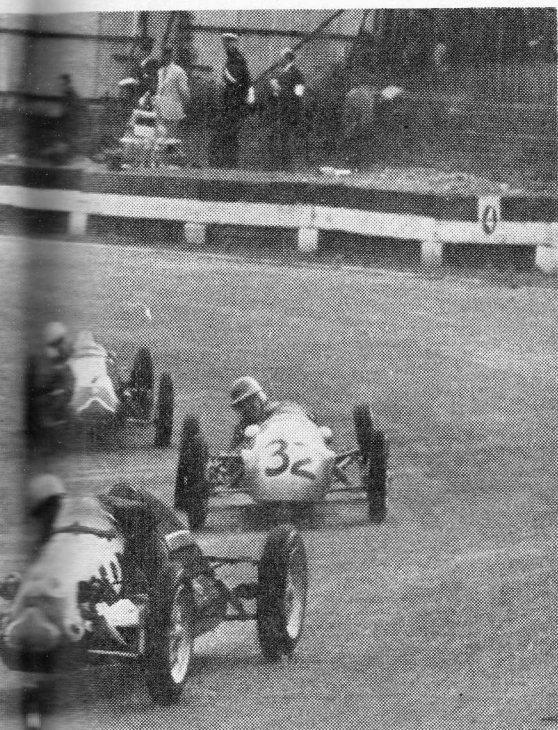
nell's yellow Staride occupied fourth place.

Despite ballyhoo in the daily Press concerning Leston's "Silent Special", his Norton engine crackled as loudly as ever for him to win by a tyre-tread from Eric Brandon (Cooper). The finish was most exciting. Brandon made a tremendous effort to take the light green Leston Special down the New Link, and both cars appeared to dead-heat across the line. Similar times were recorded, but the judges' verdict was in favour of Leston. Very close behind came Bob Gerard (Cooper), and then Don Gray (Kieft). Ken Smith deserted his usual Smith "500", and took the wheel of Biss's Cooper.

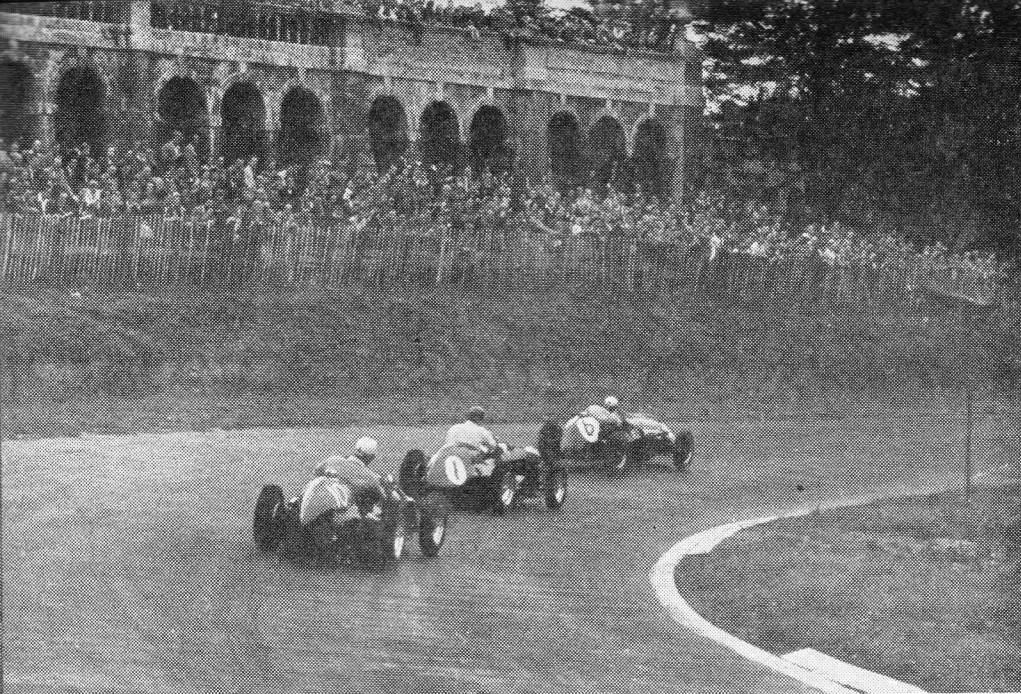
Now came the second F2 race, with Moss, Rolt and Flockhart occupying the front row—two fuel-injection cars versus a "carburetter" machine! Once again the enterprising Gould took the initial lead, but was passed by Moss on the back leg. When the cars came through on lap 1, it was Moss leading by about 100 yards, followed by Gould, Rolt, Flockhart, Nuckey, Gerard and Ecclestone.

Rolt managed to squeeze ahead of Gould on lap 2, and one tour later Flockhart came up to third place and set about overtaking the rival Connaught. Moss held a lead of about 3 secs. consistently, whilst Rolt and Flockhart became involved in a proper ding-dong behind. Gerard's dampers became u/s, and his Cooper-Bristol bucked about most alarmingly. Rolt cut nearly a second off Moss's lead and Flockhart dropped behind slightly. However, the Cooper-Alta was flagged by Ken Gregory for the second time that day with Rolt runner-up and Flockhart third.

In the final of the Redex Trophy Race, Stuart Lewis-Evans (Cooper) made a superb start, and led the entire field up Anerley Ramp, with Don Parker (Kieft), George Wicken (Cooper), Stirling Moss (Cooper), Les Leston (Leston), Eric Brandon (Cooper) and Reg Bicknell (Staride) in a compact group behind. Young Lewis-Evans's driving was a revelation. Through Maxim Rise he was faster than anyone else, and actually increased his lead over Parker.





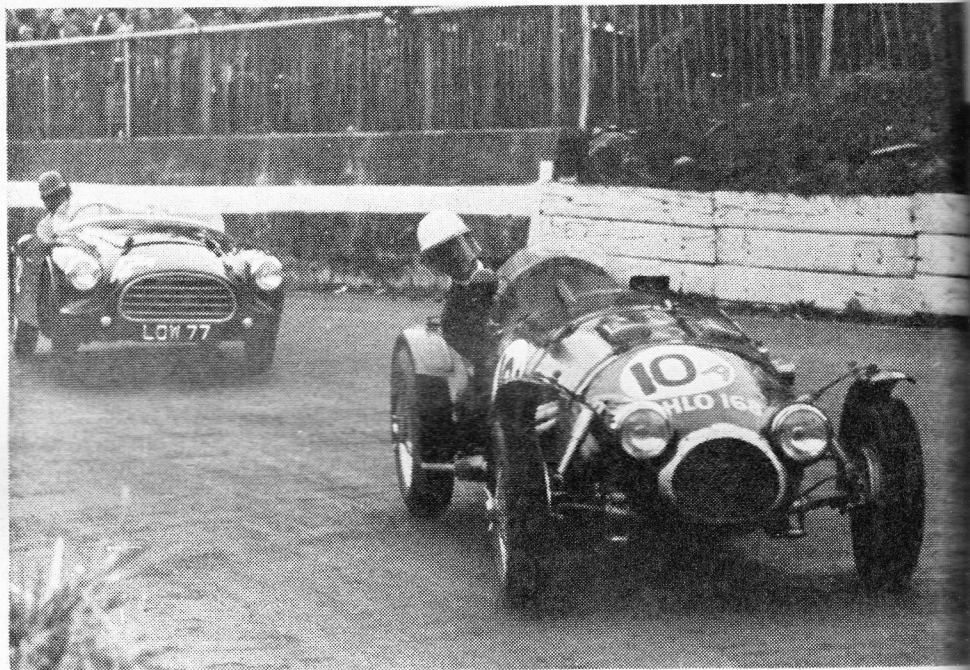


**LEADING TRIO:** (Above) Stirling Moss (Cooper-Alta) being tailed at South Tower Bend by Tony Rolt and Ron Flockhart (Connaughts) in the second F2 race.

