

ROAD TEST OF THE FORD NEW ANGLIA

# AUTOSPORT

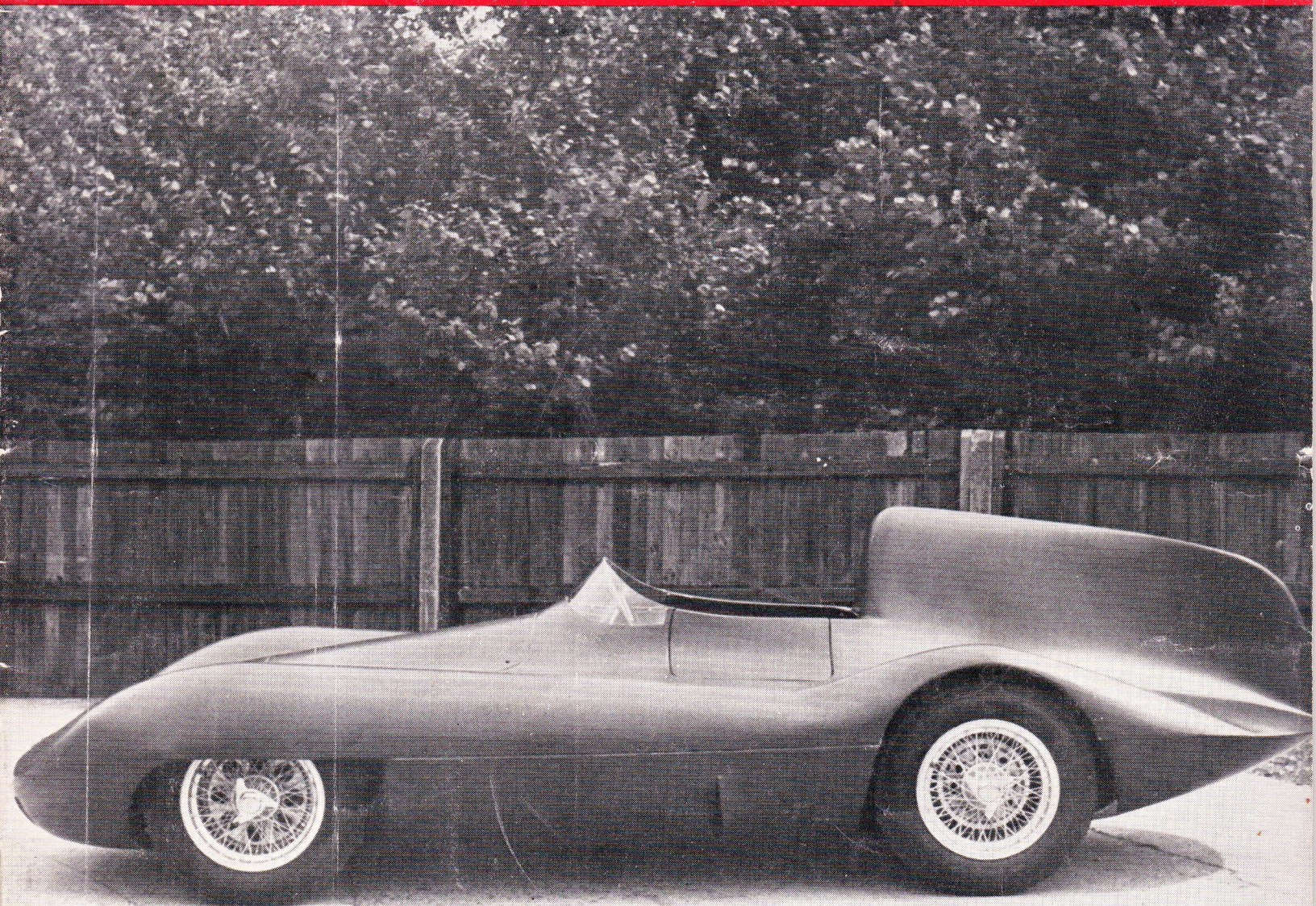
AUGUST 13, 1954

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EVERY FRIDAY

Vol. 9 No. 7

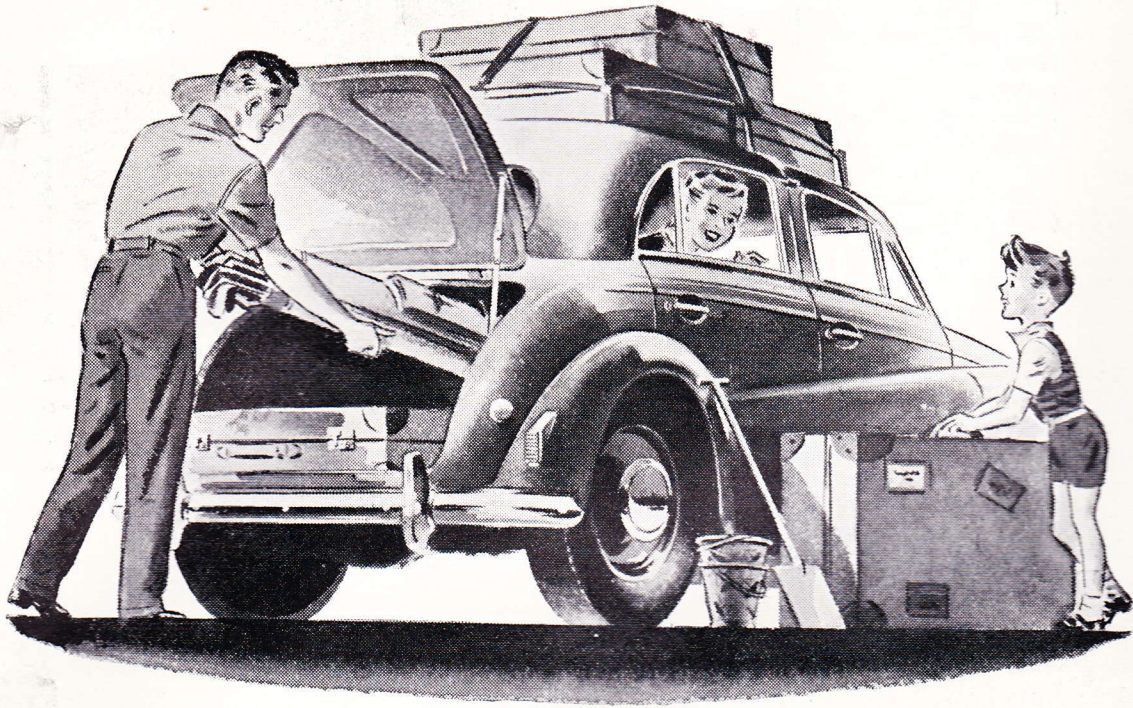
BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

THE NEW G.P. CONNAUGHT : OULTON PARK "DAILY DISPATCH" INTERNATIONAL MEETING : RACING EVENTS AT WILKES-BARRE,  
SENIGALLIA, GREAT AUCLUM AND KIRKISTOWN : A 5½-LITRE SPORTS-RACING KIEFT : THE REDEX 9,600-MILE AUSTRALIAN TRIAL

# Your holiday depends on your car



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THE MASTERPIECE IN OILS



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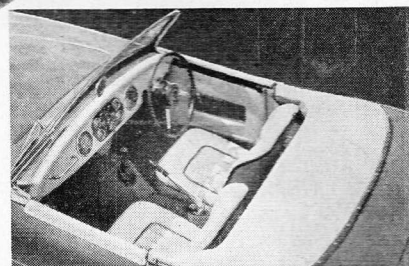
**SPEED** Packed into the 2 litre engine of the Swallow Doretti is all the surging power needed to send the miles scudding behind.

Although capable of over 100 miles an hour the car is ideal for fast touring at 75 to 90 m.p.h.

**STYLE** Beautifully styled on the classical Sports Car lines it provides the utmost in elegance.

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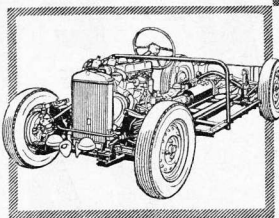


# Swallow Doretti

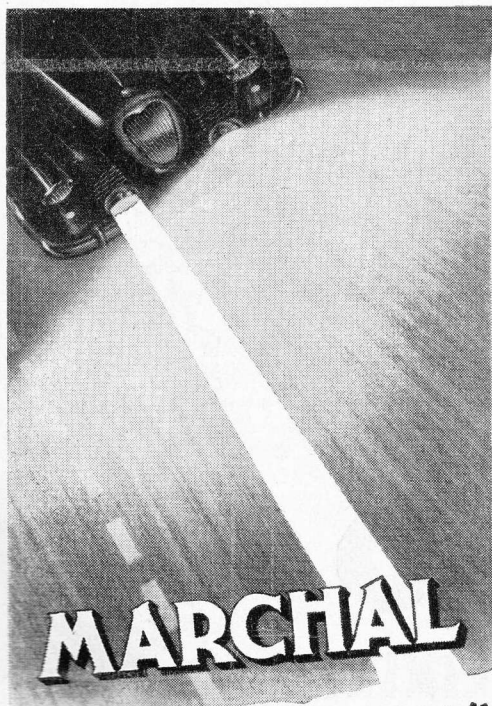
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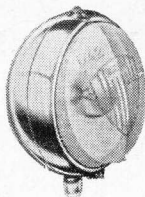
ABOVE is shown the luxurious interior of the Swallow Doretti with controls neatly grouped in front of the driver, while LEFT shows the 50-ton tubular steel chassis that ensures complete stability.



# MARCHAL

*"The Light Fantastic"*

GENUINE MARCHAL LAMPS — MADE IN FRANCE

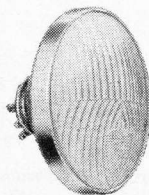


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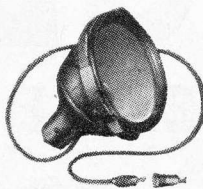
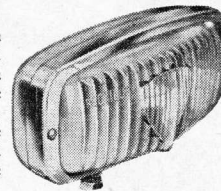


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"DAILY DISPATCH" OULTON INTERNATIONAL MEETING

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GOLD CUP RACE

1st Stirling Moss (MASERATI)

25 MILES 500 c.c. RACE

1st R. A. Anderson (STARIDE)

75 MILES 500 c.c. RACE

1st Stirling Moss (COOPER)

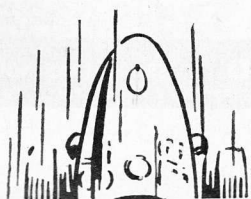
FORMULE LIBRE RACE

1st Stirling Moss (MASERATI)

*(Results subject to official confirmation)*

# FERODO

## ANTI-FADE BRAKE LININGS



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 9 No. 7

August 13, 1954

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## NOTICES

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## EDITORIAL

### CONNAUGHT ENTERPRISE . . .

DESCRIBED in this issue is the new aerodynamic Grand Prix Connaught, a most interesting machine which may contribute notably to British prestige. Not so long ago, Connaught Engineering, Ltd., issued a statement that it was unlikely that the concern could continue to operate a team of racing cars. Realizing that it would be a serious loss to British racing if the Send people had to withdraw, AUTOSPORT published an article by John Bolster, "The Connaught Story", which created widespread interest amongst followers of motor racing. It was soon apparent that the efforts of the concern had not gone unnoticed, and that a very considerable amount of valuable data in connection with formula racing had been acquired by the Connaught technicians, and would be of great assistance in the production of a true Grand Prix machine. It is sufficient to say that this privately financed company has constructed Britain's first aerodynamic Grand Prix racing car, which should be seen in action on the circuits of the world in 1955—if not before. That a handful of enthusiasts, working in a small but superbly equipped workshop, should dare to compete in the same sphere as Daimler-Benz with its pay-roll of over 35,000, is a romantic story.

The marque has gained a fine reputation for the excellent road-holding of its Formula 2 cars, and was one of the first in Europe to adopt fuel-injection to a racing car. If the four-cylinder engine can be made to produce the necessary power, with reliability, then the car may make its presence felt in full-scale Grands Prix, as well as British National events. AUTOSPORT wishes every success to the venture, and would like to pay tribute to the wholehearted support given by Mr. Kenneth McAlpine which has enabled Connaughts to carry on.

\* \* \*

### NOW FOR BERNE . . .

ROUND 4 in the exciting Germany-versus-Italy struggle for Grand Prix supremacy takes place at Berne on 22nd August, on the Bremgarten circuit, always a difficult one to master, with its very fast, tree-lined swerves. Scuderia Ferrari is believed to have something up its sleeve, and Italy is looking to Aurelio Lampredi to produce a machine to restore the superiority of the red cars lost at Rheims and at Nürburgring. Once again Mercedes-Benz will have the services of Juan Manuel Fangio, winner of four out of the five *grandes épreuves* held so far this year. It is evident that this great driver has inspired his team mates, and it will be interesting to watch their performances on the drivers' circuit that is Berne. The result of this race will doubtless have an important bearing on Grand Prix racing generally.

### OUR COVER PICTURE

*SURPRISE FROM SEND: The new Connaught 2½-litre Alta-engined Grand Prix car, with fully streamlined all-enveloping bodywork. The design was projected by Rodney Clarke 12 months ago, and the prototype is now ready for extensive testing.*

## PIT and PADDOCK

STEVE LANCEFIELD is responsible for tuning the engine in Jim Russell's Cooper.

ROBIN JACKSON is going into production with twin-plug heads for Nortons, similar to that used by Stirling Moss in the Beart-Cooper.

MARRIED—in Liverpool last Tuesday were Jimmy Caprara and Diana Russell.

TO be married on 11th September in Sutton Coldfield are Hugh ("Midland Giant") Leigh and Margaret Pond.

ADVANCE copy of *Newsweek* contained a most interesting Grand Prix article with illustrations in full colour.

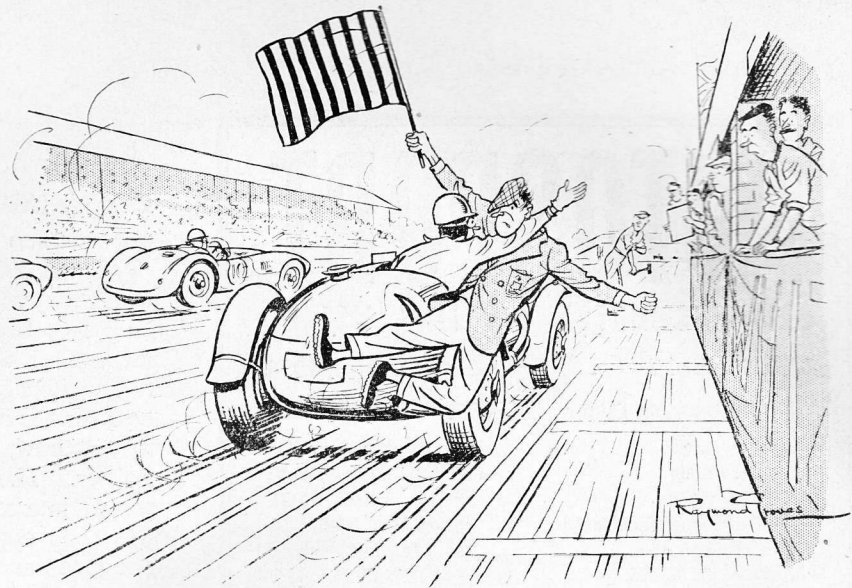
REFERENCE to a windscreen washer on the M.G. Magnette road test article; this should have been described as a Trico, which is, of course, the only induction operated, fully automatic washer on the market.

TOM KYFFIN and W. J. Holloway have set up the Torbay Speed Shop in Torquay. John Rolls's ex-Alan Brown Cooper-Bristol, which won the *Formule Libre* race at Davidstow, was Torbay-prepared.

HANSA BORGWARD 1,500 model is to be called the "Isabella".

HOLTS of Loy plastic metal, Wonderweld, Pistol Seal and Radweld fame, have recently introduced the first of a fleet of mobile showrooms for their products; these will visit garages and race meetings throughout the country.

LA BAULE sports car G.P. on 22nd August, has attracted Duncan Hamilton with a Jaguar, Monneret (Maserati), Bonnet (D.B.), the Chancel Panhard, several "Ecurie Bull Frog" and works Gordini entries amongst early applications. Race is run on a handicap formula.



STAFF OUTING! Mr. and Mrs. Cyril Posthumus, both of AUTOSPORT, after their wedding on 28th July at North Cheam, Surrey. The bride, formerly Miss Betty Mason, is secretary to the Editor.



BRAKE and clutch linings on the G.P. Mercedes-Benz cars are manufactured by the Textar concern, German member of the British Belting and Asbestos group who produce Mintex linings.

THREE Mercedes-Benz are entered for the Swiss G.P. on 22nd August—drivers Fangio, Kling and Lang or Herrmann.

TO supplement the story in *The Motor* following the race, Temple Press, Ltd., have issued *Le Mans, 1954*, by the staff of the magazine. It costs 5s.

WHISPERINGS from France suggest the likelihood of a three-car entry by Bugatti for Le Mans, 1955. Cars would be straight-eight 2-litre models—a familiar formula for Molsheim. News of the Colombo-designed G.P. car remains sparse in the extreme.

PROPOSAL put forward by the R.A.C. at the C.S.I. spring meeting to "clean up" the International Calendar was approved in principle, and should be operable by 1956. Next year's international events will be limited to a maximum of 15 for France and Italy, seven for Britain, and five for Germany and other countries.

LATEST edition of the Royal Scottish A.C.'s Yearbook (1954/55) has 550 packed pages of information for motorists, with a goodly proportion on sporting matters. Limited number of copies, at 5s. each, postage inclusive, are obtainable from the Secretary, R.S.A.C., Blythswood Square, Glasgow, C.2.

MERCEDES withdrawal from sports car events applies to the Pan-American road race as well as the 1,000 kms. race of Nürburgring. Preoccupation with the Formula 1 racing cars is the primary reason.

TALKING of Nürburgring, it was Manzon who pushed his car over the line in the recent G.P. of Europe, not Harry Schell, whose Maserati went strongly from beginning to end of the race.

FLYING FERRARIS: The works 3-litre Ferraris were flown to Portugal for the recent Grand Prix at Lisbon in a K.L.M. freighter. José Froilan Gonzalez is seen with his car, whilst another is being off-loaded.

## SPORTS-NEWS

## SNETTERTON QUINTET

Tomorrow's International meeting of the West Essex C.C. at Snetterton circuit, Norfolk, will consist of five races, the first commencing at 11.30 a.m., the last at 5.30 p.m. Events are: 1, a 20-lap sports car race for up to 1,500 c.c., and 1,500-2,000 c.c.; 2, a 20-lap Formula 3 event; 3, the 40-lap Formula 1 race; 4, a 20-lap sports car race for 2,001-3,000 c.c., and over 3,000 c.c. cars; and 5, the 40-lap *Formula Libre* event. A Thin Wall/B.R.M. tussle may be anticipated in the latter event. Continental entries include W. Seidel, the German Osca exponent, Len Beels and H. Hutchinson from Holland, both with Coopers, Roland Schnell with his own Schnell 500 from Germany, his compatriot Hoffmann in a Cooper, the Belgian Paul Swaelens and Texidor from France, both driving Coopers. The full entry list is appended.

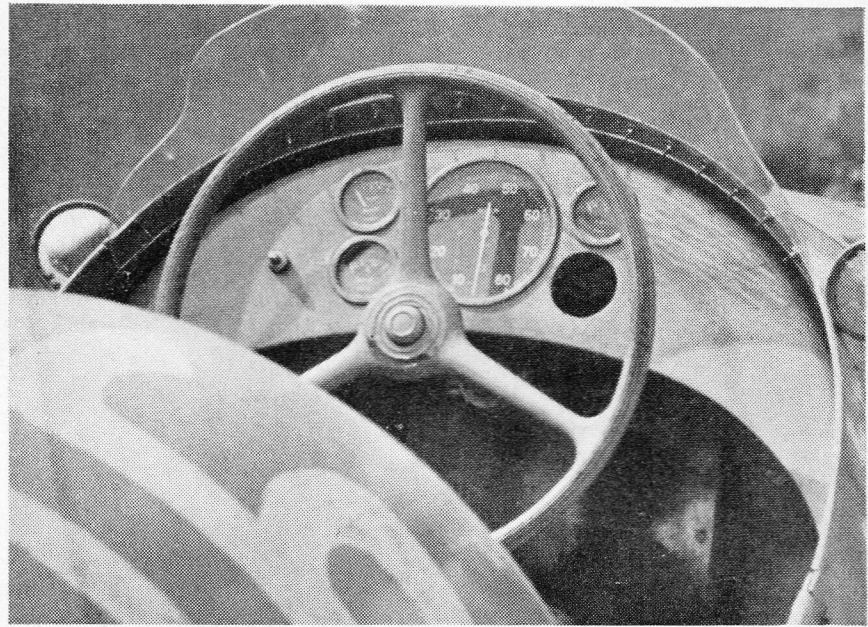
**Sports Cars, up to 1,500 c.c.:** Connaught, K. Nicholson, J. Riseley-Prichard; Osca, W. Seidel; Porsche, J. Flower; Cooper-M.G., P. Jackson, J. B. Naylor; Lister-M.G., J. G. S. Sears; M.G., E. Harwood, E. J. Haesendonck, E. H. Heath; Daimler, W. T. Smith; Jehu-Riley, J. Horridge; Lotus, J. Coombs, M. Anthony, C. Chapman, P. Gammon, N. Allen; Kieft, A. Rippon. **1,501-2,000 c.c.:** Cooper-Bristol, T. A. D. Crook, P. J. Kenneth, R. Mackenzie-Low; Frazer-Nash, J. R. Stoop, C. A. S. Brooks; Lister-Bristol, W. A. Scott-Brown; Clairmonte, C. M. Clairmonte; Lea-Francis, A. D. Stevens; Maserati, R. Salvadori.

