

# AUTOSPORT

AUGUST 26, 1955

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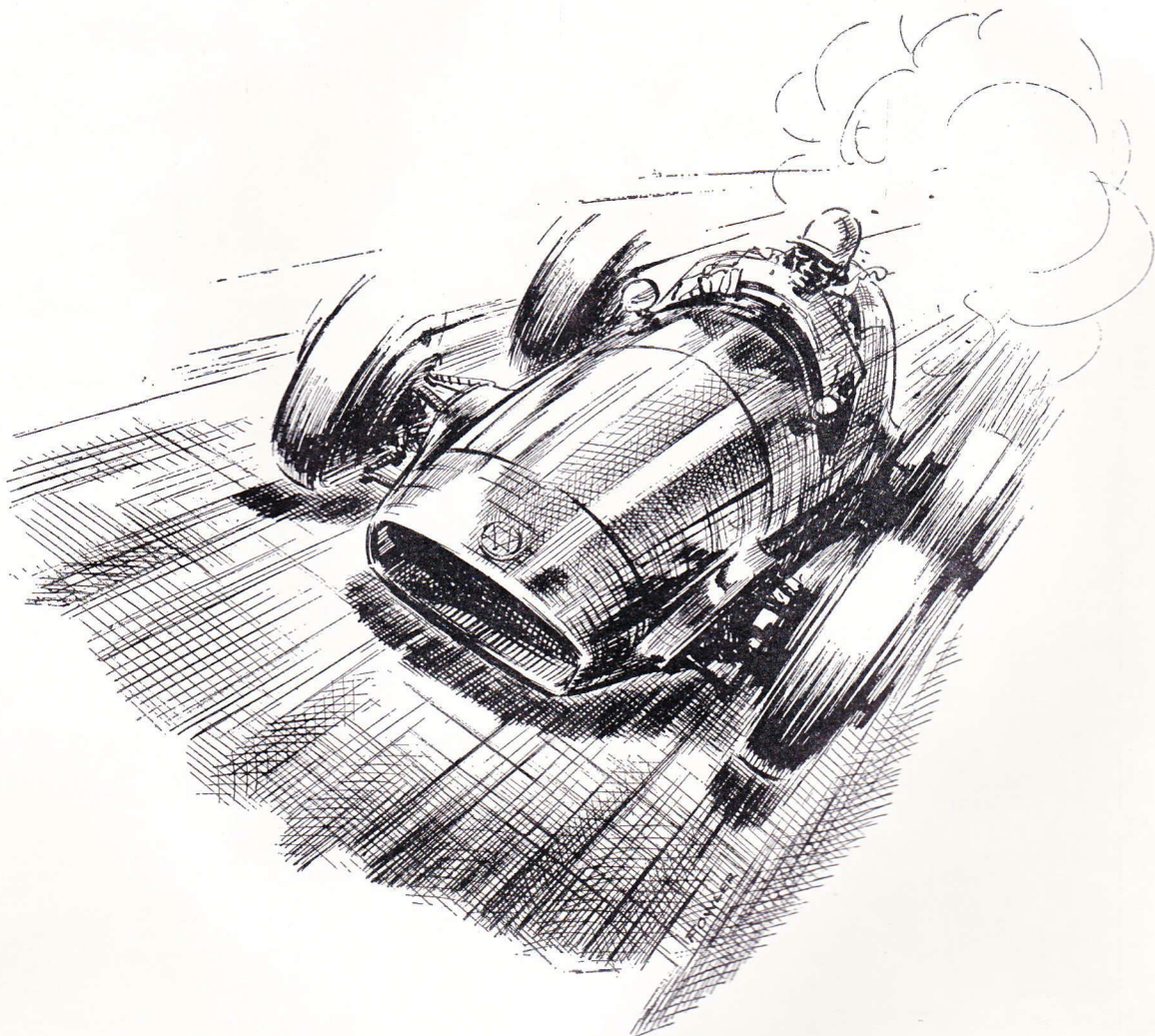
EVERY FRIDAY  
Vol. II No. 8

BRITAIN'S MOTOR SPORTING WEEKLY



FULL REPORT OF THE GOODWOOD NINE HOURS RACE





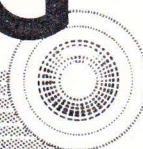
## ***HOW FAST IS FAST....?***

THERE IS, OF COURSE, NO ANSWER TO THAT QUESTION BUT **GIRLING** ARE CONSISTENTLY ANSWERING THE BRAKING PROBLEMS THAT BECOME APPARENT AS RACING SPEEDS CONSTANTLY INCREASE — PROVIDING FRESH INFORMATION THAT IS CONVERTED TO IMPROVE STILL FURTHER THE EFFICIENCY OF **GIRLING BRAKES** IN WIDER — IF LESS SPECTACULAR — FIELDS.

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THE PLAN THAT IS KEEPING

# **GIRLING**

THE BEST BRAKES IN THE WORLD



## ***WAY OUT AHEAD***

GIRLING LIMITED • KINGS ROAD • TYSELEY • BIRMINGHAM 11



# GOODWOOD



20th August 1955

**INTERNATIONAL 9-HOUR RACE**

**again won by**

**David Brown**

**ASTON MARTIN**

**1st**

(P. D. C. Walker  
—R. D. Poore)

**3rd**

(P. Collins  
—C. A. S. Brooks)

Record Race Speed 82.24 M.P.H. Record Distance 309 Laps

*Subject to Official Confirmation*

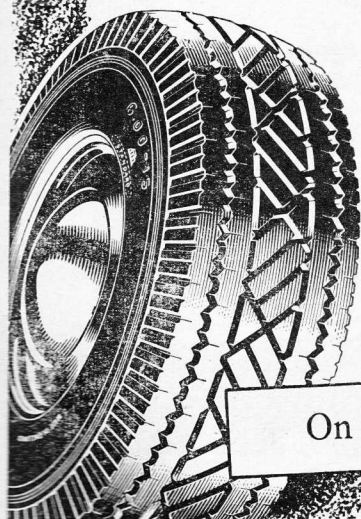
**on**

# AVON

**to-day's**

*leading*

**tyres**



On your car—fit the Avon 'H.M.' for Higher Mileage



# Try the two-tankful test

First, fill up with Shell with I.C.A. Do not expect an immediate improvement, but second, fill up with Shell again. This will give you a chance to work on the deposits already in your cylinder.

## The invitation a million people accepted

REMEMBER THIS INVITATION? We put it into our advertisements nineteen months ago, when we had just introduced our new additive I.C.A into Shell.

**A MILLION PEOPLE ACCEPTED IT.**

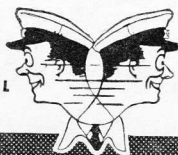
The result? A million people are convinced that Shell with I.C.A is the most completely satisfactory petrol they have ever used.

If you're not one of the million, we give you the invitation again : try the two-tankful test. You will be doing it on Summer Shell, which is now in the pumps. Summer Shell is specially blended to meet the special demands of hot weather and heavy loads—and it contains I.C.A of course. On your second tankful of it you will notice definitely smoother running and fuller power.



### THE MOST POWERFUL PETROL YOU CAN BUY

THAT'S SHELL



-THAT WAS!



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. II No. 8

August 26, 1955

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## CONTENTS

	Page
Pit and Paddock	229
Sports News	231
Now for Oulton	232
And Shelsley on Sunday	233
From Three Till Midnight—the Goodwood Nine Hours Race.	234
Autosport is 5	246
Period Prescott	248
News from the Clubs	250
Correspondence	252

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## EDITORIAL

### ANOTHER SUCCESS FOR DAVID BROWN

VICTORY for the third successive time in the B.A.R.C. International Nine Hours Race at Goodwood has gone to Aston Martin, despite the presence of a team of the very powerful 750S Ferraris. However, the chief challenger to the David Brown stable was the lone D-type Jaguar, of "Ecurie Ecosse", magnificently driven by Desmond Titterton and Ninian Sanderson, all three Ferraris falling out with mechanical trouble. It was a proud moment for ex-Jaguar team driver Peter Walker, when he crossed the finishing line at midnight to win for Aston Martin. Walker is the only driver to have shared victory in both Le Mans 24 Hours, and Goodwood Nine Hours races! His co-driver Dennis Poore, seen all too seldom in action these days, drove a perfectly judged race, never making a single mistake. Honours also went to Peter Bell's 1½-litre Connaught, superbly driven by Les Leston and Archie Scott-Brown—a new partnership of great promise. This machine not only won its class, but was sixth in general classification, and would have been higher if rocker trouble had not delayed it. Brian Lister's cars go from success to success, David Hampshire and Peter Scott-Russell winning the 2-litre category in John Green's entry. Mention must also be made of the H.W.M., driven by Lance Macklin and W. T. Smith into fourth place behind the Aston Martin of Peter Collins and Tony Brooks, which led the race for a long period. One point that was emphasized was the importance of having drivers of approximately equal ability. Several cars, brought fairly high up in race position, fell behind lamentably when the co-drivers took over. However, Walker and Poore, for example, could lap at the same speeds, and it did not affect positions when one took over from the other. Pit work was not all that it might have been in certain cases, although "Ecurie Ecosse" and Aston Martin were noticeably efficient, mechanics obviously having been drilled by knowledgeable racing managers. The success of the "Nine Hours" is now assured, and it is certain that the 1956 event will attract more interest from manufacturers than the race has done hitherto.

### ON WITH THE SHOW!

NO relaxation for the drivers—nor for the keen racing enthusiast! From Goodwood last Saturday, the scene shifts to Oulton Park tomorrow, for yet another big British meeting. This one has the accent even more heavily on *International*, with at least a dozen foreign sports cars competing. If weight of numbers means anything, the marque Ferrari's chances in the 221-mile *Daily Herald* International Trophy race should run high, although when it comes to reliability, Aston Martin demonstrated theirs in the "Nine Hours" in no mean manner. Yes, tomorrow's racing should be as exciting as was Goodwood's last week.

### OUR COVER PICTURE

GREEN FOR GOODWOOD: Dennis Poore and Peter Walker, with David Brown (centre), after their fine victory in the Goodwood "Nine Hours". This marks the third successive win for Aston Martin in Britain's only day-and-night race, when they vanquished considerable Continental opposition, in celebration of which we don our fourth 1955 cover in British racing green.





**GOODWOOD 9-HOUR  
DAVID BROWN**

**ASTON MARTIN**

*bring off magnificent treble!*

**1952 1st 1953 1st & 2nd**

(75.42 m.p.h.)

(1954 — NO RACE)

(78.94 m.p.h.)

