

AUTOSPORT

JULY 29, 1955

1/6

EVERY FRIDAY
Vol. II No. 4

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

INTERNATIONAL BOULEY BAY HILL-CLIMB : AINTREE AFTERTHOUGHTS
PRESCOTT INTER-CLUB MEETING : CLUB RACING AT SILVERSTONE AND CARRIGROHANE
HOLIDAY SPORTING PREVIEW : THE LORDS DEBATE ON MOTOR-RACING
JOHN BOLSTER • THEO PAGE • JOHN DUDLEY • RUTH SANDS BENTLEY

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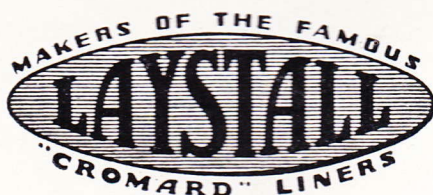
★ ★ ★ ★ ★

Whit-Monday 1955, at Goodwood, the 1500 c.c. Sports Car Race was won by COLIN CHAPMAN in his LOTUS-M.G. fitted with a Laystall-Lucas Alloy Cylinder Head.

★ ★ ★ ★ ★

COLIN CHAPMAN'S (LOTUS-M.G.) fine win in the 1500 c.c. Class of the Sports Car Race at the BRITISH GRAND PRIX meeting at AINTREE on July 16th, 1955. Once again he used a LAYSTALL-LUCAS Alloy Cylinder Head on his remarkable M.G. engine.

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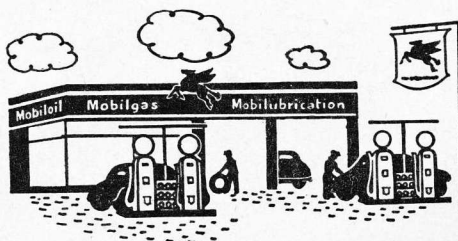
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 11 No. 4

July 29, 1955

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CONTENTS

	Page
Pit and Paddock	100
Sports News	101
Portrait Gallery, No. 29—John Heath	103
Holiday Sport	104
"Sitting on the Fence"	105
Sun-Tops and Shirtsleeves at Silverstone	106
Big Day at Bouley Bay	108
Inter-Club Prescott Meeting	110
The Munster "100"	111
Aintree Afterthoughts, by John Bolster	112
Page in the Paddock	113
N.E. Notes	114
American Angle, by Ruth Sands Bentley	116
Correspondence	118
News from the Clubs	120
Coming Attractions	123

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADdington 7673

Advertisement Department

PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 4s. 6d.

(U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

DATE SNATCHING

IT now seems unlikely that the Grand Prix de l'A.C.F. will be staged on 25th September at Rheims. AUTOSPORT understands that the F.I.A. will not sanction this date which has already been allotted for the Berlin G.P. at Avus. This is all to the good, for it means that the Mid-Cheshire M.C. is assured of a representative entry for their important International meeting at Oulton Park on 24th September. While everyone wants to see the French Grand Prix being run, the interests of the British club must be safeguarded. A great deal of time and money have already been expended on this event, and it would have been unpardonable for another meeting—even one of World Championship status—to take precedence over one already booked in the International Calendar. AUTOSPORT hopes that M. Raymond Roche and his associates may be able to approach another club with an accepted date, and arrange an amicable swap, rather than cause to be publicized a proposed date which would have entailed considerable hardship to the sponsors of the Oulton Park circuit. We would point out that the abandoned Swiss Grand Prix race at Berne was due to be held on 21st August—and this date could be ideal as an alternative for France's *grande épreuve*.

O'ER THE BORDER

ON 6th August the Winfield Joint Committee stage their International race meeting at Charterhall. With the cancellation of the Bo'ness hill-climb and the Beveridge Park races, the land of "Ecurie Ecosse" has not been in a too happy position this season. Nevertheless, thanks to the untiring efforts of the Border stalwarts, Scottish enthusiasts are assured of a day of first-class racing. It should be borne in mind that the opportunity to watch racing on this circuit is due to the generosity of the Trotter family in permitting their land to be used. Unconnected with motoring activities in any way they are, however, immensely keen on encouraging sport in Scotland in general.

AINTREE AND THE CUSTOMERS

IN this issue we publish a selection of letters from readers regarding the recent British Grand Prix at Aintree. It is a fact that, up until the time of going to press, not a single letter has been received praising the event, its venue or its organization. After all it is the customer who makes organized motor racing possible, and AUTOSPORT believes that in these letters is contained a great deal of constructive criticism to which the sponsors of Aintree might do well to heed.

OUR COVER PICTURE

THE G-LINE: Not to be outdone by the couturiers, M. Amedée Gordini has produced a new shape for his eight-cylinder Formula 1 racing machine, which is seen here on the piste de vitesse at Montlhéry during recent trials with Robert Manzon at the wheel.

(Photograph by Maurice Louis Rosenthal)

PIT AND PADDOCK

AUTOSPORT congratulates Donald Campbell on successfully breaking the world water speed record with "Bluebird" at 202 m.p.h.—first man to crash the "unknown" water barrier. His speed is 24 m.p.h. more than the previous record, held by the U.S.A.

WHILE practising with a G.P. Mercedes at Nürburgring this week, Stirling Moss set a new unofficial lap record in 9 mins. 39.7 secs., a speed of 141.6 k.p.h. Hermann Lang's 1939 record, set up during the Eifelrennen with a 3-litre supercharged Mercedes, stood at 9 mins. 43.1 secs. (140.8 k.p.h.).

LATEST entries for the International Snetterton on 13th August include Harry Schell (Vanwall), Ken McAlpine and Jack Fairman in works Connaughts, and Peter Walker in Rob Walker's Connaught. The start and finish of the Formula 1 and *Formule Libre* races will be broadcast by the B.B.C.

ALFRED NEUBAUER has now wired the Ulster A.C. that he is sending four Mercedes-Benz cars to the R.A.C. T.T. at Dundrod on 17th September. Three of these cars, says the telegram, will be for the race and the fourth will be used for the training of new drivers. No drivers have been named as yet.

MERCS for Monza. Fangio, Moss, Kling and Taruffi have been entered to drive Mercedes-Benz in the Italian G.P. on 11th September.

MIKE KEEN, not George Abecassis, drove the new H.W.M. in the sports car race at Aintree.

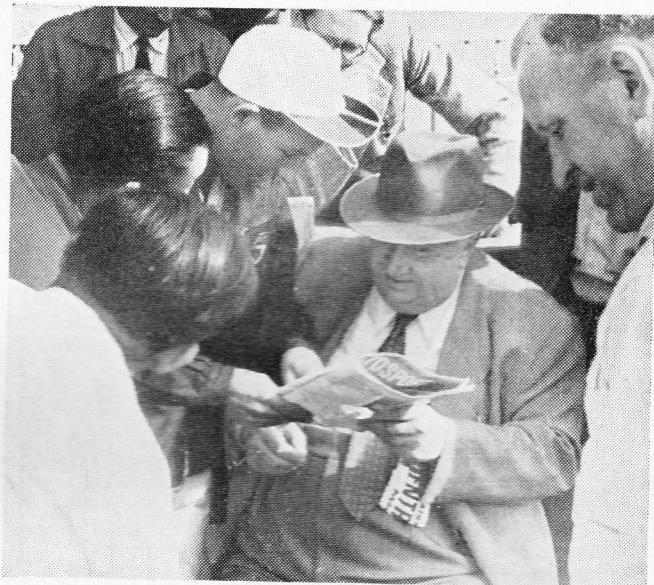
SIGNOR BERNASCONI of Alfa Romeo has denied that his firm are considering taking up motor racing again. No new racing cars are being built, he said.



NO CRASH HAT (above) for Señora Fangio, but a white sun-helmet worn at a rakish angle as she accompanies her husband in the Zandvoort pits.

★

STIRLING EXPLAINS: (Right) At Aintree, Herr Neubauer and the Mercedes mechanics are intrigued by the Raymond Groves cartoon published in the 15th July issue of AUTOSPORT.



NEW blood. Mrs. Vickers, née Rosemary Haig, cousin of Betty Haig, has bought the ex-Michael Head C-type Jaguar for racing whenever possible. She was driving it with much vim at last Saturday's A.M.O.C. Silverstone meeting.



"But it's a very private message. . . ."

THE nationalized Regie Renault concern have acquired the Salmson plant and installations at Billancourt. The *Société Salmson* will continue to operate as producers of automobiles.

REACTING to the accident-free British G.P. at Aintree, hopes run higher for the staging of the Spanish G.P. at Barcelona in October, despite previous announcements of its cancellation. Spanish eyes will be on Monza and the French G.P., if the latter is run, and should all go well with these events, then the "Spanish" may well be on.

AS from Monday, 29th August, the Trade Sales and Service offices and works of Smiths Motor Accessories move from Cricklewood to 50 Oxgate Lane, London, N.W.2 (Tel.: Gladstone 8030), and from that date all service and trade sales inquiries re Smith's accessories or British Jaeger instruments should go direct to the new address.

ITALIAN press reports have it that Aurelio Lampredi is leaving Ferrari for "reasons of health" not unconnected. It is suggested, with the recent influx of Lancia racing material at Maranello.

REG. PARNELL will race a works Aston Martin DB3S at Charterhall on 6th August.

THREE potent British-owned G.P. Maseratis—those of Stirling Moss, Peter Collins (the Owen car) and Roy Salvadori (entered by the Gilby Engineering Co.)—will come to grips in the Formula 1 race at Snetterton, 13th August.

SAFETY precautions at Brands Hatch now include a six-foot earth bank and a protective ditch bordering the entire length of the spectators' enclosures. Brick or concrete barricades have also been erected at marshal points and around the start line box.

FORD of Detroit have produced a new aerodynamic coupé named the "Mexico". Based on a shortened version of the "Thunderbird" chassis, it may appear in the Pan-American road race.

SPORTS NEWS

AOSTA-GRAN SAN BERNARDO RECORD FALLS

EUGENIO CASTELLOTTI'S 1954 record for the classic Aosta-Gran San Bernardo hill-climb, set up in a 3.3-litre sports Lancia, was bettered by no less than 22 secs. on 17th July, when Umberto Maglioli climbed the gruelling 12-mile succession of mountain roads in 22 mins. 36 secs. Maglioli drove a 3-litre 4-cylinder sports-type Ferrari. A sensational performance was put up by the Belgian Olivier Gendebien, who followed up his recent victory with a 300SL Mercedes in the Dolomite Cup race by making 2nd B.T.D. with a 2-litre "Mondial" Ferrari, beating Bordoni's 3-litre Maserati and the Swiss mountain champion Willy Daetwyler in a 3-litre Ferrari.

In the Gran Turismo category a quartet of Alfa Romeo Giulietta carried off first four places in the 1,300 c.c. class,

THE LEINSTER TROPHY

AUTOSPORT wishes to make it clear that in our report of the Leinster Trophy race, reference to the state of the road at the time of Don Beauman's accident was incorrect. We have examined the coroner's statements and the R.I.A.C. Steward's report, and it is apparent that the road surface in no way contributed to the accident.

Below is a copy of a letter from Mr. J. Irvine, president of the Leinster M.C., which organized the event.

We wish to draw your attention to a most important error in your report in the issue of the 15th July, of the Leinster Trophy Car Race, held on the 9th July, over the Wicklow Circuit.

The error referred to is in the account of Mr. Beauman's accident in which your reporter states that:

"Beauman had gone out of control on the soft road surface as he passed Nixon's Lotus."

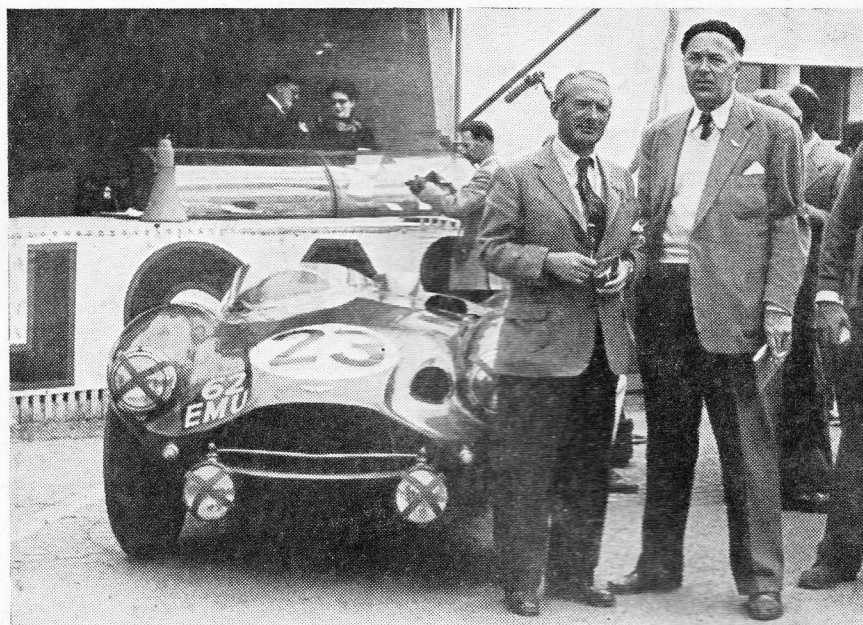
This is a most incorrect and misleading statement and infers that the unfortunate driver's death was due to road conditions and for your information we enclose herewith the report of the inquest, in which you will see that Mr. Nixon makes it perfectly clear that the course was in excellent condition. We also enclose a copy of the R.I.A.C. Steward's report which confirms above statement.

J. IRVINE
(President),
Leinster M.C.

27 South William Street,
Dublin.

LIÈGE-ROME-LIÈGE

BRITISH entries for the "Liège-Rome-Liège" next month include John Gott/Bill Shepherd (Austin A50), Peter Reece/Denis Scott (Austin-Healey 100S), Gerry Burgess/Sam Croft-Pearson (Austin Westminster), Ken Richardson/Kit Heathcote, Leslie Brooke/Stam Asbury, H. E. Rumsey/C. Morgan, Maurice Gatsonides/X (all TR2s), and "Chippy" Stross/Keith Pointing (Jaguar XK 140).



THE SWEDISH GRAND PRIX

ON Sunday, 7th August, the first Swedish G.P. to be held for several years takes place on the 6.537 km. Kristianstad circuit. The main race, for sports cars, will be over 32 laps, a distance of 209.18 km., and has attracted entries from Mercedes-Benz, Ferrari and Aston Martin, plus several independents.

Stirling Moss and Juan Fangio will drive 300SLR Mercedes, while Karl Kling and Count von Trips will handle two 300 SLs. Peter Collins and Roy Salvadori will be in two DB3S Aston Martins, Mike Hawthorn and Castellotti are listed to drive works 3-litre Ferraris, and Luigi Musso is expected with a Maserati. One or more Gordinis may also run.



The late "Bill" Sleeman, popular trials, rally and racing driver, at work on the Cooper Nor-J.A.P.

J. D. SLEEMAN

WE regret to report that J. D. ("Bill") Sleeman succumbed to injuries received when his Cooper car crashed during the Bouley Bay hill-climb. Sleeman, an Australian resident in this country, was a most popular personality and was known as an extremely versatile driver as well as a skilled engineer. He had many successes in trials and rallies, and had lately turned to sprints and hill-climbs with his 1,200 c.c. Cooper twin.

BY INVITATION of H.R.H. Prince Bertil of Sweden (on the right), Mr. David Brown (left) has entered two DB3S Aston Martins for the Swedish G.P. on 7th August, to be driven by Roy Salvadori and Peter Collins.

THE MESSINA 10 HOURS

THE works 3-litre Ferrari driven by Maurice Trintignant and Eugenio Castellotti won last weekend's Messina 10 Hours sports car race, run over the 4½-mile road circuit on the northern tip of the Isle of Sicily. Ferraris had a good day, and early established their superiority over the Maseratis, Castellotti taking the lead in company with Maglioli, while Musso lay third until his Maserati had trouble and retired. Then Maglioli's gearbox failed, but Trintignant and Castellotti carried on, securely leading through the night to the end of the 10 hours. The Venezuelan driver Juan Dos Santos drove well, in company with Caballen, to finish second in a 2-litre Ferrari, followed by the Italian woman driver Maria de Filippis (Ferrari). The surviving 3-litre Maserati, driven by Mieres and Bordoni, was fourth, while to Mieres' credit went the record lap for the Messina circuit. Sole British competitors were D. Margulies/G. Hill in the former's C-type Jaguar, which held fifth place overall and second in its class when Margulies crashed. The fuel tank was damaged and the car withdrawn. Only six cars officially finished, but two others, a Lancia Aurelia and an 8V Fiat, were still running outside the time limit.

Results

1, M. Trintignant/E. Castellotti (Ferrari), 747.12 miles, 74.71 m.p.h.; 2, J. Dos Santos/Caballen (Ferrari); 3, De Filippis/Mustelli (Ferrari); 4, Mieres/Bordoni (Maserati); 5, Mancini/Crepaldi (Ferrari); 6, Cornacchia/Rossi (Ferrari).

Fastest lap: Mieres, 3 mins. 26 secs., 83.06 m.p.h.

M. GEORGES OLIVIER

FRENCH racing and rally driver, Georges Olivier was fatally injured in a water-skiing accident at Bonnières last Saturday. He was second in the 2-litre class in the recent 24 Hours of Paris, driving a Triumph TR2.

INTERNATIONAL PRESCOTT

ONE of the most rewarding forms of motoring sport is to see (and, of course, to hear) the cars winding their way up Prescott Hill, while for competitors, it is, perhaps, the ideal way of testing both driving skill and engine efficiency over a short distance, and with the widest variety of machinery in opposition, of making valuable comparisons. It should, therefore, be noted that the regulations have been published of the 11th International Prescott Hill-climb, organized by the Bugatti O.C., and taking place on 11th September. There are classes for unsupercharged sports cars of all capacities, as well as racing cars of Formulae 1 and 3 and *Formule Libre*, blown or otherwise. The event includes the second round of B.O.C. 500 c.c. British Hill-climb Championship. Entries are 2 guineas for each class, and regulations and entry forms (closing date, 30th August) can be obtained from the Secretary of the Meeting, L. J. R. Taylor, Cherry Tree, Aston, Market Drayton, Salop.

NEW R.A.C. MAPS

THE R.A.C. and Messrs. John Bartholomew & Son have combined their specialized knowledge of road conditions and map-making to produce an entirely new series of motoring maps covering the whole of the United Kingdom for R.A.C. members.

Printed in six colours on strong, durable paper, the scale of 6 miles to 1 in. allows the whole of Great Britain to be covered in eight sheets. Each map costs 3s. and the first four of the series, covering roughly the whole of England and Wales south of Manchester, are now available. The remainder will follow at an early date.

B.H.P. ON H.P.

THE well-known Alexander conversions for popular cars can now be supplied on easy payment terms over periods of up to 12 months. Full details may be had from the Alexander Engineering Co., Haddenham, Bucks.

"AUTOSPORT" INTERNATIONAL CAMERA CONTEST

Cash Prizes for Amateur Motor Racing Photographers

As announced in the 15th July issue, AUTOSPORT are promoting their 2nd International Camera Contest for Amateur Photographers from all parts of the world. Entry for this competition is free, the sole requirements being that entrants are *bona fide* amateurs, have had no Press passes or special circuit facilities for taking photographs submitted, are not employed in any form of professional photographic business, and have received not more than £5 5s. in reproduction fees for photographs published during the year 1955 (amateur contests excepted).

All photographs submitted must have been taken during the year 1955, and must be on the subject of motor racing. Entries should be sent to the AUTOSPORT office at 159 Praed Street, London, W.2, to arrive at the latest by first post, 19th October (opening date of the Earls Court Motor Exhibition). Entries will only be accepted when accompanied by the completed entry form, which will be found

MOSS AND GREGORY WIN IN PORTUGAL

American Win in the Lisbon G.P.—Porsche Procession in the 1,500 c.c. Race

LAST week-end's Lisbon G.P. meeting on the 3.35-mile Monsanto circuit brought victories to Stirling Moss, who won the 1,500 c.c. Civil Governor's Cup race in a 550 Porsche, and to the American Masten Gregory, who finished first in the Grand Prix with his 3-litre Ferrari.