**TWIN-CAM:** (Right) David Blakely's twin-o.h.c. H.R.G. being pursued by Reg Bicknell's Tojeiro-M.G. in the 1½-litre sports car event at Anerley Ramp.

Moss came up alongside Wicken, and passed him down New Link. Leston also managed to squeeze past, but Brandon dropped back slightly. Parker went all out to take Lewis-Evans—it was a real battle of the featherweights! On the “slow” bends the Cooper appeared to be much faster than the swing-axle car, and Parker could not get ahead. The unfortunate Moss stopped at Maxim Rise, his carburetter having dropped off, thus letting Leston into third place, followed by Wicken. Brandon and Bicknell dived merrily, the former managing to stay ahead. Bueb did a spot of grass-cutting, and nearly over-ran Gerard's Cooper as he regained the course.

Lewis-Evans grimly kept his lead, but in a last-second bid Parker all but caught him as they crossed the line, the verdict



going to the Cooper by  $\frac{1}{3}$  sec., at the excellent average speed of 70.28 m.p.h. Leston gained a well-earned third place,  $1\frac{1}{2}$  secs. ahead of Wicken, with Brandon fifth.

A consolation F3 race provided some thrilling racing when A. Cowley in his J.A.P.-powered Cooper took the lead from Jack Westcott (Kieft), N. Berrow-Johnson (Martin) and “Pop” Lewis-Evans (Cooper). Cowley determinedly held his advantage for three laps, but had to give best to Westcott's Norton-powered car. However, Berrow-Johnson, indulging in plenty of Continental-style fist-shaking, could do nothing about Cowley who held on to second place till the end. Lewis-Evans held off Harold Daniell's Emeryson to take fourth spot.

For the 1,501-2,500 c.c. sports car race, Mike Keen drove Bob Chase's Cooper-Bristol in place of Alan Brown. Cliff Davis (Tojeiro) got away first, but was almost immediately overtaken by Keen,

and the “Monkey Stable” driver settled down to give a faultless display, increasing his lead at the rate of over a second a lap from the “Toj”. Ian Burgess (Kieft), who mistakenly selected reverse at the start, began to come through to challenge first Tony Crook (Cooper-Bristol), whom he passed at half-distance, and then Davis. The Tojeiro appeared to have something odd wrong with the rear suspension, and was definitely dodgy on the bends. This didn't help Burgess, as he could not risk taking a car which was weaving all over the place.

Jim Mayers, in Sid Greene's highly-polished Frazer-Nash, was content to sit in fifth place behind Crook, but Frank Copeland dropped back with his 'Nash. Keen motored serenely on his way to win as he pleased, and Davis held second place ahead of a baffled Burgess. It

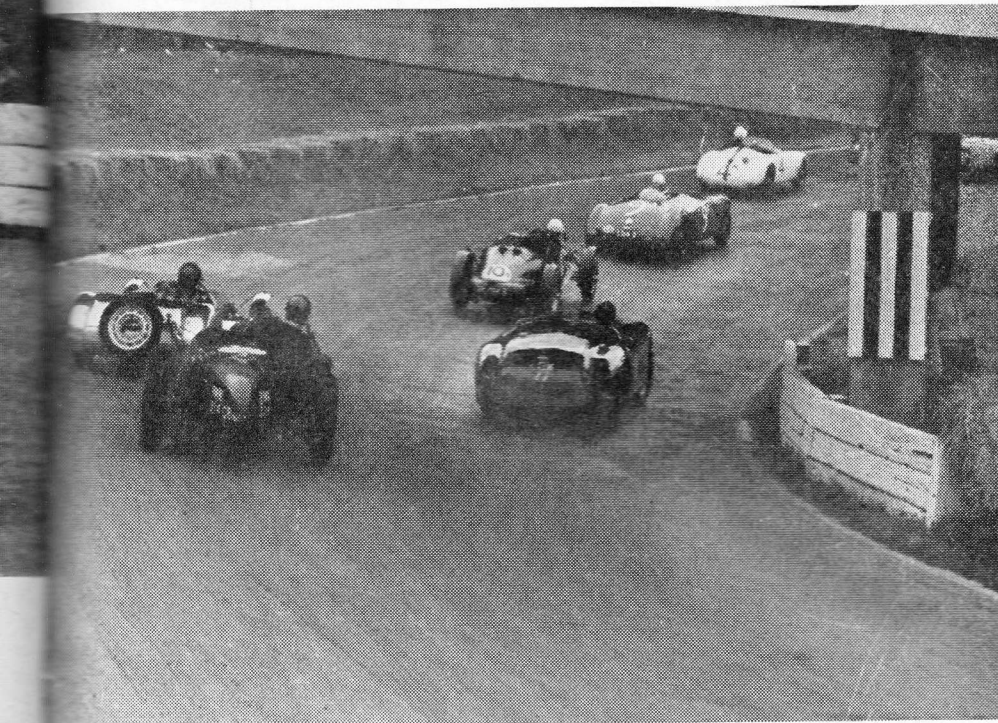
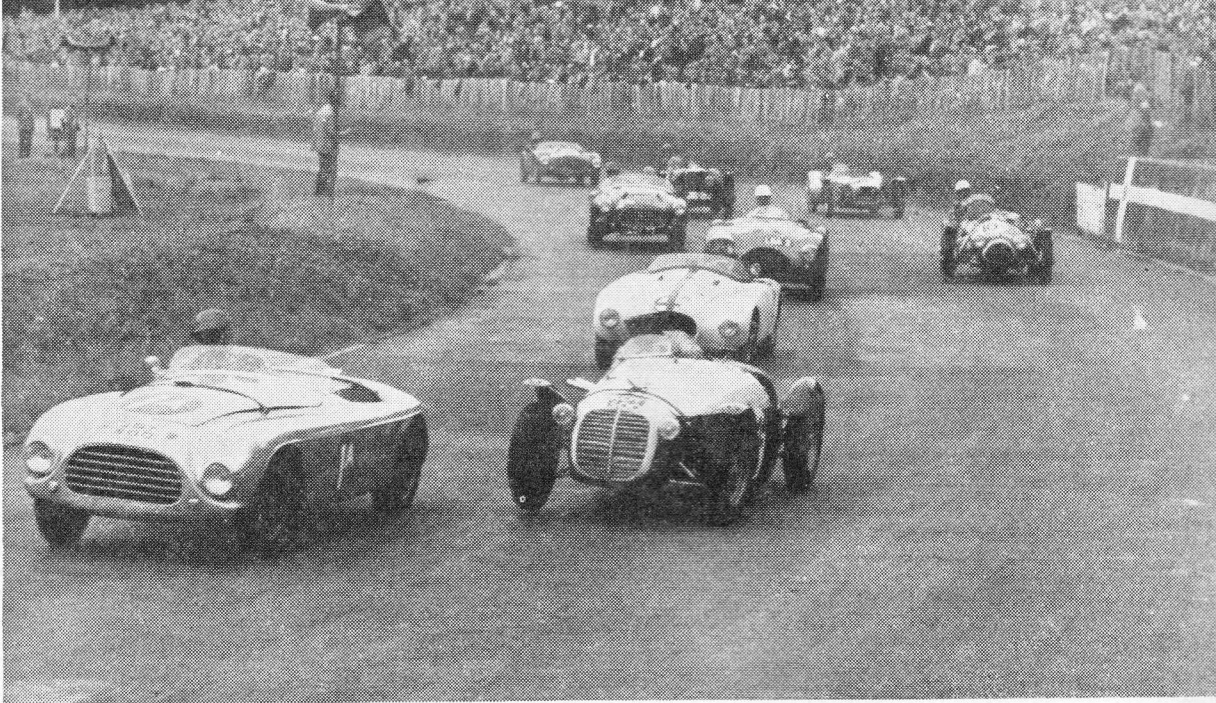


**BRISTOL-BATTLE:** (Left) Mike Keen (Cooper), winner of the 1,501-2,500 c.c. sports car race, snatches the lead from Cliff Davis (Tojeiro) and Tony Crook (Cooper), at North Tower Crescent.