**1955 1st & 3rd**

P. Walker  
&  
D. Poore

P. Collins  
&  
C. A. S. Brooks

(82.24 m.p.h.) New race average

Also 1st over 2,000 c.c. Class

*Subject to Official Confirmation*

DAVID BROWN CORPORATION (SALES) LTD. ASTON MARTIN DIVISION, HANWORTH PARK, FELTHAM, MIDDLESEX





## PIT and PADDOCK

THOUGH invited to run in the International Stockholm meeting on 3rd September, Stirling Moss has decided to run at Aintree that day instead, to defend his "six wins in a row" record there. He will drive the G.P. Maserati.

LES AND BOBBIE SYKES, who are leaving the Fox Inn, Brackley, next week, ask us to convey good wishes to all their friends of the motoring fraternity who have visited them on so many Silverstone occasions.

HOSPITALITY dispensed by the Shell-Mex B.P. "racing service van" in the paddock at Goodwood was much appreciated by drivers and others last Saturday.

Mlle. ANNIE BOUSQUET, injured after crashing her Porsche during an attack at Monthéry on the women's hour record, is determined to resume record breaking and racing when recovered.

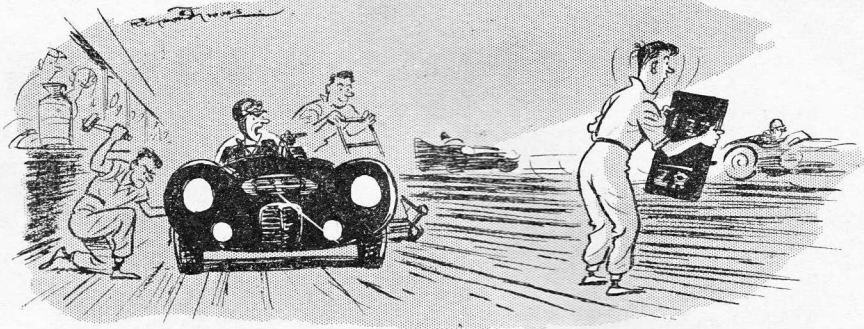
To Prince and Princess Birabongse, on 19th August, a son, Biradej. Bira's wife was formerly Shelita Harvard.

THE latest Mk. 5 Dellow is amongst cars on show for a fortnight at the new showrooms opened by Hunts (Birmingham), Ltd., at 49 Broad Street, Birmingham.

LAST chance today, 26th August, for those wishing to enter the London Rally, which takes place on 16th/17th September. Secretary of the Meeting is Mrs. Nina Imhof, address Robin Hill, Coombe Hill Road, Kingston, Surrey; 'phone Malden 5182.

OVER 100 extra flights from Stranraer to Belfast will be made by Silver City Airways during Dundrod T.T. time. Competitors and spectators who wish to make use of the service (every 30 mins., daily) are advised to book quickly.

THREE M.G. prototypes (Ex 182s) will run in the T.T., drivers to include Ron Flockhart, Johnny Lockett, Ted Lund and Cdr. Peter Wilson.



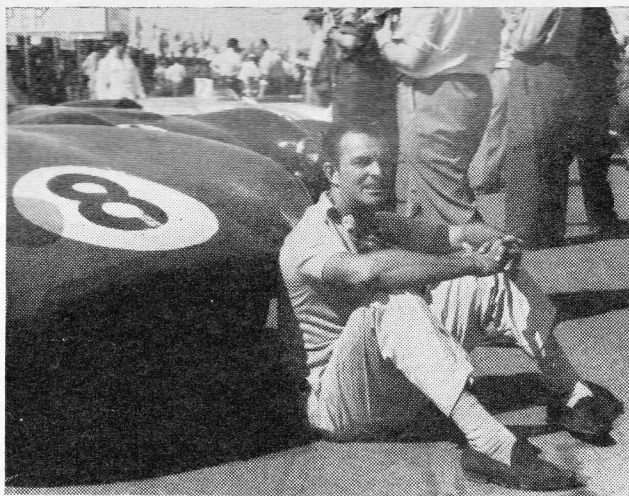
"For goodness sake tell him I'm here."

KEN TYRRELL did not retire from the Swedish F3 race at Kristianstad with engine trouble, but owing to a fractured drive shaft, incurred when Hutchinson's Cooper struck his nearside rear wheel. Ken's engine, prepared by Geoff Read, has not, in fact, missed a beat this season.

CONGRATULATIONS to Keith Hall, of the Border Reivers team, and Miss Joan Harwood, who become man and wife on Wednesday next, 31st August. Amongst guests at the reception at the Gordon Hotel, Newcastle, will be Cliff Allison, Jock McBain, Jimmy and John Somerville, and Johnny Higham.

**SITTING IT OUT:** (Right) It's only five minutes to go before the start of the Goodwood Nine Hours last Saturday, but Harry Schell relaxes before racing.

**AN XK FOR ARCHIE:** (Below) Master Nigel Boshier proudly hands over car documents to Archie Scott-Brown on behalf of Stan Boshier, seen behind with A. J. Hind, of Boshier of Norwich, Ltd. They recently supplied this XK 120 hardtop to the famous Lister driver.



### MERCEDES WIN LIÈGE-ROME-LIÈGE

Gendebien Wins Again—Triumphs 1-2-3 in 2-litre Class

GRANDS PRIX, sports car races, hill-climbs—now rallies are being won by Mercedes-Benz. Last week's Belgian classic, the Liège-Rome-Liège, was won by that talented young Belgian driver Oliver Gendebien and co-driver Pierre Stasse. A 2.3-litre Salmson (Cotton/Lemerle) was 2nd, and Johnnie Claes/Bianchi came 3rd with their competition Lancia. Highest placed British car, the Kenneth/Christopher Triumph TR2, was 5th, winning the 2-litre class. Two other TR2s, those of Liedgens/Rousselle and Gatsonides/Borely, were 6th and 7th overall, making a grand 1-2-3 class slam for the Coventry marque. Other British provisional placings were Stross/Pointing (Jaguar), 17th, Burgess/Pearson (Austin), 31st, Robbke/Asbury (Triumph), 34th, and Gott/Shepherd (Austin), 36th. A full report of the Liège-Rome-Liège will be published next week.





# GOODWOOD 9-HOURS

**1st ASTON MARTIN** (P. WALKER and D. POORE)

(New Race Record Speed 82.24 m.p.h.)

**2nd JAGUAR** (D. TITTERINGTON and N. SANDERSON)

**3rd ASTON MARTIN**

**4th H. W. M.**

**5th JAGUAR**

**6th CONNAUGHT**

## CLASS AWARDS

*Up to 1,500 c.c.*

**1st CONNAUGHT**

**2nd COOPER-CLIMAX**

*Up to 2,000 c.c.*

**1st LISTER-BRISTOL**

*Over 2,000 c.c.*

**1st and 3rd ASTON MARTIN**

**2nd JAGUAR**

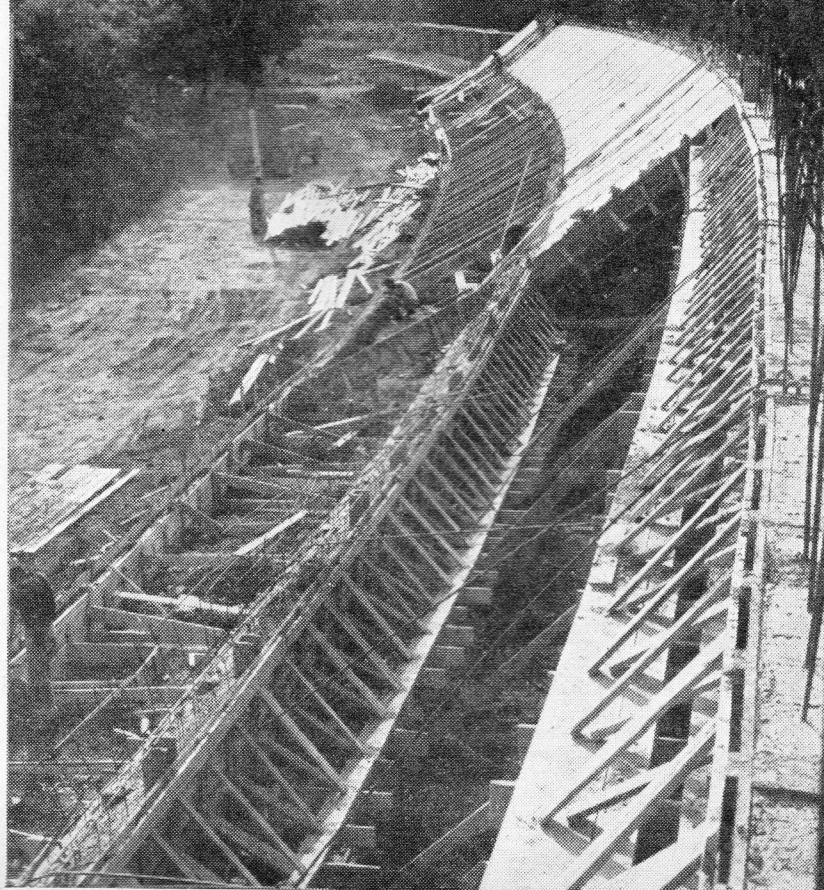
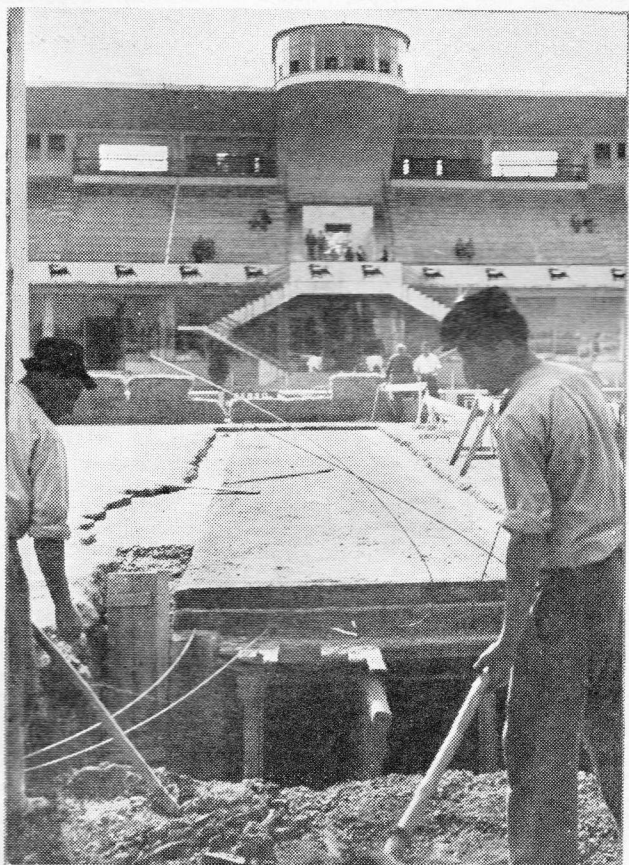
*all relied on*

**LUCAS**  
COIL IGNITION, LIGHTING &  
**ELECTRICAL  
EQUIPMENT**

*Subject to  
official confirmation*



# SPORTS NEWS



## THE NEW MONZA

MAJOR alterations at the Monza circuit outside Milan, Italy, including the construction of new banked sections, will be ready in time for the Italian Grand Prix on 11th September. Linked to the original road circuit, itself modified, the new "Indianapolis"-style high-speed banked section will permit speeds of well over 200 m.p.h. in safety, and resultant lap speeds for the entire course, which will measure 6.2 miles, may prove appreciably higher than that for the older circuit. The two major curves in the extension are partially submerged below ground level, affording an excellent spectator view. They are constructed in steel-reinforced concrete—2,000 tons of it being used!—and subways are also being built to allow access to both sides of the track.