Moss headed a triumphant Porsche Spyder procession in Saturday's race, and was 63 secs. ahead of second man, Nogueira of Portugal, when the 25 laps were completed. The British G.P. winner took a 1 sec. lead in the first lap, and steadily drew away from all opposition. He lapped every car in the race save Nogueira's, but had a short, sharp scrap with Mascarenhas before the latter gave way, a round before the finish. The only British car in the race was a Lotus-M.G. recently acquired by the Portuguese A. Oaks, who has yet to get the best from this promising machine.

In the "baby" class, the Frenchman R. P. Faure in a 750 c.c. Stanguellini successfully trounced the home-based 1,100 Aldas and F.A.P.s. Of the 22 cars which started on Saturday, only two retired.

In Sunday's Grand Prix, Masten Gregory emerged as the first American driver to win an important European race since Jimmy Murphy won the 1921 French G.P. in a 3-litre Duesenberg. Gregory's mount, however, was an Italian 3-litre Ferrari, with which he headed de Graffenried's 3-litre Maserati and the Spaniard Godia-Salez (Ferrari) home.

The Swiss Benoit Musy in a new 3-litre Maserati took the lead at first, but was speedily eliminated by brake troubles which let his countryman, de Graffenried, through. Gregory lay third, keeping a watchful eye on the duel being waged ahead by de Graffenried and Godia-Salez (Ferrari). On the eighth lap the American opened out and seized the

lead. Baron de Graffenried successfully left Godia and thereafter hung on to Gregory, pressing him throughout the 55 laps. Gregory spun on his 46th lap but without harm or loss of his lead, and took the winner's flag by a bare two lengths from de Graffenried. Switzerland's hill-climb expert, Daetwyler, brought his Ferrari home in fourth place.

The British contingent were less fortunate, Duncan Hamilton (D-type Jaguar), Peter Whitehead (Cooper-Jaguar) and Tony Gaze (Aston Martin) retiring, as did Jean Lucas (Ferrari). Graham Whitehead (Aston Martin) finished eighth, however, while the Kangaroo Stable DB3Ss of Les Cosh and Tommy Sulman were 10th and 11th.

Results

Civil Governor's Cup (1,500 c.c. sports cars, 25 laps, 84.5 miles): 1, Stirling Moss (Porsche), 1 hr, 2 mins. 36.3 secs., 80.99 m.p.h.; 2, Filipe Nogueira (Porsche), 1 hr. 3 mins. 39.5 secs.; 3, F. Mascarenhas (Porsche), 24 laps; 4, W. Seidel (Porsche), 24 laps; 5, Pinto (F.A.P.), 23 laps; 6, Hasemans (Porsche), 23 laps; 7, Oliveira (Olda), 22 laps; 8, Lautenschlager (Porsche), 22 laps.

Fastest lap: Moss, 2 mins. 25.84 secs., 83.53 m.p.h.

1,100 c.c. Class (21 laps): R. P. Faure (Stanguellini), 1 hr. 5 mins. 16.92 secs., 76.99 m.p.h.

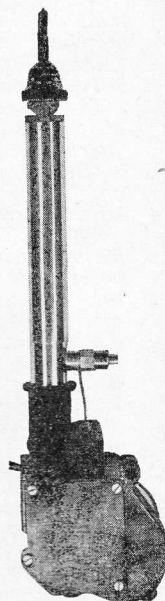
Lisbon G.P. (55 laps, 186 miles): 1, Masten Gregory (Ferrari), 2 hrs. 14 mins. 35.3 secs., 82.88 m.p.h.; 2, E. de Graffenried (Maserati), 2 hrs. 14 mins. 35.9 secs.; 3, Godia-Salez (Ferrari), 2 hrs. 15 mins. 26.5 secs.; 4, W. Daetwyler (Ferrari); 5, F. Nogueira (Ferrari); 6, F. Mascarenhas (Ferrari); 7, McFraser (Ferrari); 8, A. G. Whitehead (Aston Martin); 9, K. Tak (Ferrari); 10, L. Cosh (Aston Martin); 11, T. Sulman (Aston Martin).

Fastest lap: Godia-Salez (Ferrari), 85.56 m.p.h.

AUTOMATIC AERIALS

WE recently had the opportunity of inspecting a new automatically extending telescopic aerial for car radio, which is now being imported from Italy and distributed by Fisher, Morgan & Co., of 5-11 Theobalds Road, London, W.C.1. When installed on the car, the aerial appears no different from the familiar type that has to be pulled out by hand; when retracted, only about 2½ ins. are visible, and the chromium-plated sections extend to 55 ins. However, extension and retraction are effected by a 12-volt electric motor, which actuates the aerial by means of a flat steel tape, this being wound down and coiled in the motor housing when the aerial is retracted. The motor unit is very well made and compact; it would normally be installed under the front wing, and is fully sealed against dirt and water. The radio may be wired through the aerial operating switch, leaving the switch on the set in the "on" position. Thus, the aerial extends or retracts as the radio is switched on or off; the full movement takes about five seconds.

This robust and ingenious device retails at £12 10s. and installation generally costs about 30s.



PHENIX RACING PROGRAMME

THE cancelled Rheims 12 Hours race was to have seen the début of Egypt's new sports car, the 2-litre Phoenix 150SR, designed by Raymond Flower and built by the Cairo Motor Company. It now seems likely that this interesting machine will make its first racing appearance in England, in the Goodwood Nine Hours race on 20th August. After this, the car has been entered for the Aintree International meeting on 3rd September, and for the T.T. at Dundrod on 17th September.

The 1,960 c.c. engine was originally to be equipped with fuel injection, but in the interests of reliability, twin Solex double-choke carburettors will be used instead, the power output remaining at around 145 b.h.p. at 5,700 r.p.m.

THE SECOND TOUR OF ITALY

BEGINNING on 18th September and finishing on the 25th, the Second Giro Automobilistico d'Italia will start from Monza, near Milan. The total distance of 4,509 km. is split into six stages: Milan to Genoa, Genoa to Trieste, Trieste to Leghorn, Leghorn to Naples, Naples to Catanzaro, and Catanzaro to Rome, where the final tests will be staged on the fast new Castelfusano circuit outside the city.

SHELSLEY'S GOLDEN JUBILEE

SHELSLEY WALSH hill-climb on Sunday, 28th August, will be a special Golden Jubilee meeting to commemorate the 50th anniversary of this famous fixture. The original hill, as used on 12th August, 1905, measured 990 yards as against the present 1,000. Forty-one cars competed, and B.T.D. went to a Daimler in 77.6 secs. On 28th August a cavalcade will be held of the types of cars which have run at Shelsley through the years, with, wherever possible, the original drivers.

Entry forms and regulations for this meeting, which begins at 1 p.m., are available from the Secretary, the Midland Automobile Club, Temple House, 184 Bath Row, Birmingham, 15.

PITT-WORK FOR MINORS

DONALD PITT, in collaboration with Messrs. Derrington, Ltd., of Kingston, is developing a special conversion for B.M.C. Morris Minors, together with those for many other marques. He is also engaged on the design of a most interesting *Gran Turismo* 1-litre car, which might be put into limited production if the demand be sufficient. D. C. Pitt will be remembered for his spirited driving of Jack Newton's Frazer-Nash at many racing and hill-climb venues in recent years.

"THE JOYS OF TRAVEL"

THIS is the title of an amusing little booklet recently published by the Midland Bank, dealing in a light-hearted manner with the many financial services the Bank offers the traveller going abroad. The ramifications of the currency regulations (and there are plenty of them) are rendered comprehensible and in addition there is much helpful data on rates of exchange, banking hours abroad, postage rates, etc. Illustrated with colourful drawings, the booklet is available, free, from any branch of the Midland Bank.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 29 — JOHN HEATH

MOST followers of car racing can unhesitatingly name Sir Henry Segrave and Mike Hawthorn as the sole Britons to win the A.C.F.'s classic French Grand Prix, but how many can name a British driver who once took second place in this famous event, driving a British sports car? John B. Heath achieved just such a feat in 1949, when he chased a 3½-litre Delahaye home at Comminges with his little 2-litre H.W.-Alta, heading such people as Chiron, Chinetti and Manzon. Indeed, in that exclusive "designers who drive" school mentioned in No. 28 of this series, Heath occupies an eminent position, his achievements at the wheel vying with those of the products of H.W. Motors, of which concern he is managing director. Not only did this tall, handsome Englishman periodically make hay with the Prescott sports car record, armed with a blown 2-litre Alta, but he finished second in his first Continental race, the Frontières G.P. of 1947, scooped class wins at Gransden and Bo'ness and then, two seasons later, scored an outright victory in the Manx Cup race at Douglas, I.O.M.—then capped it with the Comminges performance aforementioned.

In 1950, he and business partner George Abecassis embarked on the formidable project of building and racing a team of H.W.M. Formula 2 cars—two-seaters at first and then, a year later, fine-looking single-seaters. To relate the adventures and achievements of their team at home and abroad during the next few seasons could absorb many pages of AUTOSPORT; certainly the construction, maintenance, team managing and occasional racing of the cars, in company with Moss, Macklin, Abecassis, Collins and others, absorbed most of John Heath's time, while the business at Walton-on-Thames absorbed the rest.

The H.W.M. team, alas, is no more, but much is owed to John Heath for so effectively achieving what others have found to be remarkably difficult—namely, getting a team of British cars to the starting grid in race after race on the Continent and, what is more, getting them across the finishing line as well, creditably placed. Now aged 41, John Heath still races occasionally in the latest H.W.M. product, the Jaguar-engined sports car.

C. P.

HOLIDAY SPORT

Four Race Meetings, a Hill-Climb, Autocross and Driving Tests make a busy weekend for the Enthusiast

WITH eight events in various parts of the country this weekend many enthusiasts will be able to have a sporting bank holiday. Starting with the larger meetings, there are International dates both tomorrow and on Monday, the first run by the B.A.R.C. at Crystal Palace and the other at Brands Hatch under the auspices of the B.R.S.C.C.

At "The Palace" . . .

AT Crystal Palace, Stirling Moss's Maserati is entered in the F1 International Trophy race, to be driven either by the owner or Peter Walker. Other Maseratis will be seen in the hands of Roy Salvadori and Horace Gould, while Rolt, McAlpine, Brooks and Holt are among the Gonnaught drivers and Jack Brabham will have the streamlined, Bristol-engined Cooper which first appeared at the British G.P. An exciting late entry is that of Harry Schell in a Vanwall.

In the sports car races there should be interesting duels between Bueb, Russell and Sopwith, all in Cooper-Climaxes, and Michael Anthony, Cliff Davis and Peter Scott-Russell with their Lotus-Bristols. An intriguing name in the unlimited sports car race is the Tojeiro-Jaguar of M. Prasom which has been entered by Bira. The programme is completed with senior and junior F3 events, and of the 18 entries in the former, which include all the big names, only two cars are not Coopers—Parker's Kieft and Bicknell's Revis—which should result in some very close racing.

CRYSTAL PALACE ENTRIES

International Trophy (F1). Maserati: S. Moss or P. D. Walker, H. H. Gould, R. F. Salvadori. Vanwall: H. Schell. Connaught: A. P. R. Rolt, K. McAlpine, C. A. S. Brooks, M. F. Young, E. W. Holt, C. D. Boulton, J. A. Young, R. Gibson. Cooper-Bristol: T. A. D. Crook, F. R. Gerard, M. J. C. Keen, T. Kyffin, A. W. Birrell, J. K. Hall, B. Halford. Cooper-Alta: D. A. Hewitt. Cooper: J. Brabham. Turner: J. H. Webb. Emeryson: P. R. Emery.

Formula 3 (Senior). Cooper: S. Lewis-Evans, E. Brandon, I. Bueb, J. Russell, D. Truman, C. C. H. Davis, J. K. Hall, R. K. Tyrrell, D. Taylor, C. Allison, G. H. Wicken, D. Boshier-Jones, A. J. Fergusson, J. F. Westcott, E. Hall, A. Cowley. Kieft: D. Parker. Revis: R. G. Bicknell.

Formula 3 (Junior). Cooper: I. E. Raby, G. W. Forster, D. W. Heath, G. H. Symonds, D. J. Strange, D. A. Haig, D. H. Phillips, H. S. Howlett, D. S. Stevenson. Harrison-Cooper: R. E. D. Harrison. Martin: J. Brown, F. Hobart. I.E.R. Midget: T. H. Shaddick. G.M.: F. J. Mays. Kieft: T. Bridger, G. M. Jones. Emeryson: J. Williams. Staride: B. A. Manning.

Sports Cars, up to 2,000 c.c. Cooper-Climax: I. Bueb, J. Russell, T. Sopwith. Cooper-Bristol: T. A. D. Crook. Cooper-Maserati: R. Salvadori. Halseylec: E. Brandon. Lotus: C. Chapman, R. A. Page, P. Jopp, J. Coombs, M. Anthony, M. F. Young. Tojeiro: J. Rolls. Connaught: L. Leston.

Sports Cars, unlimited. Lotus: M. Anthony, F. C. Davis, P. Scott-Russell. Tojeiro-Jaguar: M. Prasom. E.R.A.-Jaguar: K. Flint. Lister: W. A. Scott-Brown, J. G. Sears or W. B. Black, A. Moore. Cooper: T. Kyffin, A. Brown. H.W.M.: B. Halford. Jaguar: D. S. Boston or E. Potheroe, P. Blond. Aston Martin: R. Salvadori.

At Brands Hatch . . .

ON Monday, the half-litre contingent will move en bloc to Brands Hatch where the main event of the day-long programme (starting at 11 a.m.) will be the *Daily Telegraph* International Trophy Race, run in 3 heats, 2 semi-finals

"COOPERATI": Roy Salvadori will be driving the Gilby Engineering Co.'s Cooper-Maserati in the sports car races at Crystal Palace and Brands Hatch.

and a 30-lap final. Among the runners are Bueb, Leston, Russell, Parker and Lewis-Evans, with Tony Fergusson (South Africa), Kurt Lincoln (Finland) Kurt Kuhnke (Germany) and Lex Beels (Holland) adding an International flavour. The other principal event of the day is the 30-lap Rochester Cup Race for unlimited racing cars, when the field will include Dick Cobden (Ferrari), H. Gould and R. Salvadori (Maserati), Leslie Marr (2½-litre Connaught) and Jack Brabham and Mike Keen (G.P. Coopers). The rest of the programme is made up of two sports car races, up to 1,500 c.c. and over 1,900 c.c., a 500 c.c. J.A.P. event and a 10-lap jaunt for Edwardian cars.

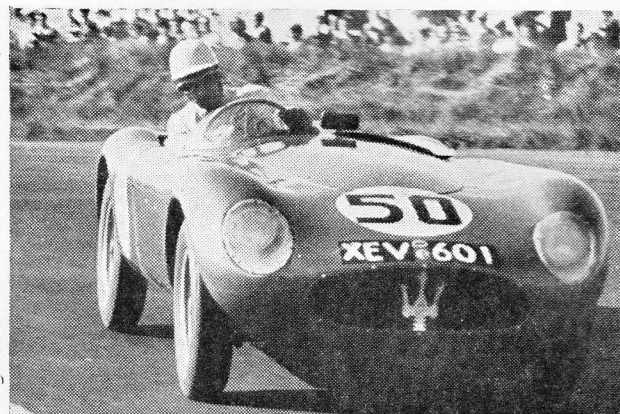


AUSTRALIAN: Dick Cobden will drive a Ferrari at Brands Hatch on Monday, the first of the marque to appear on that circuit.

BRANDS HATCH ENTRIES

Racing Cars unlimited, Ferrari: R. Cobden. Maserati: R. F. Salvadori. Connaught (G.P. Streamliner): L. Marr. Connaught (old type): M. Young, E. W. Holt, R. Gibson, J. Young, J. Riseley-Prichard. Cooper-Bristol: M. Keen, J. Brabham, F. R. Gerard, A. W. Birrell, T. Kyffin, B. Halford, J. Somervail. Cooper-J.A.P.: A. E. Marsh, C. C. H. Davis. Emeryson: P. Emery. **Sports Cars over 1,900 c.c.** Aston Martin DB3S: G. Whitehead. Jaguar: D. Boston, Kurt Lincoln, J. Barber. Maserati: Georges Houel. Cooper-Maserati: R. F. Salvadori. Lister-Bristol: A. Scott-Brown, N. C. Reid, J. G. Sears. Tojeiro-Bristol: P. J. Crabbe, G. Rolls. Lotus-Connaught: M. Young. Lotus-Bristol: M. Anthony, F. C. Davis. Cooper-Bristol: T. Kyffin. H.W.M.-Alta: B. Halford. Frazer-Nash: M. Tew.

Sports Cars up to 1,500 c.c. Cooper-Climax: J. Russell, I. Bueb, P. Gammon, R. Watling-Greenwood. Halseylec: E. Brandon. Lotus-Climax: P. Emery, P. Jopp, D. J. Hayles, D. Kasterine, A. Stacey, J. Harris. Elva-Climax: R. Mackenzie-Low. Buckler-Climax: W. A. Liddell. Beart-Rodger-Climax: S. Lewis-Evans. Lotus-Connaught: B. Naylor, J. Coombs. Osca: M. Collange. Lotus-



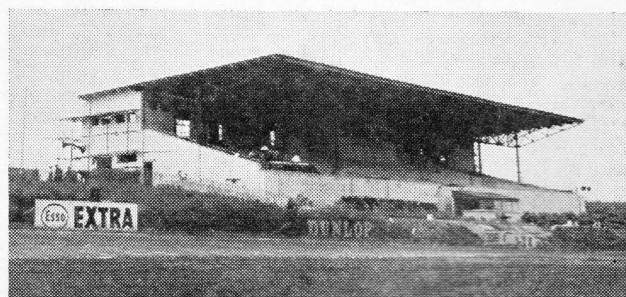
Ford: G. Crombac, D. H. Swanton, D. Parker, H. B. Digby, L. Gibbs, R. Blandshard, M. MacDowel. Elva-Ford: R. Manwaring. Langia: A. J. Ridy. Lester-M.G.: C. Escott. Lotus-M.G.: A. Nurse, P. Riley, C. Chapman. Veritas-BMW: A. Mallock. Par-Son: S. Young. Leonard-M.G.: A. Brown. Lister-Riley: J. Horridge. Cooper-M.G.: R. D. Jennings. Buckler-Ford: D. C. Godfrey.

Formula 3. Cooper-Norton: D. Truman, D. Taylor, K. Tyrrell, L. Lewis-Evans, C. Davis, C. Allison, L. Leston, D. F. Iszatt, E. Hall, R. Barrett, A. J. C. Newton, H. Povah, R. Harrison, S. Lewis-Evans, P. Luke, D. Johnson, I. Raby, A. Cowley, G. Forster, A. Zains, J. Russell, I. Bueb, A. Fergusson, Kurt Lincoln, W. Hampel, H. Hutchinson, Lex Beels, H. King, K. Kuhnke, J. Westcott. Cooper-J.A.P.: R. Mayne, G. Meharey, D. Haigh, H. Douglas, D. Phillips, H. C. Taylor, P. Bourke, M. Brackenbury, S. Foreman, H. Howlett, R. Cooksey, J. Hunt. Martin-Norton: F. Hobart, J. Brown. Kieft: G. M. Jones, D. Parker, T. Bridger, R. Bayton. Arnott-Norton: R. Ham, P. A. Taylor. Arnott-J.A.P.: T. Bennett. Emeryson-Norton: R. Hett. Emeryson-J.A.P.: I. Williams. Iota-J.A.P.: D. Latchford. Staride-Norton: R. Anderson, N. Bradley, H. Phillipson. Staride-J.A.P.: B. Manning, P. Green, A. Eccles. Mackson-J.A.P.: M. Thomas, C. Scott-MacArthur. I.E.R.-J.A.P.: T. Shaddick. R.G.R.-J.A.P.: R. Learnan. C.R.M.-J.A.P.: W. Jones. C.H.S.-Norton: C. Heyward. J.B.S.-J.A.P.: S. Chalmers. G.M.-J.A.P.: F. Mays. Comet-J.A.P.: B. Heyward. Revis-Norton: R. Bicknell. Ettorne-Norton: G. Henrotte. Cooper-Vincent: D. Stevenson.