**Formula 3 Cars:** Cooper, F. R. Gerard, J. Russell, H. Hutchinson, L. Beels, P. Hoffmann, J. Denley, I. Bueb, E. Brandon, R. Nuckey, L. Leston, G. H. Symonds, A. E. Elliott, J. B. Naylor, R. Spreckley, C. Allison, R. J. Barrett, Hon. E. G. Greenall, P. Swaelens, C. Texidor; Revis, R. Bicknell; Kieft, D. Parker, D. L. R. Bridger; Emeryson, P. Jopp; Staride, D. Taylor, R. A. Anderson, H. Phillipson; Smith, K. Smith; J.P., K. Brunton; Schnell, R. Schnell.

**Formula 1 Cars:** Ferrari, D. Beaman; Connaught, Sir J. Boles, J. Riseley-Prichard, W. Whitehouse, L. Marr, M. F. Young, C. D. Boulton; Cooper-Bristol, F. R. Gerard, R. Gibson; Cooper-Alta, P. N. Whitehead, R. Nuckey (or E. Brandon); H.W.M., A. Brooke, E. N. Whiteaway; Turner, J. H. Webb (or J. Fairman); H.A.R., H. A. Richards; Emeryson, P. R. Emery (or J. Caddey); Maserati, R. Salvadori.

**Sports Cars, 2001-3,000 c.c.:** Aston Martin, P. A. Everard (or J. E. G. Stevens); Austin-Healey, D. S. Shale, R. Tucker, Capt. R. B. Weaver. **Over 3,000 c.c.:** Jaguar, M. G. Connell, E. Protheroe, A. Rippon, R. E. Berry, J. W. Whewell, J. G. Hogg, M. W. Head; Cooper-Jaguar, P. N. Whitehead; Sphinx, T. E. B. Sopwith.

**Formula Libre Racing Cars:** Ferrari Thin Wall Spl., Driver unominated; B.R.M., W. R. Flockhart; Ferrari, D. Beaman (or Sir J. Boles); Lago-Talbot, R. W. Fitzwilliam; E.R.A., A. G. Whitehead, A. W. Birrell, J. A. Williamson, J. D.



**NAUGHTY-NAUGHTY:** Maybe the camera can lie, but the r.p.m. pointer on Behra's Gordini reads well beyond "eight thou." after the engine suddenly stopped during practice for the "Daily Dispatch" Gold Cup meeting at Oulton Park.

Lewis; Cooper-E.R.A., D. Wilkinson; Cooper, Hon. E. G. Greenall, L. Leston; Cooper-Bristol, F. R. Gerard, T. A. D. Crook; Cooper-Alta, R. Nuckey (or E. Brandon); R.R.A., G. N. Richardson; H.W.M., E. N. Whiteaway; H.A.R., H. A. Richards; Connaught, Sir J. Boles (or D. Beaman), J. Riseley-Prichard, W. J. Whitehouse, L. Marr, M. F. Young, C. D. Boulton; Emeryson, P. R. Emery (or J. Caddey); Maserati, R. Salvadori.

## WHARTON (E.R.A.) WINS IN FRANCE

LAST Sunday's French International hill-climb at Col Bayard, near Gap, saw B.T.D. set up in 4 mins. 22.6 secs. by Ken Wharton in the famous E.R.A. R4D. Bad weather prevented the Smethwick driver from approaching his 1952 record of 3 mins. 57.8 secs. but he succeeded in beating Switzerland's hill champion Willi Daetwyler in the 4½-litre Alfa Romeo by 3.2 secs., thus reversing the Rheineck-Walzenhausen placings.

Third B.T.D. went to Elie Bayol with a fast D.B. The Spanish veteran Palacio drove his Pegaso well to win the over 2-litre sports class from three Jaguars. Farnaud's Osca was best in the up to 2-litre class, and also fastest of the 1,300 c.c. cars, while a Cooper driven by Aubert won the Formula 1 racing class.

## NO NÜRBURG 1,000 KMS.

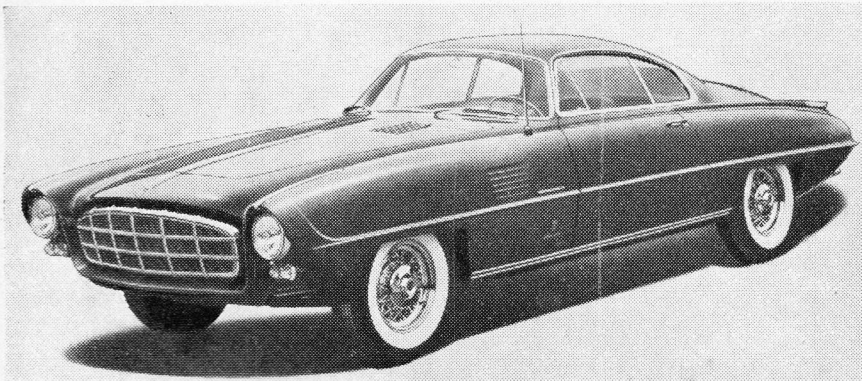
THE A.D.A.C. announce that, owing to the withdrawal by Mercedes-Benz of their four 300 SLR entries, the 1,000 kilometres sports car race at Nürburgring on 29th August has been cancelled. This event was one of those qualifying for the World Sports Car Championship. Lancia had already sent team cars to Nürburgring for intensive training; their drivers were to include Ascari, Villorresi, Taruffi, Manzon, Castellotti and Mières.

## THE AVUS G.P.

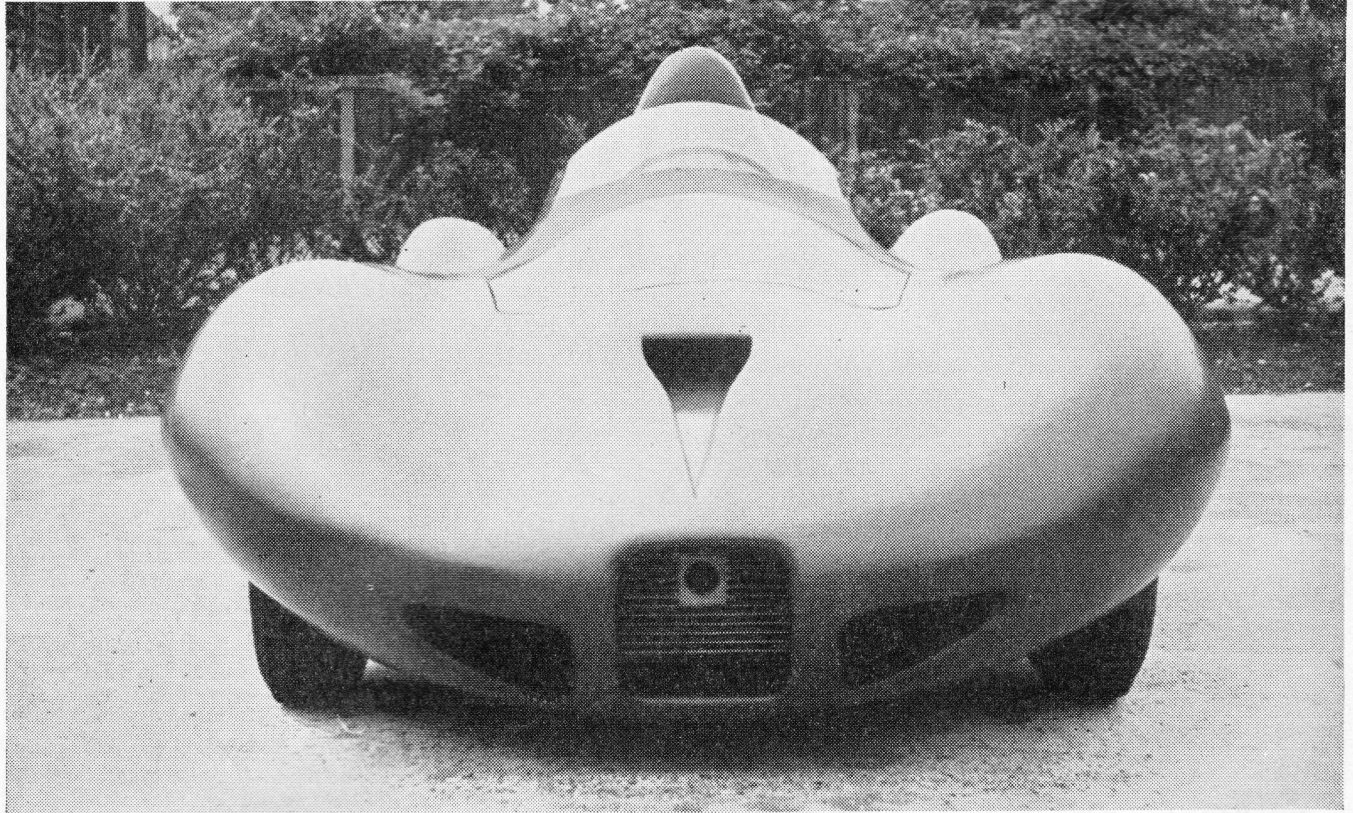
ORIGINALLY listed in the Calendar to take place on 26th September, the Avus G.P. over the very fast track in Berlin has been brought forward a week to 19th September. The day's programme of races will comprise a 15-lap production sports car race in 1,300 c.c. and 1,600 c.c. categories, a 20-lap sports car race for up to 1,500 c.c. cars, and the Grand Prix of Berlin for Formula 1 racing cars. The distance of this race has not been finalized, but will be either 12 or 15 laps. It should provide an opportunity for use of the fully streamlined Mercedes-Benz cars in a race where aerodynamics pays full dividends. It will be remembered that, in 1937, a streamlined Mercedes-Benz driven by Lang won the Avus G.P. at an average of 162 m.p.h.

## PESCARA ON SUNDAY

THE Formula 1 race which takes place this Sunday, 15th August, on the lengthy Pescara circuit in Italy, has drawn entries from Maserati (Moss, Mières, Mantovani, Bira, Schell, etc.), Ferrari (Rosier, Manzon, Swaters and probably one "works" car) and Gordini (Behra, Bucci and, probably, Frère). The race is over 16 laps of the 25.579 km. circuit which combines Nürburg-like conditions in the hills with flat-out straights along the Adriatic shore sections, and poses considerable carburation problems.



**JOINT EFFORT** by Turin and Detroit, the latest Ghia-bodied De Soto "Adventurer II", with Chrysler 170 b.p.h. V8 "Firedome" engine.



# THE NEW G.P. CONNAUGHT

Independent Concern Produces Britain's First  
Fully Enclosed, Aerodynamic Grand Prix Racing Car

FIVE years ago, on 13th August, 1949, a new British marque, Connaught, scored a double success on its first competition appearance, when Rodney Clarke and Ken McAlpine both won sports car events at Goodwood. Today, 13th August, 1954, Connaught have sprung a surprise on the motor racing world by the revelation of their new 2½-litre Grand Prix car with aerodynamic all-enveloping bodywork of pleasing aspect and undoubted efficiency.

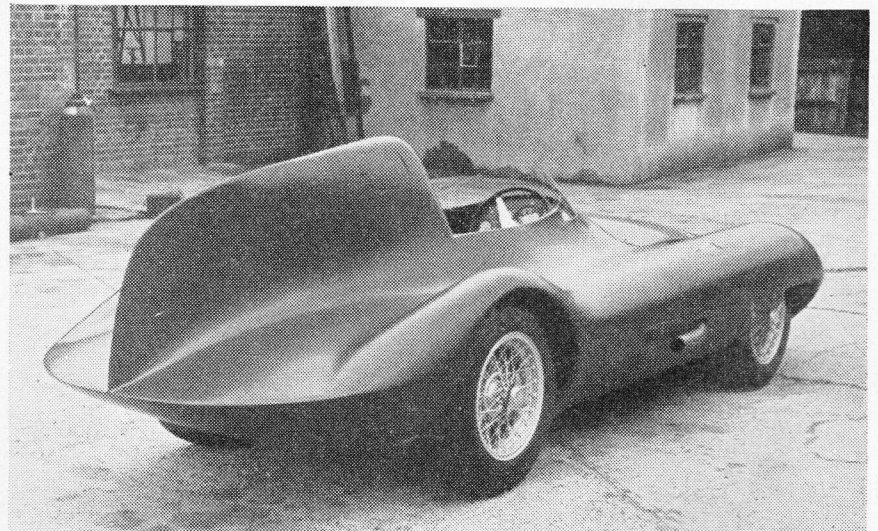
This new machine is the work of Rodney Clarke, who, 12 months ago, set to in company with an enthusiastic band of draughtsmen to design the first British fully streamlined Grand Prix car for Connaught Engineering, which concern is non-profit making and is financed entirely by Kenneth McAlpine. The prototype car is now ready for track tests, which will be continued rigorously until full raceworthiness is achieved.

Beneath its shapely exterior, the new Connaught is basically similar to that illustrated by Theo Page, and described by John Bolster, in our 26th February issue; *i.e.*, it is of conventionally modern G.P. design, with 3½ in. diameter 16 gauge tubular steel frame, and sus-

pension which has given to Connaught a fine reputation for road holding.

Front springing is by two square-section wishbones of unequal length, coupled with modified Armstrong helical spring units, and single anti-roll torsion bars set transversely within the front tubular cross member. The de Dion-type rear axle, suspended by two longitudinal torsion bars, is located by radius arms, one per side, running forward to

chassis outriggers. Brake torque is absorbed by a short jointed arm, anchored centrally to the de Dion tube, and to the top of the differential casing. Lateral location is provided through a short compound linkage giving a similar effect to a full-length Panhard rod, and the rear suspension is damped by double-acting Armstrong units of modified type. The popular rack-and-pinion steering is employed, with the gear itself



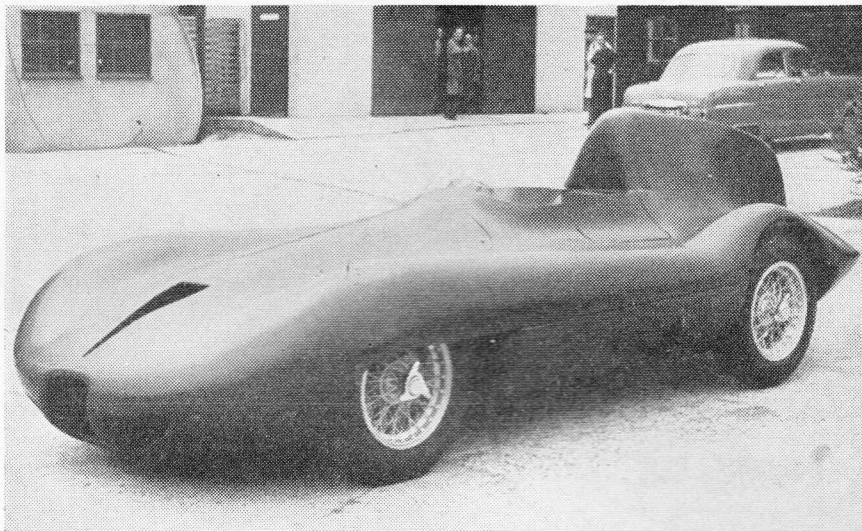
*CLEAN: The Connaught bodywork looks well from any angle. The exhaust from the 4-cylinder Alta engine discharges from the single pipe on the off-side of the car.*



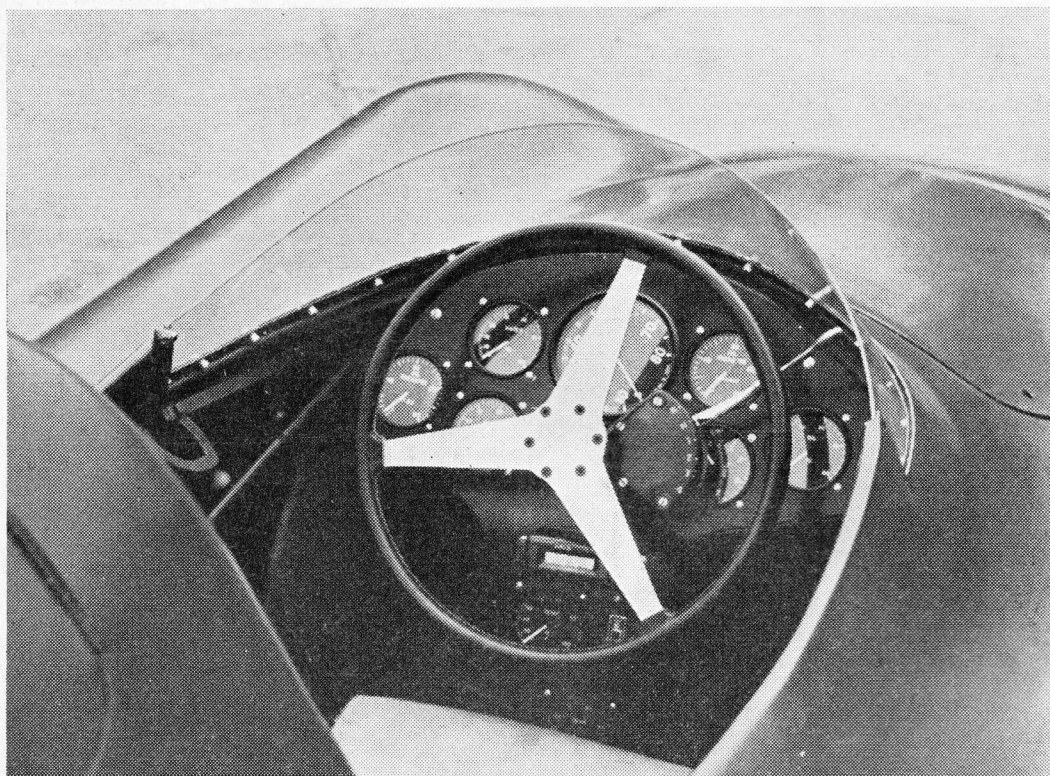
set forward of the front hubs. Two turns move the road wheels from lock to lock.

The engine in the prototype car is of the well-proved Alta four cylinder twin o.h.c. "wet liner" type, although almost any available G.P. engine could be adapted to the chassis. Bore and stroke are 93.5 mm. x 90 mm., giving a capacity of 2,470 c.c. An Armstrong-Siddeley 4-speed gearbox is set aft of the driver, connecting to the engine via a Hardy-Spicer jointed propeller shaft, and to the final drive through a Layrub joint. The Connaught-designed final drive unit has a casing of magnesium alloy, and incorporates a double reduction gear permitting speedy variation in axle ratios. The 2LS hydraulic brakes are by Girling, operating in Al-fin drums, and the wire wheels are of Borrani manufacture; later models may utilize disc brakes and pin-drive wire wheels.

Air intakes in the nose of the aluminium bodywork lead to the front



*Three-quarter front view (above) of the aerodynamic Connaught, showing quadruple intakes in the nose for cooling of brakes, engine and radiator, and the high tail fairing. The fashionable, three-eared hubcaps are used, with Borrani wire wheels.*



*Driver's view (left), showing the instrument panel containing rev. counter, oil pressure, oil temperature, water temperature and other gauges, and "wrap-around" screen.*

brakes, the engine and the ultra light alloy radiator; further ducts, set unobtrusively in the body sides, direct cooling air upon the rear brakes. The body is divided at its waist line to render the top half quickly removable. The driver sits well forward, his feet flanking the engine, and with the downward slope of the bonnet, he thus obtains the best possible visibility ahead and to the side, although enclosed up to shoulder height. The underside is fully faired in.

Of the initial cars on the production line, the first is the prototype streamliner, the second is a similar aerodynamic model, destined for Ken McAlpine; the third will be a normal monoposto, to the order of Rob Walker and for Tony Rolt to drive; No. 4 car, another streamliner, is for Leslie Marr, while the fifth, another monoposto, is booked for Peter Whitehead.

#### Specification

**Engine:** Alta four-cylinder, 93.5 mm. x 90 mm. bore and stroke, 2,470 c.c., two valves per cylinder operated by o.h.c., c.r. 12½ to 1; max. r.p.m. approx. 7,000; S.U. fuel injection, Lucas coil ignition, dry sump lubrication.