## KEN TYRRELL WINS

BRITISH drivers Ken Tyrrell and Colin Davis drove their Coopers into first and second places in the 15-lap Formula 3 race at Karlskoga, Sweden, on 14th August. André Loens (Cooper), who had won the Kristianstad event the previous weekend, challenged Tyrrell for the lead, but after scrapping heartily for eight laps, he dropped back with mechanical troubles, and Tyrrell went on to win by 1.3 secs. from Davis. Third was Lex Beels (Cooper) and fourth Nils Gerremo.

The meeting, termed collectively the "Cannon Races"—Karlskoga being a Swedish armament centre where many A.A. guns and other weapons are manufactured—also included events for special sports cars (30 laps), touring cars, and standard sports cars. Benoit Musy (Maserati) and Gunnar Carlsson (Ferrari)—both of whom are racing at Oulton Park tomorrow—duelled for the lead in the sports car race. Carlsson got ahead, and though given the blue passing flag did not yield to Musy, and eventually won by a margin of 20 secs. Third was Bonnier (Alfa Romeo).

★  
**MONZA MODS.:**  
(Above) Part of the steep banking under construction. This will be the Northern Bend, where cars may easily exceed 200 m.p.h.  
(Top, left) This section, nearly complete, is set below ground level, affording an excellent view for spectators.  
(Left) Italian labourers at work on the new subway, leading directly to the main stand.

## JANO FOR FERRARI

THE transfer of Lancia racing material to the Scuderia Ferrari has resulted in the appointment of Commendatore Vittorio Jano, designer of the V8 G.P. Lancias, as consulting technician to the Maranello stable. With him goes Ing. Massimino, and their immediate task will be to prepare two Lancias for the Italian G.P. at Monza on 11th September.

## THE NEW B.R.M.

SPACE frame construction, de Dion rear end with gearbox aft of the rear drive line, oleo-pneumatic suspension front and rear, short stroke four-cylinder twin o.h.c. engine, disc brakes... these are features of the latest Formula 1 racing car from Bourne, which has been entered for the Aintree International meeting on 3rd September.

The prototype car was first run on

tests some two months ago, and though not yet fully developed, the engine is yielding power comparable with contemporary designs. Peter Collins will drive the car at Aintree, and when two cars are ready Ron Flockhart will also take a wheel. Ultimately it is hoped to run a team of three B.R.M.s in Grand Prix races.

## Brief Specification of the 1955 Formula 1 B.R.M.

**Engine:** 2.5 litres, short-stroke 4-cylinder, twin overhead camshafts, two plugs per cylinder, fuel injection for eventual use (carburettors will initially be employed). **Chassis:** Tubular, space frame construction, with bodywork partially integral. **Gearbox:** Mounted behind rear drive line. **Suspension—Front:** Unequal length wishbone with oleo-pneumatic struts (as on Mk. 1 and II 1½-litre B.R.M.s); **Rear:** de Dion type with oleo-pneumatic struts. **Steering:** Rack and pinion. **Brakes:** Disc-type, outboard at front, single disc-type at rear, mounted inboard, operating through transmission. **Makers:** Owen Racing Organization, Bourne, Lincs.; sponsors, Rubery, Owen & Co., Ltd., Darlaston, Staffs.



# NOW FOR OULTON PARK

Britain v. The Rest in Tomorrow's "Daily Herald" 221-mile International Trophy Race

AFTER the highly successful "Nine Hours", the *Daily Herald* meeting at Oulton Park! Beyond lie Aintree, the "T.T.", the Oulton Gold Cup. . . . What a season of International motor-racing events Britain is having! Tomorrow all attention focuses on that most scenic of British circuits, Oulton Park, near Tarporley, Cheshire, when the B.R.S.C.C. run the first *Daily Herald* International Trophy meeting.

Big race of the day will, of course, be the 80-lap, 221-mile International Trophy for sports cars, for which a truly brilliant entry has been achieved. Of the 30 cars running, no less than 11 come from abroad—from Italy, U.S.A., France, Sweden, Portugal, Switzerland, Brazil . . . while the remainder present a fine cross-section of Britain's best drivers and cars.

Outstandingly formidable on a circuit like Oulton should be the Ferraris, as was demonstrated by Mike Sparken in April's Empire Trophy race. No less

**NO MONOTONY:** The 2.76-mile Oulton Park circuit (right) winds its way through picturesque, lake-studded parkland. Eighty laps of this course will provide a stiff test of stamina for drivers and cars in the International Trophy sports car race.

**OPPOSITION** for Britain (below) will include no less than nine Ferraris (a 2-litre, seven 3-litres and a 4.4-litre), handled by drivers from U.S.A., Italy, Switzerland, Sweden, Portugal, Brazil and Britain.



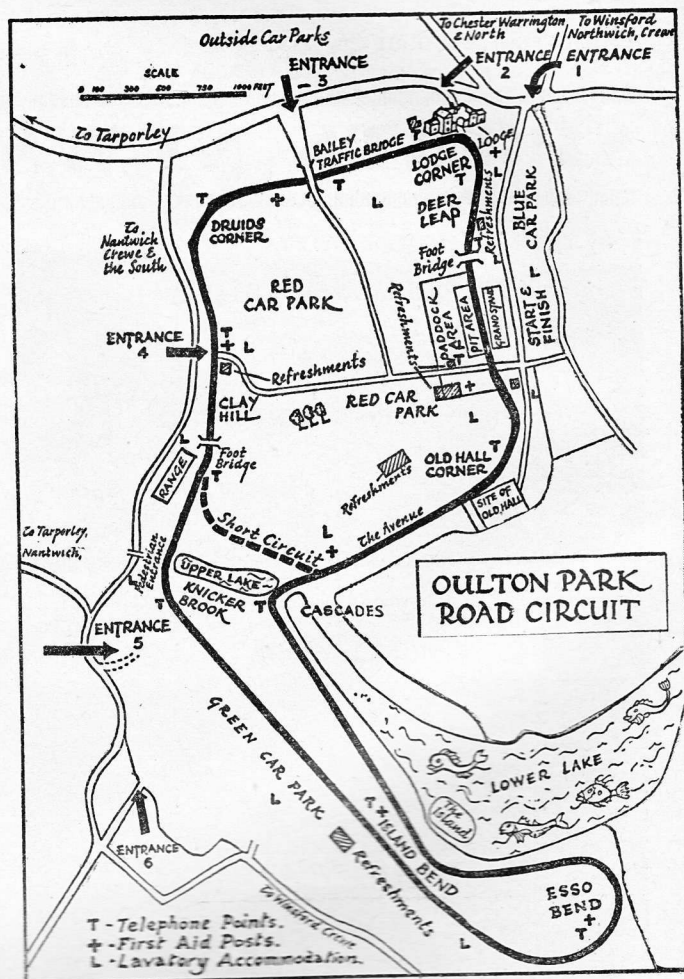
than eight of these fleet, beautiful Italian cars are now down to run in the unlimited class, with a striking array of talent in their cockpits. There is Mike Hawthorn, British top-liner, those capable Americans, Masten Gregory and Carroll Shelby, the latter with 1.4 litres' advantage over the others, Frenchmen Jean Lucas and Louis Rosier—that "old plodder" who can still turn a surprise trick, as witness his Dakar lap record early this year, the up-and-coming Nogueira Pinto from Portugal, enthusiastic MacKay Fraser from Brazil, and Gunnar Carlsson of Sweden.

Nor are there Ferraris alone to worry the British cars. There is the interesting Disco Volante Alfa Romeo of the Swede Joakim Bonnier, and Benoit Musy, Swiss two-wheeler champion, in his fast 3-litre Maserati. As for Stirling Moss, his Oulton Park mount remains in doubt as we go to press. It may be a works 3-litre Maserati, in place of the 300SL

Mercedes originally entered, or it may prove to be a British machine.

For home defence in the unlimited class we have the Aston Martin team, fresh from their Goodwood triumph, and with first-class pilots in the wily Reg Parnell, Peter Collins and Roy Salvadori, Franco-American Harry Schell in an H.W.M., Peter Whitehead's Cooper-Jaguar, and Lance Macklin (Austin-Healey). Curt Lincoln's D-type Jaguar is not ready, so the Finn will not compete, but first reserve is the similar car of Bob Berry.

The smaller capacity classes are less supported numerically, but from the Continent we have the fast 2-litre Ferrari Mondial of Italian veteran Franco Cortese, co-winner of three pre-war Pescara 24-Hour races, of the 1939 Cape Town G.P., of the 1951 Targa Florio, and lesser-known Azzuro Manzini in a Maserati. These two may well be surprised at the pace of Britain's Lister-Bristols driven by the inimitable



Archie Scott-Brown and—new to the marque—Ken Wharton, and of Alan Brown, who won last year's Empire Trophy race on this circuit and will be driving the Maserati-engined Cooper.

A tight Lotus-Connaught struggle may be anticipated in the 1½-litre class, with Chapman and Leston the principal protagonists, while amongst the 1100s are the three Cooper-Climaxes of Russell, Bueb and Gammon, a doughty trio for Ron Flockhart (Lotus) and Eric Brandon (Halseylec) to tackle.

The length of the race, 221 miles, will dictate tactics differing from those in shorter British events, and it will be exceedingly interesting to see who leads initially, and who leads at the finish.

Besides the sports-car race, there is the Formula 3 event for the *John Bull* Trophy, for which a staggering entry of 55 cars has come in. As of this number only Walter Hampel (Cooper) of Germany comes from abroad, it may safely be anticipated that John Bull will be in the ascendancy, but with Bueb, Russell, Leston, Lewis-Evans, Hall, Allison and so on in the field, just who will win is one big problem to be fought out tomorrow. And there's the production saloon-car race, with Collins's Raymond Mays's Zephyr, Leston, Reece, Alan Brown and Desmond Rendell (Fiats), Tony Brooks (DKW), Bonnier (Alfa Romeo), Ken Wharton (Austin Westminster), Stirling Moss in a Standard, and others to dispute their classes and the race as a whole.