Other Events

ALSO taking place tomorrow (Saturday) is the Bentley Drivers' Club sprint and race meeting at Silverstone, starting at noon, and over in N. Ireland, the Newry and District M.C.'s Driving Tests at Cranfield Airfield (start 2.45 p.m.). On Sunday the Liverpool M.C. are holding a meeting of driving tests which have been thought up by Peter Reece and Jimmy Ray.

Down in the West Country on Monday, there is a mixed car and motorcycle hill-climb run by the West Cornwall M.C. at Trengwainton, near Penzance, beginning at 2 p.m., and a Taunton M.C. Autocross meeting at Walford Farm, Walford Cross, starting at 3 p.m., while enthusiasts in the East Midlands are catered for with a Louth and District M.C.C. race meeting at Cadwell Park which includes scratch and handicap events for 500 c.c. cars.



INNOVATION: The new grandstand at Brands Hatch, which has been built in less than four months and opens to the public on Monday.

"SITTING ON THE FENCE"

The Lords Debate on Road Racing in Britain

By JOHN DUDLEY

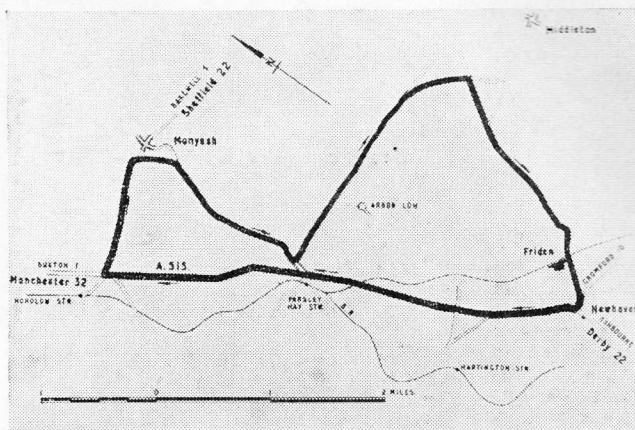
FOR the second time in a year motor racing has been the subject of a debate in the House of Lords. The proposal of the Derbyshire County Council to close certain roads in the Peak District for motor racing—first revealed by Lord Howe in the earlier debate in the Lords—has aroused a storm of protest, and the news that the county council were about to meet to decide whether to promote a Private Bill on the topic led Lord Lucas of Chilworth to launch another debate in the Lords with the object of establishing the Government's attitude to the Derbyshire proposal.

Lord Hawke, a Lord in Waiting, who replied for the Government, said that they were still not prepared to see the law altered in general, so that the only method open would be for those concerned to alter the law in particular by promoting a Private Bill. "Objections can be heard, safeguards can be inserted and, if necessary, compromises can be arrived at," he added. "I must add, however, that Her Majesty's Government are not prepared in principle to commit themselves to supporting or even opposing a Private Bill. Such a Bill would be examined on its merits." In other words—as Lord Jowitt commented later—the Government spokesman remained "sitting very uncomfortably on the top of a fence, which is a very spiky one."

Lord Lucas opened the debate with a sweeping attack on the Derbyshire proposals. Was it really thought, he asked, that these roads which run through one of the most beautiful parts of the Peak District, were going to be made wide enough to ensure safety? Were all the beautiful stone walls, that were such a feature of this district, to be taken down in pursuance of this project to form a race track, a track which would have to be there for 52 weeks a year whether it was used or not? "To my mind, this is unthinkable and unnecessary," he said.

He hastened to add that he was not opposed to motor racing and revealed that when he was 17 he was a "humble improver" at the Clement-Talbot works in London and worked on the car which was driven by Mr. Percy Lambert in February, 1913, when it became the first car in the world ever to travel 100 miles in one hour. He asked what great advantage could be obtained from transferring motor racing from the existing private tracks to the Queen's highway "with all the attendant inconvenience and colossal monetary expenditure involved?" He went on to develop the argument that the advantage of motor racing to the technical development of the motor industry is "so small as not to be worth consideration." All motor cars that race on these circuits were prototypes, he said, and whatever happened to them and all the technical experience gained made not one jot of difference to the little modest motor car that is bought by Bill Jones or Peter Robinson.

There was, he thought, one logical argument in favour of motor racing in this country and that was prestige. But what prestige could be gained by racing on the Queen's Highway that could not be obtained by racing on a private circuit? He referred to the Le Mans



STONE WALLS, as seen above, lining parts of the projected Peak District circuit, are a potential snag, but Earl Howe declared that to make the roads suitable for motor racing would not involve great alteration.

(Left) Map of the proposed road circuit, which would measure approx. 12 miles embodying a 4-mile straight along the Ashbourne to Buxton road.

disaster, and continued: "If people want to go and see a dangerous sport on private grounds, let them go—I will not stop them. But I consider it wrong to encourage people to think that in this country we can allow our roads to be used for that purpose. . . . Motor racing is a type of sport which should not be discouraged, but it is not a factor to be taken into consideration as a contribution to the economic needs of this country."

Earl Howe, who followed Lord Lucas, contested the suggestion that motor racing had done nothing for private vehicles. The development of detachable wheels and pneumatic tyres owed a terrific amount to motor racing. There is hardly a thing one could think of in the modern motor vehicle of which the same was not true. He mentioned particularly the development of disc brakes.

He did not think this was the moment to tackle the question of motor racing and to try to obtain from the Government, in advance, as it were, a sort of declaration of faith before it was known what the nature of the Bill would be. To make the road in the proposed Derbyshire circuit suitable for motor racing would not involve great alteration. It would do nothing to impair or alter the character of the countryside or of the national park. The spectators could be well taken care of. The road runs through a little valley which has a sort of cliff on either side, and the spectators could remain on top of the cliffs in complete safety and would be able to see about two miles of road. It certainly would not be possible or necessary for motor cars to obtain speeds of 140 m.p.h. or 200 m.p.h.

Earl Howe on Le Mans

He spoke of the advantages of road over track racing, and then turned to the Le Mans accident. "I happened to be there," he said, "and I know not only what happened, but many of the causes of the accident. . . . I do not want to say too much about it, but I feel that the causes which brought about that accident at Le Mans were fairly simple to understand, and it is quite possible that an accident of that kind might never occur again in a million years."

He was sure that if a Bill was promoted it would not propose that motor racing should take place on every day of the week. There was no doubt that if motor racing did take place it would be of great financial benefit to the various towns in the area.

Lord Strabolgi, a Liberal peer, suggested that the establishment of a motor racing circuit in a national park would appear to be directly contrary to the intention of the National Parks Act, 1949. He drew a vivid picture of the litter that might be left by a quarter of a million people and spoke of the effect of the noise on the residents, the farmers and even on the cattle. It would cause danger to spectators, it would adversely affect the standard of driving, and it would not help the export trade.

Lord Silkin, a former Minister of Town and Country Planning, spoke from the Opposition front bench. He expressed the hope that the Government would state their opposition to using public highways for motor racing and particularly to the use of the Peak District national park for this purpose.

Lord Hawke said that from the selling point of view the most important factor was doing well against the Continentals in top-class meetings. Our present tracks may not always attract the first class teams because in prestige they will be unable to compete with Continental meetings. From the angle of sport and entertainment the chief necessities are easy access to a site within the right distance from big centres of population with adequate accommodation for cars, with hotels and other amenities. From all points of view the present arrangements were not ideal. It was claimed, he added, that the Derbyshire circuit could be made to meet all these requirements and would also bring tourists to Derbyshire and to Great Britain.

Here Lord Hawke was interrupted by Lord Strabolgi who wanted to know whether tourists would be inclined rather to keep away if they heard what was going on there. Lord Hawke replied: "The noble Lord, I think, rather minimizes the interest in this sport. He is a

(Continued on page 114)

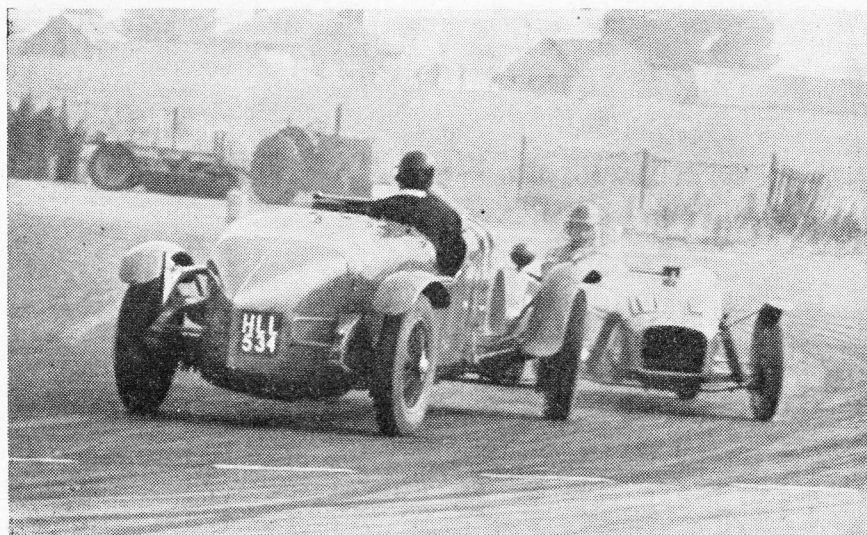
SUN-TOPS AND SHIRTSLEEVES AT SILVERSTONE

Summer Sunshine at the Aston Martin
O.C.'s St. John Horsfall Trophy Meeting

It was Astons, Astons, everywhere, at Silverstone last Saturday, when the A.M.O.C. held their sixth annual St. John Horsfall Trophy meeting over the Club circuit. All around the paddock and its purlieus they could be seen—sleek DB2/4s, DB3Ss, DB2s, 2-litre coupés and two-seaters, shapely pre-war Ulsters, even shapelier low-chassis Le Mans models, cobby Internationals and "Bamfords". This was their day, and high above Old King Sol beamed down upon them, for it was his day too—one of the many he has graced in this "genuine" British summer of 1955.

His presence caused a besieging of the refreshment tents, of the water taps and the ice cream vans, and a considerable casting-off of surplus clothing, whilst bringing forth a choice selection of protective headgear and a brisk manufacture of newspaper hats by the hatless. "Mort" Morris-Goodall donned a bright green ski-style device of undoubted transatlantic origin, Peter Clarke sported a superb affair in straw, there were topees, white caps, some over-size "Sherlock Holmeses" and—yes—there was "Dusty" Mahon himself with the famous green, badge-studded Alpine "tile" in which he has toured so many American and European races these past few seasons.

With "Dusty" were several keen, camera-equipped Americans, having a rare day of it in the paddock and in the special enclosure of notable sports cars, wherein an appreciative public could inspect 32 quality vehicles of varying ages, including a huge ex-Barnato 8-litre Bentley, the ex-Bill Everitt 1934 NE type T.T. Magnette, an "as new" M.G. 14/40, some fine Alvises, a Type 35 Bugatti, the ex-Mike Couper Talbot 110, once a consistent Brooklands winner but now unhappy in deplorable sports bodywork, the rare Lyon-built Cottin-Desgouttes, now with 8-cylinder Stutz engine installed and, of course, a fine selection of Aston Martins of all ages.



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*NAYLOR-v-NURSE:
View of the finish
line, facing Woodcote
Corner, as Brian
Naylor and Austen
Nurse race for the
chequered flag in the
5-lap 1,500 c.c. event.*



The "kick-off" to the day's racing activities came at around 11.30 a.m. with the first of two half-hour "reliability trials". Offering an excellent initiation to circuit racing, complete with Le Mans start, these were well supported by drivers with and without experience, and a fair number of first class plaques were earned on an interestingly crowded 1.6-mile course. One man, B. Coleman, was unlucky, however, for a wheel of his Morris Minor broke away under duress of cornering, leaving him to flop to a standstill on the grass at Woodcote, while the liberated component bounded joyfully away, to be brought up hard against a Walls ice cream van.

The first race was for 750 and 1,172 Formula devices, sharing the circuit but competing for separate awards. M. G. H. McDowel (Lotus) led the field initially but J. Whitehouse insinuated his Arden past after two rounds, to hold first to the end. D. Rees, motoring very rapidly through the bends, led the 750s home while, behind, P. Taylor spun at Woodcote and, rejoining the race, took a sheaf of new-mown hay for a ride round Silverstone under his chassis. J. J. Richards (Lotus) performed some very slick correcting at the same corner.

Soft-voiced Astons and burbling Bentleys ran together in the next five-lap "do", and while S. F. Pile in his concours-condition 1935 Ulster was out-

stripping other Feltham representatives, a thundering herd of Bentleys contested their own handicap with commendable vim and vigour. Prospects of a Burton-Williamson duel faded when the former's 3-litre-cum-4½ retired, but a fight for the lead between the 3-litres of A. Chaffey and M. J. Bradley ended excitingly when the former scudded round Woodcote to win, followed speedily by the latter—backwards in a cloud of dust! Completing his spin, Bradley tore away across the line, second place still secure. Phew!

Next on the agenda was a rapid five-lapper for up to 1,250 c.c. sports cars, which devolved into a tussle between D. Kasterine's new Mk. 9 Lotus, W. Liddell's Buckler and E. Lewis (Lotus). Kasterine led the first lap, then dropped back with trouble, while Lewis held Liddell, then whipped past into a lead he gradually extended as the laps ran out. Leinster Trophy winner David Piper was a regretted non-runner, he having run a nail into his foot before the meeting.

An inter-Lotus battle between Brian Naylor, Austen Nurse and D. Kasterine marked the next event, for 1,500 c.c. cars, but Naylor's Connaught-powered Mk. 8 just had the legs of Nurse's M.G.-engined Mk. 8. The latter drew right up on the final lap, however, while Kasterine pressed hard in third place, ahead of yet another Lotus, Lt.-Col. R. White's earlier model.

Amongst the 20 entrants in the first of the over 1½-litre races were two gentlemen of distinction: Reg Parnell in a works disc-braked DB3S and Roy Salvadori in an earlier drum-braked model. This pair naturally dominated the affair, and after a preliminary "brush" at Copse, when Roy took Reg, then Reg took Roy, the order settled as Parnell, Salvadori and, farther back, A. McMillan in his white Cooper-Bristol "Barb". Jocelyn Stevens (ex-works DB3S) had a brake grab on in the rush down to Woodcote, revolved four times, and spoilt the car's svelte lines against a barrier. Enjoying himself amongst the

PARDON ME! Lagonda meets Lotus—nearly, as C. Mulholland's 4½-litre car negotiates Woodcote Corner backwards—an incident during the Relay Race for the David Brown Challenge Cup.

ASTONS BY THE DOZEN: The impressive line-up at Silverstone for the St. John Horsfall Trophy race. Behind several pre-war 1½-litre cars, the coupé is Angela Brown's ex-Tom Mayer DB3, while to its left is J. Bekaert's cream DB1 which won the race.

★



other runners was 65-year-old farmer from Spalding A. W. Taylor, making good use of his XK 120 hardtop.

The second race for over 1½-litre sports cars brought forth examples of Austin-Healey 100, TR2 Triumph, A.C. Ace, and sundry older machines including L. S. Michael's imposing ex-Goodhew lowered 4½-litre Lagonda and Lord Ebury's lowered 3½-litre Bentley. G. K. Stratton, a formidable Austin-Healeyist, established himself at the head of affairs, and though Walter Grant Norton and G. W. West in two dapper A.C. Aces gave stern pursuit, his extra .6-litre secured victory for Stratton.

So to the race, the 6th St. John Horsfall Trophy, instigated in memory of that fine British driver who was killed at Silverstone in 1949. A 10-lap handicap for Aston Martin cars in any trim, it produced a field guaranteed to make any Feltham fan swoon with joy—and the handicappers quake with fright! There were the sleek DB3Ss of Parnell and Salvadori, Tony Everard in Stevens's now-battered DB3S, Barthel's DB3, Miss Angela Brown in the ex-Tom Mayer DB3 coupé, several DB2/4s and DB2s, and a DB1 drophead—all post-war models, and a rich assortment of 2-litre Speed Models and Ulster, International, Le Mans and Mk. II pre-war 1½-litre machines. And there was venerable, venerated "Razor Blade" herself, now 32 years old but as slim as ever.

The departure of so many cars, of such differing types, on different handicap bases of laps, minutes and seconds, was complicated, as was the race itself as it got under way. Salvadori and Parnell were last away, and spent their race forcing their way through slower cars like hounds through the undergrowth. P. L. D. Attwood in "Razor Blade", winner in 1953, found this year's handicap too much but proceeded with dignity. Angela Brown passed car after car in the quest to nullify the 2 mins. 20 secs. start of the limit men, while

J. Bekaert in the large and solid-looking DB1 unobtrusively worked his way through a string of earlier models.

Jean Bloxham, clad in sun-top and happily hurrying in a DB2, had a similar car slew in front of her at Woodcote, spun on to the grass in effecting an avoidance, but quickly resumed racing. The 10 laps were soon over, and the chequered flag went out. It would have been nice to know for whom, but Dudley Coram, at the staff end of it, didn't know, the commentator didn't know, the drivers didn't know and the public certainly didn't know! Handicaps are difficult! But a stern buzzing emanated from the timekeepers' box, and eventually the news came that Bekaert in the DB1 had done it, followed by the 1953 1½-litre Ulsters of McNab, Meredith and S. F. Pile.

While race marshals were chasing up the cars for the next race, the hot and wilting public satisfied the unanimous desire for liquid refreshment. A queue had formed up for water from the stand pipe in the paddock, and many a lament was raised that the Fairfield Memorial fountain did not work; ice cream vendors

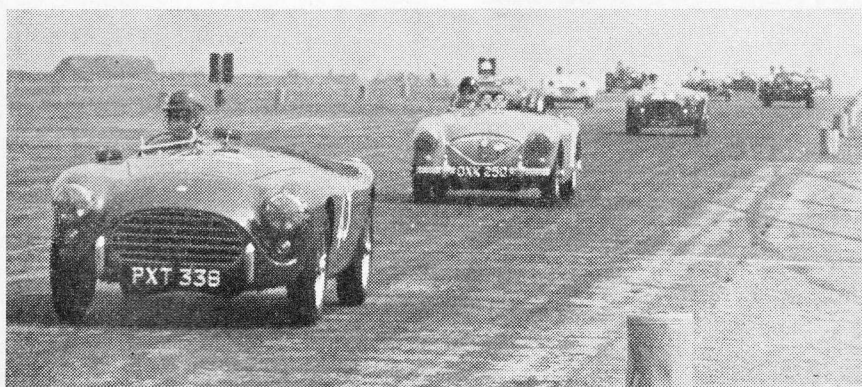
did a roaring trade, and countless bottles were to be seen in a raised position, decanting into thirsty mouths. But to the racing—and what a race the David Brown Challenge Cup handicap relay race was. Twenty-three car-teams were entered—six of them from the A.M.O.C., one a trio formed by Parnell, Salvadori and Stevens with DB3S Astons, paying the price of fame by finding themselves heavily on scratch. Twenty-one laps were to be covered, seven by each car, and the first of the limit team, D. G. Cooke's Lagonda Rapier, was released fifteen mins. before the DB3Ss, enjoying the circuit in solitude awhile until the race really got going. By the time Stevens in No. 1 of the scratch team was on his way, several other teams' No. 2s were alert for the "take over", and thereafter spectators were treated to the exhilarating spectacle, many times repeated, of car after car rushing in to a squeal of brakes, the driver rushing with his sash, and the new man tearing away. By the end of the race the track in the pit area was a maze of black tyre marks.

The scratch DB3Ss sped round like



LET JOY BE UNCONFINED! (Above) Enthusiastic cornering by the field on the opening round of the second ½-hour reliability trial.