**Transmission:** Armstrong-Siddeley preselector gearbox; clutch nil; Layrub coupling to final drive unit; Connaught double reduction final drive, magnesium alloy casing, universally-jointed shafts to wheels.

**Chassis:** Tubular, 3½ in. dia., 16 gauge steel; two parallel side members and four cross members. **Suspension:** Front: independent by unequal length wishbones, modified Armstrong helical spring units, and anti-roll torsion bar. Rear: de Dion type, with torsion bars; single radius rod each side, forward of axle. Armstrong double-acting damper units. Borrani Rudge-type wire wheels.

**Brakes:** 2LS Girling, 12 in. x 2 in. front, 9 in. x 1½ in. rear. Al-fin drums, magnesium back plates. **Steering:** Rack and pinion, 2 turns lock to lock.

**Dimensions:** Wheelbase, 7 ft. 6 ins.; Track (front and rear), 4 ft. 2 ins. **Overall length,** 14 ft. 4 ins. **Overall width,** 5 ft. 6 ins. **Ground Clearance,** 4 ins. **Tyres (front)** 5.50 x 16 ins., (rear) 6.00 x 16 ins. **Fuel tank capacity:** Up to 50 gals.

ASCARI has been putting up some useful lap speeds at Monza with the latest competition Lancia, the 3.8-litre sports destined for the Pan-American road race. Grand Prix car probably not ready until the Italian G.P.

INTERNATIONAL Col de la Faucille hill-climb near Gex, in the Haut-Jura of France; takes place on 29th August over a 10.65 km. course. Entry list is open until 15th August. Record stands at 6 mins. 46.31 secs. to Daetwyler's blown Alfa Romeo.

EUGENIO CASTELLOTTI put up a remarkable performance on 28th July in breaking Daetwyler's Aosta-Grand St. Bernard hill-climb record, driving a 3.3-litre sports Lancia. Old figure, by the blown 4½-litre Alfa, was 23 mins. 25.1 secs.; new figure 22 mins. 58.4 secs.

*BABY ZEPHYR: (Left) This offside view of the Ford New Anglia reveals its resemblance to the larger Zephyr model. The four-door Prefect is almost identical in appearance.*

telescopic dampers and are embraced by helical springs. The bottom wishbones are united by a torsional anti-roll bar, and the worm and peg steering box, assisted by a slave arm, supports the central section of a three-piece track rod.

The rear axle is suspended on semi-elliptic springs, also with telescopic dampers, and the traditional Ford torque tube gives way to an open shaft. The gearbox is, as always, a three-speeder,

JOHN BOLSTER TESTS

# THE FORD NEW ANGLIA

A Lively Saloon "Discovered" by Rally Drivers—Excellent Road-Holding a Feature—Maximum Speed Exceeds 70 m.p.h.

SOME readers may be surprised when they learn the subject of this week's road test. It is quite true that normal family saloons seldom figure in *AUTOSPORT'S* pages, and the new Anglia is now to be seen on our roads in its thousands, full to the brim with ma, pa, the kids, and all their belongings. Yet, the latest small Ford has another side to its character, and one that renders it of considerable interest even to the sporting motorist.

It was the Rally drivers who first discovered the potentialities of this car. They brought back tales of phenomenal average speeds over difficult terrain, of special tests performed unreasonably quickly. This, they said, was something new in small cars, and the Editor, who keeps his ear to the ground, told me to go and find out what it was all about.

Let us begin at the beginning. The little Fords have, for many years, been entirely worthy but somewhat unexciting conveyances. Now, they have been re-designed to come into line with the Zephyr and Consul models. In appearance, the Anglia is exactly like a baby Zephyr, though it has a slightly less slab-sided look than the bigger machine.

Except for the engine, the similarity extends to the mechanical features of the car. The pressed steel body forms the chassis, and the independent front suspension transmits its load to the bulk-head structure, which is always the most rigid part of a saloon. This it does through what are, in effect, enormously extended king pins, which incorporate

with central change and synchromesh on the two upper ratios. The brakes, 2 L.S. in front, have hydraulic operation, like the clutch, and a 12-volt electrical system has been standardized, as with the larger models.

The engine is of 1,172 c.c. capacity, but differs considerably from the old "Ten". It has a much heavier counter-

*INVITING: (Right) First impressions of the interior are of roominess and functional design—the latter being indicated by the "proper" gear lever and hand brake, and the grouping of the instruments around the steering column. Furnishing is plain but effective.*

*(Below) A three-quarter front view of the Anglia suggests a very much larger car.*



balanced crankshaft, pump cooling, and a compression ratio of 7 to 1. The valves are still at the side, but the inlets are now bigger than the exhausts. The new unit has an increased revolution range, and gives considerably more power than its predecessor at all except the lowest speeds.

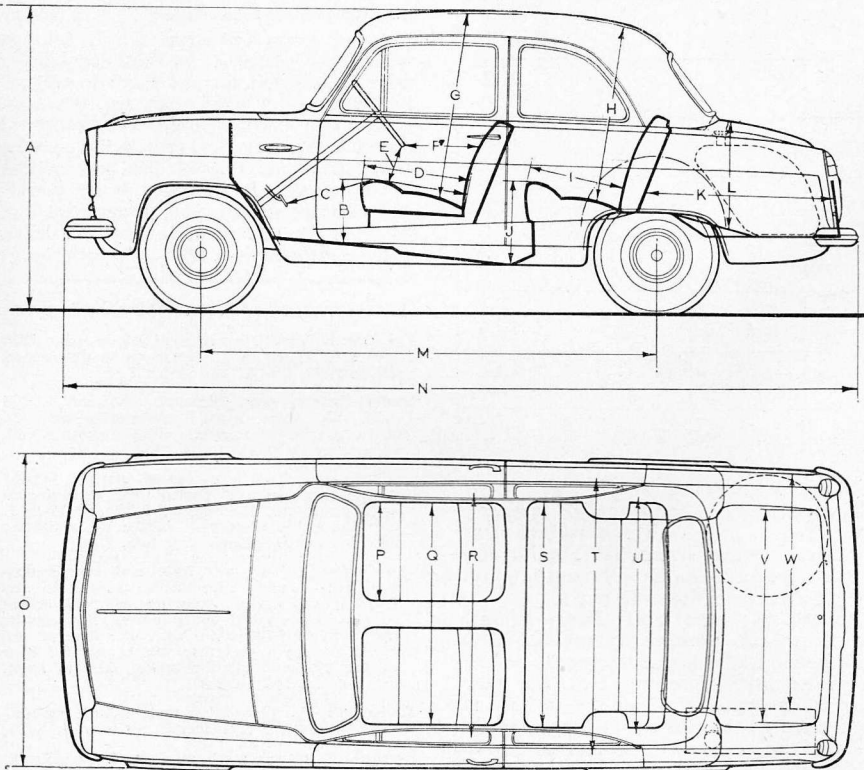
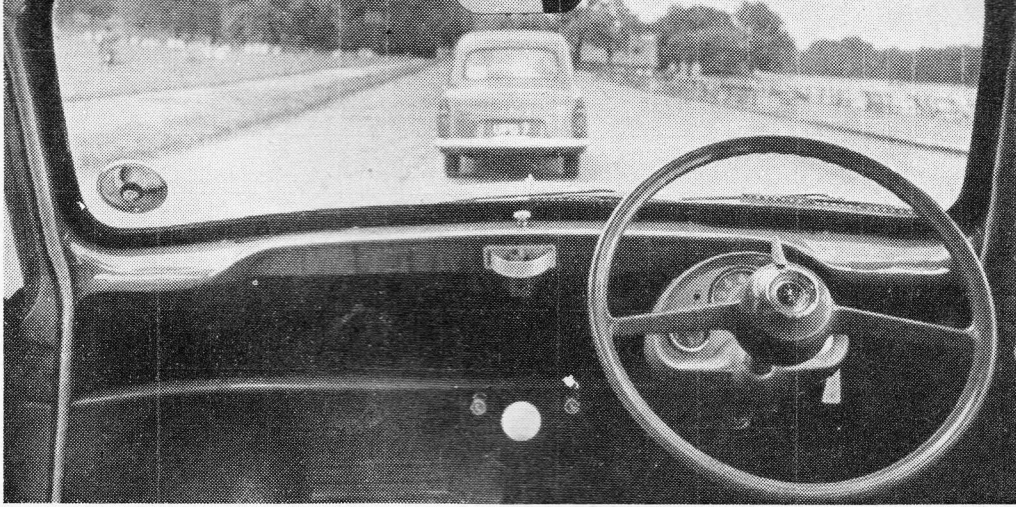
On entering the car, one is impressed with the good all-round visibility. There is ample room for four people, a very capacious luggage boot, and a useful shelf for odds and ends beneath the dashboard, as well as a similar space behind the rear seat squab. Thank goodness those modern "improvements", the steering column gear lever and the umbrella-handle brake, are not to be found, and the instruments have proper round dials. They are screened from causing dazzle by being mounted in a



**VISIBILITY** (Right) is excellent through the wide screen, while a useful parcel shelf occupies the place of a more conventional fascia.

sort of binnacle, and though a warning light takes the place of an oil gauge, that is probably a good thing for the non-mechanical owner.

The interior furnishing is plain and functional. For a basic price of £360, one does not expect a walnut dashboard or pigskin upholstery. There is a refreshing absence of plastic or chromium decoration, and the paintwork is exceptionally good; in fact, the external finish is better than that of some cars costing double the price.



When the engine is idling a fair amount of vibration is transmitted to the body. As soon as the revolutions mount, however, the unit proves to be far smoother and quieter than the original "1172". Naturally, the enthusiast would prefer a four-speed gearbox, but second speed gives rapid acceleration up to 45 m.p.h., and is a useful traffic gear. There is no synchromesh on first gear, but second is low enough to cope with most conditions, so the change into bottom is not often required.

In two respects, the Anglia is better than any other small British saloon.

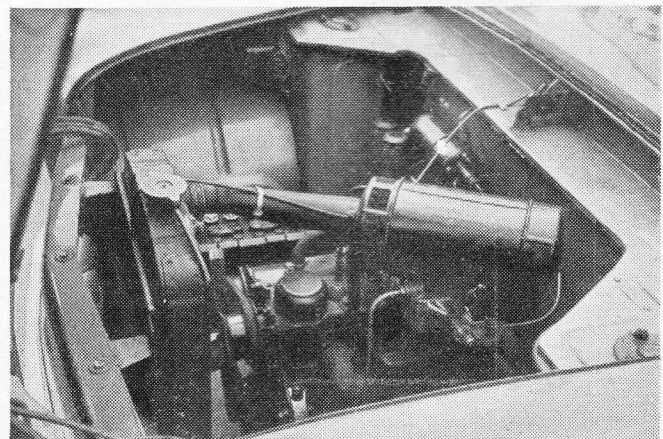
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**DIMENSIONS**

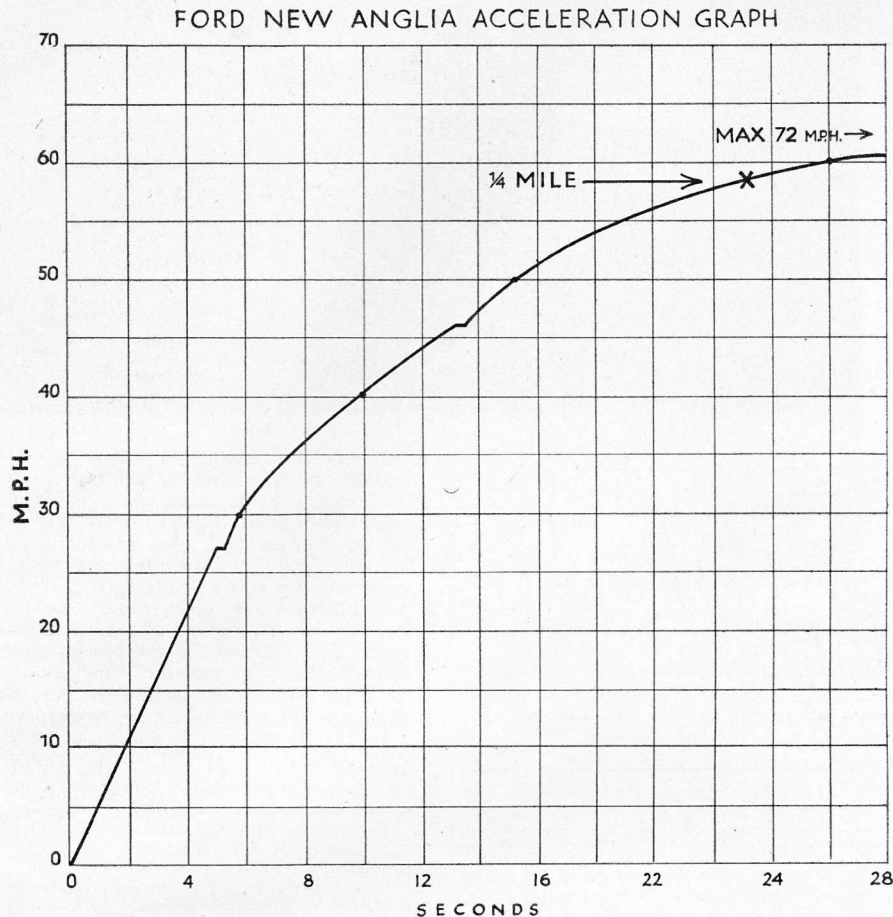
- A Overall height, 4 ft. 10½ ins.
- B Height of front seat from floor, 1 ft. 1 in.
- C Clutch pedal to seat squab, 2 ft. 11½ ins.
- D Length of front seat cushion, 1 ft. 8 ins.
- E Steering wheel to seat cushion, 7 ins.
- F Squab to steering wheel, 1 ft. 1 in.
- G Front seat to roof, 3 ft. 0½ in.
- H Rear seat to roof, 2 ft. 10 ins.
- I Length of rear seat cushion, 1 ft. 5½ ins.
- J Height of rear seat from floor, 1 ft. 3½ ins.
- K Length of boot, 2 ft. 7½ ins.
- L Height of boot, 1 ft. 6 ins.
- M Wheelbase, 7 ft. 3 ins.
- N Overall length, 12 ft. 7½ ins.
- O Overall width, 5 ft. 0½ in.
- P Width of front seat cushion, 1 ft. 7 ins.
- Q Width over front seats, 3 ft. 6 ins.
- R Shoulder room between doors, 3 ft. 8½ ins.
- S Width over rear seat, 3 ft. 9 ins.
- T Body width (inside), 4 ft. 2 ins.
- U Shoulder room rear seats, 3 ft. 8 ins.
- V Width of boot opening, 3 ft. 3½ ins.
- W Width of boot, 3 ft. 10½ ins.



ONE advantage of the modern body styling on the Ford Anglia is the provision of a particularly capacious luggage boot. It is 18 inches deep, more than two and a half feet long, and almost four feet wide.



ANOTHER convenience of the full-width body is that the engine is extremely accessible. Although of 1,172 c.c. capacity, like its predecessor, the Anglia power unit has a sturdier crankshaft, built-in water pump and larger inlet valves.



The first of these is the absence of road and tyre noise inside the car. As is well known, most modern integrally constructed vehicles are far inferior to the older cars in this respect; in fact, they may be downright unpleasant on certain surfaces. The Anglia scores very high marks for a quiet interior, and all my passengers remarked on this feature.

The other respect in which the Ford excels is fast cornering. The roadholding and general controllability set a new standard for this class of car. It is possible to enter sharp corners at 60 or 70 m.p.h. and to take them with an effortless ease that is simply uncanny. The ride is just as comfortable as that of a Zephyr, and the cornering power is considerably greater. Although the car can be seen to roll to an appreciable angle by outside observers, this is curiously not apparent to the occupants.

The brakes are more than adequate to cope with the speed and weight of the car. They can be used hard and often without diminution of their power. On the road, however, one seldom needs them. One simply steers round the obstacle without reducing speed. I am very glad that the Anglia explodes, once and for all, the myth that small-diameter wheels do not hold the road as well as larger ones.

I must admit that I drove the car very hard all the while I had it, for the engine

seems perfectly happy to cruise at nearly its maximum speed. If one were content to travel at more reasonable velocities, I am sure that the petrol consumption would average at least 35 m.p.g.

In the past, the small Fords, almost alone among popular cars, invariably had remarkably accurate speedometers. It is a pity, therefore, that the new Anglia has an instrument that is just as optimistic as those fitted to other makes. "Eighty on the clock" represents a true 71 m.p.h., which seems a pointless exaggeration when the performance is so good. The genuine, timed-both-ways maximum speed is 72 m.p.h., and this is surely a lily that needs no gilding.

My other criticism concerns the clutch. Let me say at once that it can never be made to slip, even when abused, which

is a great point in its favour. Nevertheless, it does tend to judder slightly when taking off, and this is disappointing when the other controls work so smoothly.

For a small car, the little Ford is remarkably free from any sense of effort. It can be driven fast for hour after hour without strain, and one feels relaxed and safe because of the exceptional roadholding and powerful brakes. The engine has noticeably more power in the middle ranges than the earlier model, which enables one to exceed 50 m.p.h. up quite steep main road hills. The machine continues to handle well on wet roads, but the speed is then limited by the vacuum windscreen wipers. These are powerful, and make a good job of clearing the curved glass, but although the recuperator tank allows short bursts at full speed, they will not operate continuously above 60 m.p.h.

A few years ago small family saloons were slow, stodgy, and unpleasant to drive. Today, many of them handle as well as a good sports car, and they can keep up an average speed that would not disgrace that type of vehicle. The new Ford Anglia is one of the best of the bunch, and it is backed by the worldwide service of the parent organization. At £511 2s 6d. it is, to say the least, quite a proposition.

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Ford "New Anglia" saloon, price £360 plus £151 2s. 6d. P.T. Extra charge for heater, price £8 10s. plus £3 10s. 10d. P.T.

**Engine:** Four cylinders 63.5 mm. x 92.5 mm. (1,172 c.c.), side valves, 7 to 1 compression ratio, 36 b.h.p. at 4,400 r.p.m., Single downdraught carburetter, coil and distributor ignition.

**Transmission:** Single dry plate clutch, 3-speed gearbox with central control and synchromesh on 2nd and top. Ratios: 4.4, 8.25, and 15 to 1. Open propeller shaft with needle roller bearing universal joints. Hypoid rear axle.

**Chassis:** Integral all-steel body and chassis construction. Independent front suspension by sliding pivots and bottom wishbones, with helical springs and torsional anti-roll bar. Semi-elliptic rear springs. Telescopic hydraulic dampers all round. Bolt-on steel disc wheels, fitted 5.20 x 13 ins. tyres. Hydraulic brakes, 2LS in front, with 7 ins. x 1½ in. drums.

**Equipment:** 12-volt lighting and starting, speedometer, ammeter, fuel gauge, oil-warning light.

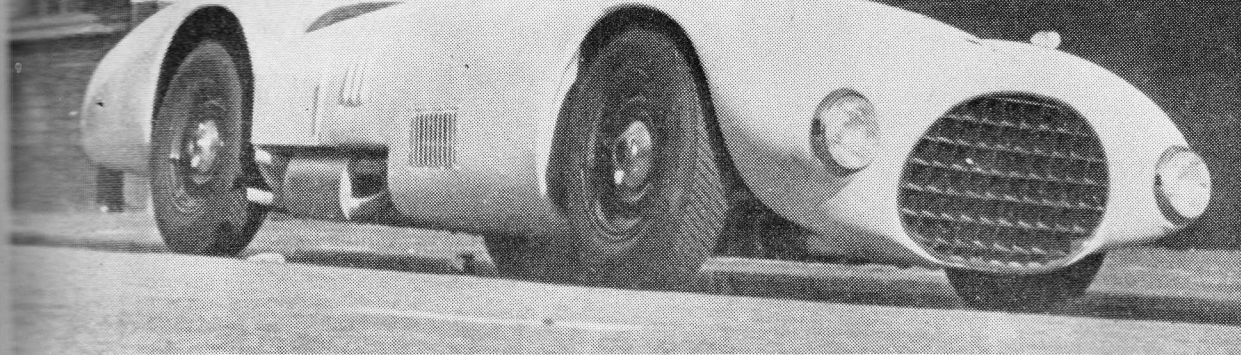
**Dimensions, etc.:** Wheelbase, 7 ft. 3 ins.; Track, front 4 ft., rear 3 ft. 11½ ins.; Overall length, 12 ft. 7½ ins.; Overall width, 5 ft. 0½ in. Weight, 14½ cwt.

**Performance:** Maximum speed 72 m.p.h. Speeds in gears, 2nd 46 m.p.h., 1st 27 m.p.h., Standing quarter-mile 23.2 secs. Acceleration: 0-30 m.p.h. 5.8 secs.; 0-40 m.p.h. 10 secs.; 0-50 m.p.h. 15.4 secs.; 0-60 m.p.h. 26 secs.

**Fuel Consumption:** Driven hard, 30 m.p.g.



**FOUR-DOOR:** (Right) The Anglia's "big brother", the four-door Prefect, is put through its paces by Jackie Reece at a recent Liverpool M.C. event.