Quite clearly, the ingredients for a magnificent day's racing are there in tomorrow's Oulton Park meeting. Those who have been there before will be



familiar with the twists and turns of that very attractive parkland circuit, while "first timers" will enjoy the fast stretches bordering picturesque lakes, and grassy, wooded slopes. New safety precautions around the course have been incorporated, and additional accommodation arranged for spectators and cars. "All-in" car-plus-occupants tickets have been introduced, while individual admission costs 6s. Further admission details are appended, together with full entry lists.

C. P.

**"DAILY HERALD" TROPHY ENTRIES**

**Class D (over 2,000 c.c.).** Ferrari: J. M. Hawthorn, M. Gregory, J. Lucas, H. McKay Fraser, N. Pinto, L. Rosier, C. Shelby, G. Carlsson. **Aston Martin:** R. Parnell, R. Salvadori, P. Collins. **Maserati:** B. Musy. **Alfa Romeo:** J. Bonnier. **H.W.M.:** H. Schell. **Cooper-Jaguar:** P. N. Whitehead. **Austin-Healey:** L. Macklin. To be nominated: S. Moss.

**Class C (1,501-2,000 c.c.).** Lister-Bristol: A. Scott-Brown, K. Wharton. **Maserati:** A. Manzini. **Ferrari:** F. Cortese. **Cooper-Maserati:** A. Brown.

**Class B (1,101-1,500 c.c.).** Lotus-M.G.: C. Chapman. **Lotus-Connaught:** J. Coombs. **Connaught:** L. Leston.

**Class A (up to 1,100 c.c.).** Cooper-Climax: J. Russell, I. L. Bueb, P. Gammon. **Lotus-Climax:** R. Flockhart. **Halseylee:** E. Brandon.

**Reserves.** **Aston Martin:** L. Cosh, T. Sulman. **Connaught:** K. McAlpine. **Lotus-Bristol:** M. Anthony, P. Scott-Russell. **Cooper-Bristol:** R. Gibson.

**John Bull Trophy (Formula 3).** **Cooper:** J. Russell, I. Bueb, D. Taylor, L. Lewis-Evans, J. F. Westcott, D. F. Truman, L. Leston, D. J. Strange, R. E. D. Harrison, J. Higham, W. Hampel, P. Robinson, D. O. Johnson, R. H. Hett, J. K. Hall, D. H. Phillips, Hon. E. G. Greenall, J. Nicholson, G. M. Hopkinson, R. T. Spreckley, C. Allison, S. Lewis-Evans, T. Dawson, J. Somervail, W. Howard, S. Bloor, R. K. Tyrrell, J. R. S. Parker, G. Baird, A. V. Cowley. **Kieft:** G. M. Jones, J. W. Burgoyne, J. Middlehurst. **Revis:** R. G. Bicknell. **Staride:** T. Dickson, N. T. Bradley, H. Phillipson, E. Fenning, A. Eccles, B. Manning, R. A. Anderson. **Armott:** T. J. H. Bennett. **J.L.R.:** J. L. Rowbotham. **Emeryson:** J. P. Fergusson. **Trevellick:** R. J. Trevellick. **Martin:** F. Hobart. **J.P.:** W. R. Allen. **C.R.M.:** W. A. Jones. **Flather:** W. G. Harris. **Grenfell:** M. R. Lovell. **I.E.R.:** T. H. Shaddick.

**Sporting Life Trophy (Production cars).** **Class C (1,600-2,500 c.c.).** Ford: P. Collins. **Riley:**

**CIRCUIT SAFETY-  
GUARDS:**  
(Right) The pits  
at Oulton have  
been moved back  
some 60 ft. from  
the old position.



*A substantial earth barrier now protects the B.B.C. commentators' box, scene of an accident during the British Empire Trophy early this season.*



G. Gelberg, A. P. O. Rogers. **Healey:** H. Havlock Slack. **Alfa Romeo:** J. Bonnier. **Austin:** K. Wharton.

**Class B (1,101-1,600 c.c.).** Ford: J. B. Naylor. **Fiat:** D. H. Rendell. **Simca:** W. Feldman. **M.G.:** A. T. Foster. **Austin:** D. Boshier-Jones.

**Class A (up to 1,100 c.c.).** Renault: J. C. Broadhead. **Austin:** N. W. Graham. **DKW:** H. W. Utley, C. A. S. Brooks. **Morris:** W. G. Wright. **Standard:** C. H. Threlfall, S. Moss. **Fiat:** J. H. Waddington, A. Brown, L. Leston, P. Reece.

**ADMISSION DETAILS****On the day:**

Admittance by Turnstile to course, 6s.  
Car Parking (outside course) off Main Gate, 6s.  
Coaches (outside course), 20s.  
Motor-cycles (inside course), 3s.  
Motor-cycles (outside course), 2s. 6d.  
Transfer to Paddock, 10s.

Children under 10 admitted free (Grandstand and Paddock transfers full price).

**"All-in" tickets:** These will be sold on the day at 25s., and no separate "car park only" labels will be available for car parks within the circuit area. Unlimited accommodation, however, is available in the official car parks outside, within 100 yards of the main pedestrian entrances.

**OULTON TIME TABLE**

11.10 a.m. Formula 3 race, Heat 1 (10 laps, 27 miles).  
11.45 a.m. Formula 3 race, Heat 2 (10 laps, 27 miles).  
12.25 p.m. Production Saloon race (15 laps, 41 miles).  
1.30 p.m. Formula 3 race, Final (15 laps, 41 miles).  
2.50 p.m. *Daily Herald* International Trophy race (80 laps, 221 miles).

## -AND SHELSLEY ON SUNDAY

Record Entry for M.A.C.'s Golden Jubilee International Hill-Climb

FIFTY years ago, on 12th August, 1905, a band of enthusiasts from the Midland Automobile Club staged their first hill-climb on the steep, winding slopes of Shelsley Walsh hill, in Worcestershire. Forty-one cars took part in this event, and quickest climb of that memorable day was put up by E. M. C. Instone in a Daimler in 77.6 secs.—an average speed of about 26 m.p.h. Today the record for the 1,000 yards gradient stands at 35.8 secs. (59 m.p.h.) recorded by Ken Wharton with his 2-litre E.R.A., the famous ex-Mays R4D. On Sunday the M.A.C. are staging a special International Shelsley to commemorate the Golden Jubilee of England's most famous hill-climb, and the entry lists, of record length, contain the names of every famous British hill-climbing exponent of today, plus a contingent from the island of Jersey including Jersey Champion Frank Le Gallais with his well-known L.G.S. with rear-mounted Jaguar XK 120 engine.

In addition, a special cavalcade of famous veteran and vintage cars will be staged, these including early Cadillac, Armstrong-Siddeley, Wolseley, Rolls-Royce, De Dion and others, the ex-Howe 36/220 Mercedes sports with

which he broke the sports car record in 1929, Basil Davenport's renowned G.N. Spider, three times Shelsley record holder, Sears's 1914 Grand Prix Opel and T.T. Sunbeam, the Aston Martin "Razor Blade" and the actual 48.6 h.p. Rolls-Royce which won the 1913 Alpine Trial. In addition there will be events for solo and sidecar motor-cycles, one being the 1,000 c.c. Vincent of George Brown, Shelsley two-wheeler record holder in 37.13 secs. He will be one of a four-bike team contesting a challenge match with Wharton, Christie, Marsh and Henderson in cars.

The meeting starts at 1 p.m., and will last until about 6 p.m., Admission charges are 6s. for adults and 3s. for children. Car parking is 5s., motor-cycles 2s., and sidecars 2s. 6d. Practice takes place tomorrow, 27th August, and will be open to the public.

**The Entry List**

**Racing Cars up to 500 c.c.** Kieft: D. Parker. **Cooper:** D. Boshier-Jones, J. B. Welton, Miss P. Brock, R. W. Phillips, D. Haig, C. A. N. May. **Tiger Kitten:** C. Lones. **Reserves:** T. H. Shaddick (I.E.R. Midget), C. Scott-MacArthur (Mackson).

**Racing Cars, 501-1,500 c.c.** E.R.A.: Lord Ebury, J. Stuart. **Cooper:** R. W. Phillips, C. S. Henderson, R. Adcock, J. Broad, A. E. Marsh, M. A. H. Christie, K. Wharton, W. D. W.

Knight, A. Owen. **Becke Powerplus:** A. Southon. **Farley Spl.:** C. Summers. **Lagonda:** D. Buckingham. **Wasp:** J. Moor. **Djinn:** C. R. Instone.

**Sports Cars up to 1,500 c.c.** Lester: J. H. Greenwood, C. G. Escott. **Cooper:** A. E. Marsh. **Fiat-BMW:** J. H. Gee, D. A. Hosking. **Porsche:** 1st Lt. S. F. Wilder, U.S.A.F. **Reserves:** J. W. Whitehouse (Arden), J. E. Pritchard (Buckler).

**Racing Cars, 1,501-2,500 c.c.** E.R.A. Spl.: J. Berry. **E.R.A.:** K. Wharton. **Alta Spl.:** J. B. Norris. **Bugatti:** P. J. Stubberfield. **Connaught:** R. Gibson, R. J. Harris, L. Marr. **G.N. Spider:** B. H. Davenport. **Cooper-Bristol:** R. Gibson.

**Sports Cars, 1,501-2,500 c.c.** Bugatti: J. Berry. **E. Robins,** A. K. Haworth. **Wilkins Spl.:** H. R. Wilkins, J. D. Hellingworth. **A.C.:** D. Hall. **Cooper-Bristol:** Sir Clive Edwards, R. Gibson. **Triumph:** R. B. James. **Lister-Bristol:** K. W. Eaton, N. Carr. **Reserves:** P. Nichols (TR2), J. C. Brierley (Frazer-Nash).