(Left) Geoff. W. West (A.C. Ace) leads an Austin-Healey and Mainwaring-Evans (Ace) during the second 5-lap handicap.



bullets, but to little avail. The limit trio, the Lagonda C.C.'s No. 3 team, stayed ahead until around three-quarter distance, when a mounting threat from the 750 Club's Lotuses, the M.G.C.C.'s M.G.s and the V.S.C.C.'s Frazer-Nashes culminated in a last triumph for the latter. M. J. Parkes in "Patience" took

(Continued on page 109)

Big Day at Bouley Bay

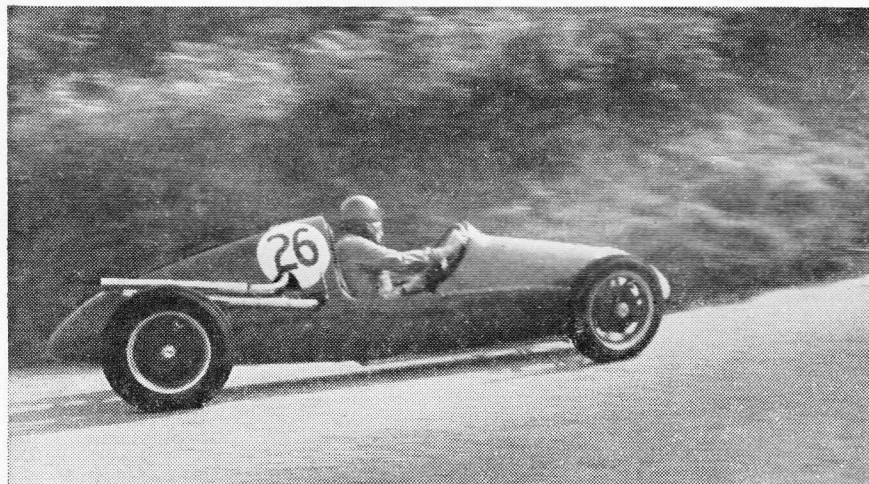
Wharton's Sixth Consecutive B.T.D. at International Jersey Hill-Climb

WITH a record entry for the Jersey M.C. and L.C.C.'s International Hill-Climb at Bouley Bay, everything promised well for the meeting on 21st July. Drivers from England, Jersey, France and Germany were present, and speeds in practice were high. But the event was marred by tragedy, for on his second run Bill Sleeman crashed with his supercharged Cooper twin before Les Platons Corner, suffering fatal injuries. The remainder of the hill-climb was cancelled, and some competitors did not have a second run.

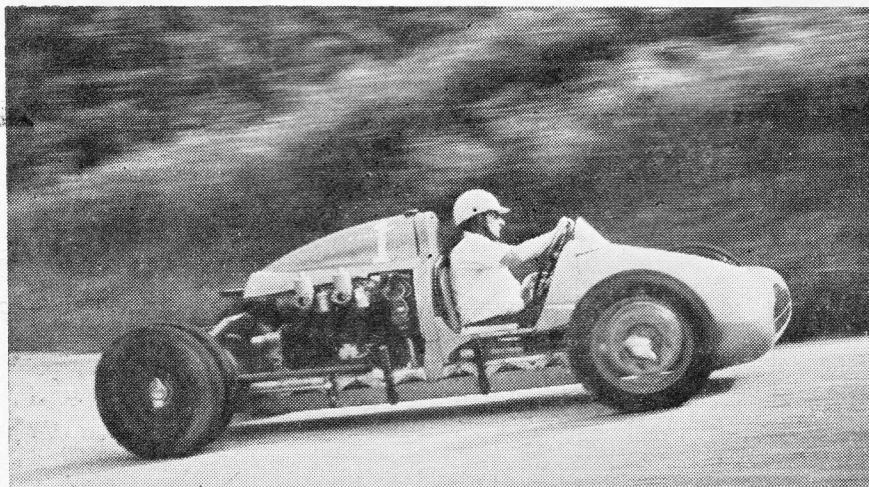
Although his arms were still encased in bandages—a memento of his crash in the *Daily Express* Silverstone meeting—Ken Wharton succeeded in making the best time of the day for the sixth consecutive year—a really remarkable achievement. His time of 53 secs. was achieved with his own supercharged, 996 c.c. Cooper twin, and he also shared fourth B.T.D. with Michael Christie, Christie driving the Peter Bell blown 1,098 c.c. Cooper and Wharton the Peter



SIXTH TIME RUNNING, Ken Wharton once more made Best Time of the Day in his blown Cooper twin and is seen coming out of Radio Corner on his first successful run.



SECOND place by Tony Marsh in the unsupercharged Cooper brings him into the lead for the R.A.C. Hill-Climb Championship.



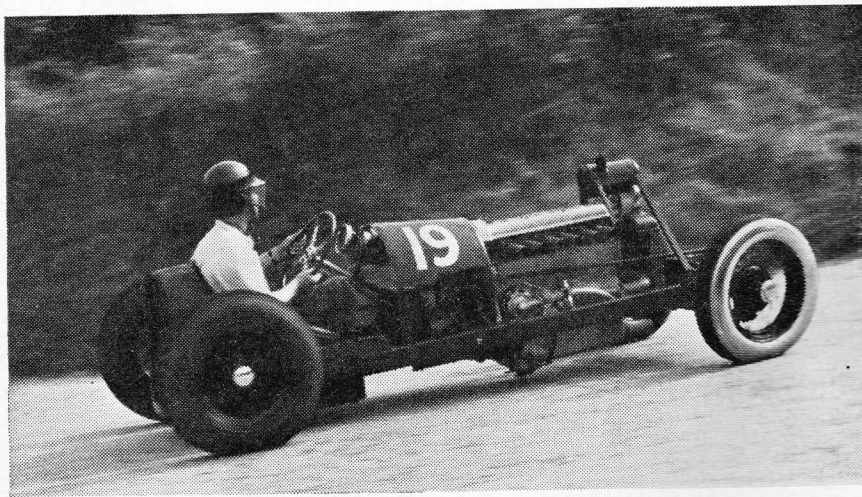
THIRD was Jerseyman Frank le Gallais in his interesting L.G.S., powered by a rear-mounted Jaguar engine.

Bell 2-litre E.R.A., by recording 55 secs. The youthful Tony Marsh snatched second place (53.4 secs.) with his own unsupercharged Cooper, putting him in the lead for the R.A.C. Hill-Climb Championship, and third position went to local man Frank le Gallais. Le Gallais, who drove his well-known Jaguar-powered L.G.S., clocked 54.4 secs. on his first run, and was one of the drivers who did not have a second attempt.

Records Tumble

Many records were broken at the meeting, which was attended by His Excellency the Lieut.-Governor of Jersey, Admiral Sir Gresham Nicholson. Jack Newton, driving the M.G.-engined Killeen, established a new record for sports cars up to 1,500 c.c. by climbing in 61.8 secs. In the next category, for cars of up to 2 litres, the Hon. Edward Greenall returned a time of 59 secs. in his Cooper-Bristol, breaking the record of 65.8 secs. set up last June by the local driver W. Knight (Austin-Healey). André Loens was second, returning 60 secs. with his 2-litre Maserati, and Knight himself was third, clocking 64.2 secs. to gain a narrow victory over another locally owned Austin-Healey. Yet another record fell in the unlimited sports car class, when Lord Louth (Jaguar XK 120) improved his previous best performance by 0.8 sec. to set up a new figure of 61 secs. P. M. Salmon of Edinburgh, also driving an XK 120, was second with 62.4 secs. Non-starters included Lord Ebury and the *Ecurie Franco-Britannique*.

The only record broken in the racing car classes fell to Frank le Gallais, who took one-tenth of a second off his previous best time with the rear-engined L.G.S., making 54.4 secs. the new "local record". This was a particularly good performance as le Gallais, in common with several others, had only one attempt at the hill. André Loens drove a 500 c.c. Cooper as well as the Maserati and succeeded in wresting the F3 class from Don Parker, returning 56.6 secs. to the



Kieft driver's 57. Walter Hampel, the German F3 and Porsche exponent, also drove a Cooper and was third ahead of Clive Lones and the Tiger Kitten. Wharton, of course, won the 1,100 c.c. class from Marsh and Christie, making his best time on his first run with the blown Cooper. The figure, 53 secs., is 0.6 sec. better than his performance in 1954, but 0.2 sec. outside his hill record, established in 1953. On his second run he was slower, returning 54.4 secs. As a matter of interest, his winning performances at Bouley Bay are as follows: 1950, 55.4 secs.; 1951, 55.2 secs.; 1952, 55.4 secs.; 1953, 52.8 secs.; 1954, 53.6 secs.; 1955, 53 secs.

Jerseyman A. Owen won the 1½-litre racing car class with his 1,109 c.c. Cooper from Scotsman Peter Hughes, making his

first visit to the Jersey event and driving a blown, 1,219 c.c. Cooper. Wharton, the only competitor in the 2-litre racing class to have a second run, returned 55 secs. with the Peter Bell E.R.A., winning the award, with W. A. Taylor's familiar Caesar Special in second place; the Caesar Special's time for its first run was 63.2 secs.

Sleeman had engine trouble on his first run, and the fatal accident occurred during his second attempt. The meeting was immediately brought to a close, and that evening's prizegiving was also cancelled.

Following the meeting the positions in the 1955 R.A.C. Hill-Climb Championship are as follows: 1, A. E. Marsh, 19 points; 2, K. Wharton, 14; 3, M. A. H. Christie, 12; 4, P. S. Hughes, 10.

L. H. LE VAILLANT.

A.M.O.C. Silverstone—continued

the chequers and waved exuberantly, while the Dubonnet-suspended front end of his 1926 Frazer-Nash did a triumphant little dance! The Lotuses were next, while the limit Lagondas dropped another place when the M.G. team nosed them out of third.

"Patience" retained her winning form for the following event, the first of three five-lap handicaps which wound up the day. Parkes won at 67.63 m.p.h. from Mrs. Bluebelle Gibbs (H.R.G.) and T. Millard's 750 Millard. The second race fell to a Buckler driven by N. I. Barrett, despite the imposing presence on scratch of four identical aluminium Lotuses, the best of which, Kasterine's, managed third behind Corlett's Austin-Healey. W. A. Liddell had several very unpleasant moments when the slave arm on his Buckler's steering detached itself, perhaps through striking something when travelling off-course at Woodcote. With his wheel useless, Liddell careered across the grass, rejoined the course in an incendiary trail of hay and sparks, and finished up at the foot of *The Motor* bridge, on the right-hand side of the road!

Last race of all brought a narrow second win for Brian Naylor and his Lotus after a satisfying scrap with Cunningham-Reid's black and white Lister-Bristol, while J. E. G. Stevens (DB3S) was third. Nor did that conclude the A.M.O.C.'s day, for after packing everything up they all got ready

for the club dinner at Banbury. And on the following day they held their *Concours d'Élégance*. Motor club life in Britain certainly is healthy. . . .

C. P.

Results

First Half-hour Regularity Trial: First Class Awards, Class 2: T. W. Dargue (M.G.), D. Hely (Healey), J. F. Looker (Morgan), R. E. Meredith (Morgan), B. Phipps (Morgan), R. N. Prior (Lotus). **Class 3:** H. M. Barron (B.B.S. Buckler-M.G.), J. Bekaert (Aston Martin), Lord Ebury (Bentley), J. Brown (Aston Martin), S. J. Lawrence (Bentley), J. Lawry (M.G.), R. E. Owen (M.G.), J. Rollason (M.G.), O. J. Silk (Lotus), D. Kasterine (Lotus). **Class 4:** M. P. Challis (Austin Spl.), Miss A. Pallfrey (Austin).

Second Class Awards, Class 3: S. Becker (Bentley), D. G. Dixon (Triumph).

Third Class Award, Class 4: M. Carter (Morris).

Second Half-hour Regularity Trial: First Class Awards, Class 1: J. Barber (Jaguar), K. S. Crutch (Jaguar), A. McMillan (Cooper-Bristol), N. Cunningham-Reid (Lister-Bristol), A. D. Tasker (Tojeiro-Bristol), M. Tew (Frazer-Nash), G. Towse (Jaguar), P. Wooley (Allard). **Class 2:** Miss P. Burt (Aston Martin), G. L. Corlett (Austin-Healey), J. D. Bryant (A.C.), M. J. Mannering-Evans (A.C.), J. F. Dudmesh (Austin-Healey), Jean Bloxham (Aston Martin), S. C. Norman (Austin-Healey), J. L. E. Ogier (Jaguar), P. R. Proctor (Aston Martin), D. L. Sidney (Aston Martin), J. D. Tetley (Aston Martin), R. J. L. Threlfall (Aston Martin), J. A. Twentyman (Frazer-Nash), Lt.-Col. R. White (Triumph), D. H. Wilson-Spratt (Triumph).

Second Class Awards: A. W. Taylor (Jaguar), Miss P. L. White (Triumph).

750 and 1,172 Formula Cars (5 laps, scratch)—750 c.c.: 1, D. Rees (Austin), 7 mins. 59.8 secs., 60.33 m.p.h.; 2, P. E. W. Henderson (Austin); 3, P. Taylor (Austin). **1,172 c.c.:** 1, J. Whitehouse (Arden), 7 mins. 7.4 secs., 67.73 m.p.h.; 2, M. G. H. MacDowel (Lotus Mk. IX); 3, K. D. Laverton (Lotus Mk. VI).

Aston Martins and Bentleys (5 laps, scratch)—Bentleys: 1, A. P. K. Chaffey (1926 3-litre), 8

TWO-LITRE class saw second place taken by W. A. Taylor in the Caesar Special. Wharton won the class in the Peter Bell E.R.A.

Results

Waters Edge Challenge Trophy (B.T.D.): K. Wharton (996 Cooper S), 53 secs.; 2, A. E. Marsh (1,098 Cooper), 53.4 secs.; 3, F. le Gallais (3,442 L.G.S.), 54.4 secs.; 4 (tie), M. A. H. Christie (1,098 Cooper S) and K. Wharton (1,987 E.R.A. S), 55 secs.

Class Results

Sports Cars, up to 1,500 c.c.: 1, E. J. Newton (1,467 Killeen), 61.8 secs.*; **1,501 to 3,000 c.c.:** 1, Hon. E. G. Greenall (1,971 Cooper-Bristol), 59 secs.*; 2, A. Loens (1,997 Maserati), 60 secs.; 3, W. Knight (2,660 Austin-Healey), 64.2 secs.; 4, D. de Gruchy (2,660 Austin-Healey), 64.4 secs.; 5, D. J. Vardon (1,760 Connaught), 64.6 secs.; 6, E. W. Coupland (1,991 Triumph TR2), 67.6 secs.; 7, C. R. Arthur (1,971 BMW), 69 secs.; 8, I. H. B. Abbott (1,991 Triumph TR2), 69.8 secs.; 9, Mrs. E. W. Coupland (1,991 Triumph TR2), 72 secs.; 10, G. A. Watson (2,267 Sunbeam Alpine), 74 secs. **Over 3,000 c.c.:** 1, Lord Louth (3,442 Jaguar XK 120), 61 secs.*; 2, P. M. Salmon (3,442 Jaguar XK 120), 62.4 secs.

Racing Cars, up to 500 c.c.: 1, A. Loens (498 Cooper), 56.6 secs.; 2, D. Parker (497 Kieft), 57 secs.; 3, W. Hampel (498 Cooper), 60.2 secs.; 4, C. Lones (490 Tiger Kitten), 61.4 secs.; 5, F. R. le Brun (500 Cooper), 64 secs. **751 to 1,100 c.c.:** 1, K. Wharton (996 Cooper S), 53 secs.; 2, A. E. Marsh (1,098 Cooper), 53.4 secs.; 3, M. A. H. Christie (1,098 Cooper S), 55 secs.; 4, W. Knight (1,098 Cooper), 55.2 secs.; 5, R. Henderson (1,098 Cooper), 57.4 secs.; 6, R. Lovell (998 Taylor Spl.), 61 secs. **1,101 to 1,500 c.c.:** 1, A. Owen (1,109 Cooper), 56.4 secs.; 2, P. S. Hughes (1,219 Cooper S), 56.8 secs.; 3, A. E. Marsh (1,172 Dellow S), 62 secs.; 4, Mrs. P. Steveny (1,172 Buckler), 71.6 secs. **1,501 to 2,000 c.c.:** 1, K. Wharton (1,987 E.R.A. S), 55 secs.; 2, W. A. Taylor (1,991 Caesar Spl.), 63.2 secs.; 3, W. Nicholson (1,991 A.C.-G.N.), 66.8 secs.; 4, E. J. H. Foster (1,880 Jag-Bitza), 68.8 secs. **Over 2,000 c.c.:** 1, F. le Gallais (3,442 L.G.S.), 54.4 secs.*

* New class records.

mins. 28.2 secs., 56.97 m.p.h.; 2, M. J. Bradley (1923-24 3-litre); 3, M. D. Hollis (1925 4½-litre).

Aston Martins (up to 1½-litre): 1, S. F. Pile (1935 Ulster), 7 mins. 34.8 secs., 63.64 m.p.h.; 2, R. F. McNab-Meredith (1935 Ulster); 3, W. B. Fowler (1933 Le Mans).

Sports Cars up to 1,250 c.c. (5 laps scratch): 1, E. Lewis (Lotus), 6 mins. 48 secs., 70.94 m.p.h.; 2, W. A. Liddell (Buckler D.D.I.); 3, P. H. Ashdown (Lotus).

Sports Cars up to 1,500 c.c. (5 laps scratch): 1, B. Naylor (Lotus Mk. VIII), 6 mins. 34 secs., 73.48 m.p.h.; 2, A. J. Nurse (Lotus Mk. VIII); 3, D. Kasterine (Lotus Mk. IX).

1st Sports Car Race, over 1,500 c.c. (5 laps scratch): 1, R. Parnell (Aston Martin DB3S), 6 mins. 6.4 secs., 79.08 m.p.h.; 2, R. Salvadori (Aston Martin DB3S); 3, A. McMillan (Cooper-Bristol "Barb"). **Fastest Lap:** Parnell, 81.08 m.p.h.

2nd Sports Car Race, over 1,500 c.c. (5 laps scratch): 1, G. K. Stratton (Austin-Healey), 7 mins. 6.6 secs., 67.86 m.p.h.; 2, W. C. N. Grant Norton (A.C. "Ace"); 3, G. W. West (A.C. "Ace").

St. John Horsfall Trophy (10 laps handicap, for Aston Martin cars): 1, J. Bekaert (1948 DB1, h/cap 2 laps and 1 min.), 13 mins. 6 secs., 60.88 m.p.h.; 2, R. F. McNab-Meredith (1935 Ulster, h/cap 2 laps and 25 secs.); 3, S. F. Pile (1935 Ulster, h/cap 1 lap and 1 min. 20 secs.); 4, W. B. Fowler (1933 Le Mans, h/cap 2 mins. and 1 sec.).

David Brown Challenge Cup Relay Race (21 laps, 7 per car): 1, V.S.C.C. Team, C. M. Sears, P. J. Nunn, M. J. Parkes (Frazer-Nashes), 38 mins. 59.6 secs., 52.63 m.p.h.; 2, 750 M.C., J. J. Richards, N. R. Hicks, M. G. H. McDowel (Lotuses); 3, M.G.C.C. (S.E. Centre), T. W. Dargue, T. Haigh, S. G. Cobban (M.G.s).

1st Sports Car Handicap (5 laps): 1, M. J. Parkes (1,496 Frazer-Nash), 8 mins. 13 secs., 67.63 m.p.h.; 2, Mrs. B. Gibbs (1,496 H.R.G.); 3, T. Millard (747 Millard Spl.).

2nd Sports Car Handicap (5 laps): 1, N. I. Barrett (1,172 Buckler), 7 mins. 56.2 secs., 60.77 m.p.h.; 2, G. L. Corlett (Austin-Healey); 3, D. Kasterine (1,098 Lotus).

3rd Sports Car Handicap (5 laps): 1, B. Naylor (1,484 Lotus), 6 mins. 45.2 secs., 73.23 m.p.h.; 2, N. Cunningham-Reid (Lister-Bristol); 3, J. E. G. Stevens (Aston Martin DB3S).

Inter-Club PRESOTT

Vintage S.C.C. win Team Award in Close-fought Hill-Climb. D. Wilcocks (Steyr-Allard) makes B.T.D.

★

URGE: Doug Wilcocks on his way to B.T.D. in the potent Steyr-Allard.