(Left) Somewhat reminiscent of the Cunningham at the front, the Kieft-Chrysler just before delivery to U.S.A.

(Below) The low build of the machine is demonstrated by Cyril Kieft standing alongside.

## A 5½-LITRE KIEFT

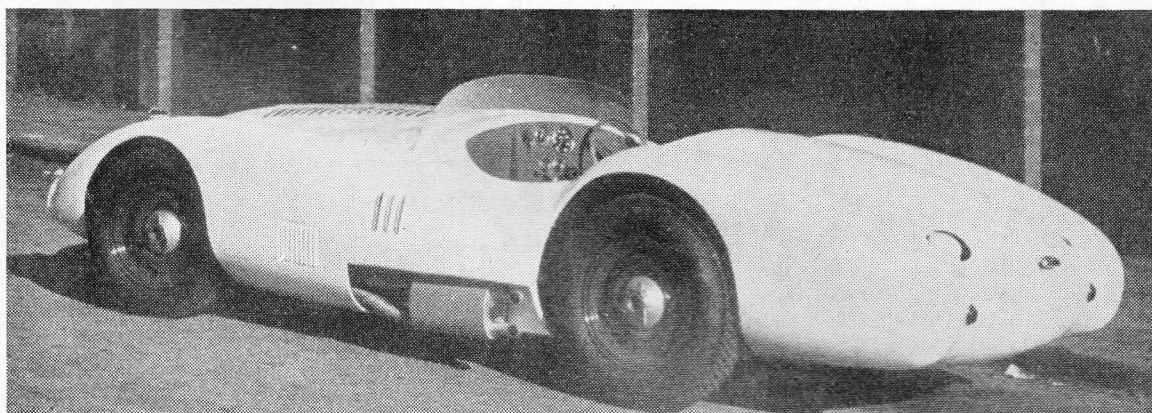
New Competition Sports Machine Built at Wolverhampton for U.S.A.

BUILT for Erwin Goldschmidt of U.S.A., the latest Kieft sports-racing car is fitted with a modified "Firedome" V-8 Chrysler engine. Unlike the "1,100", which has a "fibreglass" body, the big Kieft has one of aluminium-alloy construction, secured to a light, tubular superstructure.

The chassis is tubular, with an M-shaped structure at the front which locates the helical springs and wishbones independent front suspension. Owing to the comparatively wide angle of the Vee, the big Chrysler engine provides a fairly low bonnet line; it is mounted well back in the frame.

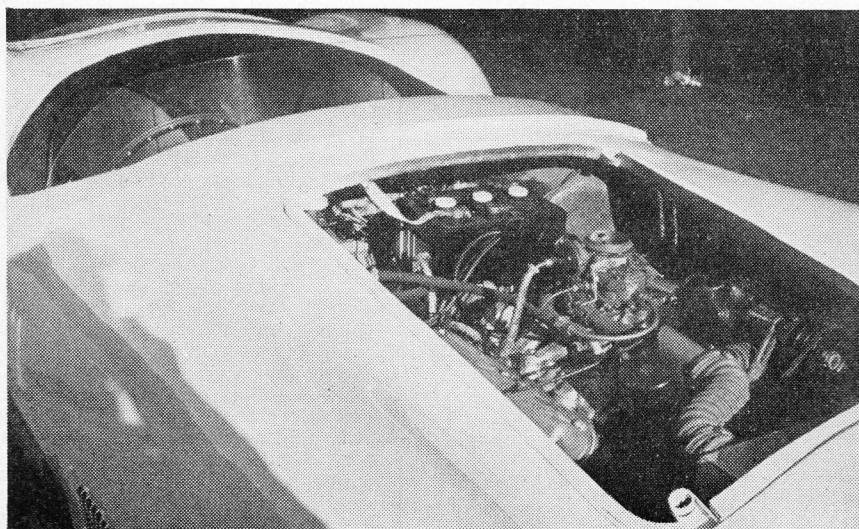


(Right) A three-quarter view shows a family resemblance to the Le Mans "1,100".



★

(Below) The V-8 Chrysler engine installed.



Goldschmidt intends to use the car in sports car races in U.S.A., and in other events for which it may be eligible. He already runs a JR Cadillac-Allard, and a 4.5-litre Ferrari. His is the first Kieft to be constructed with an engine exceeding 2-litres.

### ULSTER'S BIG HILL-CLIMB

AMONG those entered for tomorrow's Craigtlet hill-climb over in Belfast are Ken Wharton, who is bringing both his blown Cooper and his blown E.R.A., and Michael Christie (blown 1,098 Cooper and unblown 1,107 Cooper). These, together with local talent, have brought the total of primary runs up to 47, with 10 secondary entrants. It is one of the largest and most varied Craigtlet entries for some years and promises some exciting sport. There will be a practice period this evening. Ken Wharton holds the record for the hill.

*DEVIL'S ELBOW: An M.G. goes into the reverse turn—a popular vantage point for spectators watching the Giant's Despair Hill-Climb.*

aft—went by like a yellow streak, possibly proving that two engines are better than one for climbing hills. Of all morning runs, Fageol finished second over all in the fine time of 1 min. 2.59 secs., only two-tenths of a second slower than the Walters record.

Each man had another run in the afternoon, and the better of the two was the one that counted; Fageol improved on his time after lunch. Don McKnought's Maserati (the winning car at the recent Suffolk County Air Force Base) climbed in great haste, while Carpenter's Kieft-Bristol seemed almost as fast. John Meyer, whose Meyer Special came within one-tenth of a second of equalling the time of Del Lee's winning Allard last year, drove well but lacked the necessary power for this year's competition.

His fans cheered Jackie Cooper up the hill in his green modified Austin-Healey, which ran away with its class. Don Marsh's Lester M.G. climbed in 1 min. 13.20 secs. while John Bentley's 1,100 c.c. Siata made it in 1 min. 21.59 secs. and Candy Poole's rapid little PBX went up in 1 min. 21.77 secs. Suddenly around the turn came a red 4.5 Ferrari, not loud—but fast. It passed almost before most of us could jump to our feet and

# THE GIANT AND BRYNFAN TYDDYN

Combined Hill-Climb and Road Race Meeting at Wilkes Barre—Goldschmidt (Ferrari) sets New Record for the Hill

WHEN the 80 cars began lining up for the Giants' Despair Hill-Climb in Wilkes-Barre, Pennsylvania, on Friday, 23rd July, spectators felt sure that one of them might break Phil Walters's all-time record of 1 min. 2.3 secs., established in a Cunningham in 1952. Practice on Thursday had proved that the cars were extremely fast this year—but no one dreamed that one person would exceed the record *three* times in one day!

The day was warm and sunny for the S.C.C.A. National event, and from where we sat on a large rock, three-quarters of the way up the hill, we were able to see a dip, a curve, and a turn. Lush wild plants and high, green trees make it impossible to see more than one or two of the many curves from any one spot, and straights are few and short along the one-mile course. The noise of revving before the starts was not audible to us, but as cars rounded Devil's Elbow—wide, sweeping, deceptive curve where Louis Chevrolet flipped his Buick way back around 1911—engine noises echoed lightly in the valley and became increasingly louder as the hard pull brought them nearer.

Vintage cars were first to climb, and number one, a blue Bugatti Type 37 driven by Ervin Fuller, expired just as it reached us; and a little later a Cooper shed a chain at the same place, after approaching at very high speed. However, the majority of the runs were excellent. The Fageol Special, having two supercharged Porsche engines—fore and

BY RUTH SANDS BENTLEY

## Hill-climb Results

**Class B—5,000-8,000 c.c.:** 1, A. E. Goldschmidt (Allard JR), 61.69 secs.; 2, J. V. Meyer (Meyer Spl.), 67.32; 3, S. Rutherford (Allard J2), 67.84.

**Class C—3,000-5,000 c.c.:** 1, A. E. Goldschmidt (4.5 Ferrari), 61.26; 2, L. J. Fageol (Fageol-Porsche), 62.40; 3, Preston Gray (Nash-Healey), 74.23.

**Class C—Production:** 1, M. J. Malarkey (Jaguar XK 120), 71.83; 2, Roy Elston (Jaguar XK 120), 72.53; 3, Vic Forno (Jaguar XK 120), 72.59.

**Class D—2,000-3,000 c.c.:** 1, Jackie Cooper (Austin-Healey), 73.75; 2, E. D. Osborne (2.7 Ferrari), 86.53; 3, S. R. Morgan (Crosley V-8), 90.90.

**Class D—Production:** 1, J. B. Holly (Austin-Healey), 79.80; 2, R. Jackson-Moore (Austin-Healey), 80.76; 3, E. Bulck (Austin-Healey), 81.14.

**Class E—1,500-2,000 c.c.:** 1, Don McKnought (Maserati), 68.21; 2, W. K. Carpenter (Kieft-Bristol), 70.33; 3, Charles Dietrich (M.G. TC 5), 75.25.

**Class F—1,100-1,500 c.c.:** 1, D. Black (Lester-M.G.), 72.12; 2, D. F. Marsh (Lester-M.G.), 72.89; 3, J. A. Graham (Porsche), 72.96.

**Production M.G.:** 1, R. H. Fergus (M.G. TC), 87.78; 2, R. Richardson (M.G. TF), 91.24; 3, R. L. Nash (M.G. TF), 93.22.

**Class G—750-1,100 c.c.:** 1, J. Bentley (Siata Spyder), 80.09; 2, G. A. Rubini (Lotus-M.G.), 82.84; 3, J. Norwood (Siata Spyder), 88.25.

**Class H—500-750 c.c.:** 1, C. Poole (PBX), 79.03; 2, F. J. Dominianni (Giaur), 96.84; 3, K. Ahr (Siata Spyder), 104.97.

**500 c.c. Class:** 1, R. D. H. Keith (Cooper), 74.11; 2, Phil Cade (Cooper), 90.49; 3, C. F. Irish (Kieft), 94.87.

**Vintage Class:** 1, J. J. S. Sherman (Hispano-Suiza), 85.90; 2, E. Fuller (Bugatti), 89.44; 3, P. Miller (Bugatti), 93.39.

focus our cameras, and we were sure that Erwin Goldschmidt, the car's pilot, had broken Walters's record. But we didn't know he had had a bit of a spin at Devil's Elbow, losing precious seconds. A while later, however, he climbed into his second car, a JR Allard, and this time he made no mistakes, climbing the hill in 1 min. 1.91 secs and setting a new mark.

## Overall Morning Winners

A. E. Goldschmidt (Cadillac-Allard JR), 1 min. 1.91 secs.; L. J. Fageol (Fageol-Porsche), 1 min 2.59 secs.; A. E. Goldschmidt (4.5 Ferrari), 1 min 4.60 secs.

The afternoon runs saw most of the drivers improve on their times. Marty Malarkey, a Pennsylvania lad, was a popular winner of the Production Class C category in his Jaguar XK 120. Candy Poole, in the little 748 c.c. PBX, astounded the crowd by bettering the time of the winners of the Production M.G., and the 1,100 c.c. classes. It was quite late in the afternoon before the starter called for Class B and C cars and the Goldschmidt Allard moved to the line. He had already set a new record, but from the way he took off we felt he was doing it again. He was! Soon the announcement came that Erwin Goldschmidt had climbed in 61.69 seconds! Could Fageol better this? He moved his twin-engined Porsche to the line while his friends began praising Allah and crossing fingers. His climb

was very fast and his time was 62.40 secs., just one-tenth of a second slower than Walters's old record, but not fast enough to win. Then the Goldschmidt 4.5 Ferrari neared the starting line and fuel feed trouble developed. Luigi Chinetti, Bill Frick, Tippy Lipe and others began pushing the red machine back and forth on the road, and the trouble cleared. The green flag dropped, the car leapt forward, it passed successfully this time through Devil's Elbow, noise faded, ears strained, eyes were all on the announcer, and then it came—for the *third time* in one day, Erwin Goldschmidt had set a new record.

#### The Road Races

THE races on Saturday at Senator Newell Wood's estate, Brynfan Tyddyn, did not count toward National S.C.C.A. points. Because of the nature

of the road—twisting and narrow—the races were limited to 2,000 c.c. machines. Praise should be given to John Duvall, the announcer, who was on the microphone all day Friday and Saturday and never appeared to get tired. A college professor from Syracuse, Mr. Duvall knows a great deal about automotive machinery and kept the spectators informed on every car.

was driving well and having the local folk pulling for him, passed Richard Nash (TF) before completing Lap 8 which put him in seventh spot from a starting position of 14th. As the last cars disappeared into their ninth lap, word came over the wires that Haselton had gone off the road on a back bend and overturned, injuring his arm. Cars became badly scrambled before the race was restarted, so it was decided officially to stop it at eight laps. No times were released.

1. Robert H. Fergus (M.G., TC).
2. Len Bastrup (M.G., TD).
3. Robert Holbert (M.G., TD).

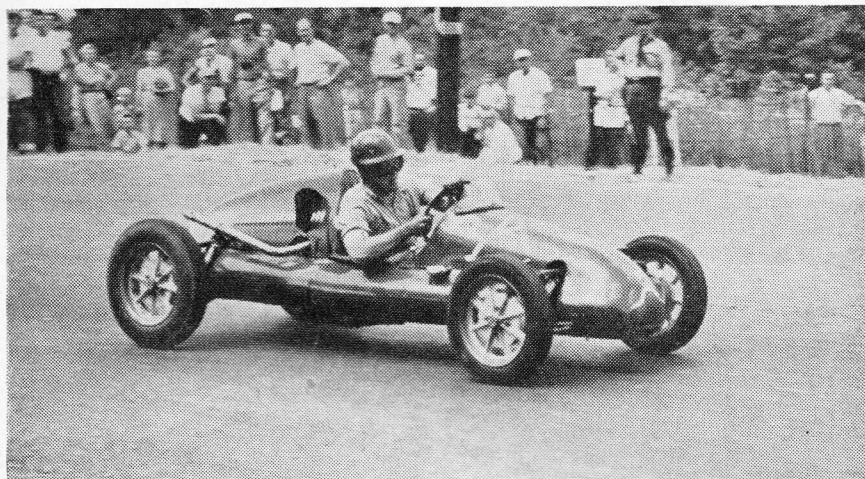
The second race, for Class E and F Production—less M.G., brought only five cars to the grid, with James Robinson (Triumph TR2) arriving there with a big cigar in his mouth. Roland McConkey's TR2 had pole position, and the other

three cars were 1,488 c.c. Porsches. The end of the first lap found Robinson leading with Thompson (Porsche), McConkey (TR2) and Bye (Porsche) in close pursuit and Ernst (Porsche) a short distance back. A control called in and asked Chief Starter Ed Trump to blue-flag Robinson for baulking Dr. Thompson on the back stretch, but Thompson had dropped slightly back by the time he reached the starter, and on his next lap was overtaken by McConkey. On Lap 5 Thompson pulled into his pits. Robinson, who had been lapping in 3 mins. 28.2 secs., spun out on the second turn of Lap 6 and McConkey went by. Robinson tried hard to catch the other TR2, but in his exuberance he left the road during his tenth, and final, lap—ceding his second place to Bye's Porsche. McConkey crossed with a big bang as a tyre blew!

**Class E:** Roland McConkey (Triumph TR2), 35 mins. 13.2 secs.

**Class F:** John H. C. Bye, (Porsche), 36 mins. 20.2 secs.; Walter Ernst (Porsche), 37 mins. 25.9 secs.

Lunch hour was now moved ahead so that the 500 c.c. boys could finish working on their cars. None of them were quite ready! When the six cars finally lined up at 2 p.m., Irish (Kieft) and Keith (Cooper) occupied front positions. By the time they reached the back stretch, the Control called in, "They passed so quickly we couldn't see the numbers!" Roland Keith's red Cooper was first through the last turn, but the yellow



**TROPHY WINNER:** (Left) Rowland Keith (Cooper) who won the 500 c.c. road race, and was awarded a challenge trophy for the fastest average speed of the day.

Eighteen stock M.G.s lined up for the first race, 10 laps over the 3½-mile course. The Senator's daughter, Nancy, acted as pace-maker in her cream M.G. and by the end of the first lap Bob Fergus's TC had an 8½-second lead over Victor Forno (TF), Richard Haselton (TD), Dickson Werner (TD) and Len Bastrup (TD). Bastrup went by both Werner and Haselton next lap, and Robert Holbert moved from 11th to sixth place while Fergus increased his lead to 19½ seconds. By Lap 3 Holbert had reached fourth place and Fergus had moved out of sight of the TF, which was passed by Bastrup next lap.

By Lap 6 Fergus was circling consistently at 3 mins. 46 secs. (about 60 m.p.h.) while Bastrup and Holbert were battling for second place quite a distance ahead of Sterner (TC) and Dager (TD), who were running close for fourth. Robert Brown, a Wilkes-Barre lad who

*LONDON ROAD? No, merely a line of M.G.s and Austin-Healeys awaiting their turn for the Giant's Despair Hill-Climb.*



*FARM ON THE HILL is the meaning of Brynfan Tyddyn. Marsh's Lester-M.G. leads from Matthews's M.G. Special and Graham's Porsche in the main race, a 15-lap event.*

of emergency vehicles, the race was re-started in the order in which cars had been stopped. Carpenter (Kieft-Bristol) was still leading on Lap 3, but Linton (Osca) was within six seconds of him, and Black (Lester-M.G.) was a close third. Going into his fourth lap, Carpenter took the first turn too rapidly and the Kieft left the road, turned on its side, slid for several feet, clipped two letter boxes, and landed upside down in a ditch. Although the driver was gasoline soaked and could not lie flat on the seat because of the metal tonneau, he emerged uninjured. The car fared not so well.

Linton (Osca) now went into the lead, followed by Black (Lester-M.G.), Marsh (Lester-M.G.), Allen (M.G. Special), Matthews (M.G. Special), Graham (Porsche 550-3), Toland (Denzel), Licht (M.G., TD Mod.), Koveleski (M.G., TC Mod.), Dietrich (M.G., TC supercharged), and Wing (M.G., TD supercharged). It was interesting to note that the Class F cars were all ahead of the only two Class E cars left in the race.

The green flags were not used again until Lap 6 after the course was cleared of wreckage; and then the battle of the day took place. Although Linton and Black had been running well ahead of the field, they now turned on more power and Black hounded the leader, never letting up. Linton, driving his Osca which finished fifth overall at Sebring, and handling it splendidly, completed Lap 8 in 3 mins. 12 secs., the fastest lap of the day, and Black was a matter of a few yards behind him. Graham moved his ex-Kling Porsche past Matthews and Allen to gain fourth spot behind Marsh's Lester-M.G. By Lap 10 Black was within 10 yards of Linton and 29 secs. ahead of Marsh, who went by on his next lap slapping the bonnet of his car to indicate trouble, and pulling into his pits. Marsh was out again shortly but not before Graham and Allen got by. Allen handled his very pretty M.G. Special well and drove a steady race. Lap 14 saw the two leaders fly by right together, with Black's Lester practically touching the Osca and leading the Graham Porsche by 1 min. 9.5 secs. The public address system announced that Marsh's Lester-M.G. had stopped somewhere on the course. Last lap, and tension had built to a peak! Black was driving with determination, and anything could happen. It did! Black's Lester-M.G. ran out of gas one mile from the finish line!

#### Class E

1. Charles Dietrich (M.G. TD supercharged), 47 mins. 3.8 secs.
2. Roger Wing (M.G. TD supercharged), 9 laps.

#### Class F

1. Otto Linton (Osca MT4 Mod.), 46 mins. 14.3 secs.
2. James Graham (Porsche 550-3), 47 mins. 37 secs.
3. Fred Allen (M.G. Special), 47 mins. 53.4 secs.

#### Class H

1. Candy Poole (PBX), 35 mins. 22.8 secs.
2. Ken Ahr (748 Siata), 39 mins. 58.1 secs.

#### Class G

1. John Bentley (1,100 Siata), 35 mins. 36 secs.
2. Gunnard Rubini (Lotus Mk. VI), 38 mins. 33 secs.
3. Howard Hanna (1,082 Siata), 38 mins. 48.4 secs.