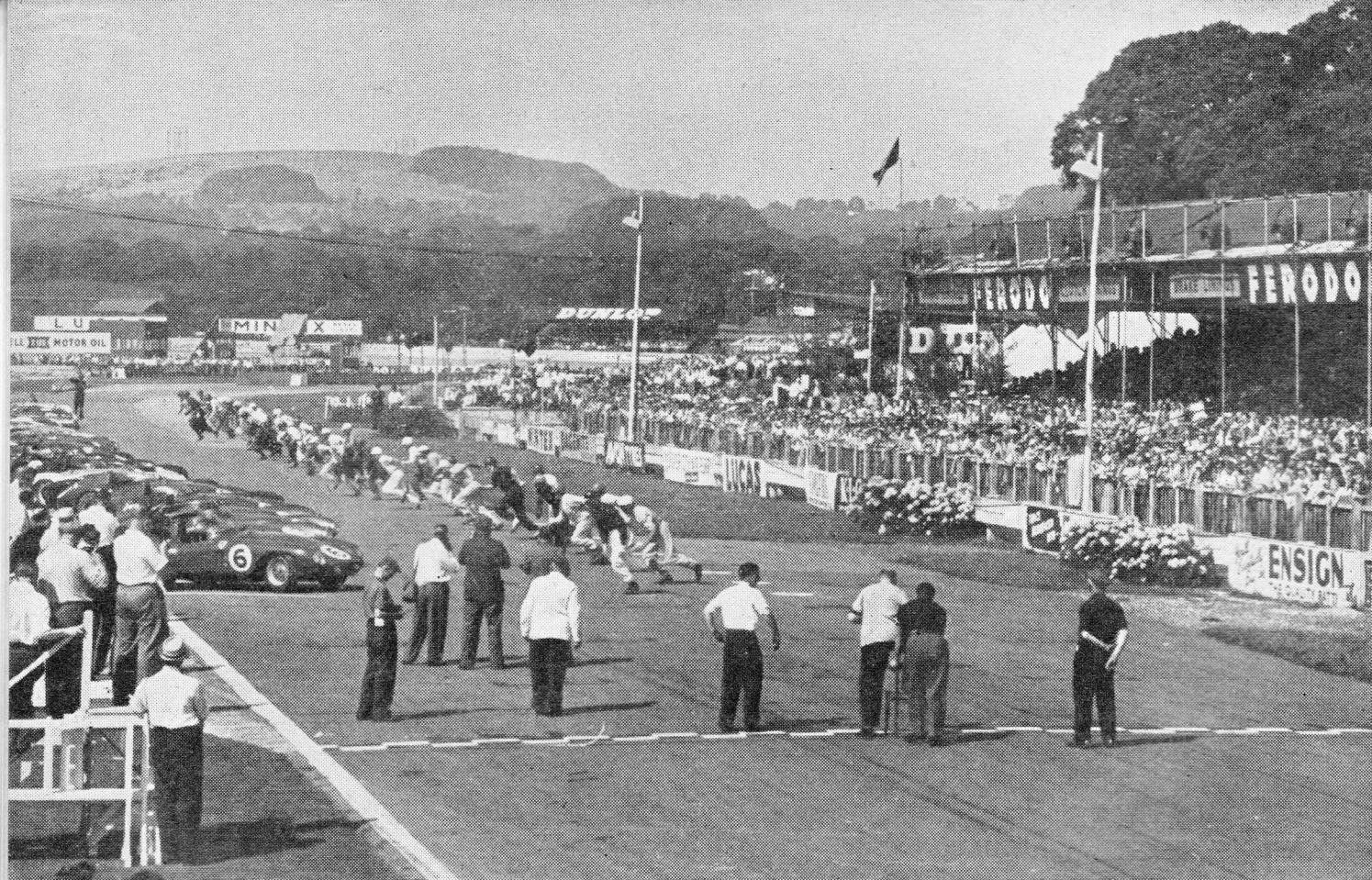
**Racing Cars over 2,500 c.c.** Steyr-Allard: D. A. Wilcocks, C. P. Tooley. **Goodwin Spl.:** W. Goodwin. **E.R.A.-Jaguar:** V. Edwards, K. Flint. **L.G.S.:** F. Le Gallais. **Allard-Cadillac:** C. Wick.

**Sports Cars over 2,500 c.c.** H.W.M.: G. E. Pinkerton, E. P. Scragg, R. Fielding, Mrs. R. Fielding, G. N. Mansell, J. Clark. **Allard:** R. A. R. de Laringa, C. Wick. **E.R.A.-Jaguar:** V. Edwards, K. Flint. **Talbot:** J. J. Virr. **Mercedes-Benz:** A. R. Marsh. **Aston Martin:** Miss A. Brown, K. Wharton. **Austin-Healey:** M. A. H. Christie. **Bentley:** A. Pitts. **Reserves:** J. C. Winby (Austin-Healey), F. Preece (Jaguar).

**THE NEXT BRANDS**

AN excellent sports car entry has been received for the B.R. and S.C.C.'s meeting at Brands Hatch on 4th September, in which there will be three 12-lap events, for 1,200, 1,500 and over 1,900 c.c. machines, as well as the Francis Beart Trophy for Formula 3 cars. Racing starts at 2 p.m.





**GOING:** (Above) Before a sunny Sussex backcloth, the drivers sprint to their cars as the chief timekeeper, in the middle of the track, drops his flag.

**GONE:** (Below) Seconds later the field—and the officials—are away, except for Earl Howe. Mike Hawthorn (Ferrari No. 6) powerslides as Collins (Aston Martin) pulls into the lead.

## FROM THREE TILL

Peter Walker and Dennis Poore (Aston Martin) Win Goodwood Nine Hours  
"Ecurie Ecosse" — Eclipse of the Ferraris — Class Victories for

DAVID BROWN'S Aston Martin gained its third successive victory in the B.A.R.C.'s International Nine Hours Race at Goodwood last Saturday. Facing strong opposition from Ferrari, Jaguar, H.W.M., and Cooper-Jaguar, Peter Walker and Dennis Poore brought their DB3S home ahead of the "Ecurie Ecosse" D-type Jaguar, driven by Ninian Sanderson and Desmond Titterton. Another Aston Martin (Peter Collins and Tony Brooks) was third, and in fourth place came the latest H.W.M., driven by Lance Macklin and Bill Smith.

Mike Hawthorn made a tremendous effort with one of Scuderia Ferrari's 3-litre machines, but, after being delayed with gear selector trouble, and then making up for lost time, retired with a broken rear axle. The two remaining Ferraris were also eliminated.

The struggle for class wins was just as intense as that for outright victory. Les Leston and Archie Scott-Brown, in Peter Bell's Connaught, took the 1,500 c.c. honours. John Green's Lister-Bristol, conducted by David Hampshire and Peter Scott-Russell, won the 2-litre category.

The "Nine Hours" was a most successful event, perfectly organized and watched by an eager crowd until John Morgan dropped the chequered flag at midnight. Tragically, popular Mike Keen was fatally injured when his Cooper-





Bristol overturned at Fordwater and was burnt out. Stirling Moss was eliminated about an hour-and-a-half from the end when his Porsche 550 collided with Tony Crook's Cooper-Bristol. At the time of the incident, Moss was leading the 1½-litre class by seven laps.

THURSDAY's practising session was held in fine, dry weather. The three red Ferraris, all looking strangely "works", plus one practice car, held out promise of a formidable challenge to Britain's Jaguars and Aston Martins, as did the von Hanstein-Stirling Moss Type 550 Porsche, which was capable of lapping almost as quickly as the bigger machines. Incidentally the Lucas/Schell Ferrari was a special Le Mans machine, fitted with Messier disc brakes.

It was a busy night for the trade boys. Dunlop and Avon were there in force, the possibility of warm weather posing problems of tyre wear—particularly if the faster machinery was going to be lapping around the 1 min. 40 secs. mark. The Ferodo and Mintex vans were hives of activity; behind the pits Shell-B.P. and Esso had established vast fuel dumps, with mountains of filler funnels and churns. Lucas, not only responsible for the majority of entrants' ignition and lighting, were also concerned with the illumination of the track at night. "Antone" had laid miles of cable, and erected many extra PA speakers, in preparation for nine hours of practically non-stop commentary. The sparking plug

#### General Classification

1. P. D. C. Walker/R. D. Poore (Aston Martin DB3S). Entrant: David Brown; 309 laps, 82.24 m.p.h.
2. J. D. Titterington/N. Sanderson (Jaguar Type D). Entrant: "Ecurie Ecosse"; 308 laps, 82.02 m.p.h.
3. P. J. Collins/C. A. S. Brooks (Aston Martin DB3S). Entrant: David Brown; 305 laps, 81.28 m.p.h.
4. L. Macklin/W. T. Smith (H.W.M.). Entrant: John Heath; 301 laps.
5. R. E. Berry/N. Dewis (Jaguar Type D). Entrant: J. C. Broadhead; 301 laps.
6. L. Leston/W. A. Scott-Brown (Connaught). Entrant: Peter Bell Racing Stable; 288 laps.
7. J. Russell/I. Bueb (Cooper-Climax). 285 laps;
8. J. Marshall/E. Protheroe (H.W.M.). 275;
9. D. A. Hampshire/P. Scott-Russell. 275;
10. W. Seidel/R. D. Steed (Porsche). 275;
11. R. A. Page/P. Emery (Lotus). 268;
12. F. C. Davis/R. G. Bicknell (Lotus-Bristol). 267;
13. A. Moore/E. W. Holt (Lister-Bristol). 266;
14. G. Rolls/J. Rolls (Tojeiro-Bristol). 265;
15. E. W. Cuff-Miller/T. Hinde (Aston Martin DB3). 264;
16. K.

#### PROVISIONAL RESULTS

McAlpine/E. Thompson (Connaught). 264; 17. B. E. Bradnack/A. E. Marsh (Cooper-Jaguar). 254; 18. R. Watling Greenwood/D. R. Barthel (Cooper-Climax). 241; 19. J. R. Stoop/P. Wilson (Frazer-Nash). 241; 20. D. J. Calvert/R. C. Green (H.R.G.). 199.

#### Class Results

**Up to 1,500 c.c.:** 1. L. Leston/W. A. Scott-Brown (Connaught). 288 laps (76.56 m.p.h.); 2. J. Russell/I. Bueb (Cooper-Climax). Entrant: Cooper Car Co., 285 laps; 3. W. Seidel/R. D. Steed (Porsche). Entrant: W. Seidel, 275 laps.

**1,500-2,000 c.c.:** 1. D. A. Hampshire/P. Scott-Russell (Lister-Bristol). Entrant: J. V. Green, 275 laps (73.20 m.p.h.); 2. F. C. Davis/R. G. Bicknell (Lotus-Bristol). Entrant: F. C. Davis, 267 laps; 3. A. Moore/E. W. Holt (Lister-Bristol). Entrant: Brian Lister, Ltd., 266 laps.

**Over 2,000 c.c.:** 1. P. D. C. Walker/R. D. Poore (Aston Martin DB3S). 309 laps (82.24 m.p.h.); 2. J. D. Titterington/N. Sanderson (Jaguar Type D). 308 laps; 3. P. J. Collins/C. A. S. Brooks (Aston Martin DB3S). 305 laps.

**Fastest lap:** J. M. Hawthorn (Ferrari), 1 min. 34.8 secs. (91.14 m.p.h.).

experts, the brakes and damper kings, the oil barons—all were there.

Amid the hurly-burly of preparation, Danny Carter and his men were shooting preliminary scenes for the "Nine Hours" film. Aston Martin had fitted a practice car with a special bracket to carry an automatic camera, and Reg Parnell went out to record the circuit as seen through the eyes of the driver. The David Brown cars were beautifully prepared—a credit to John Wyer and his aides.