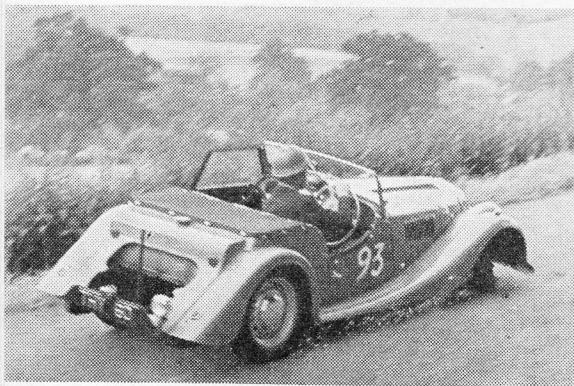
LAST Sunday's Inter-Club Meeting, run by the Bugatti Owners' Club at Prescott, was one of the best ever held. While the entry may not have been quite so large as in former years, it made up in quality what it lacked in quantity. A truly remarkable range of cars could be seen in the paddock, ranging from P. L. D. Attwood's delightful Aston Martin "Razor Blade", via a squadron of TR2s, to the impressive Allard-Cadillac of Sydney Allard, and the equally impressive, and rather fearsome, Steyr-Allard, now owned by D. A. Wilcocks.

The morning's climbs were in the nature of a curtain raiser for the actual team event, acting as the basis of the handicapping for the afternoon. However, no punches were pulled and nobody appeared to be indulging in that rather unpopular pastime known as "foxing the handicapper".

In Class 1, Dick Steed's Lotus easily took the honours with an ear-splitting run in 49.73 secs., the little black car being remarkably steady through the S bend. Ashley Cleave was next best, taking the Morris up in 51.60 secs.

In Class 2, Mike Llewellyn had over a second's lead from his nearest challenger, the Lester-M.G. saloon being really fast on the upper slopes. Reg Phillips lifted the inside wheels of his Ford Prefect, and looked very determined. Attwood's "Razor Blade" Aston Martin climbed in 60.52 secs., looking very steady on the corners, and emitting a fine crackle from the stub exhausts.

FIREWORKS: I. D. Lewis finds himself driving a Morgan three-wheeler as he approaches the Semi-Circle. The front wheel was on its way to the Paddock!



Class 3 brought forth a vast number of TR2s, most of which lifted rear wheels as they took Pardon Hairpin. S. E. Rumsey spun smartly on the semi-circle, without going over the edge. Incidentally, one TR2 owner went off at this spot twice running in practice! John Broad's E.R.A. "Remus" shattered the echoes and contacted a bank, which spoiled his time. Dr. O'Mara Taylor was forceful, and Mervyn Kearon made a tremendous run in the Cooper-Bristol, taking the class with 49.59 secs. He was closely pressed by Ken Rudd, who took the A.C. Ace up in 50.21 secs., and K. W. Eaton's very smart Lister-Bristol, which reached the summit in 50.47 secs. Denton's Morgan beat the TR2s with a sparkling run in 50.57 secs.

J. Deeley's Austin-Healey took Class 4 in 52.12 secs. J. J. Virr's Talbot appeared to be braking harder on its front wheels, which caused a little embarrassment at times. Perkins's Bugatti sounded excellent, R. B. White's Austin-Healey was smooth in 53.41 secs., and Gillie Tyrer wasted no time in a very smart DB2.

The last class brought forth the big stuff. T. A. Roberts's 3.8-litre Bugatti looked most impressive, while Berry and Robins roused the echoes with their 2.3-litre cars. John Shutler threw his Invicta saloon around with his usual aplomb, but the prize for sheer determination must go to Raymond Baxter, who was trying it from the driver's seat with Phillips's V-8 Fairley. The car snaked, slithered, bounced and slid its way upward, Raymond winding the wheel with lightning

rapidity, and only took 48.20 secs. A pity we could not have recorded his impressions from the cockpit!

Sydney Allard sounded as though he were in top gear, but tore up in 48.92 secs., Gordon Parker's Jaguara sounded perfect and looked rock steady in 49.41 secs., but Doug Wilcocks finally settled the argument with a rousing run in 46.90 secs., which gave him best time of the morning in the Steyr-Allard.

After lunch had been consumed in the pleasant atmosphere of the paddock, competitors began to come to the line for the main event of the day, the team handicap.

Sydney Allard set the ball rolling with a smart run in 49.83 secs., while Ken Rudd returned 49.49 secs. with the A.C. Ace. T. Robins and J. Berry blared upwards in a welter of Bugatti noises, on the 49-second mark, putting the Bugatti Owners' Club in a strong position. W. H. Morgan's TR2 misbehaved and the unfortunate owner recorded 124.48 secs., which spoilt the Herefordshire chances.

Wilcocks then got down to 46.25 secs. in a tremendous run with the Steyr-Allard, working hard on the corners. Shutler was fastest among the Invictas, with 52.90 secs. The Liverpool club had a strong representation, but suffered a mortal blow when Mervyn Kearon, accelerating hard from Orchard Corner, suddenly lost all forward drive and came to a standstill for the rest of the day. Gillie Tyrer recorded a neat 54.49 secs. with the black DB2.

Two immaculate H.W.M. - Jaguars, driven by G. Mansell and J. Clark, seemed almost slow on the corners but possessed tremendous acceleration. Clarke's car, which also has some Alta in its make-up, got down to 48.94 secs.

Gordon Parker got down to 48.70 secs., and the impressive H.W.M.-Cadillac of "Doc" Pinkerton recorded 49.60 secs. Harry Sutcliffe made a white Morris



VINTAGE VICTORY: The winning team by 0.04 sec. on handicap aggregate was the V.S.C.C. trio of J. W. Broad, L. S. Richards and J. M. Perkins.

Minor saloon do exciting things at impressive revs with an excellent 62.68 secs. Then John Broad fought the E.R.A. to the top in 46.98 secs., and all Vintage S.C.C. hopes were raised accordingly. Don Truman, forsaking a 500 for a TR2, had a door fly open between Orchard and Pardon, but shut it firmly without losing time. M. W. Goold, obviously trying his utmost, hit the inside at Orchard, slid heartily at Pardon, and snaked through the Esses at a terrific rate. The P.A. announced 49 secs., which drew a gasp of astonishment from everyone. However, this seemed too good to be true, and Goold was requested to make a second run. The time was 53.23 secs. without fireworks, which pointed to a slight error in the timing gear on the previous run!

Denton's Morgan was extremely fast again, and was ably backed up by team-mate R. W. Colton, just before the first runs came to an end. By now it was seen that the Shenstone and District Club were just about leading, with the Vintage Sports Car Club and several others in very close attendance.

Sydney Allard set the ball rolling again with a smart 48.63 secs., while Rudd also improved upon his first time. Light relief was provided by "Tiny" Lewis's Morgan. Accelerating hard from the Esses, the offside front wheel suddenly parted from the car. Lewis skated along on the brake back plate up to "Allard's Gap". The car stayed on the road, but the wheel took the same course that so

many unfortunate people have done in the past, and passed the "Gap" into the field. Not content with this, is descended the field on a parallel course to the return road, and arrived some 10 minutes before its owner, with considerable force, coming to rest with a resounding crash against the ladies' toilet!

The road having been cleared, climbs proceeded. Wilcocks finally got down to 46.10 secs., which remained best time of the day, but his two team-mates failed to improve upon their first runs. The Invicta team's times remained more or less unchanged. Clark had bad luck when the H.W.M.-Alta-Jaguar spun at the semi-circle, while Pinkerton's H.W.M.-Cadillac ran amok at Orchard, and required much manual assistance before it was extricated from the sand-bank. F. W. Marriott took the Esses at very high speed and slid outwards, getting his offside wheels high up the bank for a considerable period and ripping off the petrol filler cap. He continued, with much valuable petrol showering upon the road, but managed to record a better time despite all these alarms.

Eaton improved upon his first run, but the remaining "Shenstone-ites" were a fraction slower. J. M. Perkins clipped a fraction off his first run, and John Broad made another resounding climb with the E.R.A., L. S. Richards backing him up ably on the Riley Special. A few minutes later, Tony Curtis announced over the P.A., that the Vintage Sports Car Club had won by 0.04 of a second!

Incidentally, the next half a dozen teams were separated by only about three seconds, which speaks for itself, for handicappers and competitors alike.

A. HOLLISTER.

Results

Morning Event

Class 1. Up to 1,100 c.c.: 1, R. Steed (1,098 Lotus), 49.73 secs.; 2, W. A. Cleave (1,086 Morris), 51.60; 3, P. Hubner (1,098 Buckler), 57.14.

Class 2. 1,101-1,500 c.c.: 1, M. R. G. Llewellyn (1,467 Lester-M.G.), 50.00; 2, P. Riley (1,467 Lotus-M.G.), 51.34; 3, F. W. Marriott (1,250 Lotus-M.G.), 51.42.

Class 3. 1,501-2,000 c.c.: 1, M. Kearon (1,971 Cooper-Bristol), 49.59; 2, J. W. Broad (1,500 E.R.A. S), 49.68; 3, K. N. Rudd (1,997 A.C. Ace), 50.21.

Class 4. 2,001-3,000 c.c.: 1, J. Deeley (2,660 Austin-Healey), 52.12; 2, J. M. Perkins (1,990 Bugatti S), 53.06; 3, R. B. White (2,443 Healey Silverstone), 53.41.

Class 5. Over 3,000 c.c.: 1, D. A. Wilcocks (4,549 Steyr-Allard), 46.90; 2, Raymond Baxter (4,375 Fairley), 48.20; 3, S. H. Allard (5,420 Cadillac-Allard), 48.92.

Team Event

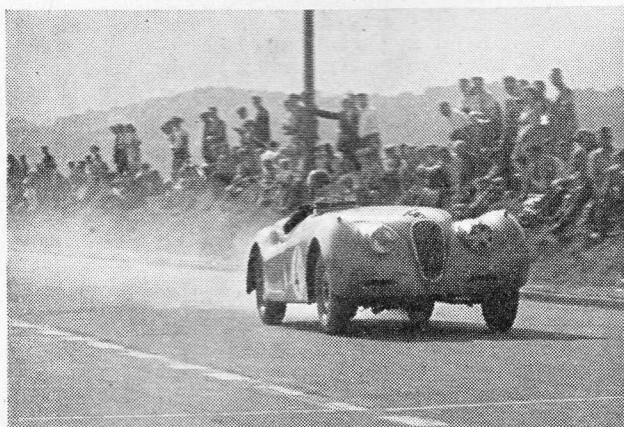
1, Vintage Sports Car Club (Handicap, 20.08 secs.), 265.14 secs. aggregate: J. W. Broad (1,500 E.R.A. S), L. S. Richards (2,443 Riley Special), J. M. Perkins (1,990 Bugatti S).

2, Shenstone and District C.C. (Handicap, 26.49 secs.), 265.18 secs.: K. W. Eaton (1,971 Lister-Bristol), R. B. White (2,443 Healey Silverstone), N. Lawrence (1,172 Dellow).

3, Brighton and Hove M.C. (Handicap, 28.43 secs.), 265.54 secs.: K. N. Rudd (1,997 A.C.), J. H. Craig (1,286 M.G.), E. W. Quero (3,662 Allard).

4, Cambridge University A.C. (Handicap, 28.30 secs.), 266.87 secs.: J. D. Scott (1,991 Triumph TR2), P. Riley (1,467 Lotus-M.G.), M. Wood (1,100 Fiat).

Best Time of Day: D. A. Wilcocks (Steyr-Allard), 46.10 secs.



SMOKE TRAIL (left) is laid by Mike Heather's Jaguar as he takes the revs well up on the fast Carrigrohane straight in Co. Cork. Nevertheless, his car finished 19 secs. ahead of the next one.

★

THE MUNSTER "100"

Jaguar Wins at Carrigrohane

THE Southern Irish motor-racing season closed at Cork on 16th July with a victory for Michael Heather and his Jaguar in the Munster Motor Club's 100-mile race over the once famous Carrigrohane circuit. The event was, as usual, a handicap affair and as it was the last meeting of the year which counted towards the Sexton Trophy Championship, it attracted all the well-known Irish drivers. Last year this event was won by local man Bill Hennessy and his little DKW saloon, and this year he made all the running from the drop of the flag; in fact for most of the race it looked as if he was not going to be caught, despite being asked to average 2 m.p.h. more than he did in 1954.

Heather had been fastest in practice and the weather was just about as perfect as one could wish. The 21 cars ranged from Whiren's little J.A.P.-engined Fiat through DKWs, Wilbert Todd's very fleet Prefect, a Simca, several M.G.s and Austin-Healeys, to the Jaguars of Garvey, Bradshaw and Heather. From the word "go", Hen-

nessy's DKW was obviously going to be very hard to catch. Bobby Newell in a similar car found himself lapping about 2 m.p.h. slower than his team mate, and Archie Canty in the third car of the marque was obliged to call to the pits early in the race, spoiling his chances of doing anything about Hennessy. Todd's Ford was fast but although on some laps Wilbert was making up time on Hennessy, he didn't seem likely to catch the flying DKW in a 16-lap event.

The first casualty was Len Earl's old Vanguard Special, which had been pressed into service again following Len's damaging his Jirano at Wicklow the previous weekend. Most drivers were treating the long Carrigrohane straight with respect, some with memories of expensive blow-ups last year, but still the 2½ miles of smooth concrete ribbon tempted some, and Billy Lacy found himself slowly losing ground to Joe Flynn's blown TC, Lacy's blown TD going out with gasket trouble after about six laps. Whiren came in, had a look at one of

his petrol tanks, and called it a day; a pity, because the little Fiat-J.A.P. seemed to be going very well. The Bradshaw Jaguar went out next with transmission bothers, and Vince Hennessy found the clutch of his usually reliable Austin Special disintegrate as he changed down for Victoria Cross corner, at the end of the straight. Arthur O'Leary came in with the motor of his T.R.S. sounding very woolly, but went on to finish, apparently on only three cylinders.

There were no incidents, but on the penultimate lap, the 15th, there was a tense moment as Todd took Newell's DKW and Heather came tearing up to pass both. For a few seconds the road looked very full of motor-cars indeed! Todd was not going to catch Hennessy's DKW, but Heather, whose exhaust started to smoke every time he let the rev. counter "show red", was. The Jaguar entered the last lap 34 secs. behind the DKW, and ran out an easy enough winner by 19 secs. Wilbert Todd was third, he and Hennessy sharing a fastest lap for small saloons of 68.06 m.p.h. Heather's average of 79.69 m.p.h. compared quite favourably with Joe Kelly's 86.11 m.p.h. of last year in a C-type Jaguar.

JACK O'DONOGHUE.

Results

1, M. D. Heather (Jaguar XK 120) (handicap 1½ mins.), 79.69 m.p.h.; 2, W. L. Hennessy (DKW) (2 laps 4 mins.), 67.15 m.p.h.; 3, W. T. Todd (Ford Prefect) (2 laps 2½ mins.), 66.52 m.p.h.

Fastest lap: Heather, 81.47 m.p.h.

Scratch Awards. Under 1,300 c.c.: W. L. Hennessy (DKW), 67.15 m.p.h. **Under 2,000 c.c.:** J. J. Flynn (M.G.), 72.91 m.p.h. **Over 2,000 c.c.:** M. D. Heather (Jaguar), 79.69 m.p.h.

Aintree Afterthoughts

by JOHN BOLSTER

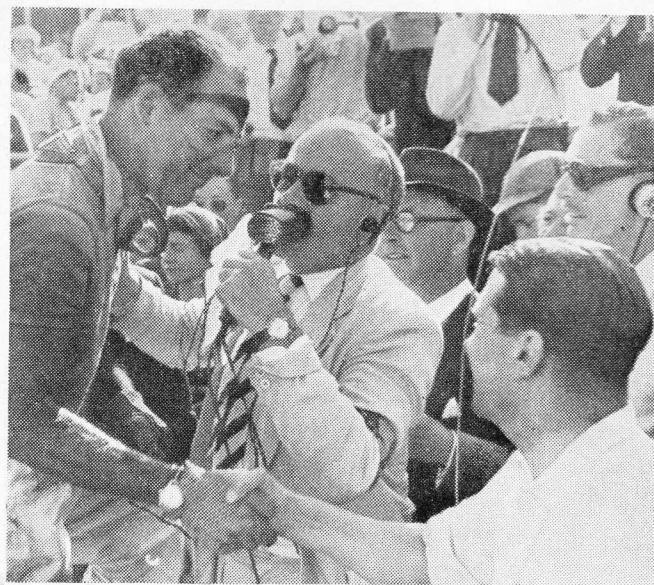
FROM a technical point of view, the Grand Prix at Aintree was full of interest. Privileged as I was to see all the pitwork at close quarters, and also to visit some of the cars during late night final preparation, I was in a good position to get the story. This is how I saw it.

In the first place, the influence of the circuit has to be considered. Unfortunately, whoever was responsible for laying out the corners evidently lacked first hand knowledge of motor racing. Consequently, there is a shortage of any succession of really fast curves, on which sheer driving skill can make up for a power deficiency in the engine department. Of course, a really top-flight driver will shine on any course, but his superiority will be less marked on this particular type of circuit. A study of lap times proves this point, and all the drivers whom I interviewed confirmed it.

The result of all this was, naturally, a tendency to over-stress the less powerful cars. The extremely hot weather did not help, and high oil temperatures were causing anxiety in many pits. In truth, the heavy mortality among the rest of the cars was due to the superior speed of the Mercedes-Benz. Using a stop watch during the practice period, I found that the cornering speed of all the cars was virtually identical. The "Mercs" had more power, and that was the decisive factor.

The reason for their superiority is no secret. They have direct fuel injection, and it works; it is as simple as that! Until other competitors have this equipment, their engines must inevitably give some 12 per cent. less power. But, oh! The sorrow and grief that fuel injection can cause when it is less than perfect! After their magnificent performance at Silverstone, Connaughts ran into fuel injection troubles that appeared to defy rational explanation. On the other hand,

★
INTERVIEW:
John Bolster (with microphone) introduces Stirling Moss to the listeners at the end of the race and asks him to "say a few words".



we saw a fuel injection Vanwall passing carburettor equipped Ferraris, both makes having four-cylinder engines. Furthermore, a Vanwall was faster in practice than all the Ferraris, all the Gordinis and all but two of the Maseratis. It would be absurd to minimize the very great difficulty that fuel injection presents. Nevertheless, its eventual adoption for all racing and sports-racing engines is certain.

Let us consider some other aspects of the Mercedes-Benz. The desmodromic valve gear is a feature that is used on this make alone at present. I do not, however, think that it gives a large increase in b.h.p. From the exhaust note of these cars, one deduces that the valve timing is fairly "extreme". While it would not be impossible to operate these engines with conventional valve gear, the desmodromic system has a much greater factor of safety. Reliability is thus enhanced, and no doubt the usual clearance between the piston and the valves may be safely reduced in a search for a high compression ratio.

Assuming that every designer has found the optimum exhaust pipe size for his engine, the large diameter of the Mercedes-Benz *Auspuff* demonstrates exceptionally efficient breathing.

Reverting to the chassis, it is remarkable how the road behaviour has been improved since last year. Most impressive is the lack of wheelspin when accelerating away from slow corners. The behaviour under heavy braking is also noticeably better. All the "Mercs" in the race had normal outboard brakes close to the wheels, with shrouded, turbo-finned drums. The spare practice car had the earlier arrangement, with in-board drums driven by articulated shafts. I noticed that this machine tended to lock one front wheel on occasion during some fast practice laps by Uhlenhaut.