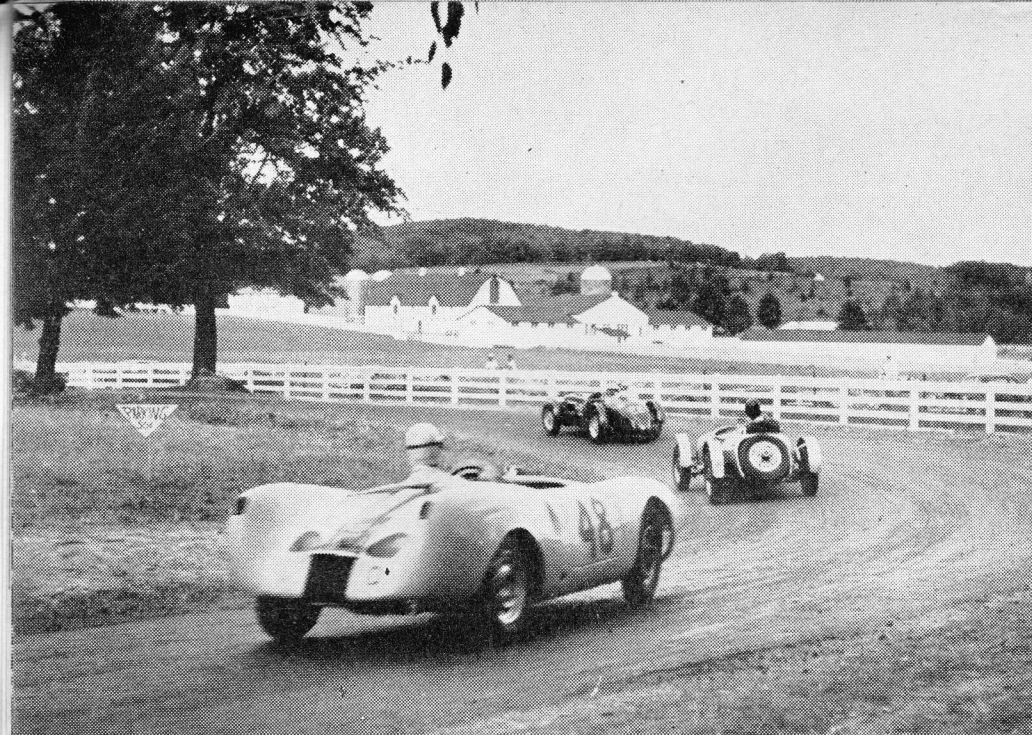
Chills, thrills and spills highlighted the main race of the day, 15 laps for Class E and F Modified, and the two cars favoured to win, both met with unhappy endings. The line-up included the 2-litre Maserati and the Kieft-Bristol, both of which performed so brilliantly the day before; the Porsche roadster in which Kling led the first laps of last year's Mexican Road Race; two Lester M.G.s; a 1,342 c.c. Osca; and other interesting cars numbering 15 in all. Carpenter's Kieft-Bristol shot forward as Colonel Terry Field dropped the green flag following the paced lap, and was way out in front by the end of lap one. But yellow flags were immediately displayed and an announcement came through that two cars had crashed at different parts of the course. Wing's supercharged M.G. TD had gone off the road without injuring the driver; but the Maserati of Don McKnought—after overturning four times—was damaged almost beyond recognition. McKnought was taken to hospital as a result of injured ribs and abrasions, but he appeared in bandages at dinner Saturday night. He was the second driver of the day to say that he thought airport racing was making him careless and that road racing required much more skill.

When the narrow roads were cleared

Triumph-powered Cooper of Alexis du Pont was a scant three seconds behind, with Whitney (Cooper), Perrington (Cooper) and Cade (Cooper) in that order. The Irish Kieft had spun out. Keith made his second lap in 3 mins. 24.3 secs. while du Pont lapped in 3 mins. 25 secs., widening the gap between his and the third car. Next lap Whitney went by waving his tail pipe high above his head, stopping at his pit to repair it. Keith lapped his Cooper-J.A.P. consistently in 3 mins. 21 secs. and began pulling away from du Pont, who completed his seventh lap quite late because of a gyration, letting Perrington nearly catch him. At the beginning of the 10th lap it was still Keith, du Pont and Perrington, but something happened to du Pont again, and Perrington beat him home. Whitney's tail pipe caused him so many pit stops that he was just finishing his sixth lap when the winners got their flag.

1. Rowland Keith (Cooper), 33 mins. 51.2 secs.
2. George C. Perrington (Cooper), 35 mins. 8 secs.
3. Alexis I. du Pont (Cooper), 35 mins. 31.2 secs.

The fourth event was 10 laps for Class G and H Modified and attracted four Siatas, a Lotus, a Giaur, a Nardi, a Fiat Balilla and the PBX, with the Siata Spyderys of Bentley and Hanna on the front row. Candy Poole's PBX, starting in fifth position, was 100 yards ahead of Bentley's Siata at the end of its first circuit, and Bentley had a long lead over Hanna (Siata), Vitale (Nardi) and Rubini (Lotus Mk. VI). Poole completed his second lap in 3 mins. 28.9 secs., Bentley in 3 mins. 35.8 secs. and Vitale and Rubini both passed Hanna. Lap 3 saw Rubini move into third place but running 1 min. 3 secs. behind Bentley's Siata, which in turn was 17 secs. behind the fabulous PBX. Next lap the little 745 c.c. PBX was getting ready to lap the Fiat, and Bentley began gaining on the leader, cutting his lead to 10 secs. by Lap 6. Lap 8, Poole went by holding on to something that was flapping on the side of the PBX, losing time and causing his pit crew worry. Next time around the two leaders lapped Domini-

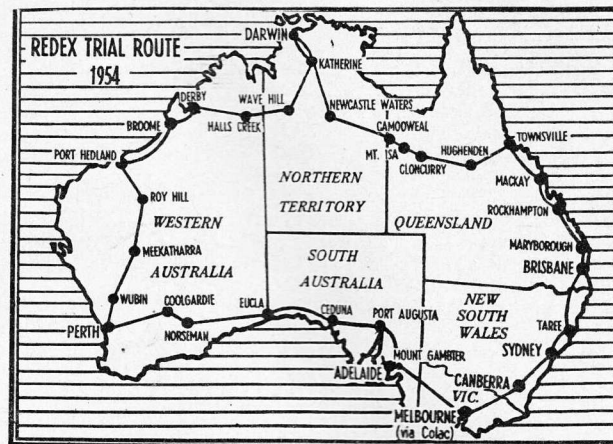






JUST A SAMPLE (left) of some of the less difficult going in the 1954 Redex Trial.

9,600 MILES (right), from Sydney to Sydney around the coastline of the Australian continent, was covered in 18 days by the winners in their Ford V8.



## RIGHT ROUND AUSTRALIA

Jack and Bill Murray (Ford V8) Succeed  
in World's Toughest Motoring Trial

HEAVY rain, thick fog, blinding dust storms, floods, stupefying heat, attacks on competitors by wild cows, by a crocodile, by an irate bull, and by aborigines armed with spears and tomahawks . . . those are just some of the hazards encountered in Australia's mammoth 9,600-mile Redex Reliability Trial. It began on Saturday, 3rd July, from Sydney, N.S.W., when Donald ("Shady Nook") Peers of British radio fame flagged the first car away from Moor Park. It ended 18 exhausting days later, on 20th July, when 127 of the 246 cars which set off returned to Sydney, and two unrelated drivers named Murray—Jack and Bill—brought their 1948 Ford V8 home to win without loss of a single mark, a truly remarkable performance.

The accompanying map shows the bare route which 1954 "Redex" competitors followed, but it cannot reveal the incredible difficulties encountered through the exigencies of Australia's climate and the wildness of her terrain in some regions. Cars passed progressively from smooth, English-style roads to greasy, rutted tracks, then up treacherous, winding mountainside roads edged by almost bottomless gorges. Drivers met pea-soup fog, then torrential rain, followed by a quick change to glaring sun and dust storms as they traversed endless, barren, flat stretches, over terrible corrugated tracks, ever-threatening to sumps and fuel tanks, and bringing the pace down to a nerve-jangling crawl.

By the time Mt. Isa, 2,270 miles from Sydney, was reached, only three cars remained unpenalized. Of these, Martin Arentz (Ford Customline) lost 45 marks in the next stage, while Australian racing driver Doug. Whiteford crashed his Vanguard into a Rover with much resultant damage and a loss of 70 marks. That left Jack and Bill Murray (Ford) as undisputed leaders so long as they kept going.

Last year's winner Ken Tubman (Peugeot) had transmission failure, but the Anderson/Zaccour Holden met trouble on four short, scaly legs, when a man-eating crocodile decided it didn't

like them and attacked near Mackay. They drove it off with sticks. Frank Kleinig, another racing driver of note, first had to dodge a charging bull—his 203 Peugeot was a bright red!—then encountered aborigines who backed up demands for tobacco and his wrist-watch by brandishing spears and tomahawks.

Beyond Darwin, approximately half-way mark, the wild King Leopold mountain country from Derby to Broome brought further hardships to cars and crews, and docked numerous penalty marks. A fast run to Port Headland followed in compensation, one Hudson "Pacemaker" clocking 103 m.p.h. Perhaps the crew were rushing for the rest period at Meekatharra, where dog-tired, unkempt drivers could relax for 12 hours. Jack Brabham, Cooper-Bristol racing driver, wrote off the front end of his Holden when meeting a boulder in a creek bed.

Rain turned the next section, to Perth, into a slippery quagmire, claiming further casualties, but the Murrays still led, still without loss of marks, though Gerald Patterson (Peugeot) was a close second, minus eight marks only. "If we sneeze, we've lost our lead," said Jack Murray, whose Ford was a six-year-old second-hand job which, incidentally, caused a considerable boost in Ford second-hand values on the Australian market as a result of its performance.

The "secret route" from Melbourne to Sydney traversed the Australian Alps, adding ice and snow to the trials of the Trial. The Murrays finished without brakes, descending mountain roads in second gear. Reaching Sydney at last, dead-beat but happy, the winners were asked what their immediate plans were. "Sleep, feller, just sleep on and on . . ." was Jack Murray's reply.

Was the 1954 "Redex" a success? So much so that news of the 1955 event already announces it will probably be extended to 10,500 miles, and that the organizers hope for a date in the International Calendar to bring their unique event in line with the "Monte", "Alpine" and other recognized classics.

### RESULTS

**General Classification:** 1, Jack Murray/Bill Murray (1948 Ford V8), no marks lost; 2, G. Patterson/H. Russell (Peugeot), 8 marks lost; 3, A. Anderson/R. Anthony/V. Zaccour (Holden), 14.

**Team Results:** 1, Holden (Cape/Scales; Thiel/Billing; Miller/Miller/Colliss); 2, Holden; 3, Humber Super Snipe.

**Class Results: Over 2,500 c.c.:** 1, J. Murray/W. Murray (Ford V8); 2, T. Sulman/N. Hutchison/J. Oakley (Humber Super Snipe); 3, T. H. Farrell (Ford Customline). **1,501-2,500 c.c.:** 1, A. Anderson/R. Anthony/V. Zaccour (Holden); 2, E. A. Nelson (Standard Vanguard); 3, S. Jones/D. Thompson (Holden). **1,101-1,500 c.c.:** 1, G. Patterson/H. Russell (Peugeot); 2, L. Whitehead/L. Barns (Volkswagen); 3, L. Westren/C. Kennedy (Peugeot). **Up to 1,100 c.c.:** 1, A. Townsend/L. Witheridge/J. Price (Morris Minor).

★  
**CLEAN SHEET FOR 18 DAYS:** That is the proud record of Jack Murray (left) and navigator Bill Murray (no relation), who made best performance with their Ford V8 of 1948 vintage.  
★



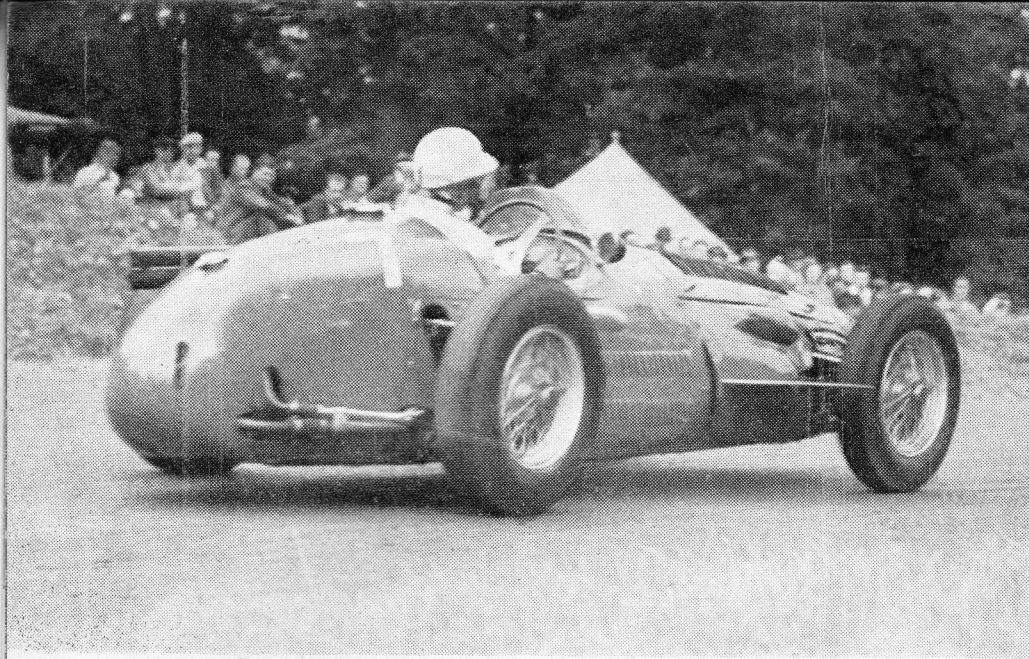
# MOSS THE

Two Victories with Maserati at Oulton Park, also Lap Record—Win

Photography by Francis Penn

and A. E. Elliott (Cooper) dicing merrily; C. G. Summers (Kieft) and P. J. H. Bennett (Cooper) were also at it hammer-and-tongs.

Anderson tailed Bloor remorselessly, and both closed up on Dickson who overslid on the eighth lap, letting Anderson into a lead which he kept till the end. Bloor was a comfortable third, whilst Elliott pipped Denley by  $\frac{1}{4}$  sec. for fourth place. Summers shot off the



STIRLING MOSS at Lodge Corner with his Maserati on his way to win the "Daily Dispatch" International Gold Cup.

START of the Gold Cup race with (Right) Reg Parnell (Ferrari) leading from Jean Behra (Gordini), Bob Gerard (Cooper-Bristol), Alan Brown (Cooper-Alta) and Bill Whitehouse (Connaught).

STIRLING MOSS had a field day at last Saturday's Oulton International Gold Cup meeting, organized by the Mid-Cheshire M.C. and the *Daily Dispatch*. Driving a red works Maserati for the first time in Britain, he won the Gold Cup and also the *Formule Libre* event. With the Beart-Cooper, he was victorious in the 75-mile F3 event. Moss also set a new lap record for the extended circuit in 1 min. 56.4 secs., 85.40 m.p.h.

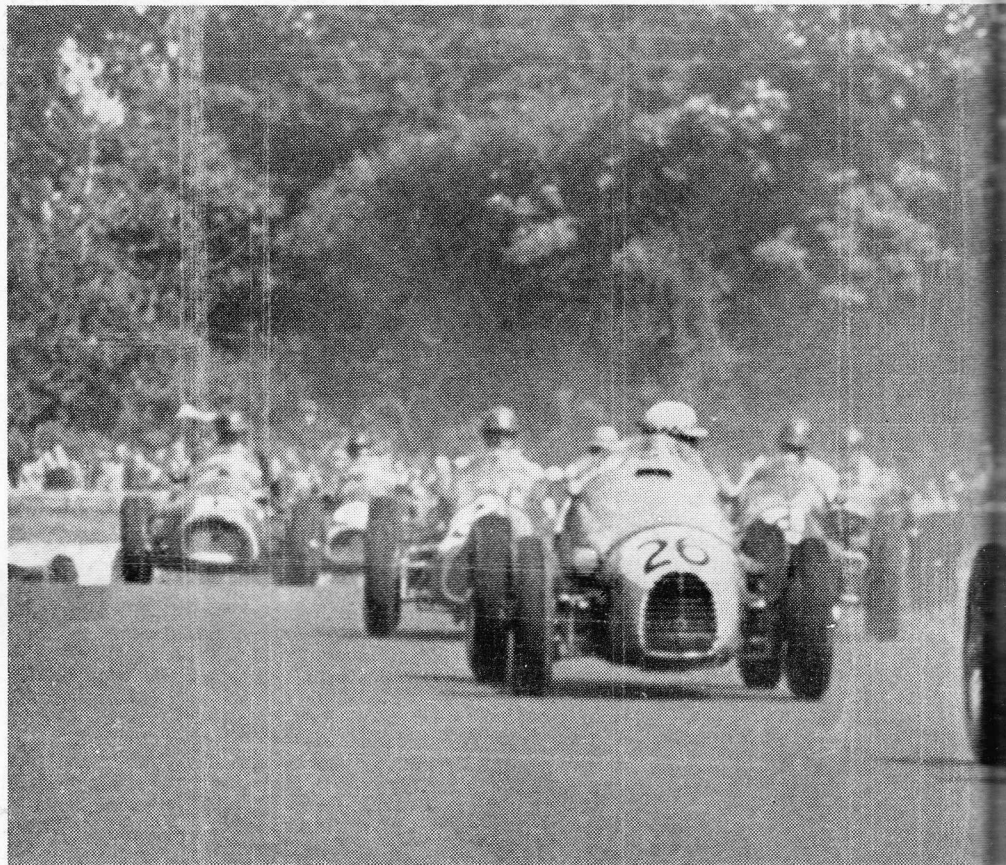
Roy Salvadori knocked down a tree with his Maserati in the 100-mile Formula 1 race, and was fortunate to escape with a shaking. A crowd of over 30,000 turned up to watch an excellent day's racing on this grand road circuit.

MIKE HAWTHORN was a non-starter, no Ferrari being available from Modena. A surprise visitor was Gordini's No. 1 driver, Jean Behra, who replaced Pilette. Best times in practice were put up by Bob Gerard (Cooper-Bristol) and Jean Behra (Gordini), each with 1 min. 59.4 secs. Reg Parnell (Ferrari) did 1 min. 59.6 secs. Jim Russell and Ivor Bueb (Coopers) were quickest amongst the F3 boys with 2 mins. 7.2 secs., Reg Bicknell (Revis) being next with 2 mins. 8 secs.

Gilby Engineering were in some difficulties with Roy Salvadori's Maserati, but B.R.M. came to the rescue and gave all possible assistance in the way of making available special machinery.

First event was a 25-miler for 500 c.c. machines. Charlie Graham (Cooper) shot into the lead, but did things all wrong and restarted far back. Tom Dickson (Staride) and J. W. Higham (Kieft) battled for first place, followed by Rob Anderson (Staride) and Scott Bloor (Cooper). Higham tried desperately to take Dickson—so desperately that he revolved off course at Cascades. Bloor passed Anderson who appeared not to be hurrying unduly, and was easily the most impressive driver present.

The three leaders rapidly outstripped the others, with J. F. Denley (Cooper)



### GOLD CUP STARTING GRID

R. Parnell (Ferrari) 1 m. 59.6 s.	J. Behra (Gordini) 1 m. 59.4 s.	F. R. Gerard (C/Bristol) 1 m. 59.4 s.
L. Marr (Connaught) 2 m. 02.4 s.		A. Brown (Cooper-Alta) 2 m. 01.8 s.
W. J. Whitehouse (Connaught) 2 mins. 04.6 s.	D. Beauman (Connaught) 2 m. 03.6 s.	R. Salvadori (Maserati) 2 m. 03 s.
L. Thorne (Connaught) 2 m. 05 s.		N. Sanderson (C/Bristol) 2 m. 05 s.
R. Y. Nuckey (C/Bristol) 2 m. 07 s.	C. D. Boulton (Connaught) 2 m. 06 s.	J. Riseley-Prichard (Connaught) 2 m. 05.8 s.
M. F. Young (Connaught) 2 m. 09.8 s.		J. Fairman (Turner) 2 m. 09 s.
P. Emery (Emeryson-Alta) 2 m. 26.6 s.		A. Brooke (H.W.M.-Alta) 2 m. 21 s.
S. Moss (Maserati)		H. A. Richards (H.A.R.) 2 m. 27.6 s.

road at Knicker Brook, and A. Eccles (Kieft) seized his engine at the Bailey Bridge. Phillipson also explored the countryside, and finished up on the grass at Druid's Corner.

Then came the Gold Cup race, with Moss in the back row, his Maserati only being delivered at the circuit in the morning. Down went the flag, and Behra (Gordini) shot off the mark level with Reg Parnell (Ferrari), with Bob Gerard (Cooper-Bristol) trying to edge past both.