The Jaguar contingent was a mixture of "works", "ex-works" and purely private entries. Duncan Hamilton's two entries, to be driven by Hamilton/Rolt and P. Whitehead/Head, were supported by a practice machine, obviously lent by Coventry. Jaguar chief test driver Norman Dewis partnered Bob Berry in Johnnie Broadhead's entry. "Ecurie Ecosse's" superbly prepared machine had Titterington and Sanderson as conductors. Bill Smith, of C-type Jaguar fame, replaced John Dalton as Lance Macklin's co-driver in the new H.W.M. Hill-climb expert Tony Marsh was with Bertie Bradnack in the latter's Cooper-Jaguar. Cliff Davis's co-driver turned out to be

his old business partner Reg (Revis) Bicknell.

With almost perfect conditions prevailing, the more rapid machinery was pushed round in search of leading places for the "Le Mans-type" start. There were few incidents; Duncan Hamilton, trying out the best methods of attacking the chicane, did a spectacular spin coming out, but kept on the road. Bill Holt broke a half-shaft on the Issard-Davies Lister-Bristol. The Walker/Poore DB3S made brief contact with a brick wall and bent the front suspension more than a trifle.

As darkness fell the circuit took on an entirely different appearance. A surprising number of spectators turned up to watch, and the atmosphere was strangely reminiscent of Le Mans—without, of course, the side-shows and really vast crowds that roll up for practising. Quite a number of cars had to have their lights modified. On certain sports-racing machines, designed mainly for short-circuit events, the provision of adequate headlamps presented many problems.

Best times were recorded by Mike Hawthorn who circulated in 1 min. 37.6 secs. (88.52 m.p.h.), Roy Salvadori (Aston Martin), 1 min. 38.4 secs., Desmond Titterington (Jaguar) and Tony Brooks (Aston Martin), each with 1 min. 38.8 secs. Hawthorn was easily quickest in the dark with 1 min. 38.2 secs. Fastest 2-litre machine was the Lister-Bristol of Peter Scott-Russell with 1 min. 45.4 secs., and leading "1,500" was the Porsche Spyder driven by Stirling Moss (1 min. 42.8 secs.).

Hawthorn returned 1 min. 36.2 secs. (89.81 m.p.h.) on Friday, and Dennis Poore did 1 min. 37.2 secs. with the DB3S. Ivor Bueb's Cooper-Climax got down to 1 min. 42.4 secs. to lead the 1,500 c.c. section, and again Scott-Russell headed the 2-litre brigade. Best night drive was by Peter Walker (Aston Martin) with 1 min. 44.6 secs.

Brilliant sunshine brought out a very large crowd, and beachwear was popular with the female element. Some of their men-friends were, to say the least, flamboyant, and there were hats of all shapes and sizes, ranging from G.I. fatigue-type to full-scale sombreros. The scene was being recorded by countless numbers of cameramen, including a battery of TV equipment.

**NIGHT STOP:** Co-winner Peter Walker (looking surprisingly like Nuvolari) leaves the Aston Martin pit for the final hours of the race.

## MIDNIGHT

Hours Race — Glorious Challenge of  
Connaught and Lister-Bristol

By GREGOR GRANT

Photography by George Phillips and  
Maxwell Boyd







**BRITISH CASUALTY:** (Above) The faces of the pit staff tell their own tale as Parnell's Aston Martin is withdrawn with hub trouble a few minutes after the start.

**FOREIGN CASUALTY:** (Right) With the Marquis de Portago looking on, Hawthorn makes his first pit stop with the Ferrari. Those first symptoms of gearbox trouble cost him seven laps.

The David-Brown set-up had a most ingenious radio station located at the chicane, the plot being to spot for excessive tyre wear as the Aston Martins slowed down for the sharp turn. Behind the pits the mountain of tyres grew and grew, and, with bone-dry roads and sweltering heat, the Avon and Dunlop boys realized that theirs was going to be a full-time job.

When the roll was called, there were no non-starters, which meant that Baxter's Kieft was not in the line-up. The 35 cars made an impressive show as they lay in front of the pits awaiting the Le Mans-type start. Wily Hawthorn turned his front wheels to face more in the direction of Madgwick. The red Ferrari headed the long line, with three Aston Martins, and a Jaguar next in order. Farther down were the smaller-capacity machines, with the new H.R.G. at the end, first example of the twin-o.h.c. model.

Promptly at 3 p.m., "Ebby" dropped his flag, and 35 drivers sprinted for their cars. Leston was first into action with the Connaught, but it was Mike Hawthorn who led into Madgwick, after a frightening start which almost looked like culminating in an almighty shunt involving Peter Walker's DB3S. Moss's Porsche stalled, and in the resulting confusion Scott-Russell bashed one of his headlamps against another car's tail. Last away was Bert Rogers (Tojeiro-Bristol).

That first lap was a dicey business altogether. Going down into St. Mary's, Tony Gaze's DB3S spun, and came into violent contact with Ron Flockhart's Lotus which was quietly minding its own business. The Lotus had its front suspension almost completely wrecked, but the Aston, after a brief pit-stop for a look-see at a battered rear-end, carried on. Flockhart and Allison then set about the long and weary task of rebuilding their Lotus.

Hawthorn was setting a hot pace,



tailed by Walker, Collins, Parnell, Rolt (Jaguar), Sanderson (Jaguar) and Leston, in that order. John Coombs (Lotus-Connaught) stopped to change plugs and adjust the carburation, and remained in his pit for 12 long minutes. Then came a blow to Aston Martin; Reg Parnell coasted in to retire with wheel-hub failure, after less than five minutes of racing. A few minutes later, Scott-Russell came in and had the broken head-lamp removed—30 secs! Bert Rogers arrived, the "Toj" showing signs of visible contact with a hard object, and had a wing straightened out—2 mins.

Les Leston was leading the 1,500 c.c. contingent, chased by Colin Chapman (Lotus-M.G.) and with Moss drawing ever closer. Mike Keen headed the 2 litres, followed by Cliff Davis's Lotus-Bristol. Sanderson whistled past Rolt and set off in pursuit of the leaders. Schell (Ferrari) moved into sixth place, and Collins took over second spot from his team-mate Walker.

Rolt's race was short-lived; at 3.22 p.m. he went into Madgwick with the engine sounding peculiar, and the Jaguar never appeared again—a distributor drive shaft had sheared. A few minutes later

Protheroe stopped with his H.W.M., one of his French-made tyres having thrown a tread.

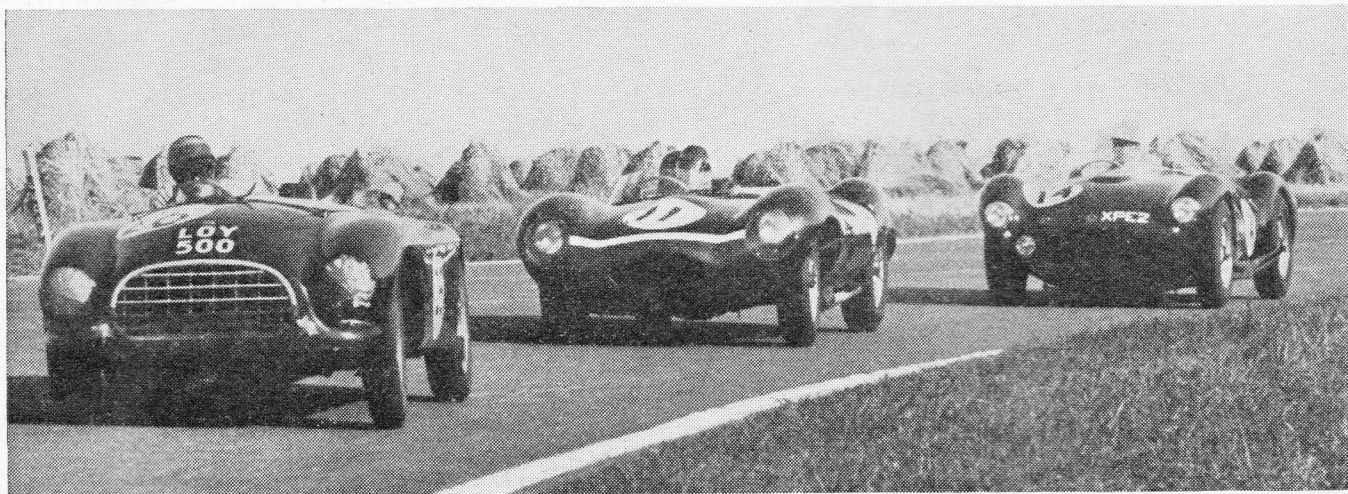
At 3.30 p.m. the character of the race changed. Mike Hawthorn came into his pit, unable to select any gears, having completed 17 laps. This put the two Astons into the lead, and the "Ecurie Ecosse" Jaguar third. Mike sat disconsolantly on his pit-counter while mechanics tried to sort out the gears. At the other end of the pits, the Flockhart-Allison Lotus was still being repaired—a valiant effort!

Two beards hurtled past in close company, belonging to Alan Moore (Lister) and Watling-Greenwood (Cooper). Ivor Bueb's Cooper went by with scraped body panels. At 3.42 p.m., Hawthorn rejoined the race, about seven laps in arrears. Cuff-Miller's DB3 came in for tyre pressure adjustment and a quick

steering check—2 mins. 10 secs. Ken McAlpine's Connaught moved up behind Leston's car to take second place in the 1½-litre division; Keen still led the 2-litre class, but came in at 3.52 p.m. for oil, letting Cliff Davis into the lead. Protheroe threw another tyre tread.

After one hour of racing, Collins led from Walker, with Sanderson not far behind. This trio, in completing 35 tours, were a lap ahead of the nearest cars, Lance Macklin's H.W.M., Ken Wharton's Ferrari and Bob Berry's Jaguar. Then, at 4.5 p.m., Sanderson stopped and "Ecurie Ecosse" went into action. All four wheels were changed, 15 gallons of fuel added, and Titterton took over—a perfectly organized halt which took 1 min. 49 secs. This dropped the blue car to fifth place, just in front of Berry's car. Tony Marsh was going well in Bradnack's Cooper-Jag, but his tail-lamp was being trailed behind. At quarter-past four, Pete Walker came in with the DB3S, changed all wheels, refuelled and was replaced by Dennis Poore—2 mins.! Moss had gone into the lead in the 1,500 c.c. category, and Keen had overtaken Davis to head the 2-litre section once again. Tom Sopwith's Cooper-Climax





stopped to have water added, and the new H.R.G. had its nearside rear wheel changed, was refuelled and Calvert handed over to Green. Macklin's H.W.M. had the boot lid lock checked—a matter of a few seconds. John Wyer's men were on their toes when the leading Aston came in, and this time Tony Brooks had to wait just 1 min. 27 secs. while the routine wheel-change was done, and Collins handed over.