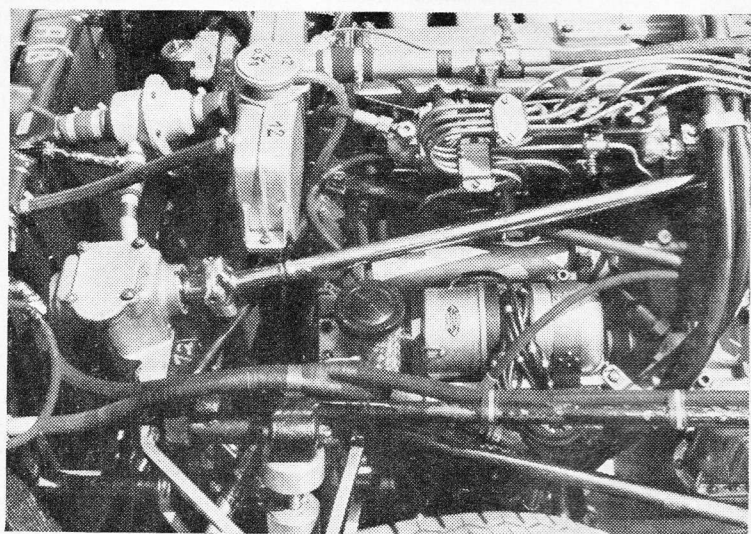
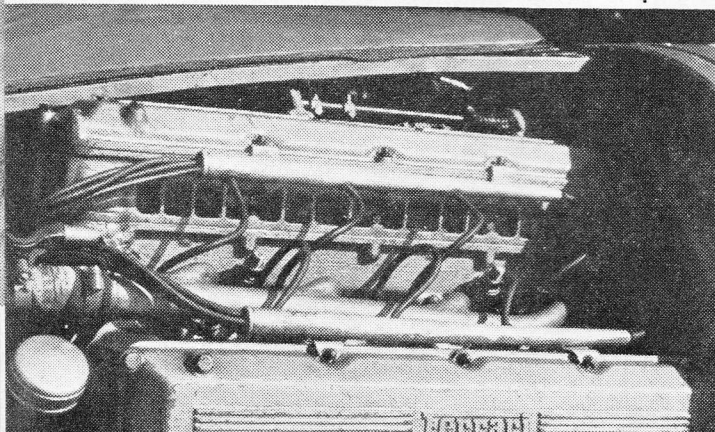
Delightfully neat is the Mercedes-Benz gear gate. This has a movable division, cutting the gate in half. Placing the lever in fourth or fifth speed puts up the barrier, but to change down into third removes it, ready for a snick back into second. The usual difficulty of getting "lost" among the five speeds is therefore completely eliminated, and there are no extra controls or triggers for the driver to operate.

Only one of the Maseratis—that driven by Mieres—had a five speed box, but all the Gordinis were so equipped. The Gordini team had two disc-braked cars, and these did not stop as they should,

(Continued on page 114)

COMPLEX: (Right) With the power unit placed on its side, the space immediately below the bonnet of the G.P. Mercedes-Benz is filled with a tangle of fuel injection and electrical equipment.

SIMPLE: (Below) On the other hand, nothing could be clearer than a similar view of the 4-cylinder 2½-litre Ferrari.



Page in the Paddock

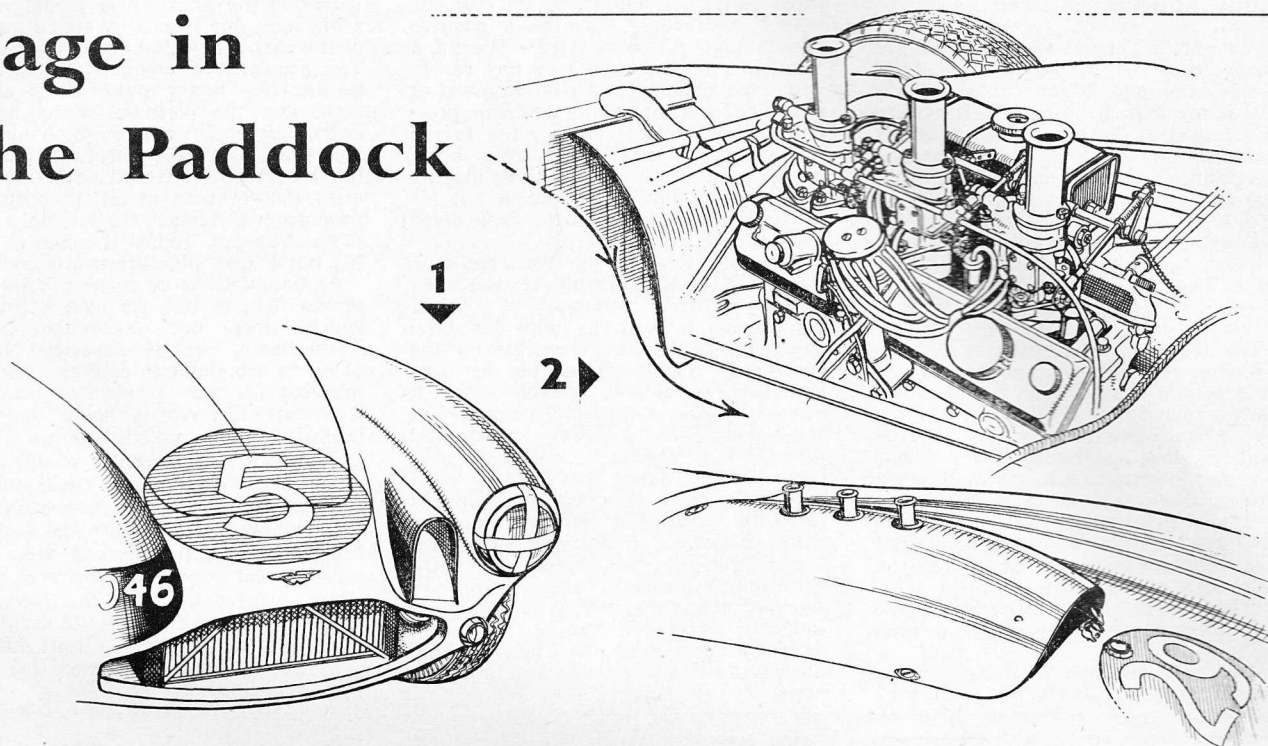
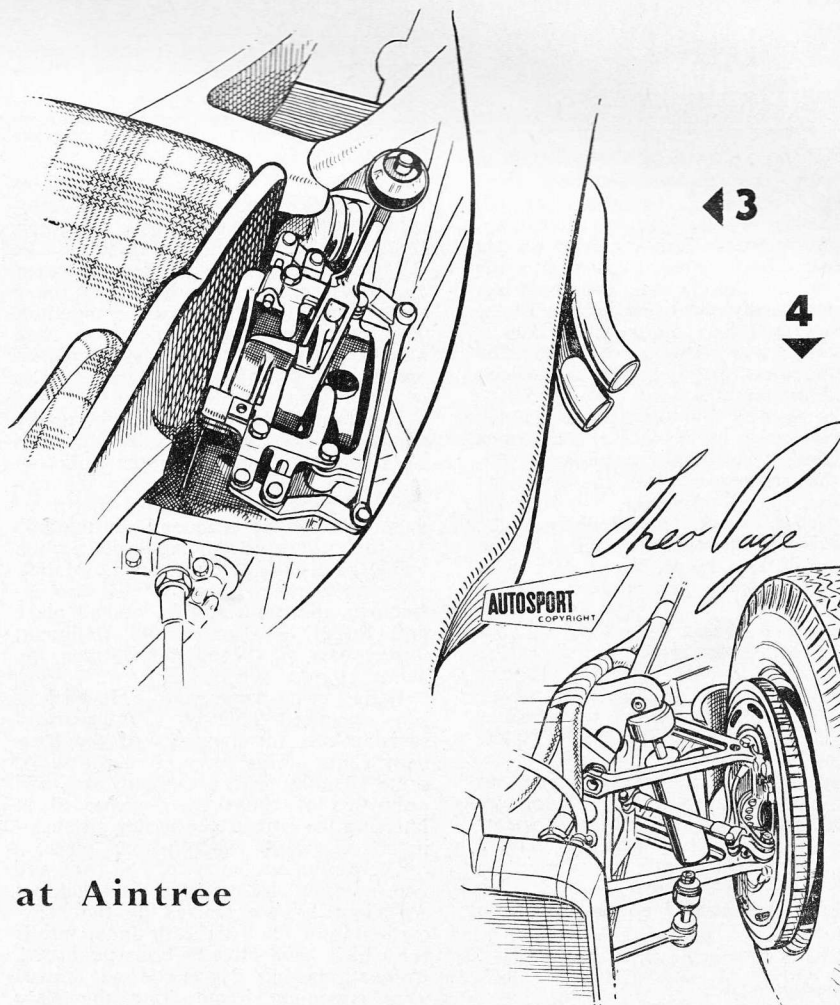


Figure 1. Seen on Reg Parnell's works Aston Martin DB35 is a new carburettor air intake. Cooling air is also now led direct to the front brakes through ducts at the sides of the radiator intake.

Figure 2. Features of Michael Anthony's new Lotus-Bristol included a duct behind the radiator to carry the cooling air smoothly away underneath the car, and these "stack-pipe" intakes for the three twin-choke Solex carburettors. They protrude when the bonnet hatch is closed as in the lower illustration. Note also the rabbit mascot in the air vent!

Figures 3 and 4. The five-speed gearbox on the G.P. Mercedes-Benz has this elaborate toggle arrangement guarding sections of the gate, to prevent the driver becoming "lost" amongst the ratios. Also shown is the front suspension with anti-roll-bar in the foreground (anchored to the wishbone) and turbo-finned brake drum.



Technical details at Aintree

Aintree Afterthoughts—continued

which entailed much work at the pits during practice. In the race, Da Silva Ramos, that fine driver, came into the pits; if my French translation is correct, he reported an absence of oil pressure; again assuming my linguistic competence, "Le Sorcier" told him to get back in the race and mind his own business. *Il est un un, pas demi* (he is a one, not 'arf!). Anyway, the little blue machine continued to circulate for a surprisingly long time before staging one of the most theatrical blow-ups it has ever been my misfortune to witness.

The Rolt/Walker Connaught suffered a broken rod between the throttle and the injection control valve. That was easily replaced, but the delicate relationship between the two controls was unavoidably lost, and tuning in the middle of a race is scarcely a happy occupation. Broken accelerator or throttle controls were also experienced by other cars in the Grand Prix and sports car races. This ridiculous malady is far too frequent these days, and modern designers seem to skip this detail in a manner of which their forbears would never have been guilty.

If space is available in a future issue, I shall write an article on accelerator

pedal design. Suffice it to say, for the present, that there must be a positive stop behind the pedal itself. Were I a scrutineer, I would not pass any car in which the effective "flat out" stop was at the carburettor, or any intermediate position. The stop should be close to the pedal pad, to relieve the fulcrum point on the pedal of strain, as well as making it impossible for the driver to put his weight on the linkage. Safety is involved here, as well as reliability.

Any race in which the Mercedes-Benz team are entered has its pit area sanctified by the august presence of Alfred Neubauer. His signals with his little flag were readily comprehensible, but the occasional substitution of his hat was less easy to follow. "What does it mean," I asked Raymond Baxter, "when Neubauer spins his hat round and round?" "It depends," replied my colleague, "on whether he has his head inside it or not." The best, however, was when the Great Man inadvertently stood with his back to the immensely powerful hooter trumpets, just before the start. With thumbs pressed firmly into ears, we watched entranced, and as the warning suddenly screeched forth, we were delighted to see the portly Prussian break the world's record for the standing high jump.

During the preparation period before a big race, one inevitably sees a number of the cars pretty thoroughly dismantled. The standard of engineering embodied in first line racing machines is always high, and the pleasure to be had in examining their superb mechanism is very great. It is delightful, therefore, to be able to go on record with the statement that nothing excels, in beauty of proportion and finish, the internal organs of the Vanwall. When it comes to turning out a real job, Britain can make it.

An examination of current racing cars proves that, at last, we have a formula which does not encourage freaks. Furthermore, several American manufacturers are about to embark upon fuel injection for their production cars, and so racing research is being translated immediately into practical terms. There is hardly a single feature of the latest Grand Prix cars which could not be adopted for normal catalogue models. Furthermore, the sport provides a magnificent spectacle, and the cars are fundamentally the safest that have ever raced. How unfortunate it is, therefore, that Formula 1 races are being cancelled because of a tragedy in an entirely different and much more dangerous form of competition.

North-East Notes

by Denis Edkins

THERE was a crowd of about 20,000 to watch the Golden Jubilee Sand Racing Meeting of the Middlesbrough and District Motor Club on 16th July. The course was a 2-mile circuit on the Coatham Sands, near Redcar, but the entry of 15 drivers was disappointing, although hardly surprising in view of the British Grand Prix on the same date.

Racing was alternated with the National motor-cycling races, which proved to be rather dull. Keith Schellenberg showed that his 8½-litre Bentley had recovered itself since the previous week-end's Charterhall meeting by winning the last two events of the day. One of these, the 10-mile race, was held on a shortened circuit. Schellenberg failed to make it a hat-trick by being beaten in the mile race by H. R. Vincent, paying a visit over the Border in his XK 120.

Newcomer Geoff. Spark drove his Cooper-Norton to good purpose in the mile event for cars up to 1,500 c.c., beating Alan Ensoll, another local driver. Ensoll was a close second to Schellenberg in the 10-mile race, with Spark close on his tail.

Only three competitors attempted to break the existing Flying Kilometre Record, established in 1952 by T. Sunter in an XK 120, at a speed of 117.73 m.p.h. A head wind contributed to defeat all these attempts, fastest being the holder who could not better 103.56 m.p.h.

Results

1 mile, up to 1,500 c.c.: 1, J. G. Spark (Cooper-Norton), 63.16 m.p.h.; 2, A. Ensoll (M.G.); 3, C. H. Lamballe (M.G.).

1 mile, up to 2,500 c.c.: 1, F. Harrison (F.H.N.), 65.94 m.p.h.; 2, W. L. Winder (Humber); 3, D. R. Hollan (G.N.-A.C.).

1 mile, unlimited: 1, H. R. Vincent (XK 120), 75.32 m.p.h.; 2, C. K. Schellenberg (Bentley); 3, T. Sunter (XK 120).

20 mile handicap, unlimited: 1, C. K. Schellenberg (Bentley), 73.49 m.p.h.; 2, T. Sunter (XK 120); 3, J. G. Spark (Cooper-Norton).

10 mile handicap, unlimited: 1, C. K. Schellenberg (Bentley), 59.02 m.p.h.; 2, A. Ensoll (M.G.); 3, J. Snowden (S.S. 100).

Attempt on Flying Kilo Record: 1, T. Sunter (XK 120), 103.56 m.p.h.; 2, H. R. Vincent (XK 120), 100.76 m.p.h.; 3, C. K. Schellenberg (Bentley), 98.11 m.p.h.

FAVoured with as brilliant sunshine as the Redcar event, the Durham Automobile Club had 31 entries for their Regularity Hill-Climb on 10th July. The hill was the same as in previous years, at Rookhope in Weardale, two timed runs being allowed to each competitor. This year, however, competitors had also to complete a 20-mile regularity section, all without passengers, watches or other aids to timing.

The best performance was put up by comparative newcomer Bill Bowey in his M.G. Magnette, his being the only run to average the same speed on the two runs. Four competitors had errors of only one-fifth of a second on the hill, but their times on the regularity section being taken into account saw D. Maddison (A40), making one of his too infrequent appearances, take second place and Robin le Blanc Smith (Hillman) third. Mrs. T. Wood (Alvis) won the ladies' award.

Earlier in the same week, J. L. Nicholson organized one of his crossword social events for members of the Durham Club. This covered a course of some 30 miles in the Durham area and only two of the drivers succeeded in finishing the course, the writer just beating P. G. Hayton into second place.

There was an entry of 26 cars and two motor-cycles for the St. Andrews All-Night Trial organized by the Newcastle Motor Club on 25th June, results for which have already been published. Competitors left Newcastle as crowds were streaming home from the Race Week fair, and made their way down the Great North Road to Hett, where the

Rally began to take to the side lanes. All competitors had a lot of time in hand here, although P. G. Walton (Vauxhall) caused some concern by his non-arrival until just before his scheduled time. The best wishes of all went out to a solo motor-cyclist with, or so it seemed to the more hardened saloon motorist, the most meagre of equipment and protection.

From Hett, competitors made their way into Yorkshire, across the Cleveland Hills before reaching, at an unearthly hour, the "Coachman" at Snainton for breakfast. The return route was again by way of the Cleveland, including the now well-worn Hawby to Osmotherley "dash" across the moors, to Hudswell, near Richmond. The final legs lay by way of Barningham and Staindrop to Fine House, the Test Point, before reaching Newcastle again just as most sensible people were digesting a proper breakfast.

"Sitting on the Fence"—continued

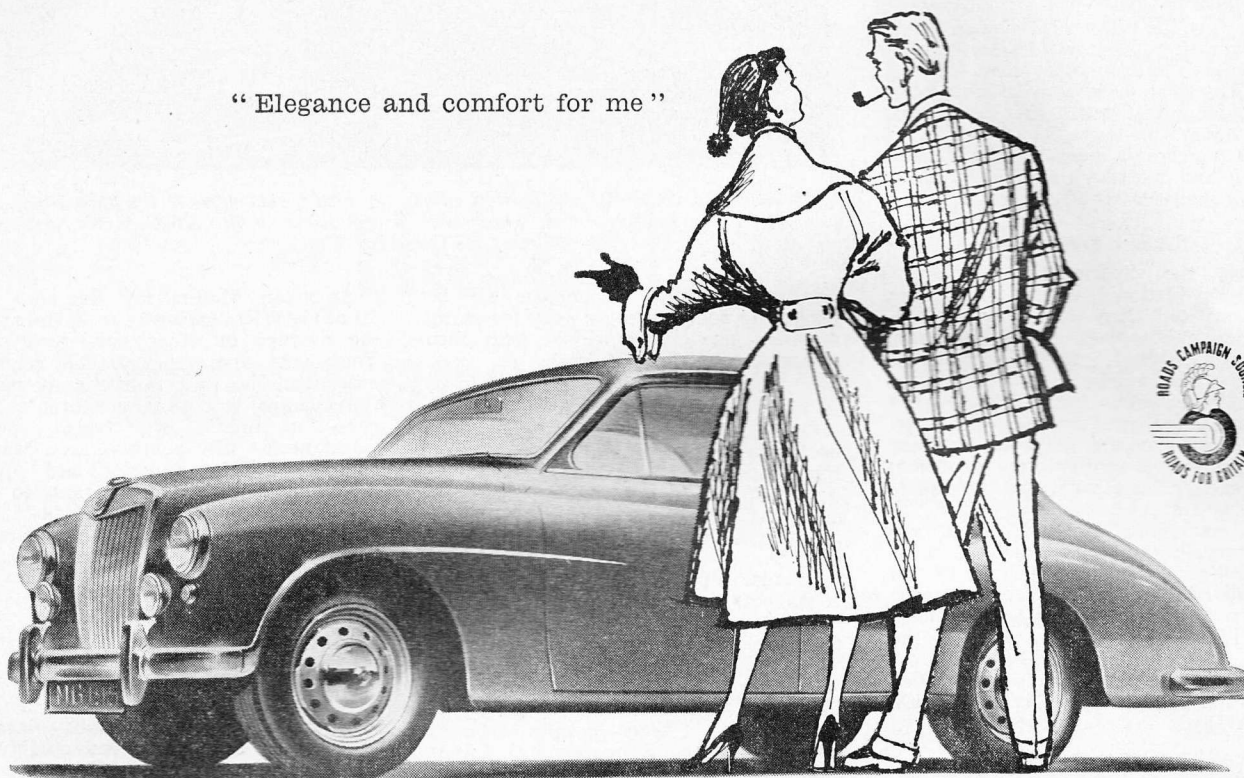
great lover of the aesthetic and beautiful, but there are many people in this country, and still more on the continent of Europe, to whose ears the noise of a motor car travelling at 200 m.p.h. is music."

On the general principle of having a road circuit insufficient interest had so far been shown, and insufficient controversy aroused to enable public opinion properly to be tested. If one had to hazard a guess, it would be that public opinion might support the principle of a circuit, but yet might be very divided when the various details involved came to be discovered. The Government would want to see the reaction of public opinion to any particular scheme and would have to be convinced that there were very strong grounds of national interest before they could support any change in the existing law forbidding the closing of roads for racing.

[And there the matter rests, until the Private Bill is introduced and has to run the gauntlet of Parliament.]