**RAMP BEND:** (Right) Horace Gould (Cooper-M.G.) coming up to pass Cliff Davis (Cooper-M.G.) just after the start of the 1½-litre sports car race. Behind are Bob Said (Osca)—the eventual winner — Mike Keen (Kieft), David Blakely (H.R.G.), Reg Bicknell (Tojeiro), Don Beaman (Riley), Colin Chapman (Lotus) and Eric Brandon (Leonard-M.G.).

**RAMP BEND—contd.:** (Below) Gould takes the lead as Davis spins just out of the bridge, and Said swerves to avoid the gyrating JOY 500.



transpired that the Tojeiro had broken a wishbone, apparently unperceived by course observers. All starters in this race had Bristol engines!

Now came the battle of the fifteen hundreds. The inevitable Mr. Gould (Cooper-M.G.) thrust his way to the front. Davis (Cooper-M.G.) tried to overtake him, but spun completely round just beyond the bridge. Bob Said (Osca) seized second place, then overhauled Gould but was promptly passed by Mike Keen (Kieft-M.G.). Keen gradually extended his lead to 4½ secs. after four laps, then did things all wrong and spun off course, bashing the tail of his car. Brandon (Leonard-M.G.) did nearly two laps with only one wheel steering before he realized that something was wrong. Davis hopelessly tried to catch the rest of the field after his first-lap revolving act.

Keen began to close up on Said, but the American kept his head—and his lead. The Kieft came up almost level with its superior brakes, then fell away as the light Osca accelerated out of the curves. Meanwhile David Blakely was pushing his twin-cam H.R.G. round to good purpose, and passed Don Beaman's Riley into third place. Reg Bicknell (Tojeiro-M.G.) also managed to take the Riley, but could not get in front of Blakely, who heroically kept his bouncing "Hurg" on the road.

Bob Said, in Jack Frierson's well-raced little Osca, came home a popular winner, closely followed by Mike Keen and then David Blakely, who carefully felt all over himself to discover whether or not he was all in one piece.

So ended the Crystal Palace's first post-war season. The L.C.C. must have been pleased with the high quality of the

racing and, above all, by the large crowd. The Half-Litre Club's organization was first class in every way, there were no unhappy incidents, and the ambulance was called out only to deal with an unfortunate spectator who had a mild epileptic fit! G.

#### OCTOBER OULTON PARK MEETING

FORMULA 3 and motor-cycle races make up the programme for the first Oulton Park meeting open to the public on Saturday, 3rd October. The F3 race, to be run in two 15-mile heats and a 25-mile final, has Ninian Sanderson, Austen May, Vic Labrum and J. W. Burgoyne amongst entries so far received. The meeting begins at 1 p.m.

#### PEEBLES RALLY

THIS annual event of the Riley M.C.'s Scottish Lowland Centre by-passed Peebles entirely and, leaving from Kincardine Bridge on 6th September, went by Culross and Kelty, and over roads among the Ochils and into Stirlingshire to finish in Dollar. For the second time this year the Club Committee managed to arrange things so that the event was won on the road, and owners of older Rileys found they had to urge them along somewhat too enthusiastically.

Walter Campbell has been acquiring quite a reputation as a navigator but it was among those tarnished, although he did manage to get Jim Pearson's Sprite into third place. In the first section, David Jack pulled up his 2½-litre at a check manned by another 2½ Riley, only to discover it was the check point of some other club. Also in the first section Rae Falconer, the club's president, decided he knew the route better than his navigator. He didn't and it cost him 135 marks.

A map reference put the Peter on such normally capable Riley types as Bill Dennison and Bill Smith and it was left to Alistair Ross in his well-maintained and well-handled roadster to arrive in Dollar without a single penalty. Second and third men on the awards list were David Jack (2½ Saloon) with 90 penalties and Jim Pearson (Sprite).

A. N. F.



# CORRESPONDENCE

## That Bo'ness Mix-up

YOUR report on the Bo'ness hill-climb,  
Credits us with the fastest time,  
Though the picture we saw  
Put us out on the floor . . .  
A caption sans reason or rhyme!

PETER MURDOCH,  
Racing and Competitions Manager,  
Staride Racing Cars.

SOUTHAMPTON.

[Our apologies to all concerned for apparently ascribing Duck's Disease to Ninian Sanderson's Staride, and B.T.D. to Peter Hughes's Tojeiro. Captions were right, but blocks were transposed during the Press-night rush.—Ed.]

## Are We Too Pro-British?

IN answer to our American friend's letter (AUTOSPORT, 18th September) I must say that I found it just as repugnant as he apparently found the Editorial in question.

Mr. Nepola agrees that we have the resources to build a successful Grand Prix machine. So far, so good. As regards "grey matter", I suppose *anybody* can build a car as advanced as the B.R.M.! Just at the moment, I don't see the U.S.A. building a Formula car able to compete on equal terms with Italy or Germany.

On the matter of drivers, I cannot recall AUTOSPORT, or anybody for that matter, denying that the drivers he so cleverly mentions, belong to the class of the truly great. Their names will always be remembered; but perhaps Mr. Nepola has never heard of Wharton, Moss, Hawthorn, Rolt and Parnell, to name but a few. Give these chaps really fast cars, then stand back and watch. Hawthorn only beat three world champions in the French G.P. this year. Rolt and Duncan Hamilton only won the Le Mans 24 Hours. Moss only won the T.T. in two consecutive years.

We all (yes, even Great Britain) admire the Italians and their machinery, but we would be poor saps if we didn't support and encourage our own boys and their mounts.

PAUL T. BANNISTER.

CHESTERFIELD, DERBYSHIRE.

I FEEL compelled to reply to the letter from Gino Nepola, of Hackensack, New Jersey. The meaning of the first part of his letter is somewhat obscure, but I take it that he considers we in Britain have no brains. Perhaps a visit to Farnborough recently would have dispelled this absurd illusion. The fact is that in Italy the motor industry does not have so many others to compete with in securing the services of the most able men. If we could disregard the need for dollar-earning and divert some of the talent that has produced the Comet, Canberra, Hunter and Swift, amid many other fabulous names, to racing car development, we could sweep Italian and German competition off the map.