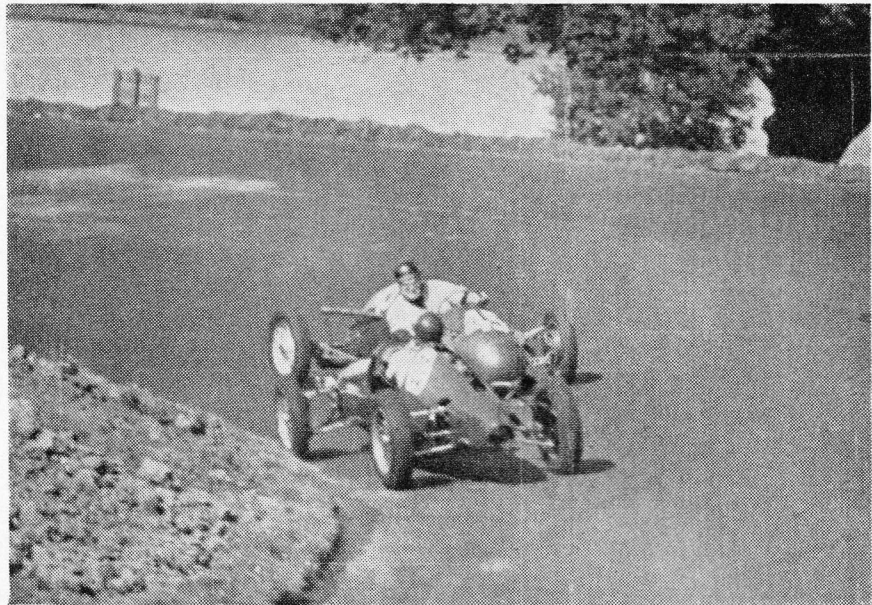
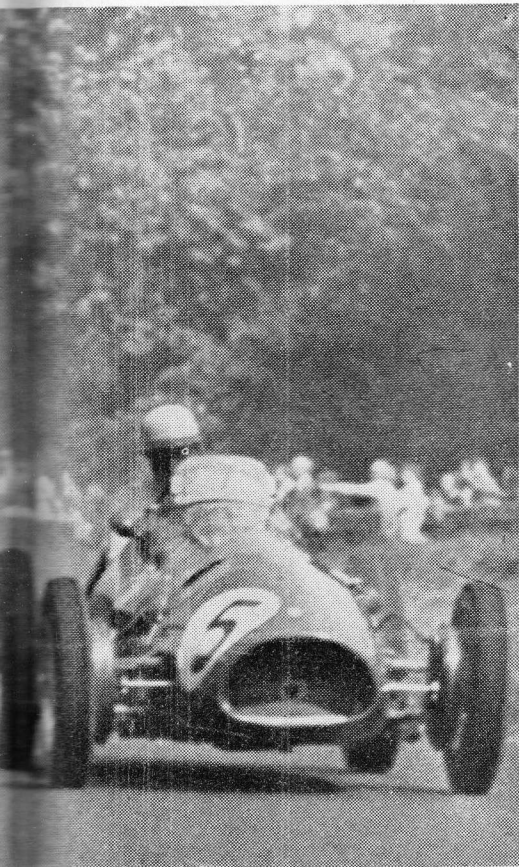
Moss went through the field like a knife through butter and on lap 1 was in seventh place. This incredible driver had actually overtaken a dozen cars, exploding the myth that overtaking is difficult at Oulton—at least it doesn't appear to trouble Stirling overmuch. The unhappy Behra, who had started off with five cylinders, stopped with magneto

# THE MASTER

One with Cooper at Oulton  
for Rob Anderson (Staride)

trouble and Gerard stepped into second place—but not for long. Moss's red Maserati whistled past on lap 3, and one tour later had taken Parnell's Maserati for the lead. Next time round, Salvadori shot past Parnell who now had Bob Gerard and Don Beauman (Connaught) on his tail.

Stirling Moss began to pile on a big lead, and after five laps was already lapping the slower men. Behra set off again, only to stop for good after one



FANCY OUR MEETING!: G. C. Summers (Kieft), going the right way at Covert Corner, meets Bill Lawrence (J.P.) going t'other in the 25-mile race for Formula 3 cars.

Salvadori was really trying, but on his 15th lap there occurred a strange sequence of misfortunes. Coming into Druid's Corner, his throttle stuck wide open; instinctively he cut both magneto switches but the engine still revved. The Maserati crashed into a tree, the top half of which fell off, but Roy stepped out of the wreckage practically unhurt.

From that point the race was processional, although Moss kept breaking a lap record which he had set up on his seventh lap with 1 min. 57.2 secs. (84.82 m.p.h.), and, although unchallenged, the race speed kept getting higher even when some rain fell.

At half-distance (18 laps) only Moss, Parnell, Gerard and Beauman were on the same lap. Behind, Bill Whitehouse and Rodney Nuckey were having a mighty scrap, and Leslie Marr (Connaught) was coming up fast after being delayed by a loose plug lead. Riseley-Prichard (Connaught) went out with piston trouble, and Alan Brown called it a day with fuel pump bothers. Sander-

son stopped for some time to fix a throttle link, and fell right back.

Whitehouse and Nuckey continued their combat for lap after lap, but with three laps to go, Whitehouse spun and Nuckey forged ahead. Just to show what's what, Moss set up a new circuit record of 1 min. 56.8 secs., 85.11 m.p.h., on his 29th lap. He won by the vast margin of 1 min. 14.4 secs. from Parnell with Gerard less than 10 secs. behind, and Beauman a gallant fourth. These four were the only drivers to complete the distance.

### The 75-Mile F3 Race

Once again Moss had a back-row position, but hurtled through the field to such purpose in the 75-mile F3 event that he was second on lap 3. *This involved overtaking no less than 23 cars!*

Jim Russell (Cooper) led initially from Ninian Sanderson (Staride), Ivor Bueb (Cooper), Charles Headland (Martin-Headland) and Reg Bicknell (Revis). Early retirements were Les Leston

slow lap. Behind Beauman was Alan Brown's Cooper-Alta, in front of Bill Whitehouse's Connaught and Rodney Nuckey's Cooper-Bristol.

Parnell, Gerard and Beauman were going round in close company, the two 2-litre machines putting up a remarkable display. However, Moss and Salvadori were gradually getting farther and farther away. After 10 laps, Moss led Salvadori by 9 secs., and the last-named was 17.2 secs. ahead of Parnell. Young (Connaught) began a series of pit-stops, whilst the "Ecurie Ecosse" lads Ninian Sanderson (Cooper-Bristol) and Leslie Thorne (Connaught) fought it out behind Boulton's Connaught.

SAD PICTURE of Roy Salvadori's Maserati after it had crashed into a tree at Druid's Corner. Salvadori fortunately escaped injury.



*INDIAN FILE: (Left) Charles Graham (Cooper) leads from Tom Dickson (Staride), Scott Bloor (Cooper), H. Phillipson (Kieft) and the eventual winner Rob Anderson (Staride) at Cascades just after the start of the first race.*

and Russell had a terrific battle which thrilled the crowd. It was real no-quarter stuff, and often as not Russell's front wheels had one of Parker's rear ones between them.

Near the end, Bicknell dropped out and Charlie Headland came into fifth place. On the very last lap, Russell managed to scrape past Parker to cross the line  $\frac{2}{3}$  sec. in front. Moss's superiority was such that he won with over 40 seconds to spare!

The 55-mile event for *Formule Libre* machinery was yet another story of Moss's ability to come right through. However, this time Bob Gerard held his lead for nearly five laps before being

*CLOSE COMPANY (Right) featuring Rodney Nuckey (Cooper-Bristol), Leslie Marr (Connaught) and Leslie Thorne (Connaught) at Old Hall.*

(Cooper), engine troubles, Paul Swaelens (Cooper), brake failure, and Sanderson, magneto bothers.

Moss took the lead from Russell on lap 4, and Don Parker (Kieft) moved into third place just in front of Bicknell and Mike Keen (Cooper). Nuckey's engine began to splutter and he fell back.

The heavy rain which had persisted for the first few laps stopped, and the sun came out. Bicknell took Parker, and Keen looked for an opening to pass both of them. Moss's mastery of the circuit was becoming more and more evident, but Russell was giving a superb display.

After 10 laps, Moss led Russell by 32.8 secs., who, in turn, was 8.4 secs. ahead of Parker. The maroon Kieft was being harried all the way by Bicknell and Keen, but the little man suddenly began motoring at tremendous speed, whizzing past Russell on lap 12 and setting up an F3 lap record in 2 mins. 7.8 secs., 77.88 m.p.h. However, Russell was not dismayed, and hung on to the AUTOSPORT champion for lap after lap.

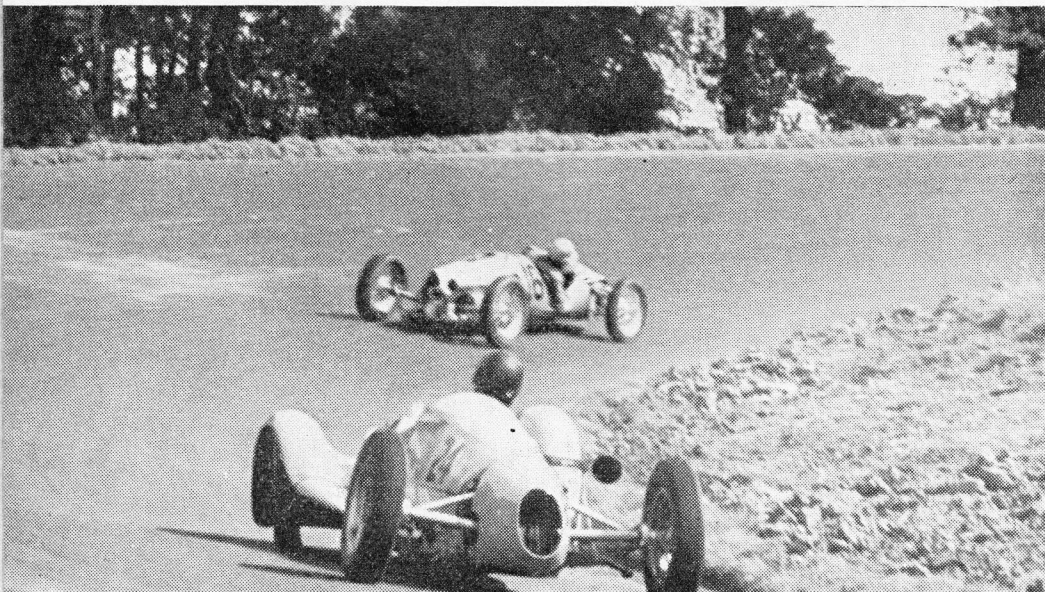
Moss was out on his own, but Parker



overtaken by the red machine. Gerard was really on top of his form, and it was difficult to believe that he was matching a push-rod 2-litre against the latest in twin-o.h.c. 2½-litre G.P. machinery.

Reg Parnell went out after two laps with a slipping clutch, to be followed by Don Beauman (Connaught) and Les Leston (Cooper-J.A.P.) who had a carburettor fall off. Behind Gerard, Bill Whitehouse and Leslie Marr were having a mighty Connaught battle, with Rodney Nuckey hot on their trail. Nuckey revolved at Lodge Corner and smacked his sump so hard that it cracked, letting

*NEW TURN: Reg Bicknell (Revis) chasing Charlie Headland (Martin-Headland) on the banked bend of the new extension, during the 75-mile F3 event.*



Duncan Hamilton's Jaguar-engined H.W.M. into fifth place.

On lap 8, Marr passed Whitehouse, who gradually fell back. Hamilton was challenged by Mike Keen (Cooper-Alta), who overtook him on lap 12, then disappeared from the fray.

Driving effortlessly, but at tremendous speed, Moss waited until the penultimate lap and then set up a new record of 1 min. 56.4 secs., 85.40 m.p.h. Gerard gained a well-deserved second place after a really brilliant drive, and Marr managed to keep ahead of Whitehouse.

On the whole a very well organized meeting on a circuit which is rapidly becoming more and more important with every event.

GREGOR GRANT.

#### RESULTS

##### "Daily Dispatch" Gold Cup (100 miles, 36 laps)

1. Stirling Moss (Maserati), 1 hr. 11 mins. 27 secs., 83.48 m.p.h.
2. Reg Parnell (Ferrari), 1 hr. 12 mins. 41.4 secs.
3. Bob Gerard (Cooper-Bristol)\*, 1 hr. 12 mins. 51 secs.
4. Don Beauman (Connaught)\*, 1 hr. 13 mins. 19.2 secs.
5. Rodney Nuckey (Cooper-Bristol)\*, 34 laps.
6. Bill Whitehouse (Connaught)\*, 34 laps.

**Fastest lap:** Moss, 1 min. 56.8 secs., 85.11 m.p.h.

##### 55-Mile Formule Libre

1. Stirling Moss (Maserati), 39 mins. 58 secs., 82.91 m.p.h.
2. Bob Gerard (Cooper-Bristol)\*, 40 mins. 41.4 secs.
3. Leslie Marr (Connaught)\*, 41 mins. 51.8 secs.
4. Bill Whitehouse (Connaught)\*, 42 mins. 3.6 secs.
5. Duncan Hamilton (H.W.M.-Jaguar), 19 laps.

**Fastest lap:** Moss, 1 min. 56.4 secs., 85.40 m.p.h. (course record). \* 2-litre cars.



SCRAP: Tom Dickson (Staride) leading J. F. Higham (Kieft) at Knicker Brook during the opening race.

##### 25-Mile Formula 3

1. Rob Anderson (Staride), 20 mins. 11.2 secs., 73.87 m.p.h.
2. Tom Dickson (Staride), 20 mins. 12.4 secs.
3. Scott Bloor (Cooper), 20 mins. 16 secs.
4. A. E. Elliott (Cooper), 20 mins. 45 secs.
5. J. F. Denley (Cooper), 20 mins. 45.2 secs.

**Fastest lap:** Anderson, 2 mins. 10.8 secs., 76.0 m.p.h.

##### 75-Mile Formula 3

1. Stirling Moss (Cooper), 59 mins. 43.8 secs., 74.89 m.p.h.
2. Jim Russell (Cooper), 60 mins. 26.2 secs.
3. Don Parker (Kieft), 60 mins. 26.6 secs.
4. Mike Keen (Cooper), 61 mins. 3.6 secs.
5. Charles Headland (Martin Headland), 61 mins. 20 secs.

**Fastest lap:** Parker, 2 mins. 7.8 secs., 77.88 m.p.h. (F3 record).

## SUNDAY AT SENIGALLIA

Successes for Stuart Lewis-Evans (Cooper), Luigi Musso (Maserati) and Umberto Maglioli (Ferrari)

THREE races made up last Sunday's programme at Senigallia, Italy. For the up to 750 c.c. racing event, Stuart Lewis-Evans in a works Formula 3 Cooper was favourite, and took the lead from the start, pursued by Berardo Taraschi in the 750 c.c. single-seater Giau and Antonelli's Volpini, now with 4-cylinder Gilera engine, instead of its former Gilera "Saturno" single. Then misfiring held up the Giau, the Volpini dropped out, and the Cooper sailed home an easy winner. Taraschi was a delayed second, Cecchini (Stanguellini) third, Tinnazzo (Giannini) fourth and Anna Maria Peduzzi fifth in her Stanguellini.

By far the most interesting race of the day was that for 2-litre sports cars, which produced a tremendous three-cornered fight between Maserati, Ferrari and Gordini. The two Maseratis of Musso and Perdisa immediately went to the fore in company with Casella's Gordini, the works Ferrari Mondial driven by Sighinolfi making a poor start but soon recovering. Then an unfortunate incident occurred on the corner beyond the straight, the Swiss Musy (Maserati) touching Sighinolfi, who in turn touched the 2-litre Osca of Sgorbati. In spinning Musy also struck Sgorbati, who left the road and retired.

Musy and Sighinolfi were able to continue, but Sighinolfi's mudguard was giving him trouble, the wheel contacting when cornering. Musso and Casella

were still wheel to wheel, with Perdisa a few metres back until his ignition began to falter. A few moments later Casella retired with a broken half-shaft. Sighinolfi now overtook Perdisa's Maserati, which retired almost immediately and Musitelli's Ferrari Mondial moved up to third place, only to have a tyre burst.

That let Bob Said up to third. The American was making his first appearance in the 2-litre Ferrari, and put up a spirited fight against the Maserati of Bracci, whom he led over the line by a few yards. Musy was fifth in his Maserati. Two British cars, D. Margulies's 1½-litre Lotus, and the TR2 Triumph of the Greek driver Mylonadis were entered for this event. Musso's win once again makes him Champion of Italy in the 2-litre sports class.

Apart from the opening laps, the unlimited race was as dull as the other was interesting. Umberto Maglioli in the new 3-litre 4-cylinder works Ferrari broke all records, including Villoresi's 1953 lap figure, set up with the 4½-litre car. For a while Roberto Bonomi put up a spirited fight with his 4½-litre 12-cylinder Ferrari, but the 3-litre was faster and the South American was forced to retire with engine trouble. Gerini on the 12-cylinder 3-litre Ferrari therefore took second place, some three minutes ahead of Bordoni's Gordini.

HANS TANNER.

### BENTLEY D.C. SILVERSTONE MEETING

WE are advised that several corrections should be made to the report (6th August issue) of the Bentley D.C.'s Silverstone meeting on 31st July. The car following G. G. McDonald's Bentley in one of the photographs is that of G. H. G. Burton, not J. A. Williamson. Williamson won the "Fastest Bentley" Scratch Sweepstake, as stated in the results, although the report suggests that it was won by McDonald. Thirdly, Williamson did not go home to replace a spring, but to fetch one while the broken spring was being removed; the car was then repaired in time for a later race.

### RELAY RACE VACANCIES

THERE are no vacancies for new teams in the 750 M.C.'s Relay Race at Silverstone on 28th August, but some entrants are still required for the following teams: J2 Allard; "Chain-Gang" Frazer-Nash; Ford-engined Lotus; Porsche; C-type Jaguar. Entries should be sent to H. Birkett, Pondtail Road, Fleet, Hants.

### EAST YORKSHIRE CAR CLUB DRIVING TESTS

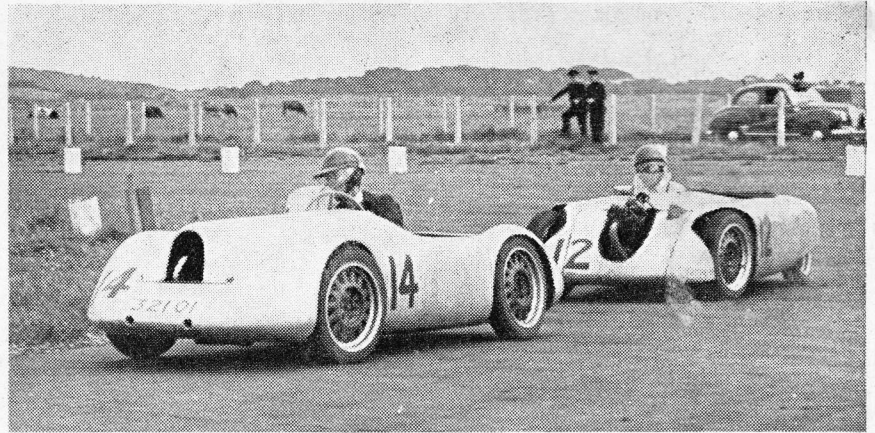
Leconfield, 25th July

**Thompson Trophy:** Arthur Slater (Jaguar), 116.5 pts. **Winner of Opposite Class:** Michael Brown (Wolseley), 124 pts.

**Class 1:** 1, A. Slater (Jaguar XK 120), 116.5; 2, E. Batte (Triumph TR2) and E. Booth (Jaguar XK 120), 130.5; 3, R. Whitley (Ford Zephyr), 136. **Class 2:** 1, M. Brown (Wolseley), 124; 2, M. Burton (Austin A30) and G. Browne (Morris Minor), 127; 3, T. Kendrick (Talbot), 135. **Gymkhana:** 1, Grantham (Morgan), 40 secs.; 2, A. Richardson (Ford Special), 51 secs.; 3, N. Iddon (Wolseley), 57 secs.

(Right) Laurie McGladery's Mk. II McCandless leads Rex McCandless's earlier model during the 500 c.c. race. They finished in that order.

SOME first-class racing was seen at Kirkistown on Saturday, 7th August, when the 500 Motor Racing Club of Ireland staged yet another meeting at this popular venue. This August meeting was to be the most important of the season, in token of which the major event, an open handicap, carried as premier award the handsome new W. R. Baird Memorial Trophy, raised in memory of the late Bobbie Baird, president of the club at the time of his death. This event attracted the grand entry of 45 competitors.



## BAIRD MEMORIAL TROPHY MEETING

Desmond Titterington (Triumph TR2) Wins  
New Irish Trophy—Close Racing at Kirkistown

With thunderstorms ambling all over Ulster, Kirkistown remained almost completely free from rain, apart from one slight shower of no great consequence.

The meeting opened with a saloon handicap race over 10 laps. On scratch mark was Joan Carvill (Aston Martin DB2), conceding as much as one lap plus 60 secs. to limit man Ernest McMillen (Austin A30) and shorter starts to the others. The early leader was H. E. McNally (Volkswagen) from Wilbert Todd (Ford Anglia). The field decreased when R. E. M. Humphreys (Jaguar) vanished into the straw bales. McNally pressed on, but Todd pressed harder, eventually taking the lead, with Andy Hutchinson (M.G.-engined Morris Minor) in pursuit.

In the closing laps, however, Joan Carvill bore down on the leaders, catching Hutchinson and Todd on the final lap to win by 5 secs. The next four cars all arrived in close company, to the delight of the handicappers.