Rapid tyre wear was certainly going to be a problem; with the bigger cars lapping at around 1 min. 40 secs., about 90 minutes would be the life of a set of covers. Hawthorn was now tearing through the field, in an heroic effort to retrieve that lost 12 minutes. Bert Rogers inverted the "Toj" at Lavant, and came in with a badly bashed motor-car. Gaze's Aston Martin stopped at Fordwater with ignition derangement, the Australian walking back to the pits. It was at this time that poor Mike Keen crashed, and was thrown out, just before the car somersaulted and caught fire. He was taken to hospital with grave injuries, to which he later succumbed.

At 4.45 p.m., the Collins/Brook Aston Martin still led, with Schell's Ferrari in second place, chased by Titterington's Jaguar, and Berry's similar car. The Walker-Poore DB3S had dropped to sixth spot, behind Wharton's Ferrari. Colin Chapman was now challenging Moss for 1,500 c.c. supremacy, and Bueb had brought the little Cooper-Climax up into third place. Cliff Davis was a lap ahead of the Listers of Moore and

*ST. MARY'S: Through Goodwood's only left-hand bend go the Rolls Brothers' Tojeiro-Bristol, Titterington's Jaguar and W. T. Smith in the new H.W.M. which went so well.*

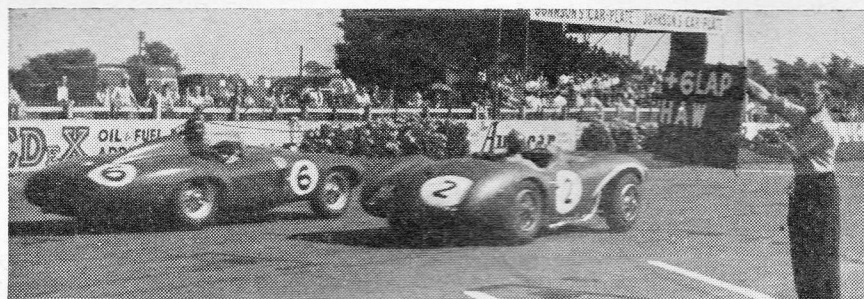
Hampshire. Moore lost 4 mins. refueling, and handed over to Bill Holt. Macklin had a model pit-stop, and young Bill Smith took over the fast H.W.M. The Sopwith Cooper was stationary for 4 mins., and Blond took over. Ken McAlpine's Connaught had all wheels changed, and Eric Thompson climbed in. The Crook/Gibson Cooper-Bristol had its oil pressure checked.

Two hours completed, and the leading Aston had put in 70 laps, one more than Schell, Titterington and Poore. Just before 5 p.m., the Flockhart-Allison Lotus restarted, the entire front suspension having been welded-up and repaired.

Hawthorn, after bringing the Ferrari

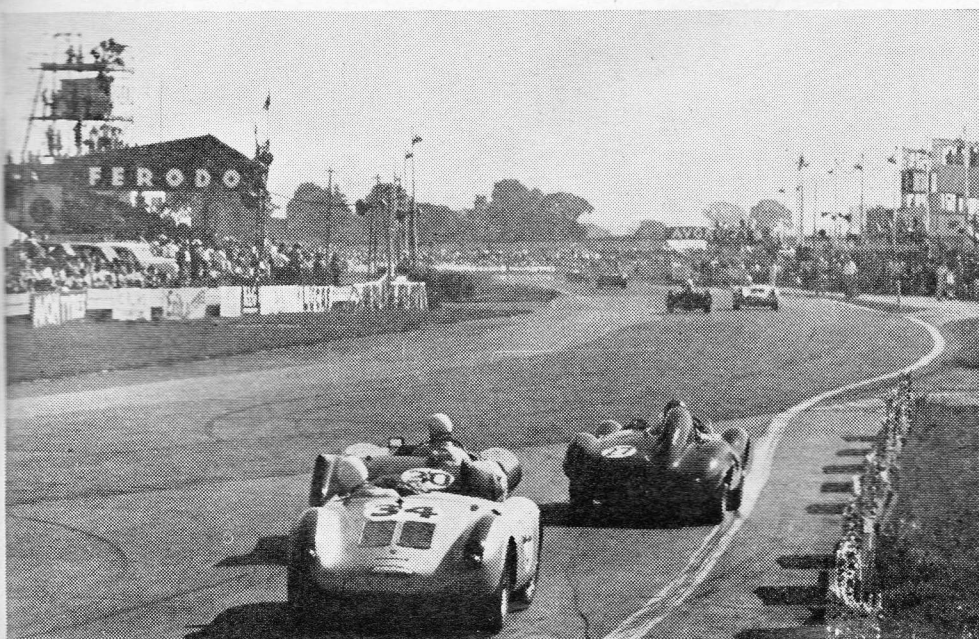
up to within striking distance, saw his mechanics take 3 mins. 25 secs. to change one wheel; de Portago took over, and almost immediately revolved, but carried on. The Page/Emery Lotus halted for 27 mins. to have what looked like a complete overhaul; Head handed over his D-type to Peter Whitehead. Between 5 p.m. and 5.30 p.m. there was continuous pit activity. Davis handed over the leading 2-litre Lotus to Reg Bicknell, von Hanstein took over from Moss, Scott-Brown from Leston, Norman Dewis from Berry, G. Rolls from his twin brother (Tojeiro), Bradnack from Marsh. The last-named's Cooper-Jaguar was in considerable difficulties, the brake servomotor having failed.

Von Hanstein was very slow in comparison to Moss, about 10 secs. a lap! This dropped the Porsche far behind Chapman's Lotus, which was now being energetically pursued by the brilliant Archie Scott-Brown. Bicknell still held



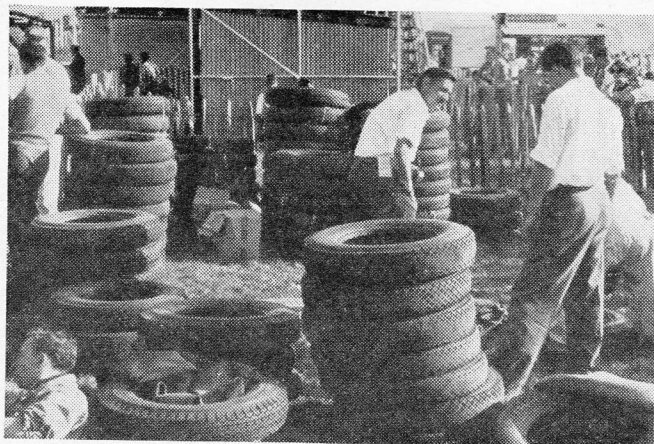
*TOUGH TASK: (Above) Mike Hawthorn in the Ferrari sweeps past Peter Collins (Aston Martin) in the vain endeavour to make up time after losing several laps with gearbox trouble.*

*THROUGH THE CHICANE (left) burst the Rogers/Crabb Tojeiro-Bristol, McAlpine's Connaught and Stirling Moss in the Porsche Spyder.*



the 2-litre section, but the Listers were steadily advancing. Ninian Sanderson's fine driving in the opening laps had put "Ecurie Ecosse" in a strong position to threaten the leading Austons, and now Titterington was handling the blue car superbly. The unlucky Flockhart came in again with the repaired Lotus, this time with a slipping clutch. Jim Russell took over from Ivor Bueb at 5.33 p.m., and a couple of minutes later Wharton





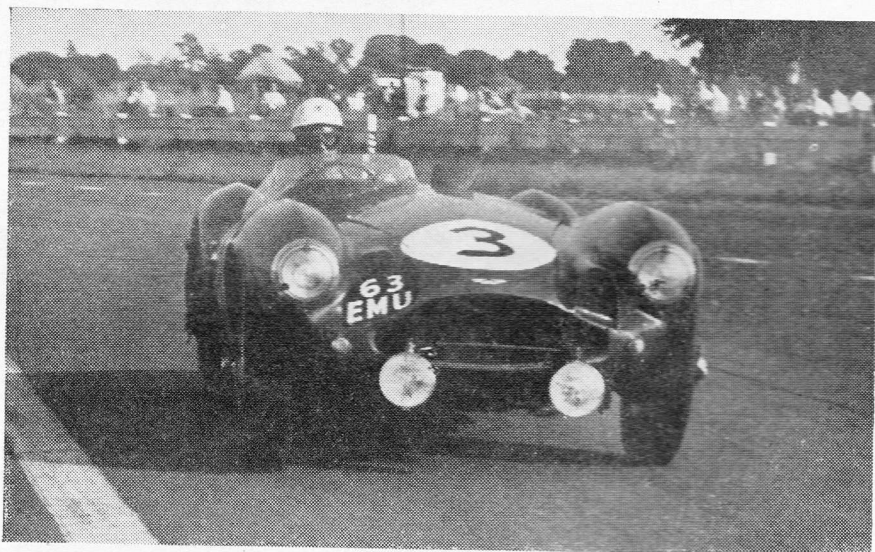
**PROBLEM OF THE DAY:** The sinuous Goodwood circuit and the hot weather caused heavy consumption of tyres, keeping the Dunlop (left) and Avon staffs fully occupied throughout the nine hours.

handed over the Ferrari to Jonneret, who shunted the chicane, and had to call in for nearly 3 mins. to straighten out the damage. Protheroe's H.W.M. was stationary for over 9 mins., and then John Marshall took over. Another futile Ferrari pit-stop cost Jean Lucas nearly 4 mins. before he replaced Harry Schell. All four wheels were changed in the twin-o.h.c. H.R.G.

Brown was way ahead of Chapman's Lotus, now conducted by Peter Jopp, and the Davis/Bicknell Lotus still held off the Listers. Scott-Russell's face was like a sweep's, the windscreen having been shattered by some flying object. David Hampshire was now in the driver's seat—also black as sin! Such was the pace of Scott-Brown, that the little Connaught now held sixth place in general classifica-

tion, on the same lap as the Schell/Lucas Ferrari. Titterington's average speed was 83.72 m.p.h. Brooks handed back to Collins, but the wheel change took 3 min. 46 secs. Five cars had been retired, not such a high casualty rate as was generally anticipated.

At 6.15 p.m., the Leston/Scott-Brown Connaught was actually fifth, in front of the Macklin/Smith H.W.M. Peter Walker had moved up to third place, but



**CO-WINNERS:** (Above) Peter Walker takes Aston Martin No. 3 fast through Fordwater.

(Right) Dennis Poore finds time en passant to wave to the photographer.