As to drivers, Mr. Nepola is obviously going by race results,

## John Bolster tests That Tulip Rally Javelin—continued

compare it with the Jupiter, though the two models are not really competitive. Of course, the room in the body is the Javelin's greatest virtue for rally work, but in other respects, the sports two-seater by the same maker comes into its own. Although both cars handle equally well on dry roads, the Jupiter has an incredible mastery of wet and greasy surfaces that neither the Javelin nor almost any other car can equal. Then, there's the question of engine accessibility, which is quite excellent for the speed model, but frankly mediocre in the machine under review. For the majority of users, however, a four-door saloon is the correct wear, and that is that.

This particular engine seemed to revel in high speed work, as a properly prepared competition unit should. 40 m.p.h. was easily exceeded on second speed, and a full 60 m.p.h. could be reached on third. The maximum velocity was just on the sunny side of "eighty", which is certainly good going for a roomy saloon with only 1½-litres to pull it. The small size of the power unit paid dividends in fuel economy, for 30 m.p.g. could be

confusing the ability of the driver with the speed of his car. Of course, British drivers (if we disregard the names of Segrave, Seaman and Hawthorn) don't appear much in G.P. results, as they just haven't got the cars. What makes his letter particularly annoying is that I bet he has never seen chaps like Moss, Rolt, Wharton, Gerard, Abecassis, Parnell, Collins, and co., in action anyway. If these drivers had the cars, G.P. results would be quite different.

HARROW, MIDDX.

PATRICK KELLY.

## BOOK REVIEW

Title: "Stirling Moss".

Author: Robert Raymond.

Size: 8½ in. x 5½ in. 195 pages. 60 photographs.

Publishers: Motor Racing Publications, Ltd., 81a Gray's Inn Road, London, W.C.1.

Price: 15s. net.

TO produce a biography of a racing driver still most actively and successfully pursuing his career, may seem curious, and perhaps an embarrassment to the subject himself, but in *Stirling Moss*, the author, Robert Raymond, starts off with a handsome explanation, justifying himself on the grounds that for Moss to win three Gold Stars in a row, leave alone his grand record of successes, is ample excuse for this book. And so it is, if *any* excuse is needed, for right from Chapter I we are plunged into a record of five years of Moss motor racing so exciting and absorbing that the book just cannot be put down.

Avidly reading on, one's admiration deepens for Stirling's ability, for his determination to succeed at his chosen *métier*, and for his father's consistent help in this aim; one realizes, too, just how much John Heath's H.W.M. team, of which Moss was a member, has meant to Britain's prestige in recent years, and how near they came to achieving brilliant success on occasions.

Moss's experiences with the B.R.M. are fully related, also the story of Alfa Romeo's and Ferrari's offers to him, and of his refusal of same on patriotic grounds. The chapter on Racing Tactics and Strategy is particularly interesting—but this intensely "live" and human book has never a dull page. As Stirling is but 23 now, one wonders how many similar works will follow, to chronicle the story of achievements surely yet to come.

C. P.

attained at reasonable cruising speeds, and even the most brutal driving failed to bring the consumption below the middle twenties.

The "flat-four" Jowett engine is not so unobtrusive as a good "in-line" unit, partly because it is largely of light-alloy construction. The exhaust has a typical and unusual sound, but curiously enough this particular example seemed quieter than standard. In spite of that, the future owner would be well advised to replace it with the normal manifold if he intends entering international rallies, for one disqualification is surely sufficient!

There remains the question of using a rally-equipped car for everyday motoring, and I would say that the attention paid to the lighting, demisting, and windscreen washing equipment would pay dividends compared with the less lavish arrangements of a standard car. I had no occasion to use the snow shovel or, for that matter, to strap my passenger down, but the extra lockers and pockets were a great convenience which any driver would appreciate.



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The  
world record breaking  
**AUSTIN-HEALEY 100**  
is fitted with



**CARBURETTERS AND PETROL PUMPS  
AS STANDARD EQUIPMENT**





# AUTOCROSS MAKES ITS NORTHERN DEBUT

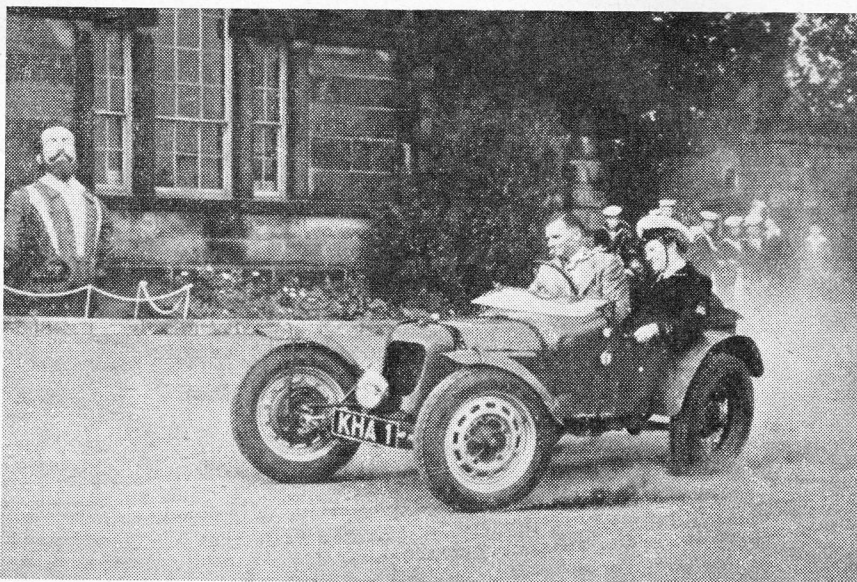
Joint Sheffield & Hallamshire/  
North Midland Clubs' "Try-Out"  
a Great Success

ON the invitation of Commander Ralph Holmstrom, C.O. of the Loxley (Sheffield) Sea Cadets, the Sheffield and Hallamshire and North Midland Motor Clubs organized a Test Trial and an Autocross last Saturday. The venue was Loxley Hall, the magnificent grounds of which, with tarmac drives and large quadrangles, were eminently suitable.

Two teams of seven per side were chosen to compete for the Cadet Trophy, with individual scores counting for B.T.D. The line-up was: Rodney Team: Mrs. B. Wilde, T. Alldred, P. Chapman, "Doc" Hardman, and the Harrisons, T. C., J. and E., versus the Collingwood Team: M. Wilde, D. Ackernly, P. Clegg, R. Maltby, D. Flather, K. Scales and F. Harrison. All were using full trials-type specials.

Before the afternoon's Autocross, four tests were run off, three on grass and one on tarmac. Test 1, the Relay Race, saw each competitor negotiating a line of eight pylons, then round a goal post, and back, to hand a baton over to the next runner. The Collingwood team won by a narrow margin from Rodney. Maurice Wilde was fastest in Test 2, comprising four garages back to back, three to be entered forward and one reverse.

"Jungle Capers" they called Test 3, a dicey-looking forwards and reverse affair set amidst trees and undergrowth. It drew plenty of spectators, who saw Denis Flather beating Doc Hardman for best time. Last test of all was the best, along a 200-yard tarmac path, through a



Ken Scales takes the Navy for a ride in one of the tests preceding the Autocross. The ship's figurehead on the left seems not to approve.

left-hand bend, round a pylon on loose rubble, then return to stop astride a line. Phil Chapman in his big Mercury came into his own here, but Hardman ran him close.

So to the Autocross. The course, a  $\frac{1}{4}$  mile long, was situated in a large field, the far bank of which formed a fine grandstand for the many spectators. Starting on the level to a fast left-hander, the course climbed steeply, along a ridge, then dived downhill to a fast right-hand bend; another steep ascent and descent followed, to stop astride a line. Cars ran singly around the taped course, against the clock, each doing two laps.