The 500 c.c. race brought only four starters to the grid. Of special interest was Laurie McGladery's Mark II McCandless (Norton-engined) fitted with a new envelope-style body. This car has an orthodox steering-wheel, modified steering geometry and a noticeable "rake" on the rear wheels. Also on the line was Rex McCandless with the earlier handlebar steering McCandless and fully-exposed power unit. Alf Carroll had his 498 c.c. J.P. and Jim Meikle, still recovering from the morn-

ing news that he had become the father of a son, was driving his 498 c.c. Cooper.

McGladery set the pace, with McCandless firmly in his slipstream and Meikle just ahead of Carroll. On the third lap there was a temporary change of leadership, Rex taking charge for a while, but on the next round the old order was restored. At times it seemed that Rex's car had much more power than the new model, but eventually, with Meikle no longer a runner, the two McCandless cars stormed into the finish together, McGladery just getting the verdict. Alf Carroll was a full lap behind.

It is a sign of the times in Ulster that a race for Ford-based specials could attract only four starters. Still, the race was considered good fun and certainly

the scrap which resulted between Robin Scott and W. J. B. Christie was one of the best of the day.

Christie's Zack seized an immediate lead and for two laps the runner-up was B. W. Tughan. Scott tailed R. B. Turner for a lap then moved into third place and, on the third lap, into second place. From that stage he closed on Christie and the pair had a merry to-do. Christie won by one second, at which stage Tughan still held third place. For some unexplained reason, however, instead of completing his last lap he turned into the paddock, leaving the place to Turner.

The first heat of the Baird Memorial Trophy race brought a mixed bag to the line. Early in the race McNally's Volkswagen made the most of a useful start and just held an advantage over Wilbert Todd (Ford Anglia) and Andy Hutchinson (Morris-M.G.). Quite early, however, Louis Carvill's DB2 made its presence felt and closed down on Hutchinson. Todd took over the lead on the seventh lap, at which stage Alan Brown (H.R.G.) was coming in behind Carvill. On the ninth lap Hutchinson replaced Todd, while Carvill moved into third place and Brown into fourth. On the last lap the Aston Martin just managed to get the verdict from Brown, with Hutchinson a good third.

In the second heat four Triumph TR2s shared the same mark as three Austin-Healeys, the remainder of the field consisting of Ford-based specials, a Plus-Four Morgan and an XK 120. Quite early the pattern of the finish was established when Desmond Titterington (Triumph) took the lead and settled there. Tughan's Ford challenged for a time, then John Johnstone (Triumph) closed up to support Titterington. This being his first race, incidentally, Johnstone was showing impressive form.

Robin Scott (Ford Special) displaced Johnstone on the seventh lap and on the eighth Brian McCaldin (Triumph) moved into third place, but Titterington was uncatchable and won easily.

The last heat brought out the fast motors. On scratch mark were the two McCandless cars, Rex in the Mark I and Cromie McCandless in the later version. Syd Durbidge had a 30-sec.

(Continued on page 222)

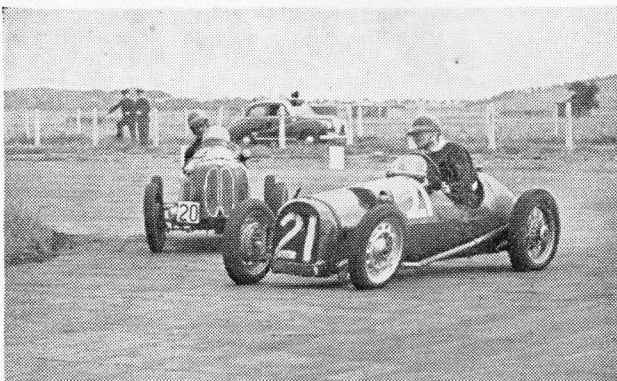
### Results

**Saloon Car Handicap:** 1, Mrs. Joan Carvill (Aston Martin DB2), scratch, 16 mins. 27 secs (60.62 m.p.h.); 2, Wilbert Todd (Ford Anglia), 1 lap plus 20 secs., 16 mins. 32 secs. (58.09); 3, Andy Hutchinson (Morris-M.G.), 50 secs., 16 mins. 35 secs. (56.98).

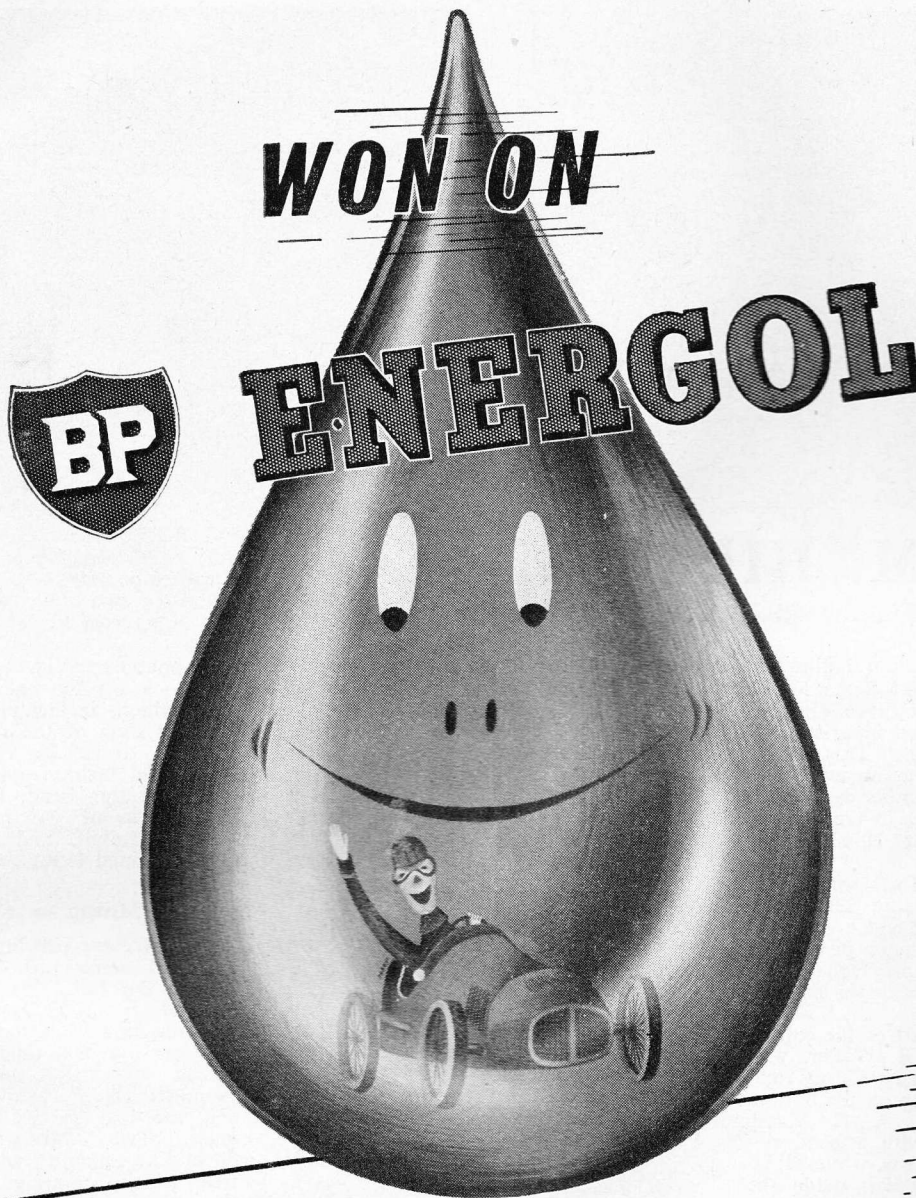
**500 c.c. Scratch Race:** 1, Laurie McGladery (499 McCandless), 14 mins. 12 secs. (64.53); 2, Rex McCandless (499 McCandless), 14 mins. 12.2 secs. (64.52); 3, Alf Carroll (498 J.P.), (57.67).

**Ford-based Specials' Race:** 1, W. J. Christie (Zack), 15 mins. 27 secs. (59.31); 2, Robin Scott (Ford), 15 mins. 28 secs. (59.25); 3, R. B. Turner (Ford), 16 mins. 13 secs. (56.51).

**Baird Memorial Trophy Handicap—Final:** 1, Desmond Titterington (Triumph TR2), 1 lap plus 10 secs., 14 mins. 8 secs (63.60); 2, Louis Carvill (Aston Martin DB2), 1 lap plus 20 secs., 14 mins. 17 secs. (62.09); 3, Robin Scott (Ford Spl.), 1 lap plus 10 secs., 62.01; 4, John Johnstone (Triumph TR2), 61.09; 5, Stanley Porter (Invicta), 62.48; 6, Wilbert Todd (Ford Anglia), 52.74.



★  
(Left) Surprisingly, only four cars took part in the race for Ford specials, but Christie (Zack) had a lively scrap with Robin Scott — almost too lively, judging by his line on this corner!  
★



**OULTON PARK**  
 "Daily Dispatch" International Meeting

Formula 1. 100 Mile Race

**1st. MASERATI**

Formule Libre. 55 Mile Race

**1st. MASERATI**  
**AND NEW LAP RECORD**

(Subject to official confirmation)

This car used BP Energol Motor Oil exactly the same as sold at your garage. It also used BP fuel.

**If you really care for your car—always use BP ENERGOL—the SUPER oil**

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



## AUCLUM HILL-CLIMB

Wet Weather Win for Michael Burn (Frazer-Nash)

THE annual Great Auclum Hill-climb, held by the Hants and Berks Motor Club, is usually a pleasant affair, run with the minimum of red tape, and the maximum of efficiency. This year's event, on 7th August, was no exception, although the showery weather caused one or two unexpected delays in the running of the programme for 80-odd competitors.

Dry practice brought forth some rapid motoring, the fastest being 23.27 secs. by Henderson's 1,100 c.c. Cooper, but a rainstorm during the lunch period left the hill in a slippery condition that never really dried out. Surprisingly enough, it was the finishing straight which proved to be the most tricky part of the course.

Class 1 went to J. R. Waller, who handled his M.G. fearlessly, sliding right to the top of the banking on the bottom corner, in 25.76 secs. A. E. Marsh annexed second place with a good run in 25.86 secs. on his Dellow, while W. H. Arklay's run in 26.33 secs. made the first class a closely contested one. Evans's Ford Special looked very much like a 328 BMW, while R. M. Smith held a fine drift on the top corner on his second run.

Geoff Tapp and W. Liddell shared the blown Buckler, which car seemed to be permanently on the hill, the former driver going right up the banking on

each run. He won Class 2, and Class 8, the latter being for racing cars up to two litres. A covey (or should it be a "chain"?) of early Frazer-Nashes made up Class 2, the best times being made on the first runs, owing to a shower later in the afternoon. Ashley held a hearty broadside on Greenhouse Corner on his second run.

Class 3 was also settled on the first

*TAIL OF A BENTLEY: (Left) Jack Williamson looks ruefully at his car after its off-course excursion at Great Auclum, with the result shown above. The Bentley felled two stone pillars and a fair-sized tree.*

run, honours going to Michael Burn, who took his Frazer-Nash up in 24.54 secs., which, incidentally, proved to be the best time of the day. Mrs. Nancy Mitchell drove her Ford Zephyr in determined fashion, and blew her horn on the bottom bend; J. Orr went right to the top of the banking with his Sunbeam-Talbot, and W. S. Perkins's BMW-engined H.R.G. was both fast and silent.

### Mishap to a Bentley

Class 4 came just after a shower, and produced some real fireworks on the top of the hill. Williamson's Bentley climbed in 27.57 secs., crossing the finishing line in a terrific power slide, and missing the timekeepers' tent by inches. The slide grew to alarming proportions, despite the driver's efforts, and the big Bentley went on to the grass. Two large stone pillars went down like ninepins, and then a sizeable tree, which promptly fell down across the car as it dived through the fence. Williamson was unhurt, but the Bentley suffered rather severely, which was a great pity.

These unauthorized modifications to the estate caused secretary Fountain no little concern, which was in no way abated when Carnegie's Allard slid badly coming out of Greenhouse Corner, and spun in the narrow road. The car then hit the straw bales and a rather solid wall, and bounced off backwards. Your reporter, who had dived for cover, received about three bales at short range, and emerged looking more like a farmer's boy than a member of the motoring profession! The Allard damaged its front axle, and ran no more that day. After the charming occupant of the timekeepers' tent had retired to a safer place, and the marshals had all taken cover, the 500s came up. They were noticeably steadier than the sports cars, however, but Clive Lones's time of 26.89 secs. did not approach the best of the sports classes. Unfortunately, all the racing cars ran on a wet track, and times suffered as a result. Burrows's Monaco slid heartily lower down, and danced

### RESULTS

**Class 1—Sports Cars, up to 1,300 c.c. U/s:** 1, J. R. Waller (1,008 c.c. M.G.), 25.76 secs.; 2, A. E. Marsh (1,098 Dellow), 25.86; 3, W. H. Arklay (1,087 Arklay), 26.33. **Class 2—1,300-1,800 c.c. U/s and up to 1,300 c.c. S:** 1, G. E. Tapp (1,172 Buckler S), 25.76; 2, W. A. Liddell (1,172 Buckler S), 26.78; 3, R. W. Ashley (1,496 Frazer-Nash), 29.00. **Class 3—1,801-3,000 c.c. U/s and 1,301-1,800 c.c. S:** 1, M. Burn (1,971 Frazer-Nash), 24.54; **B.T.D.:** 2, A. M. Park (1,971 Frazer-Nash), 25.76; 3, W. S. Perkins (1,996 H.R.G./BMW), 25.89. **Class 4—3,001 c.c. upwards U/s and 1,801 c.c. upwards S:** 1, W. Coleman (2,664 Jaguette S), 25.93; 2, J. M. Perkins (1,990 Bugatti S), 25.94; 3, J. Orr (4,500 Allard), 26.26.

**Class 6—Racing Cars, up to 500 c.c.:** 1, C. Lones (499 Tiger Kitten), 26.89; 2, R. D. Burrows (498 Monaco), 28.37; 3, F. J. Mays (500 G.M.), 29.05. **Class 7—501-1,100 c.c.:** 1, C. S. Henderson (1,100 Cooper), 24.83; 2, A. E. Marsh (1,100 Cooper S), 26.00; 3, A. F. Rivers-Fletcher (1,089 Cooper), 26.04. **Class 8—1,101-2,000 c.c.:** 1, G. E. Tapp (1,172 Buckler S), 26.05; 2, W. A. Taylor (1,991 Caesar Special), 26.73; 3, W. A. Liddell (1,172 Buckler S), 27.68. **Class 9—2,001 c.c. upwards:** 1, P. J. Stubberfield (2,261 c.c. Bugatti S), 24.97; 2, W. A. Coleman (2,664 c.c. Jaguette S), 26.13; 3, J. M. Perkins (2,261 c.c. Bugatti S), 26.36.

### Baird Memorial Trophy Meeting—contd.

start in his Griffen Special (nothing like the start he had when he discovered a cracked de Dion tube an hour or two before the race!). Chris Lindsay's blown Lotus-Consul and Billy Leeper's swift M.G. were each giving the Griffen 10 secs. The limit men were Stanley Porter (Invicta), Bobbie McMillan (J.P.), Jim Meikle (Cooper), N. W. Weir (Cooper) and J. Houston (J.P.), all receiving one lap.

McMillan proved hard to catch. Meikle was an early contender, but soon Porter's huge Invicta, handled skilfully, came into the picture. Meanwhile, in the background, Durbidge's Griffen was cracking smartly and wearing down the opposition steadily. By the seventh lap

it was in third place, by the eighth lap in second place and on the penultimate lap the leader. Rex McCandless tried hard to match the Durbidge speed but failed, while Cromie never recovered from a really bad start. The finishing order was Durbidge, McMillan, Porter, McCandless.

By the time the final was reached many of the motors had lost their earlier crispness. Titterington again dominated the proceedings and thoroughly deserved his ultimate win. Some formidable opposition might have come from Durbidge had not the Griffen decided to lose one cylinder early on. John Johnstone once more impressed, as did Stanley Porter.

W. A. McMASTER.

(Continued on page 224)



**Congratulations to Reg Parnell  
on another great performance**

*on*

# AVON



Oulton Park, Cheshire

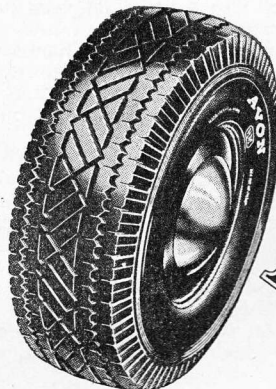
**“DAILY DISPATCH”**  
INTERNATIONAL

**GOLD CUP**

**2nd · FERRARI**

(R. Parnell)

(Subject to official confirmation)



on your car fit

**AVON** **H·M**

for **HIGHER** mileage

★ **Great Auclum—continued**

up to the top in frightening fashion, to annex second place. Greene's Hill spun in unpleasant fashion coming off the banking, and hit the grass hard, but the driver kept the engine running and continued.

Rivers-Fletcher's Cooper looked spotless, the whole turnout being an object lesson in smartness. Unfortunately, what seemed to be trouble in the gearbox, on the second run, spoiled his chances. Henderson's 1,100 c.c. Cooper won Class 7 on its second run, the driver holding a vicious slide on the upper slopes.

The last car ascended at about 6 p.m., and full printed results were handed out to the Press only 15 minutes afterwards, which deserves special mention for rapid organization.

A. HOLLISTER.

★

*JUSTIFIABLY pleased with himself, Michael Burn makes his ascent d'honneur after achieving B.T.D. at Great Auclum with his Frazer-Nash. Poor weather conditions handicapped the racing car classes.*

★

## THE "ONE-MAKE TEAM" RELAY RACE

### Holland Birkett Replies to Criticisms

LES NEEDHAM'S letter about the 750 M.C.'s one-make team policy in the Relay Race (6th August issue) gives me a welcome opportunity to make known our reasons.

The first race in 1951 was an experiment, designed to provide several things missing in the club racing calendar. First, all the delightful exercise of planning the tactics and equipment of a long-distance race, but without the prohibitive cost to the individual. Second, the pleasures of a team event where troubles are shared and new friends are made. Third, to remove from relay racing the burden of individual responsibility; there is no virtue in a sick car being flogged to destruction in order to complete a prescribed number of laps, because the driver fears to be the cause of his team's retirement. Hence, what I call the *Relais Libre* system, whereby "cars may go out in any order, for any period, and each any number of times, driven by any of the drivers". This is, without doubt, the principal charm of the event, the fundament of its success.

Next in importance is surely the quality of the handicapping. Charles Bulmer has a very difficult task indeed. Results in 1951 were a triumph to him, but in 1952 the inevitable happened. One particular car proved very much faster than was expected, and it did the major part of the running for its team, resulting in an easy victory. A similar situation existed in the case of the second team. The team managers acted perfectly ethically, but it underlines the principal weakness of the *Relais Libre*.

Although contrary to the basic principle, we have always used declarations of maximum number of laps for certain cars faster than their team mates. It is at best only a partial solution, and only in an extreme case; and very hard to enforce with the manpower available.

If a team has cars of mixed performance, the handicapper may assume the fastest car will do most of the running, which means either that the team has no chance at all, or else the slower cars don't get a fair share of racing. On the other hand he may handicap on the average performance, which is to pre-

dice the chances of the other teams. So we discourage mixed teams.

Again, the basic cost of promotion is regularly a multiple of the club's bank balance, and we keep a very close eye upon the entertainment value of the race to the lay spectators, because the continuity of the race, and perhaps the survival of the club, depends upon their car-park money. One thing which invariably interests the public is a contest between different makes of car, so we have always encouraged one-make or otherwise definitive teams as much as possible. Latterly, most of the regular entrants have turned their attention to one-make teams—hence the "stony silence" referred to by Mr. Needham.

In 1953 we tasted the bitter fruits of success. Mindful of the lap-scorers' complaint of too many cars on the track, and of the growing popularity of the event, we arranged at great expense and trouble to have a longer circuit, 2.5 instead of 1.6 miles. The lap scorers said they could probably manage 35 teams on that circuit and this figure agreed with the number of available pits. But three weeks before the event I had no less than 50 entries of teams, both complete and incomplete, and a dozen individuals. There was a total of some 240 cars involved.

Before deciding what to do about this I spread the complete teams before the handicapper and stood well back. They were the most utterly mixed lot you can imagine, and he very properly refused to handicap them. He said the regs. were all wrong if they allowed such entries. I must sort them out into proper teams, or else get another handicapper.

I was impressed by the figure 240. Six times 40. If we could borrow some trade pits and persuade the lap-scorers, we could field 40 teams. So with complete ruthlessness I set about a system of transfers and amalgamations that probably affected three-quarters of the teams entered, and eliminated ten of them. The work involved in this was fabulous; I was writing letters until three and four in the morning for about 10 days, and the 'phone began to melt. But the vast majority of competitors, upon receiving the explanation, were fully co-

operative, though one club Competitions Secretary tried to organize a boycott. Only five individuals withdrew in dudgeon. It speaks well of motoring types, although I hope I never have to live through another period like that.