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AMERICAN ANGLE

By Ruth Sands Bentley

New York City, 21st July, 1955.

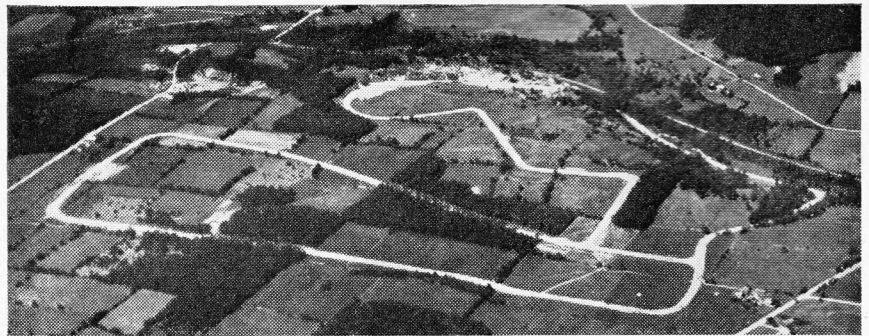
ABLISTERING heatwave has enveloped the City for two weeks, slowing down the tempo considerably. About the only relief to be found—other than air-conditioning—is an evening drive in an open sports car. And many are leaving tonight for Wilkes-Barre, Pennsylvania, to attend tomorrow's hill-climb up Giant's Despair and Saturday's races at Brynfan-Tyddyn, Senator Wood's lovely estate.

Elkhart Enterprise

When the Sports Car Club of America's National event, with Ernie Erickson and Jim Kimberly as co-chairmen, takes place at Elkhart Lake, Wisconsin, 10th-11th September, drivers will have the opportunity of using the first major course in the U.S.A. designed specifically for road racing. The four-mile blacktop course has been designed to embody two shorter circuits of two miles each. These will lend themselves to stock and cycle racing. The 520 acres, comprising Road America, are rustic, scenic and rolling; and the roadway follows the natural terrain to test the skill of drivers and the performance of cars. Safety of spectators has been taken into consideration in planning the course, and crossways span the road. Vantage points will accommodate 200,000 guests and 100 acres have been set aside for parking.

Reading Rallyites

Sports car rallies are becoming more and more popular in America. This past week-end, for instance, three events were held just on Long Island alone (Jaguar Owners' Association's "Sun Tan Rally", Sperry Sports Car Club's "Gimmick Rally", and the M.G. Car Club's "Montauk Trials"), which would indicate that some 200 other rallies possibly took place in this vast country with its many, many sports clubs. Recognizing the need for rally instructions, Joseph Bracco of Huntington, Long Island, an official of Long Island Sports Car Association (Lisca), has begun a school for drivers and navigators. The first class was held a few nights ago at Bella Vista Restaurant, the popular rendezvous for Long Island enthusiasts and the final check point for many rallies. Bracco called on Lisca members to share in the teaching; judging by the



RUSTIC, SCENIC AND ROLLING: A bird's eye view of the new road circuit at Elkhart Lake, which will be the scene of the S.C.C.A. National meeting on 10th-11th September.

results of the first session, he will be playing to standing room only for many months. The classes will be held once a month.

Detroit Data

On 30th June the auto industry wound up the biggest six months in its history. Final figures will show a January-June output of close to 4.25 million passenger cars. About 155,000 units of this year's production were shipped to foreign markets.

Because of the recent labour wage settlements, automobile prices are expected to go up, probably averaging \$100 per car. The guess is: not less than 5 per cent, not more than 7 per cent.

The top place in the old fight between Ford and Chevrolet for holding the country's No. 1 place in sales seems to be going to Ford at the moment. Latest published figures credit Ford with 600,913 and Chevrolet with 593,411 registrations throughout the United States. Because four to six weeks are needed for tabulating the figures, the exact standing will not be known until August. Buick appears to have gone ahead of Plymouth for third place.

Chrysler is shutting down for about four weeks while the shift is made to 1956 car production. This will necessitate laying off 10,000 of the 14,000 hourly rated and salaried workers.

DeSoto sales have hit a new record for six months in reporting a 93 per cent sales gain. Eight regions show more than 100 per cent sales increase, the leader, Dallas, Texas, enjoying 145 per cent.

Hudson, whose sales are up 119 per cent, pays tribute to their Disneyland television show as a key factor in stimulating sales.

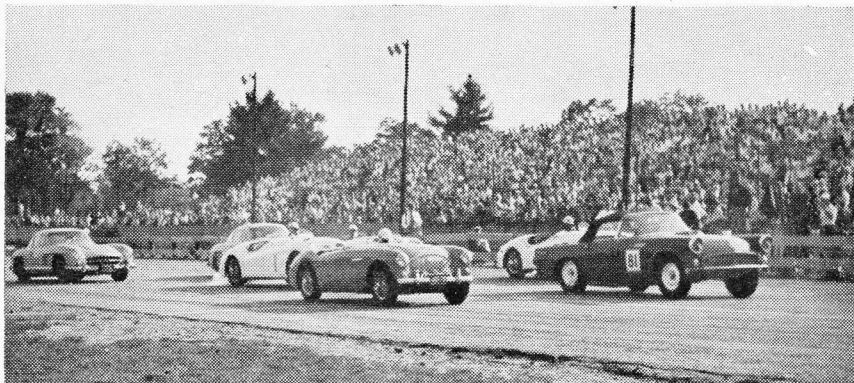
American Motors say Ramblers are 20 per cent less expensive to operate than the average of other low-priced cars. They cost approximately 2.8 cents a mile, while an independent study places the average cost for light cars at 3.5 cents a mile. My friend, Mary Constantine of Southbridge, Massachusetts, has a Rambler and thinks there's nothing like it. En route to just about every sports car race, you'll find Mary towing husband George's Jaguar behind her little Rambler station wagon.

Mercedes—Jaguar—Ford—Austin-Healey

The question, "Which is the fastest, the Jaguar, Mercedes, Thunderbird or Austin-Healey?" was partially answered at Thompson, Connecticut, when a five-lap matched race was staged between drivers who have performed notably at the Thompson Speedway. Lined up on the grid, in three, two, two order, were Gus Ehrman (Austin-Healey 100), Roderick Nerney (Ford Thunderbird), John Gordon Benett (Jaguar XK 140MC), Richard Perrin (Jaguar XK 120 M), Jackie Cooper (Austin-Healey 100S), Arthur Simmons (Mercedes-Benz 300SL) and Paul O'Shea (Mercedes-Benz 300SL).

The lone Thunderbird jumped out in front at the drop of Colonel Field's flag and continued to lead through the first lap, but O'Shea (Mercedes) moved quickly from his back position and went into the lead on lap 2. Next lap Perrin (Jaguar) replaced Nerney (Thunderbird) for second place while O'Shea (Mercedes) completed the lap in 1 min. 19.75 secs., his consistent lap time for the 1.5-mile course. On lap 4 Benett (Jaguar) was crowded off the road in the hairpin, letting Cooper and Simmons through. Last lap, Cooper, driving nicely Vince Sardi's Austin-Healey 100S and baulked by the Thunderbird, did a lot of horn-blowing on the back straight in an attempt to pass, but his horn was not heard?

O'Shea (Mercedes) won by 4.25 secs. over Perrin (Jaguar XK 120M), who had a good lead over Nerney (Thunderbird). Cooper (Austin-Healey 100S) was a very close fourth, and Simmons's Mercedes was fifth.



MATCH RACE at Thompson Speedway was staged in an effort to prove which is fastest—the Ford Thunderbird, Jaguar, Mercedes-Benz or Austin-Healey. Paul O'Shea (300SL) won, followed by Perrin (Jaguar XK 120M) and Nerney (Thunderbird).

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Success at Silverstone on new BP Super

In the Production Touring Car Race at the Daily Express Trophy meeting at Silverstone, Ken Wharton, using new BP Super in his Ford Zephyr, was placed first in the 2001 to 3000 c.c. class. Wharton's brilliant driving round the 25 laps of this 75 miles race showed what lively performance you can get from a car running on a super petrol. Because it is platinum-processed, new BP Super gives all cars more energy per gallon and greater freedom from engine-knock.

Photograph by courtesy of "The Autocar"

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CORRESPONDENCE

Opinions on Aintree

ON 14th May I applied for five seats in the Aintree stand for the British Grand Prix on 16th July and in due course the tickets arrived. They were for the Aintree Roof Stand, Block A, Row 3, Seats 7, 8, 9, 10 and 11, which at first sight appeared to be perfectly in order.

On arrival at Aintree, however, I discovered to my dismay that the whole of Tatts Corner, the starting grid, and part of the pit area were hidden from view by the pre-eminence of the County stand; I also had to stand to see the cars enter Waterway Corner. In company with several other dissatisfied spectators, I tried to find someone in authority, to air my grievances, but the buck was passed from one official to another without avail.

In view of the above facts I suggest Mrs. Topham's statements in AUTOSPORT, 15th July, regarding the seating arrangements, are misleading.

One official informed me that this particular complaint had been made on previous occasions, but that other seats had then been available.

I would advise any future spectators to steer clear of the Aintree Stand, and in particular, A Block.

D. REYNOLDS.

PENZANCE, CORNWALL.

I ATTENDED the British G.P. at Aintree—my first visit to this circuit. Never have I watched racing under such dirty conditions. Unlike the pleasant grass of Silverstone we had to stand on dirty ashes. Even walking produced clouds of dust, so the dust storm resulting from a vehicle passing along to the car park can be well imagined.

At Silverstone, due to the fact that portable stands are permitted, it is possible to have a thickness of people standing on the ground and behind them the stands allowed people to see. At Aintree such stands are not allowed, so those not lucky enough to be there first have difficulty in seeing.

You might well say that we should have moved to the Embankment, but to get there a second admission charge must be paid for this was in another enclosure, unlike Silverstone, where it is possible to walk round the whole track without difficulty.

The loudspeakers were yards behind the crowd, and even in the few minutes when they worked at proper volume could not be heard if cars were passing.

And, as if all this were not enough, to add to our discomfort, clouds of foul smoke kept blowing over from a neighbouring factory.

In her letter in the 15th July issue of AUTOSPORT Mrs. Topham claims the admission charges to be the cheapest ever, but the shilling saved on admission will not pay half my cleaning bill. As for the "fixed assets" she describes, they may be available for those lucky enough to pay to get in the stands, but all I found was a dingy hole in the wall from which high priced beer could be obtained.

It is a pity that such a galaxy of stars had to be dimmed by the grime and dirt of Aintree on such a lovely day. Please return the G.P. of Britain to Silverstone, or else, give that delightful road circuit Oulton Park a trial. I shall never visit Aintree again.

A. P. TREBLE.

CLEOBURY MORTIMER, SHROPSHIRE.

THE attitude of the British Press towards motor racing is rather puzzling to the ordinary enthusiast such as myself—unfortunately only a spectator, listener, or reader.

If one of the big National papers sponsors a race we are treated to days of news and details in that paper—but find that the others virtually ignore the whole thing.

Is this caused by "sour grapes" or by a fundamental disinterest in the sport? Is it regarded as merely a money maker for the sponsor?

The enormous crowds that attend indicate that the public at least are not disinterested.

NICOL LAWRIE.

DUDDINGSTON, MIDLOTHIAN.

AS a keen motor racing enthusiast who has attended the major Grand Prix events in this country for several years I feel I must make some comment on my first visit to the Aintree track for the recent British Grand Prix.

It is claimed that this track is the most accessible in the country, being reached from first-class main roads—this may be so, but on the morning of the race these main roads were already well filled with normal traffic which when combined with the race traffic appeared to cause complete chaos. Indeed, we were in one long crawl for the last six or seven miles to the circuit while the police were apparently doing their best by holding race traffic up to let the rest through!

Having eventually arrived at the circuit the dirtiness of the enclosures is really indescribable. I came away with cinder dust and dirt engrimed on my clothes and body and the general atmosphere and smoke was most unpleasant, to say nothing of having to sit down on cinders when feeling tired. I dread to think what conditions would have been like had it been wet.

As for the much-boasted unrivalled spectator facilities in the shape of lounges, restaurants, etc., as an ordinary 5s. enclosure spectator I saw none of these. No doubt had I been able to afford a stand ticket I would have enjoyed these facilities!

Although the area is completely flat the inside loop of the track was hidden by a miniature jungle of long grass and thistles and as for the claimed unrivalled banked spectator enclosures along the track's entire length, admitted the cinder railway embankment was there but it seemed to me that the spectators were not allowed around at least one half of the track and the "Western" enclosure certainly was not banked!

In short, Aintree turned out to be the most disappointing motor racing circuit I have ever attended, having assumed a horse racing track to be nice well-kept grassland with clean painted rails, etc., and not the dirty cinder-strewn "industrial backyard" I found myself in.

The two comments I heard most at the end of the day which really summed it up were—"What a dirty horrible place" and "How lovely a day it would have been at Silverstone."

J. W. WARREN.

STOURPORT-ON-SEVERN.

The Hong Kong Rally

IN the 3rd June, 1955, issue of AUTOSPORT, under the heading "Hong Kong Rally", it is stated (amongst other facts), that this event was won by Major Openshaw-Stayner driving a Volkswagen.

I would point out that I was the accredited overall winner, losing eight points, whilst Major Openshaw-Stayner was fifth, losing 22 points! My car—to quote the local Press—was "An ancient old Hillman Minx" (1946/47!), and my navigator, who must be very brave indeed, was one Lt. Tony Hill, R.A., an extremely keen follower of all motoring matters, to whom all praise is given by me for his most accurate work. The trophy presented to us was a solid silver one given to the club by Caltex (Hong Kong), Ltd.

May I now add that Delingpole in his Dellow has since won a club driving test gymkhana, and that two Lincoln Continentals came last and next to last in the same gymkhana; a Mr. Luty of the President Lines, who is also one of the founder members of the Vintage Car Club of America, and a member of the Rolls-Royce Owners' Club of America, drove the one which came last. Mrs. Luty, I might add, is just as expert, or nearly so, as her husband, on matters of motoring, and has been heard on the radio, talking on the subject, here in Hong Kong.

CAPT. J. B. LAMBERT, R.A.

BRITISH ARMY P.O. 1.

Michael Christie and Peter Bell's E.R.A.

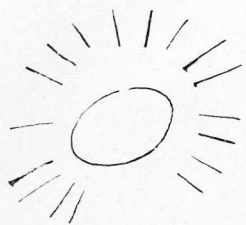
I WOULD like my friends in the motoring world to know the facts that have compelled me to give up driving the 2-litre E.R.A. belonging to the Peter Bell stable for the remainder of this season.

After the "Rest And Be Thankful" hill-climb, it was found that the ZF differential had collapsed. The Bell stable had no spares available and, therefore, approached Ken Wharton to ask if he was prepared to make one runnable car out of his and the Peter Bell E.R.A. He was prepared to loan his ZF differential, providing, of course, he alone drove the car. Accordingly, Mr. Bell has agreed to loan him the E.R.A. for the rest of the season. I shall continue to drive the super-charged Cooper belonging to the Peter Bell stable at future hill-climbs.

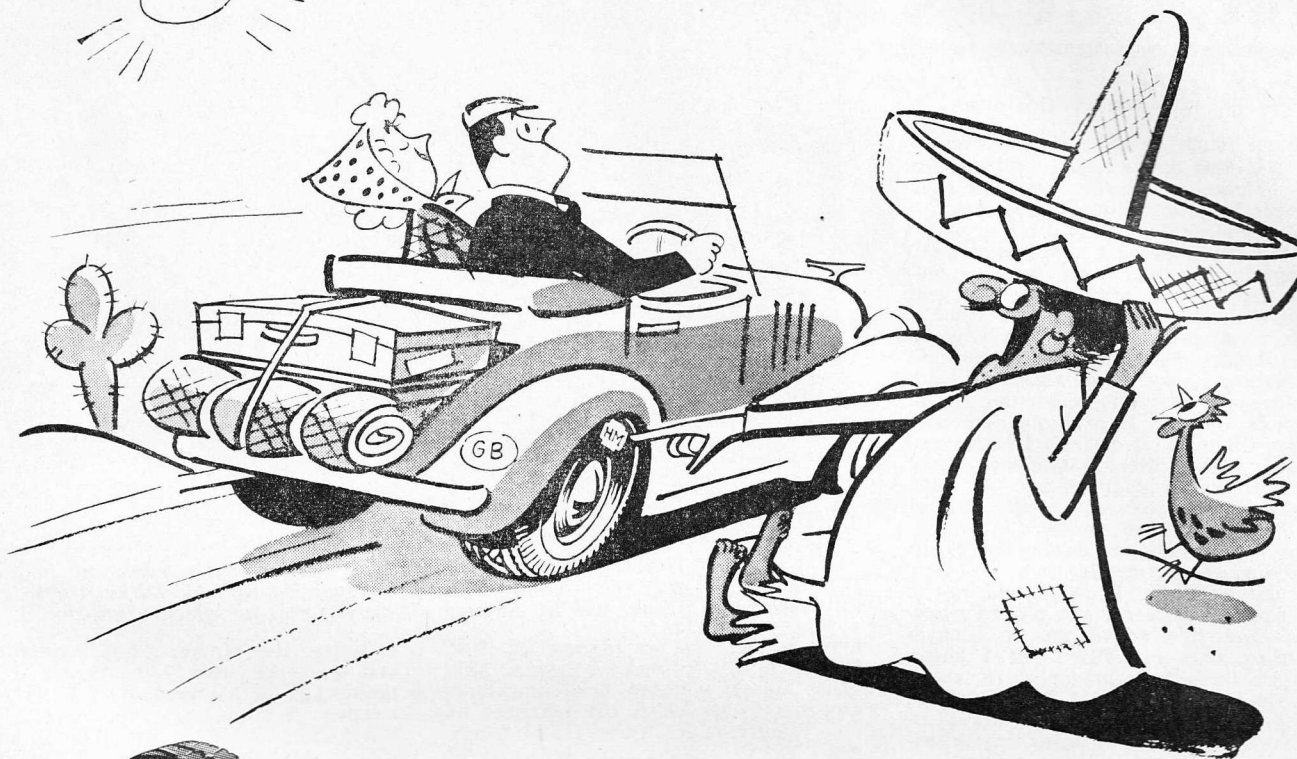
HADDENHAM, BUCKS.

MICHAEL CHRISTIE.

The Editor is not bound to be in agreement with opinions expressed by readers.



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NEWS FROM THE CLUBS

By Wilson McComb

OVER lunch in the "Steering Wheel" the other day, a friend remarked that the Mecca of motor racing was no longer Italy or France, but England. I must confess that I raised my eyebrows at this pronouncement, but it is certainly interesting to observe that there are only two International fixtures this week-end, and both of them are to take place in this country. This time last year the B.A.R.C.'s Crystal Palace event had only a National permit, and there was little chance of foreign representation at the Brands Hatch International meeting when the previous day saw International events taking place in Germany, Italy, France (two) and Yugoslavia. In 1955, not only have we two International races in Britain, but also two club race meetings, a hill-climb, two driving test events and an autocross meeting.

Oddly enough, I could find not a single rally listed for the coming week-end, and this struck me as such a startling state of affairs that I began digging through back numbers to check up on previous August Bank Holiday week-ends. I had to go back to 1952 to find some rallies, so it seems that British enthusiasts have tacitly accepted this week-end as one to be given over to speed events. Which seems fair enough, as we have a long enough winter, goodness knows, in which to go a-rallying.