First attempt, after a preliminary tour of the course, was by Maurice Wilde—and seldom has a more terror-stricken countenance been viewed than that of his wife and passenger, Bunty Wilde, as the car plummeted downhill and streaked up the other side, rather like Wembley's "Giant Racer"! A skid on the last turn gave Maurice 2 mins. 6.8 secs.—a slower time than expected, but the spectators were seething with talk—this Autocross was something new, and how!

Next was Cuth Harrison, travelling solo and handling his little car like the

fine racing driver he was, with never a foot wrong. Time, 1 min. 17.8 secs., which nobody bettered, until Phil Chapman, forsaking his big car by reason of ground clearance, borrowed Harford III and knocked a second off Cuth's time. Three perfect runs followed. First was Ray Maltby's, who certainly went uphill quicker than most, and clocked B.T.D. in 1 min. 16.5 secs.; next came Doc Hardman, his blown Dellow yawling into second place with 1 min. 16.6 secs.; and then followed Edward Harrison's 1 min. 16.8 secs. No other competitor bettered 1 min. 20 secs.

After it was over, Denis Flather told AUTOSPORT that the first attempt could be regarded as highly successful, and that, with the co-operation of Commander Holmstrom, who was very enthusiastic, serious consideration would be given to the holding of several meetings per year, with pursuit races or, perhaps, two cars running at a time, once the course was passed by the R.A.C.

All concerned were much taken by Autocross, which certainly seems to provide racing "on the cheap", and to draw large crowds of spectators (if required?).

FRANCIS PENN.

## Results

B.T.D. in Autocross: Ray Maltby.

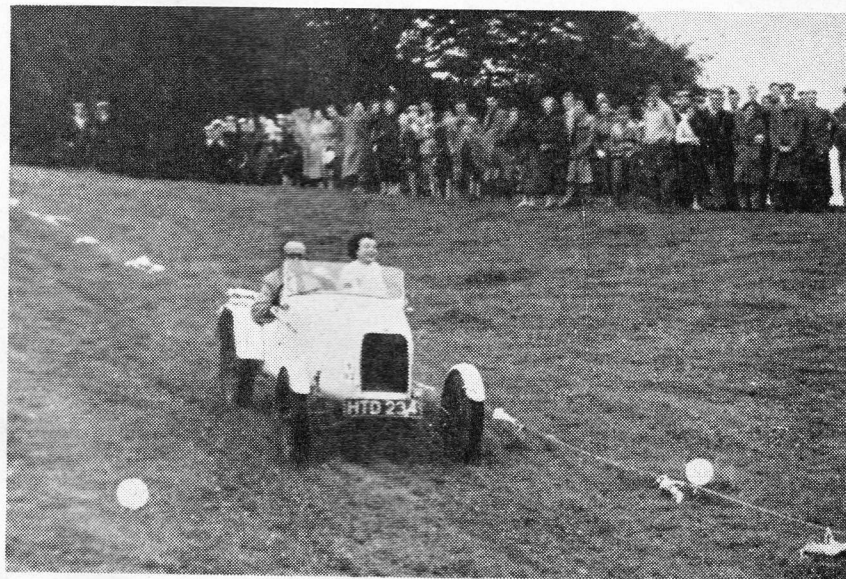
Tests and Autocross combined: 1, J. R. Hardman, 2, E. Harrison, 3, T. C. Harrison.

Team Placings: 1, Rodney, 34 mins. 30.2 secs. 2, Collingwood, 35 mins. 34.1 secs.

\* \* \*

## A.M. IDENTIFICATION

OUR A.M.O.C. Snetterton picture at the top of page 367 last week showed, not R. Fowler's Le Mans model following Miss W. G. Lewis's, but the 1930 "International" Aston Martin of M. R. Pestell.



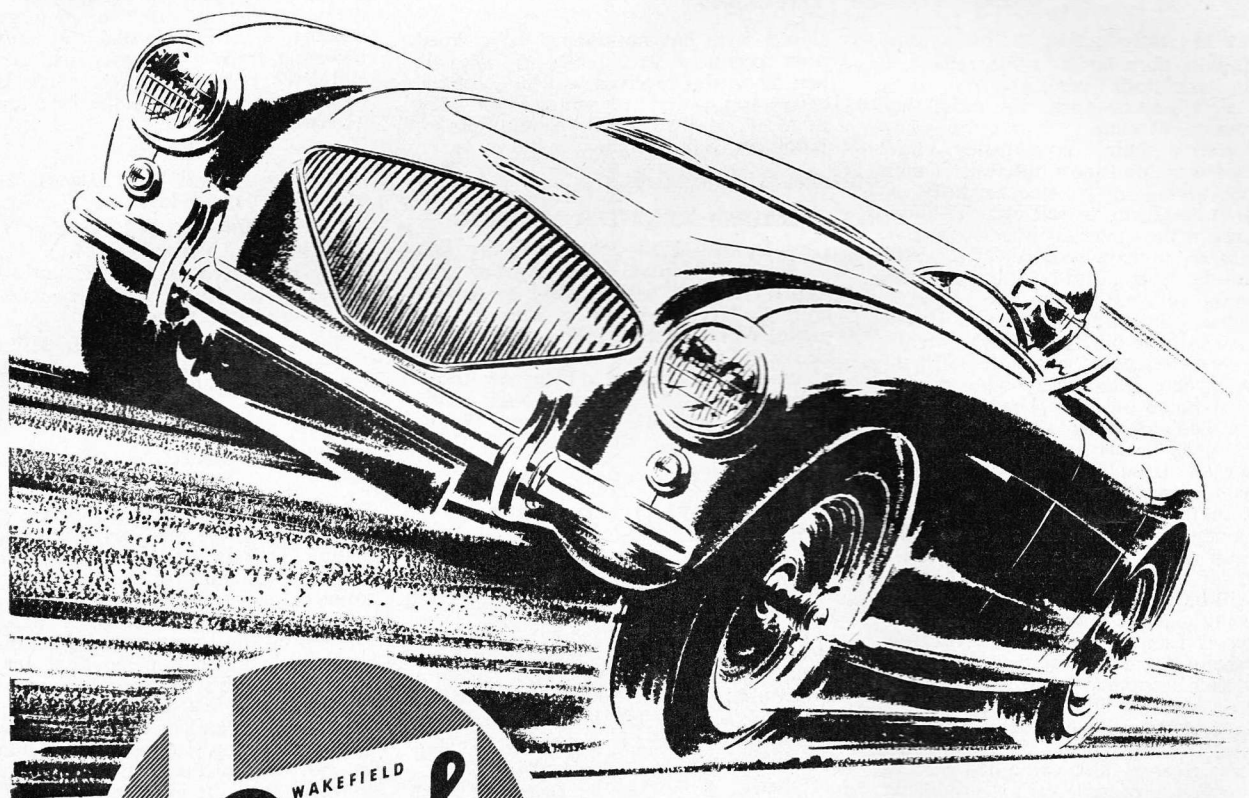
All eyes on Maurice Wilde (Ford) as he takes a downhill section of the Figure-of-Eight Autocross course.



# Austin Healey

## at 142.6 M.P.H

### CHOSE CASTROL



At Utah Donald Healey driving his Austin-Healey "100" reached a speed of 142.6 m.p.h. over the measured mile. Drivers: Healey, Eyston, Benett, Cooper, Moore and Spear broke over 100 International and U.S.A. Stock Car Records using Castrol XL. (9-16/9/53).