The result was a pleasing number of definitive teams, and nothing that couldn't be reasonably well handicapped. But the track was overcrowded, and the R.A.C. will not again allow as many as 40.

So this year, we have tried to make more room for you by running a closed relay race in conjunction with the M.G.C.C., in an attempt to divert the 750 formula cars, the 1,172s and the T-types from the August race. This has been only partly successful, the meeting made a financial loss, and I have come in for a lot of criticism in the Seven Fifty Club for "putting the interests of outsiders before those of members". It seems very difficult to please everybody.

Replying to Les Needham's specific points. What we have actually said is that there will be no mixed teams accepted until after 9th August, giving one-make teams a clear field until then. Mixed teams *will* be considered, sympathetically you may be sure, after that. I will unblushingly admit, however, that should a one-make team be short of a car or two, we will press hard to be allowed to make a transfer of such a car from a mixed team, a replacement being brought in from the individual entry pool.

The suggestion of a C.I. permit with one-make clubs invited shows no appreciation of the case. A lot of people like relay racing and we try to accommodate just as many as we can. The National permit helps in this, by short-circuiting the need to deal with clubs, and eliminating the need for competitors to be members of specified clubs. The 1951 race was run under C.I. permit and we had to have one of those tedious membership fiddles.

As regards public support without sponsorship, we have in the past made enough by our unaided publicity to pay around 50 per cent. of stopping money claims, officials' expenses, and an annual profit of between £100 and £150. We have not sought sponsorship.

The problem of last-minute withdrawals is likely to be less serious than with other team events, by reason of our *Relais Libre* system.

HOLLAND BIRKETT.



**wins again...**

**Crystal Palace - August 2**

AUGUST TROPHY

**1st R. PARNELL**  
FERRARI 74.59 m.p.h.

GLADE TROPHY

**1st TONY ROLT**  
CONNAUGHT 71.11 m.p.h.  
Also using Essolube Motor Oil

SPORTS CAR RACE A

**1st TONY CROOK**  
COOPER-BRISTOL 68.42 m.p.h.  
using Esso Extra & Essolube Motor Oil

SPORTS CAR RACE B

**1st F.A.O. GAZE**  
H.W.M. 69.69 m.p.h.  
using Esso Extra and Essolube Motor Oil

**Brands Hatch - August 2**

DAILY TELEGRAPH TROPHY

**1st J. RUSSELL** COOPER 70.5 m.p.h. Also using Essolube Motor Oil  
(subject to official confirmation)

**Esso Extra - the choice of  
winning drivers everywhere - is obtainable  
from your local Esso Dealer**



## NEWS FROM THE CLUBS

*By Wilson McComb*

As "one-make" clubs are something of a rarity on the Continent, the arrival of 38 members of the Mercedes-Benz Club at Nürburgring on 31st July must have made a considerable impression on the Germans. The visitors were entertained by the Daimler-Benz Company at Stuttgart and, as the photograph shows, allowed to drive around the Nürburgring circuit in their cars, the oldest of which was Peter Hampton's 1903 Mercedes-Simplex.

**MIDLAND A.C.'s** next *Birmingham Post Rally* will be held on 17th/18th September, starting from Birmingham and covering a 400-mile course. Invited clubs are the Worcestershire M.C., Sunbac, Hagley and D.L.C.C., Midlands M.E.C., Cheltenham M.C., Shenstone and D.C.C. and Radar Research Depot E.M.C. Entry list will be closed on 6th September, but entries are limited for this B.T.D.A. Silver Star event; details from Temple House, 184 Bath Row, Birmingham, 15. . . . **Cambridge University A.C.'s** Inter-Varsity Rally, open to members of any University M.C. in Great Britain, will be staged on 30th/31st October; 450-mile route through Yorkshire and the Lake District, a timed hill-climb, some fun on a skidpan, and starting points at Bedford, Kidderminster, Durham and Huddersfield. Regs. will soon be available from H. Nott, Caius College, Cambridge. . . . **Rotherham and D.M.C.** will hold a—oh, no, it's a motor-cycle trial. Sorry. . . . **Rhyl and D.M.C.** will invade Kinmel Park Camp again for another driving test session, starting at 6.30 p.m. on Saturday, 21st August; entries to Cedryn Jones, Wigfair, Pendyffryn Road, Rhyl. . . . **Northampton and D.C.C.'s** fourth Night Navigation Trial, on 23rd October, will be started earlier this year, so that competitors will have



*TWENTY-FIVE-YEAR-OLD VISITOR to Nürburgring is G. E. Milligen's 38/250 SSK Mercedes, one of the 38 Mercedes-Benz Club members who recently took part in a 10-day rally to Stuttgart. They attended the G.P. d'Europe, and were allowed to drive round the closed course on the day before the race.*

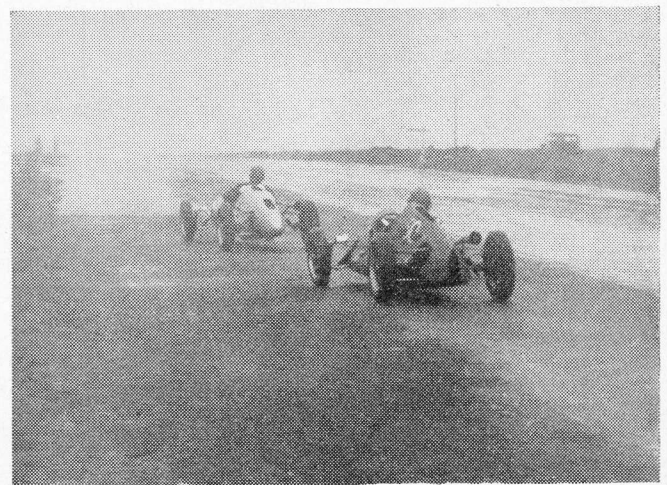
at least *some* sleep before Sunday. . . . **Cornwall Vintage C.C.** will have a Navigation Run on 18th August—not too serious, we gather. Start will be soon after 7 p.m. at the Victoria Filling Station, Roche. . . . **Bristol M.C. and L.C.C.** have decided to make a special award (£15 for 1st and £10 for 2nd) for the highest placed sports cars of up to 2 litres unsupercharged, in the unlimited sports car class of their National meeting at Castle Combe on 28th August. Entries already received for the meeting include Roy Salvadori (Maserati), Reg Parnell (Ferrari), Bob Gerard (Cooper 500, Cooper-Bristol and possibly E.R.A.), Ron Flockhart (B.R.M.), Horace Gould (Cooper-Bristol), John Riseley-Prichard (Connaught), Don Truman (Cooper), Don Parker (Kieft), Les Leston (Cooper 1,100 c.c.) and Peter Gammon (Lotus). . . . **L.C.C. of Tasmania** hope to run their Redex Trial on 2nd/3rd October,

with a £100 first prize in addition to the Redex Replica Trophy. The club's "Alpine Rally" on 12th/13th June was won by L. Greig, driving a Plymouth and navigated by S. Smith. Second and third were R. H. Oliver/J. Payton (Morris Six) and G. Farmer/B. Mitchell (Holden). . . . **Vintage S.C.C.'s** Frazer-Nash Section will forgather at the Swan Hotel, Tewkesbury, after the club's Prescott meeting on 22nd August. . . . **Harrow C.C.'s** driving tests at Panshanger Aerodrome on 22nd August will feature three sets of classes, for open, closed and vintage cars; entries to Miss Barbara Richardson, 10 Elms Court, Wembley, Middlesex, by next Monday, 16th August. . . . Entries for the **Burnley A.C.'s** first annual Invitation Rally on 22nd August close on 18th August; regs. from A. F. Rogers, 1 Beatrice Avenue, Burnley, Lancs.

*More News from the Clubs on page 228*



*In the thick fog which persisted throughout Bank Holiday Monday at Davidstow, George Abecassis, who won the unlimited capacity sports car race, is seen with his H.W.M. at Melbourne Corner.*



*Main feature of the 500 c.c. race at Davidstow was the exciting 20-lap duel between R. K. Tyrell and Eric Brandon. Both drove Coopers, and both were passed by Rodney Nuckey's Cooper before the finish.*

# CORRESPONDENCE

## A Hard-won "Third"

I WOULD like to draw your attention to a mistake in your last issue, which stated that I retired at Porrentruy. This was *not* the case, and I think that you might be interested to hear that in the actual race I had a 25 secs. lead over Adolf Lang but that my engine failed on the very last lap with a broken big-end. I then pushed the car for *half a mile* and finished third, having established a new lap record for the circuit.

LES LESTON.

LONDON, N.W.8.

## Inter-Club Prescott

IN your issue dated 16th July the ubiquitous Richard Aley made some pungent remarks about the tactics employed by my Hants and Berks team at the Inter-Club Prescott meeting. He was also abusive about the two cars we had to drag from the workshop at the last moment to replace our non-starters. But we can't all have shiny sports cars readily to hand, Richard. I had thought to ignore all this, but the publication of a similar letter last week from Geoffrey Nobles indicates the need for a reply.

Talk of "foxing" the handicapper is incredibly naïve. As I understand it, in that particular event the handicaps are automatically established by the times in the morning runs, and there is no handicapper. Consequently the winner is that team whose average time in the afternoon differs the most from its average time in the morning runs. There is therefore no merit in winning or de-merit in losing; the competition is quite meaningless.

We approached the event on a basis of last year's experience, when we found quite a number of teams did this "foxing". We were surprised, firstly, that the B.O.C. should repeat the formula, secondly, that even fewer team managers appeared to understand the significance of the regs. this year, and thirdly, that there should be such an outcry about it.

In saying that the organizers are deceived, Mr. Nobles insults their intelligence. I believe the Bugatti Owners' Club regard making the hill available to the ordinary clubman as the principal object of the event, the competition being incidental. The day is so exceedingly enjoyable that I hope they will be able to devise something in future years that is interpreted in the same way by everybody, preferably allowing all members of the team the same total number of runs. No doubt they would be glad of suggestions.

HOLLAND BIRKETT.

FLEET, HANTS.

## More m.p.g. from the "Popular"?

SOME advice and help from readers, please. In spite of reassurances from those most intimately concerned with the development of the vehicle, I cannot accept an average of 35 m.p.g. for my Ford Popular (*vide* the TR2's incredible performance at Le Mans) as final.

Could I please hear from anyone—and there must be many—who has also met with this problem from his engine and considers he has found a solution?

ALAN CUTLER.

"TIREE", WOODLANDS VIEW,  
SHOREHAM-BY-SEA, SUSSEX.

## M.G. J.2 Crankshaft Breakages

I HAVE in my possession a 1933 M.G. J.2 which I have run almost daily for nine years. In this period of time three crankshafts have broken, each one in a different place.

I wonder if any reader could tell me how this happens and the possible cause, as I have to replace it as soon as possible and, as the engine is now stripped down, some small and not too expensive alterations could be made if necessary.

The car has been well cared for and not hounded to death. Information on possible sources of a new crankshaft would also be appreciated, as they are very difficult to come by.

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### RHYL'S MIDSUMMER RALLY

OUT of 30 starters, only 18 finished the 230-mile course of the Rhyl and D.M.C.'s Midsummer Rally on 24th/25th July, and no competitor finished without loss of marks. The course took entrants through Flintshire, Denbighshire, Merionethshire, Montgomeryshire and Shropshire, with an overall set average of 30 m.p.h. Tests were held at Carrog and at Pont yr Alwen, and the best performances were returned by Dr. R. E. Ball (Volkswagen) and Dr. G. Jones (Vauxhall) respectively.

#### Results

**Best Performance:** Dr. R. E. Ball (Volkswagen).  
**Class A:** Dr. R. E. Ball (Volkswagen), 4 mks. lost; Navigator, M. Hinde. **Class B:** A. H. Rutt (Ford Zephyr), 20; Navigator, J. Cedryn Jones. **Novice Cup:** A. Poppleton (Standard Vanguard), 747; Navigator, E. Poppleton.

**First-Class Awards:** A. Robinson/T. McLellan (Austin), 78; T. A. Hodgkinson/D. M. Williams (Riley), 218; Capt. O. M. Tasker/Lt. Reynolds (Willip Spl.), 817. **Team Award:** Dr. Ball, M. Rutt and J. Esmer Thomas.

### FIRST ULSTER AUTOCROSS

THE attraction of the first ever Autocross to be staged in Ulster drew a fair crowd to Tullyhappy, Newry, on Saturday, 31st July, when the Newry and District M.C. introduced this new diversion, and 28 entries were received.

To a community suffering from a surfeit of motor-cycle grass-track racing, the Autocross event came as a blessed relief. It was something of a pity, however, that the half-mile course was not quite wide enough as to permit two cars to race abreast, the cars being despatched at 20 second intervals, three cars being permitted on the course at once. Following a practice run, each car was given two runs, the best of which counted.

The course had been carefully chosen to provide a variety of right and left corners, a steepish drop and two equally steepish climbs. The actual track was carefully taped; the surface, such as has been this summer of ours, soft in parts and downright malevolent in other places.

As a result of the first attempts, Ernie Robb (Ford Special) set par figure in 2 mins. 8 secs., with Wilbert Todd (Todd Special) taking two seconds longer, and Eric Beaumont (Lotus) 2 mins. 14 secs. In the closed car classes Andy Hutchinson (Wolseley) stormed round in 2 mins. 35 secs., but this was dwarfed by Robin

### COMING ATTRACTIONS

**August 13th. M.G.C.C. (Irish Centre) Millard Trophy Trial.**

**August 14th. West Essex C.C. International Race Meeting, Snetterton, nr. Theford. Start, 11.30 a.m.**

*Ulster A.C. Craigantlet Hill-climb, Co. Down, N. Ireland. Start, 3 p.m.*

*Nottingham S.C.C. Race Meeting, Silverstone, nr. Towcester. Start, 12.30 p.m.*

*W. Hants and Dorset C.C. Autocross, Sway, nr. Southampton. Start, 2 p.m.*

*Chichester M.C. Driving Tests, Cattle Market, Chichester.*

**August 14th/15th. International Sports Car Race Meeting, Zandvoort, Holland.**

**Circuit of Pescara (F1), Italy.**

*S.C.C.A. National Hill-climb, Mt. Washington, New Hampshire, U.S.A.*

**August 14th/29th. Sunbeam-Talbot O.C. Continental Rally.**

**August 15th. London M.C. Driving Test Championship, Bovingdon, Bucks.**

*L.C.C. of Tasmania Mountain Circuit Trial.*

**August 18th/22nd. Liège - Rome - Liège Rally, Belgium.**

**August 19th. Jersey M.C. and L.C.C. Inter-Insular Sand Race, Guernsey.**

McKinney (Citroën) in 2 mins. 27 secs. and Sydney Pentland (Citroën) in 2 mins. 31 secs. Pentland got round in 2 mins. 30 secs. in his Volkswagen.

What had all the appearance of being a good run by Wilbert Todd in his Ford Anglia was spoiled when the car slid badly at one corner, putting his total time up to 2 mins. 40 secs. In a two-some scrap between their Triumph TR2s, Desmond Titterington's first run in 2 mins. 33 secs. was three seconds better than Brian McCaldin's. Sammy Moore (Dellow) recorded 2 mins. 18 secs. as compared with Gordon McNally (Dellow), 2 mins. 29 secs., and R. H. Nesbitt (Dellow), 2 mins. 20 secs.

Everybody improved enormously on

the second run, with a straight fight developing between Ernie Robb and Wilbert Todd. First Wilbert collected the closed car award by dint of keeping his Anglia out of the greenery and on course for only 2 mins. 23 secs. as against Pentland's best Volkswagen run in 2 mins. 26 secs. In the class for large saloons the Citroëns of Pentland and McKinney were both superbly handled, the verdict going to McKinney in 2 mins. 22 secs.

W. A. McMASTER.

#### Results

**Best Time of the Meeting:** Ernie Robb (Ford Special), 2 mins. 5 secs.

**Non-series Production Cars (including Specials):**  
1, Ernie Robb (Ford Special), 2 mins. 5 secs.;  
2, Wilbert Todd (Todd Special), 2 mins. 6 secs.;  
3, Eric Beaumont (Lotus), 2 mins. 13 secs.

**Open cars up to 2,600 c.c.:** 1, Sammy Moore (Dellow), 2 mins. 11 secs.; 2, Robert Moore (Morgan), 2 mins. 13 secs.; 3, Gordon McNally (Dellow) and Bob Nesbitt (Dellow), 2 mins. 14 secs.

**Closed cars up to 1,600 c.c.:** 1, Wilbert Todd (Ford Anglia), 2 mins. 23 secs.; 2, Sydney Pentland (Volkswagen), 2 mins. 26 secs.; 3, Andy Hutchinson (Wolseley), 2 mins. 31 secs. **Closed cars over 1,600 c.c.:** 1, Robin McKinney (Citroën), 2 mins. 22 secs.; 2, Sydney Pentland (Citroën), 2 mins. 25 secs.

#### CLUB FIXTURES

**North London M.C.**—Meeting, 13th August. Cat Inn, Cat Hill, East Barnet.

**Malden and D.M.C.**—Social run, 15th August. Start, Tolworth Station, 10.30 a.m.

**Northampton and D.C.C.**—Social run, 15th August. Start, Market Square, Stony Stratford, 2.15 p.m.

**Bentley D.C.**—Mid-West Region outing, 15th August. Meet, Castle and Ball, High Street, Marlborough, Wilts, from 12 noon. Other meetings: 15th August, Punch Bowl, Lanreath, nr. Polperro, 12.15 p.m.; 19th August, King's Head, Roehampton, London, 8 p.m.

**750 M.C.**—Meetings: 16th August, Abbey Hotel, Stonebridge Park, N.W.10; 17th August, Dog and Gun Hotel, Banbury; 18th August, Highcliffe Hotel, Highcliffe.

**Liverpool M.C.**—Meeting, 18th August, Childwall Abbey Hotel, Liverpool.

**Singer O.C./M.G.C.C.**—Quiz, 18th August. Ashton's Hotel, Praed Street, W.2, 8 p.m.

**Cornwall Vintage C.C.**—Navigation run, 18th August. Start, Victoria Filling Station, Roche, 7 p.m.

**A.C. Owners' Club.**—Meeting, 18th August, Coach and Horses, Croxley Green, nr. Watford, 7.30 p.m.

**Singer O.C.**—Meeting, 19th August, Prince of Wales, Carterknowle Road, Sheffield.

**Surrey S.M.C.**—Meeting, 19th August, Warwick Hotel, Redhill.

**Vintage S.C.C.**—Meetings, 19th August, White Lion, Cobham, Surrey; Mill Inn, Withington, nr. Cheltenham.

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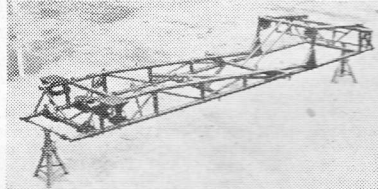
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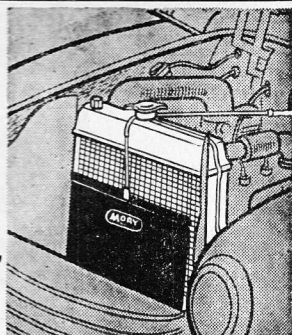
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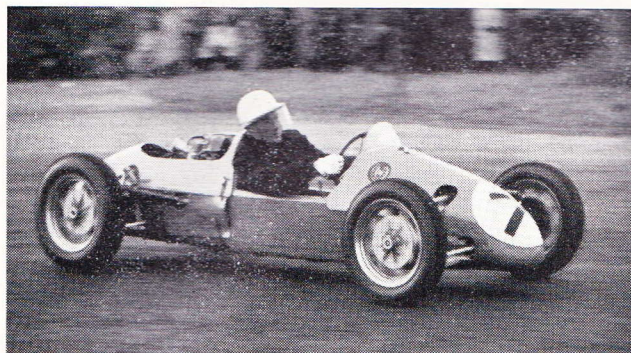
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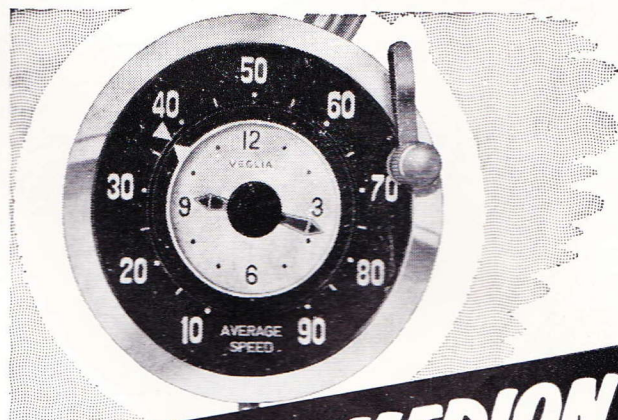
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