THIS week-end's autocross meeting at Walford Cross celebrates a special occasion for the **Taunton M.C.**, who will be gathering together on August Bank Holiday Monday for the event. For 50 years the club have been active organizers of all sorts of motoring sport,



STORY WITHOUT WORDS: The moving tale, delicately traced out in rubber, of J. E. G. Stevens's Silverstone excursion with his DB3S Aston Martin last Saturday. A battered oil drum forms an effective full-stop.

and the *Motor-Car Journal* of 30th September, 1905, reported how a Miss Daisy Beach won her first competitive motoring event, which was organized by the Taunton club. Miss Daisy Beach, now Mrs. Chalmers, will be guest of honour at the club's autocross next Monday, but we think it hardly likely that she will be competing at this meeting. . . . Another special occasion was recently celebrated by the **Romford Enthusiasts' C.C.**, who on 21st July welcomed Mr. P. Millington as their 100th member to join the club since R.A.C. recognition was granted last January. Members of the club meet at "The Drill", Gidea Park, Romford, each Thursday evening. . . . Still the club Silverstone fixtures roll in; tomorrow, that of the Bentley D.C.; the following

Saturday, the Vintage S.C.C.'s meeting, and the week after, 13th August, it is the turn of the **Nottingham S.C.C.** Their meeting is open to the B.A.R.C., B.R.S.C.C., 750 M.C., Bristol M.C. and L.C.C., Midlands M.E.C. and Vintage S.C.C., and entries close next Thursday, 4th August. There are 10 races in the programme—for 750 and 1,172 Formulas, Formula 3, *Formule Libre*, vintage racing cars and 1½-litre racing cars, and sports cars in four capacity classes; something for almost everyone, in fact, and only the vintage race is a handicap event, so get the entry along fast to M. J. Andrew, Leen Valley Dyeworks, Bulwell, Nottingham. . . . On the same day, 13th August, will be held the Hendon *Concours d'Élégance* organized by the **North London Enthusiasts' C.C.**, with classes for veteran, Edwardian, vintage and open and closed cars (sub-divided according to age and price). G. Bance, 11 Bath Road, Reading, Berks, will close the entry list on 6th August, and it is open to all motorists. . . . Another *Concours d'Élégance* is that to be held by the **Southport M.C. and L.C.C.** on 18th September, as part of the Southport Motoring Week-end. It will be preceded by a programme of rally type tests on Saturday, 17th, and Sunday, 18th September, open to members of the Lancashire A.C., Bolton-le-Moors C.C., Yorkshire S.C.C., M.G.C.C., Liverpool M.C., Lancashire and Cheshire C.C. and B.A.R.C. Entries must reach the club c/o Information Bureau, Cambridge Arcade, Southport, by 1st September. . . . Looking even further ahead, we note that details of the **Oxford M.C.'s** Boanerges Rally on 6th November will shortly be available from M. L. Jones, 2 Lock Crescent, Kidlington, Oxford. . . . The **Vintage S.C.C.**, after their victorious Prescott outing last week-end, return to this venue on 21st August for their own closed-to-club hill-climb. Entries should be with T. W. Carson, Brook Cottage, Bishops Green, Newbury, Berks, by 11th August.

RECENT RESULTS

OXFORD M.C. DRIVING TESTS Kidlington 10th July

Premier Award: P. Prior (Triumph TR2).
First Class Awards: L. A. Moore (M.G. TD), Miss A. Pike (M.G. TC), M. L. Hellas (Ford Anglia), H. M. Liddell (Ford Consul).
Second Class Award: Capt. H. J. Cook (Land Rover).

ALLARD O.C. CONCOURS D'ÉLÉGANCE Shepperton, 12th July

Best Allard: R. Leather. Best Other Make: R. Woodward. Most Unusual Car: S. J. Woodward.

NORTH LONDON E.C.C. DRIVING TESTS Ramsgate, 16th July

Open Car Class: 1, D. A. Wilcocks (Triumph TR2); 2, K. Jagers (S.S.2); 3, Miss I. Sweet (Triumph TR2).

Closed Car Class: 1, D. J. Bones (Ford Zephyr); 2, D. Buckley (Morris 8); 3, A. L. Brackley (Standard 9).

CHICHESTER M.C. DRIVING TESTS Goodwood, 16th July

Open Cars, under 1,500 c.c.: 1, K. C. Lane; 2, J. Pilley. Over 1,500 c.c.: 1, W. H. Willshire; 2, W. H. Wadham.

Closed Cars, under 1,500 c.c.: 1, P. Robinson; 2, D. Grayson. Over 1,500 c.c.: 1, J. Fleming; 2, J. Preen.

Ladies' Class: 1, Miss J. R. Cory; 2, Miss M. Caird.

WEST ESSEX C.C. RALLY 17th July

Charrington Trophy: B. C. Piëry (Standard 8).
Worley Trophy (navigator's award): P. C. Lacey.
Closed, up to 1,100 c.c.: E. G. Creasey, 1,101 to 1,600 c.c.: A. E. Hudson. 1,601 to 2,500 c.c.: C. S. Perkin. Over 2,500 c.c.: R. G. Playford.
Open, up to 1,100 c.c.: A. W. Roberts. 1,101 to 1,600 c.c.: R. Randall.

ENGLISH ELECTRIC CO. M.C. & C.C. DRIVING TESTS

Leighford Aerodrome, 17th July

Open Cars, up to 1,300 c.c.: 1, I. R. Smith (Austin 7), 65 marks lost; 2, R. Sneyd (Hillman), 158; 3, A. R. Reynolds (Standard 8), 174.

Closed Cars, up to 1,300 c.c.: 1, D. H. Cracknell (Standard 8), 83; 2, D. V. Leitch (Hillman), 154; 3, K. T. Yeats (Ford), 155.

Highest placed car (third): I. R. Smith (1929 Austin 7).

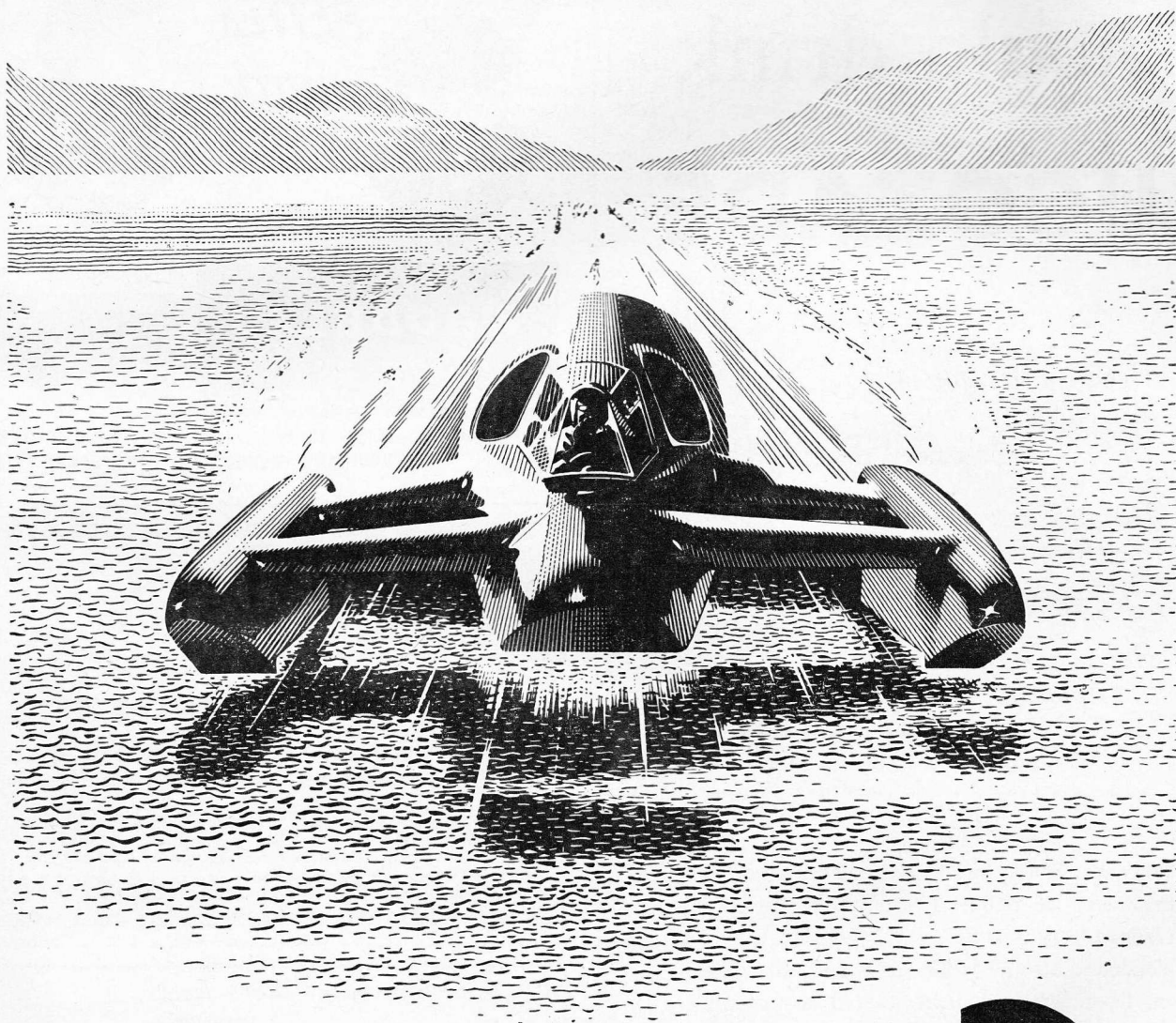
B.A.R.C. (N.W.) NORTH WALES RALLY 23rd/24th July

Rowlands Trophy: K. James/F. Hall (Triumph TR2), 0 marks lost.

Runner-up: H. Whiteside/P. Dingley (Triumph TR2), 9.

Open Car Class: A. J. Clook/I. H. Broughton (Triumph TR2), 16. Closed Car Class: R. Keeley/B. Oswin (Ford Zodiac), 18. Novice Award: F. Mosedale/A. P. Stainforth (Ford Prefect), 47. Team Award: Whiteside and Clook, 25.

CAMPBELL CHOSE CASTROL



On Ullswater (23.7.55) Mr. Donald Campbell piloting his boat Bluebird established a new World's Water Speed Record of 202 m.p.h. The Metropolitan Vickers "Beryl" jet engine was lubricated with Castrol.

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DELOW WINS CIRCUIT OF ULSTER

SAMMY MOORE and his Dellow have been somewhat out of Ulster events in recent months, what with concentration on speed events and a period of mechanical misfortunes. On Saturday, 23rd July, however, the redoubtable Sammy returned to the headlines by winning the general classification of the North of Ireland Motor Club's "Circuit of Ulster" trial.

The course for this event covered about 230 miles and the trial was held in glorious weather. In all, five starting points were used, these being at Belfast, Londonderry, Armagh, Portrush and Omagh. A common route was joined at Knockloughrim, from whence the

Results

General Classification: 1, Sammy Moore (1,172 Dellow), 229.8 marks lost; 2, Paddy Hopkirk (Triumph TR2), 235.2; 3, Billy Chesney (1,200 Austin Spl.), 243.6.

Class 1 (closed cars up to 1,100 c.c.): 1, J. B. Wylie (750 Renault), 289; 2, Cecil Molyneux (Austin A30), 294.6; 3, Jimmy McFarlane (Austin A30), 295.8.

Class 2 (closed cars 1,101 to 1,600 c.c.): 1, Jim Dowling (Ford Anglia), 273.6; 2, Barry Ross (Ford Anglia), 279.4; 3, Esdale Dowling (1,390 Hillman), 279.8.

Class 3 (closed cars over 1,600 c.c.): 1, Dr. Jim Keatley (2 267 Sunbeam-Talbot), 300.2; 2, J. C. Little (2,639 Austin Westminster), 366.6; 3, Sydney Pentland (1,911 Citroën), 401.6.

Class 4 (Production sports cars): 1, Paddy Hopkirk (Triumph TR2), 235.2; 2, Harry Reilly (M.G. TC), 260.4; 3, Robin McKinney (Triumph TR2), 316.2.

Class 5 (Specials): 1, Sammy Moore (Dellow), 229.8; 2, Billy Chesney (Austin Spl.), 243.6; 3, Billy McDonagh (Richford), 248.2.

Team prizes (saloon cars): J. E. Dowling's team (Jim Dowling, Esdale Dowling and Jim Keatley), 835.6. **Open cars:** Mid-Antrim M.C. team (S. Moore, J. F. F. Howe (Morgan) and Dr. S. Armstrong (M.G.)).

Coming Attractions

July 30th. B.A.R.C. International Race Meeting, Crystal Palace, London. Start, 2 p.m.

Bentley D.C. Race Meeting, Silverstone, near Towcester. Start, 12 noon.

Newry and D.M.C. Driving Tests, Cranfield Airfield, Co. Down, N. Ireland. Start, 2.45 p.m.

July 31st. Liverpool M.C. Driving Tests, Dunlop Works, Speke, Liverpool.

August 1st. B.R.S.C.C. International Race Meeting, Brands Hatch, near Farningham, Kent. Start, 11 a.m.

Louth and D.M.C.C. Race Meeting, Cadwell Park, Lincs.

West Cornwall M.C. Hill-climb, Trengwainton, Madron, near Penzance. Start, 2 p.m.

Taunton M.C. Autocross Meeting, Walford Farm, Walford Cross, near Taunton, Somerset. Start, 3 p.m.

course lay through Moneymore, Sperrin, Draperstown, Upperlands, Aghadowey, Ballymena, Glenarm and Torr Head to the final control at Portrush. During the run there were 10 driving tests and a number of time controls. So far as the road section was concerned, some complaint was heard afterwards about inaccurate mileages set out by the organizers. Be this right or wrong, the fact remains that many blanched faces of frightened drivers could be seen upon arrival at some of the controls, while 17

luckless competitors, including some notables, received heavy penalties.

One other complaint was that most of the tests, besides calling for a phenomenal memory and uncanny sense of direction, also contained tight turns and favoured the "specials" more than just a little. Certainly, throughout the proceedings, the real battle lay between Sammy Moore (Dellow), Billy Chesney (Austin Special), Paddy Hopkirk (Triumph TR2), McDonagh's Ford-engined Richford and, a tremendous effort in view of his lack of experience, the American driver Bob Loud, who used Barry Stuart's Ford Special.

While most of the tests were held at secluded spots, the last two, at Portrush, were watched by a huge gallery of holiday makers. In the final test something like half the surviving entry collected a penalty by passing to the wrong side of a pylon.

W. A. McMASTER.

Club Fixtures

Hants and Berks M.C.—Evening run, 29th July, George and Dragon, Wargrave, 7.30 p.m.

Cambridge '50 C.C.—Meeting, 29th July, Ancient Shepherds, Fenditton.

Windsor C.C.—Evening run, 30th July.

Bentley D.C.—Meetings, 30th July, Weston Manor Hotel, Weston-on-the-Green, Oxon; Halfway House Hotel, Aylesbeare, Devon.

Sussex C. and M.C.C.—Meeting, 2nd August, Southwick and Fishersgate Community Centre, Southwick.

B.A.R.C. (Yorks)—Meeting, 2nd August, White Hart, Pool-in-Wharfedale.

North London M.C.—Meeting, 3rd August, Rising Sun, Chase Side, Southgate.

Liverpool M.C.—Meeting, 3rd August, Childwall Abbey Hotel, Liverpool.

Wolseley Hornet Special Club—Meetings, 3rd August, Mason's Arms, Maddock Street, London, W.1; 4th August, Bull's Head, Horse Fair, Birmingham.

West Essex C.C.—Meeting, 3rd August, Three Jolly Wheelers, Woodford Bridge, Essex.

Harrow C.C.—Meeting, 4th August, Battle Axes Inn, Aldenham.

Vintage S.C.C.—Meetings, 4th August, Phoenix Hotel, Hartley Wintney, Hants; Scott's, Rose Street, Edinburgh; Rose and Crown, Elham, near Folkestone, Kent.

Nottingham S.C.C.—Meeting, 4th August, Boat Inn, Trent Road, Beeston.

Singer O.C.—Meeting, 4th August, Prince of Wales, Eccleshall Road South, Sheffield.

Sunbac—Meeting, 4th August, Royal Oak, Lozells Road, Birmingham, 6.

Buckingham and D.M.C.—Meeting, 4th August, Folly Inn, Adstock, Bucks.

750 M.C.—Meeting, 4th August, Red Lion, Knowle, Warwicks.


Surrey Sporting M.C.—Meeting, 4th August, Warwick Hotel, Redhill.



★
(Left) John Davidson, who usually navigates for Wilbert Todd in Ulster events, takes his own Ford Prefect through the test on the Torr Head road during the North of Ireland M.C.'s Circuit of Ulster. The unfortunate Todd was at home—suffering from mumps!
★

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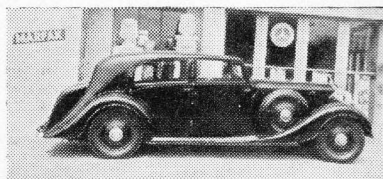
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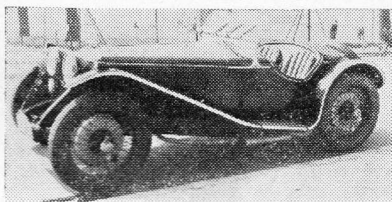
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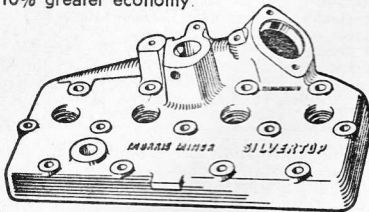
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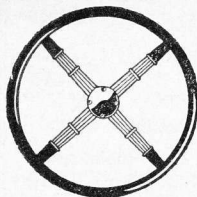
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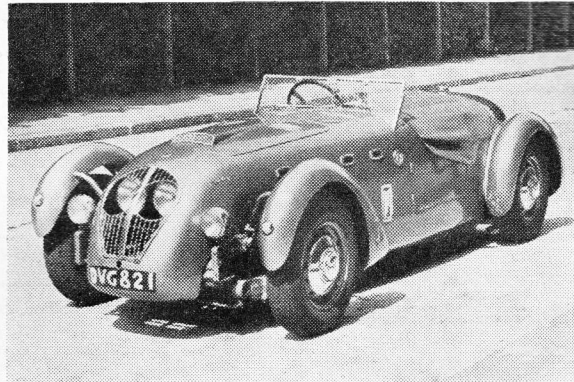
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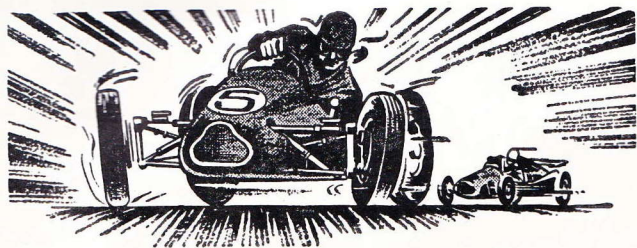
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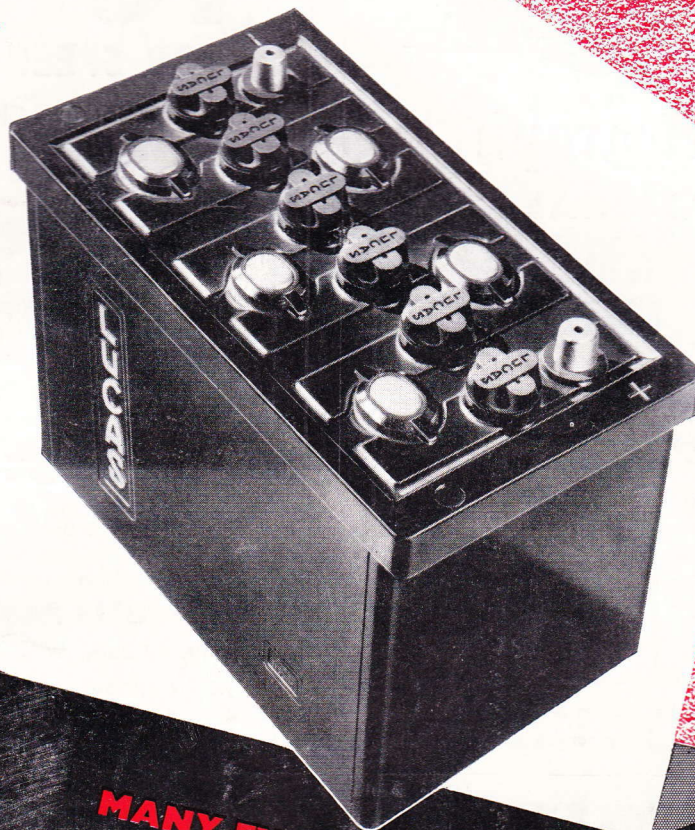
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