*Subject to official confirmation*

**THE MASTERPIECE IN OILS**



*SENTIMENTAL JOURNEY: Twenty-three Topolino Club members are driving Fiat "500s" to Turin, where they will be guests of the Fiat Company. Here the caravan are negotiating the Montcenisio Pass.*



**COVENTRY AND WARWICKS RALLY**

THE Annual Night Rally of the Coventry and Warwickshire Motor Club was held on Saturday, 5th September. Competitors started from Stonebridge at two-minute intervals from midnight onwards, and followed a 200-mile route to Weston-super-Mare at an average speed of 30 m.p.h. To reach the first control, drivers either had to cross the centre of Birmingham or bypass the city, and those who chose the latter route had the easier task, as the centre was closed for a fair.

All competitors checked in at the seven route controls and, owing to the excellent conditions throughout the night, nearly two-thirds of the entry were unpenalized at Weston-super-Mare. There, the "Monte Carlo" brake test saw best time shared by R. B. James, the eventual winner, and A. Rollason in an Allard saloon, winner of Class IV. D. A. Pattison stripped reverse gear of his Sunbeam-Talbot, bringing his participation in the rally to a premature conclusion. The second test involved reversing from a garage round a pylon and back into the garage. Mrs. D. R. Osborn (H.R.G.) made the best time of 11 secs.

**Results**

**Premier Award:** R. B. James (M. G. 1½ saloon), 1 mark lost.

**Up to 1,100 c.c.:** No award. **1,100-1,500 c.c.:** A. Whittaker (M.G. TD), 3. **1,500-2,500 c.c.:** J. M. Caunt (Ford Consul), 1. **Over 2,500 c.c.:** A. F. Rollason (Allard saloon), 2.

**Team Award:** M. T. Smith (Hillman), J. Horobin (1½-litre Riley), and D. Underwood (1½-litre Riley).

\* \* \*

**THE ASSOCIATION OF BRITISH MOTORISTS**

THE publicity which has been given recently to the road casualty problem, calling forth as it has done much unfair criticism of the private motorist, has aroused an upsurge of resentment in motoring circles. Not long ago, we announced the formation of the Militant Motorists' Association, to fight for the motorist's rights in no weak or vacillating manner. A similar body has now been formed, known as the Association of British Motorists, with headquarters at 36a Bruton Place, Berkeley Square, London, W.1. It is intended that direct pressure will be brought to bear on Members of Parliament, to terminate the present misuse of Road Fund revenue, to reduce petrol and other taxes, to improve roads, and in every way to better the lot of the private motorist. Of particular interest to readers will be the Association's avowed intention to assist potential racing drivers who need financial assistance, and to persuade the B.B.C. to devote more attention to motor sport. The annual subscription is 10s. 6d.

*More News from the Clubs on page 414*

**News from the Clubs**

*By Wilson McComb*

SINCE the introduction to this country of glass fibre bodies ("Fibreglass", it seems, is a trade name and not to be used as a generic term, any more than Seccotine, Vaseline, Perspex or what-have-you), their possibilities have aroused more and more interest. I must confess to having become mightily excited about them myself, but although the cost of the materials is not excessive, there is the difficult problem of a mould. Obviously it is absurd to manufacture a mould for one body—one might as well make the body itself—and British enthusiasts have not access to the slightly different materials available in the U.S.A., where glass fibre bodies can be made at home on a chicken-wire mock-up. Come to think of it, that stuff wouldn't be much use in this country anyhow—it is sunlight-hardened!

That enterprising club, the 750 M.C., are thinking of forming a syndicate of club members to share the cost of having a mould made, suitable for an Austin 7 body. If only six get together the project will be economical; if ten or a dozen share the expense it will be quite cheap. Universal Laminations Ltd. have been very helpful on the subject, and will allow each customer to do the unskilled work on his own body (sorry!).

The September issue of the 750 M.C.'s bulletin, from which the above information was gleaned, also contained a statement which I cannot resist reproducing—"There are now some forty odd 750 Formula cars. . . ."

**B.A.R.C. SPEED TRIALS**

THE B.A.R.C.'s (S.W. Centre) Speed Trials, originally scheduled to take place at Tarrant Rushton on 4th October, will now be held at Goodwood on Saturday, 3rd October, over a course approximately one kilometre in length, including part of Lavant Straight, Woodcote and the normal finishing line. There will be classes for open and

closed cars, but not racing cars; timed runs commence at 2 p.m. As only the first 50 entries received will be accepted, early application is advised to Mrs. E. M. P. Havard, 61 Portsmouth Road, Woolston, Southampton.

\* \* \*

**RAPIER REGISTER MEETING**

ON Sunday, 27th September, the first Annual General Meeting of the Rapier Register will be held at Avonscroft College, Stoke Prior, near Bromsgrove, Worcestershire. The meeting will be preceded by a picnic lunch at 12 noon and a Concours d'Elégance; those who intend to be present should notify G. D. Speight, 473 Manchester Road, Sheffield, 10.

\* \* \*

**VOLKSWAGEN O.C. (G.B.)**

A VERY successful "get-together" of Volkswagen Owners' Club members was held at the Orchard Hotel, Ruislip, on 28th August.

The Club are holding a Gymkhana at Hemmings Farm, Whelpley Hill, near Bovington Airport, Herts, at 2 p.m. on Sunday, 4th October. Particulars can be obtained from the Hon. Sec.: Ronald D. Woolf, Esq., of 30 Foscoate Road, Hendon, N.W.4.

\* \* \*

**ALVIS AREA SECRETARIES**

AT a meeting of the Alvis O.C. on 6th September, K. R. Day, of 31 Lawrence Avenue, New Malden, Surrey, was elected General Secretary and Southern Section Secretary. It was also decided to abolish the entry fee for new members.

The other Section Secretaries are: Northern, A. Ellison, "Rylstones", Earnsdale Avenue, Darwen, Lancs, and Midland, D. R. Laurance, 64 Worcester Street, Stourbridge, Worcs.



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the performance of your  
M.G., you must have  
your head seen to!*

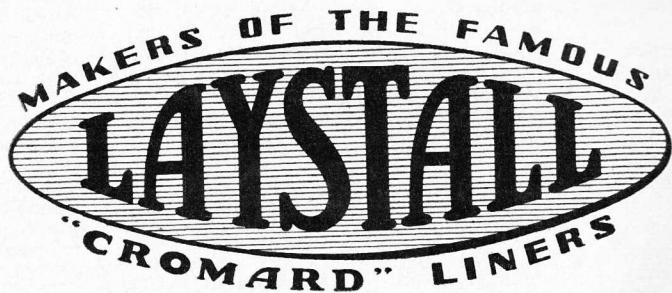


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# ILKLEY TRIAL

## Best Performance by Bert Cryer

ON Sunday, 13th September, some twenty-plus competitors gathered at Kilsney, near Grassington, for the fifth post-war running of the Ilkley and District M.C.'s sporting trial. Several new cars were being tried out on the 50-mile triangle course, and with glorious weather conditions, the Northern trials season opened with a bang.

As at least 50 per cent. of the observed sections were unapproachable by normal transport, your reporter selected three old and tried hills which were practically certain to identify the winners. Halton Fill, approached through a gate, down over cobbles to a water splash, up a steep grass bank to a right-hand turn, caused little difficulty providing sufficient power was used.

Horse Head Pass, normally an easy grass track, failed the entire entry owing to the low cunning of the marshals, who devised a steep route over grass hummocks with a tricky start. Best "tries" were by H. H. Cryer and W. F. Clegg.

Sannet Hill proved the *pièce de résistance*, divided into three separate climbs on moorland. Stage one was a short left-hander, through a rivulet into thick mud, over a bump and back to the road. Power was at premium to surmount the latter, throwing the unwary towards a large wall. Mrs. Bunty Wilde and Don Rayner achieved near misses; but Malcolm Bateman, an anticipated "Wall Smacker" with the last of the big cars, flicked neatly away from disaster.

Second section, a grass bank off the road with a bump at the start, failed all bar one—Bert Cryer, who made it look easy. Section three was similar but a little easier. Cryer did it again, to secure his 1953 Ilkley victory, while J. K. Mitchell was runner-up and best novice.

FRANCIS PENN.

### Results

**Best Performance (Filtrate Trophy):** H. H. Cryer, 20 marks lost; 2, (and **Best Novice**): J. K. Mitchell, 38; 3, (**Best, Opposite Class**): M. Bateman, 40.

\* \* \*

### "COMMERCIALS" RALLY

BRITAIN'S first Commercial Vehicle Rally, organized by the Coventry Accident Prevention Council, with Godfrey Imhof and Raymond Baxter as joint Clerks of the Course, was held last Sunday. The special tests were held in the Standard Motor Company's spacious car park.

A 60 ft. articulated "Queen Mary" was amongst the total entry of 133 vehicles. Entries had to be restricted to Coventry firms in order to be able to cope with the tests which started at 11 a.m. and finished at about 5 p.m.

Giant carriers, loaded four-up with new Standard Eights, relished the tricky reversing "scissor" test. The outright winner was a Dunlop van, and the secret of the driver's success, in his own words, was "I just drove naturally . . . and when you drive naturally it comes easy." The event was featured in Television Newsreel last Tuesday.



PAUSE FOR REFLECTION?: N. H. Coates's Special is mirrored in the water splash at Halton Fill; an Ilkley Trial scene.

### EASTERN COUNTIES NOVICES' EVENT

FIFTEEN cars turned out for the Eastern Counties M.C.'s "Beginners Luck" on Sunday, 6th September, an event planned for members who had not taken part in an R.A.C.-approved event before. Although there were several tricky patches on the 48-mile route, only one competitor lost marks on the road section, and he was an unfortunate who ran out of petrol miles from anywhere, as the result of a faulty fuel gauge. The event was decided by an optional test at the finish.

### Results

**Premier Award:** P. Cubitt (Riley 9 Spl.), 7.5 marks lost; 2, A. Alderton (Austin 10), 8; 3, C. Walker (Alvis) and W. Lloyd (Riley), 8.5.

\* \* \*

### SUNDAY AT FIRLE

THIS Sunday, 27th September, sees the Bentley Drivers' Club and seven invited clubs disport themselves on Bo-Peep Hill on the Firle Estate, Sussex, made available by Viscount Gage. The programme is a lengthy but interesting one, with classes for Bentleys of various litre-age, and sports cars in seven capacity categories.

\* \* \*

### MARCONI A.C. RIVENHALL RALLY

DRIVING with all his usual skill, H. J. Bone not unnaturally took the premier award in the Marconi A.C.'s annual Rivenhall Rally on 6th September, with the only trials special competing. However, there was keen competition among the rest of the 50 competitors in the six rally-type tests which constituted the event, and if the meeting proved rather lengthy, an effective P.A. commentary, an excellent go-teen and perfect weather made this go almost unnoticed.

After lunch a highly involved driving test was laid out for club teams to

attempt, and in this memory-testing affair the Cambridge 50 Club team were successful with their red, white and black M.G.s.

J. R. A.

### Results

**Premier Award:** H. J. Bone (Ford Spl.), 164.4 secs.

**Open Class:** 1, H. J. Bone; 2, A. B. Sugden (M.G.), 189.6; 3, M. J. Akehurst (M.G.), 194.2. **Closed Class:** 1, S. A. Hiscock (Ford Anglia), 192.2; 2, B. J. Emerton (M.G. saloon), 200.8; 3, R. P. Lumsden (Morris Minor), 202.8.

**Rivenhall Trophy (Members' Award):** M. J. Akehurst.

**Team Award:** Cambridge 50 C.C. (Akehurst, Emerton and J. R. Aley).

\* \* \*

### ALIYAH MOTOR CLUB

JEWISH enthusiasts who, for religious reasons, are unable to take part in many motoring events, especially on Saturdays (the Jewish Sabbath) will be interested in the recent formation of the Aliyah M.C., intended especially to give opportunities of motoring such as tours, trials, rallies and social gatherings on days when all can join in.

Subscription rates are nominal, and Jewish or non-Jewish motorists are welcome to join. All interested should contact either the Hon. Chairman, C. Vincent Shaw, 46 Blandford Street, London, W.1, or the Hon. Secretary, Louis Diamond, of "Redwood", 13 Crescent Road, Crouch End, N.8.

\* \* \*

### NORTH CORNWALL RALLY

PROVISIONAL results of the North Cornwall M.C.'s Evening Rally on 3rd September gave first class awards to C. R. Parsons (Dellow) and E. H. Dennis (H.R.G.); second class awards were won by G. S. Edwards (Eardon) and A. Penhale (Ford Special). Edwards wins the Carr Cup for the best performance in any two out of three 1953 rallies.

More News from the Clubs on page 417



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**SUNDAY**  
**OCTOBER 4th**  
at 1.30 p.m.



## COMING ATTRACTIONS

**September 26th. B.A.R.C. International Race Meeting, Goodwood.** Start 2 p.m.

*Ulster A.C. Knockagh Hill-climb, Co. Antrim.* Start 2.30 p.m.

*M.G.C.C. (Midland) Sporting Half-day, Measham.*

*M.G.C.C. (Eire) Jackson Trophy Trial.*

**September 26th/27th. Lancs and Cheshire C.C. Lakeland 300 Rally.**

*East Anglian M.C. Clacton Rally.*

*Maidstone and Mid-Kent M.C. Night Navigation Rally.* Start, Swan Hotel, Charing, Kent, 9.30 p.m.

**September 27th. Bari G.P., Italy. Circuit of Agen (F3, S, T), France.**

*West Hants and Dorset C.C. Knott Cup Trial, Wool Heath, Dorset.* Start 12 noon.

*Bentley D.C. Hill-climb, Bo-Peep Hill, Firle Estate, Sussex.*

*Hants and Berks/750/U.H.U.L.M.C. Rushmoor Sprint Meeting, Hants.* Start 2 p.m.

*B.A.R.C. (N.W.) "War of the Roses" Inter-Centre Trial.* Start, Royal Oak Hotel, Chorley, 12 noon.

*Welsh Counties C.C./Barry A.C. Rally.* Start, Barry Memorial Hall.

*Alvis O.C. Driving Tests, Whelpley Hill, near Bovington, Herts.* Start 11 a.m.

*N. London E.C.C. Point-to-Point.* Start, Whelpley Hill, 11 a.m.

*Wolseley Hornet Spl. Club Rally and Driving Tests, Stoney Cross Aerodrome, near Ringwood, Hants.* Start 11 a.m.

**October 1st/11th. 40th International Paris Salon.**

## CLUB FIXTURES

**N. London M.C.**—Meeting, 25th September, Salisbury Crest, Essendon, Herts, 8 p.m.

**Hants and Berks M.C.**—General Meeting, 25th September, New Inn, Eversley.

**Sunbac.**—Rallyette, 27th September, Start Bowling Green Car Park, Lichfield, 10.30 a.m.

**Leics C.C.**—Treasure Hunt, 27th September, Start "Jancourt", 6 Loughborough Road, W. Bridgeford, Nottingham, 2 p.m.

**"W.O." Club.**—Social Evening, 27th September, Royal Clarence Hotel, Cathedral Close, Exeter, from 7 p.m.

**Rapier Register.**—A.G.M., 27th September, Avonscroft College, Stoke Prior, near Bromsgrove, Wores.

**Welsh Counties C.C.**—Meeting, 28th September, Blue Anchor, Aberthaw.

**Aston Martin O.C. (N.E. and N.W. Centres).**—Joint Meeting, 30th September, Church Inn, Saddleworth, near Oldham, 7.15 p.m.

**A.C.O.C.**—Meeting, 30th September, Marlborough Head, N. Audley Street, London, W.1., 8 p.m.

**750 M.C. (Southern).**—Meeting, 30th September, The Bell, Brook, near Cadnam.

**750 M.C. (Midland).**—Meeting, 30th September, Forest Hotel, Dorridge.

**B.A.R.C. (S.W.).**—Meeting, 30th September, Little Testwood Club, Totton.

**Chiltern C.C.**—Meeting, 30th September, George Hotel, Beaconsfield, 7.30 p.m.

**Singer O.C.**—Meeting, 1st October, Prince of Wales Hotel, Carterknowle Road, Sheffield, 8 p.m.

**Nottingham S.C.C.**—Meeting, 1st October, Five Ways, Valley Road, Nottingham, 7 p.m.

**Vintage S.C.C.**—Meetings, Phoenix Hotel, Hartley Wintney, Hants.

**Kings Head, Telby,** near Market Rasen, Lincs.

**Scott's, Rose Street,** Edinburgh.

**Wolseley Hornet Spl. Club (Midland).**—Meeting, 1st October, Red Lion, Church Street, and Cornwall Street, Birmingham.

## SOUTHERN JOWETT RALLY

A RALLY ideally suited to the competitors was the general conclusion after the September Rally held by the Southern Jowett Car Club on Sunday, 13th September. Starting from Gosfield airfield, near Halstead, Essex, the competitors, after performing one special test, were led by short road sections and another test to Earls Coln airfield and the lunch halt. Then, by further short but involved road sections, punctuated liberally by tests, the route returned to Gosfield. Altogether the road sections only totalled some 50 miles, but such was the route chosen, through narrow winding Essex lanes, that competitors had considerable difficulty maintaining their averages, particularly with the threat of a secret check doing a Damocles' sword act, and preventing them piling up a good time allowance where the going was easy.

The tests themselves, of which there were seven in all, were unlike the average run of rally tests, being longer and requiring little tight manoeuvring. In fact in most of them times were recorded taking into account minutes, instead of the more usual somewhat dubious split seconds. Despite the fact that many of the competitors were using this event as the Sunday family outing, and in many cases were carrying extra ballast in the form of children and picnic hampers, no lack of enthusiasm

was shown in the tests, and screaming tyres and wallowing suspensions were the rule. Surprisingly, even the passengers seemed to be enjoying these evolutions.

Although the organization as a whole was pleasantly efficient, special mention must go to Roy Clarkson, to whom the club owe much of the background work. Not only had he obtained permission to use two airfields and enlisted the support of various landowners, but even had a mobile policeman complete with motor cycle in attendance, and this gentleman was even seen holding up normal road traffic while a special test was taking place on the public road!!

J. RICHARD ALEY.

Results were: **Class A:** 1, D. E. Gulliver (Bentley); 2, G. T. Risdon (A.C.). **Class B:** 1, B. R. Caerns (Jowett Jupiter); 2, A. Gordon (Jowett Jupiter); 3, J. H. Bates (Jowett Jupiter); 4, H. Flower (Jowett Jupiter). **Class C:** A. Westwood (Fiat); 2, J. G. S. Mitchell (Singer); 3, P. R. Easton (Fiat). **Class D:** 1, G. C. Wakefield (Austin A90); 2, D. H. Fox (Rover). **Class E:** 1, E. G. Walsh (Jowett Javelin); 2, E. A. Jenner (Jowett Javelin); 3, T. C. Borgman (Jowett Javelin); 4, K. L. Tugwell (Bradford); 5, F. D. Marino (Jowett Javelin).

More News from the Clubs on page 420

## "AUTOSPORT" DIRECTORY OF THE CLUBS—59

### The Horsham and District Motor Cycle and Light Car Club



(Founded 1928)

**President:** A. Ellis Kent.

**Vice-Presidents:** K. N. Mawson; J. S. Callow; Dan Clare; G. C. Jackson; E. Keys; H. F. Richards; H. G. Terrell.

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The Guildford Rally, May.

The Lulworth Cove Trial (a main and secondary road event), July.

The Jackson Trial (100-mile road trial), October.

**Motor cycles.** The President's Cup Trial, September.

The Lulworth and Jackson Trials are also open to motor cycles.

**Headquarters:** The Swan Hotel, West Street, Horsham, Sussex.

**Meetings:** Monthly.

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

**Approximate Membership:** 200.

**Bulletin:** Monthly; duplicated; 2 pages. Edited by Hon. Secretary.

**Annual Subscription and Entry Fee:** No Entry Fee. Annual Subscription: all types of membership, 10s.

**Hon. General Secretary:** E. G. Smith, Merlewood, 20 Guildford Road, Horsham, Sussex.



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#### ASTON MARTIN

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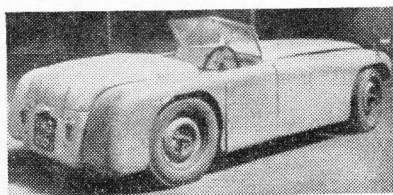
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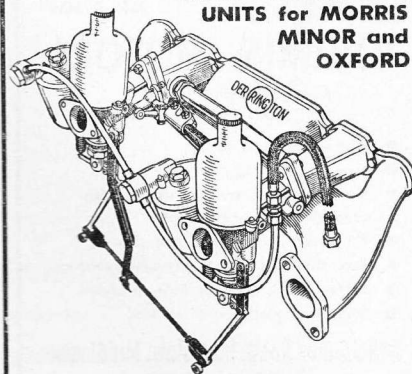
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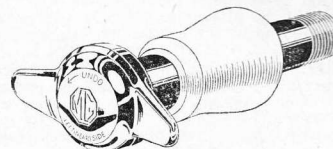
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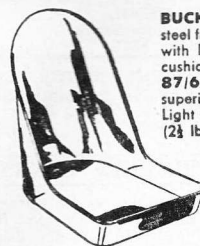
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1940 Aston Martin 2-litre speed model	... £495
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1951 Healey streamlined coupé ex-Brock	... £995
1951 XK 120 green, low mileage, specimen	£1,145
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1952 Morgan Plus Four 2-seater	... £565
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**UNDAUNTED** by the date, the L.M.C. ran their Wirral Rally on 13th September, on what proved to be a fine and sunny day. En route each competitor had to visit 27 map references in a given order, with an average speed of 30 m.p.h. maintained throughout.

Results: 1, J. Williamson/M. Hughes (Hillman Minx), 10 pts. lost; 2, R. Radforth/G. Gurney (Standard Vanguard), 30; 3, Miss Joan Maiden (Sunbeam-Talbot), 45.



# AUTOSPORT

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Volume 6—January to June, 1953

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