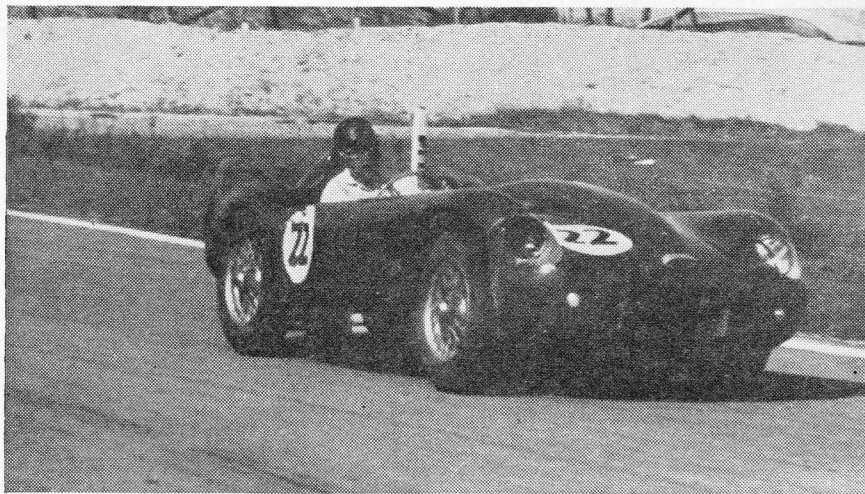
Titterington still led Collins by more than a lap. Flockhart's Lotus was retired with oil seal failure, bringing the score up to six in the dead car park. At 6.23 p.m., David Murray's entry came in for a routine wheel change and 20 gallons of fuel were taken aboard. Sanderson took over (2 mins. 9 secs.), and "Wilkie" made

At five minutes to six, Dennis Poore stopped for a routine pit halt, but some time was lost while the end of the gear lever was bound up to replace the knob which had come adrift. Seidel's 550 Porsche came in, and Dick Steed took over. It was noticeable how bolt-on wheels lost valuable minutes; the Porsches and the Cooper-Climaxes took much longer than cars equipped with knock-on hubs. Sopwith, at any rate, had knock-on wheels on his Cooper-Climax.

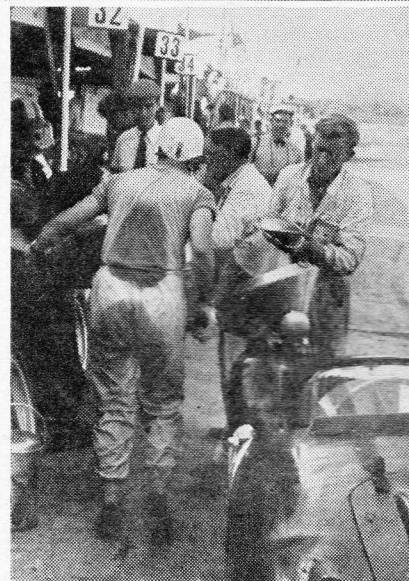
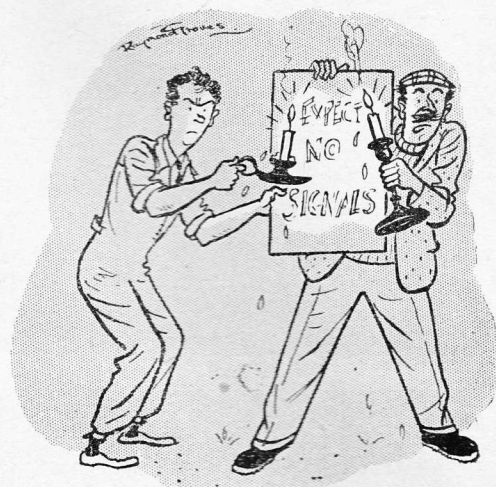
At 6 p.m., the "Ecurie Ecosse" Jaguar proudly led the field, and the Macklin/Smith H.W.M. had moved up to third behind the Collins/Brooks DB3S. Scott-







CLASS WINNER: (Left) First 2-litre car home was the David Hampshire/Peter Scott-Russell Lister-Bristol.



a brief inspection of the engine. The Jaguar set off in second place, on the same lap as Collins's DB3S, but one ahead of the Walker/Poore car. The H.W.M. supplanted the Connaught for fifth place. Rodney Clarke's men refuelled McAlpine's Connaught in 40 secs. Steed came in with the Porsche, complaining of a lack of second gear.

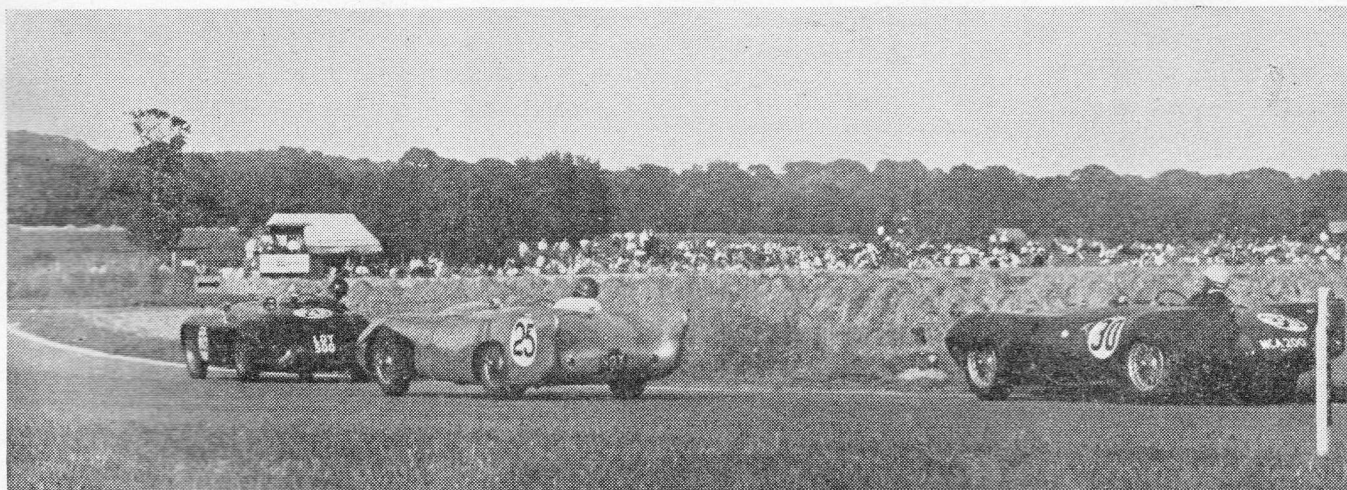
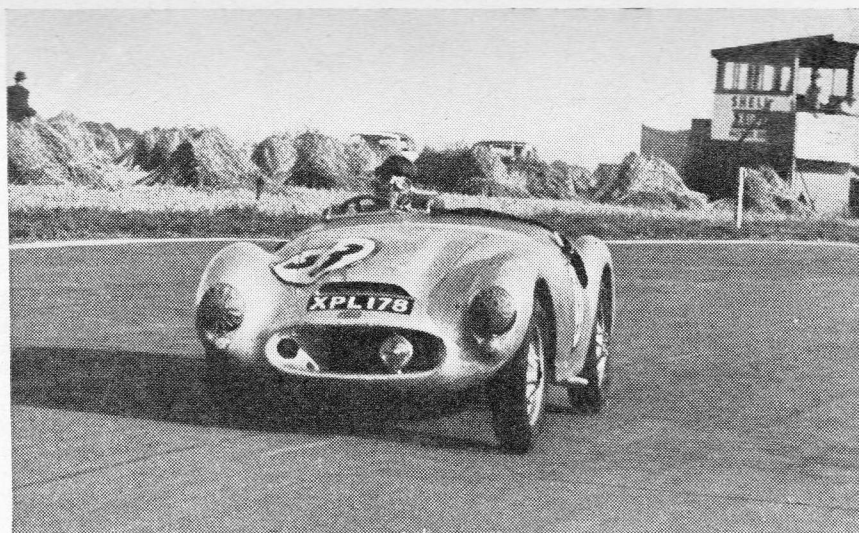
Just before 7 p.m., Walker came in to have a tyre tread examined (30 secs.), but this was all the time needed to change a wheel on the "Ecurie Ecosse"

car. The pit work of the Scottish stable was admirable, in direct contrast to the frenzy which accompanied the arrival of any of the Ferraris. The Protheroe/Marshall H.W.M. threw its third tread, and the H.R.G. was in the pits for 7 mins., with visual evidence of some cross-country motoring.

IT WAS HOT!—As testified (above) by Les Leston's perspiration-soaked overalls as he climbs out of the 1½-litre class-winning Connaught.

NEW "HURG": (Right) The Calvert/Green H.R.G. with twin o.h.c. 1,500 c.c. Singer-H.R.G. engine.

NOY CHASES LOY! Cliff Davis (Lotus) chases his famous old Tojeiro, LOY500, through Lavant, followed by the McAlpine/Thompson Connaught.

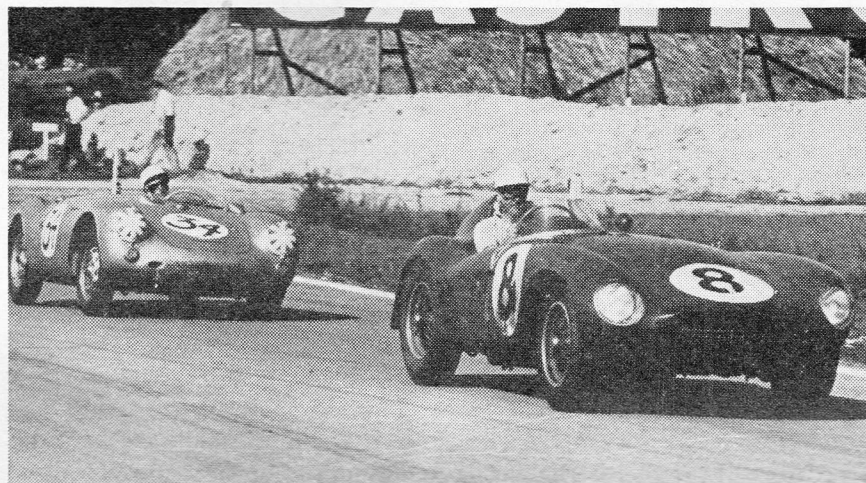






**FIRST FIFTEEN-HUNDREDS:** (Left) Sandwiched between the 1½-litre class-winning Leston/Scott-Brown Connaught and the Russell/Bueb Cooper-Climax at Fordwater is the Lotus of Flockhart/Allison which later retired.

**ILL-FATED:** (Lower, left) Both Harry Schell's Ferrari and Stirling Moss's Porsche, seen here at Woodcote, retired before midnight, the latter after suffering a collision at the same corner.



Thus, with four hours of racing gone, the Collins/Brooks Aston led by a few seconds from the "Ecurie Ecosse" Jaguar, with the other DB3S in third spot, ahead of the Schell/Lucas Ferrari, the Macklin-Smith H.W.M. and the remarkable Leston/Scott-Brown Connaught. The Davis/Bicknell car had two laps in hand over the Listers, and the Moss/von Hanstein Porsche was dropping back behind Chapman's Lotus and the McAlpine Connaught.

The Head/Whitehead Jaguar threw a con-rod, the engine locked solid and Pete shot backwards into the sandbanks

at Woodcote. Hawthorn took over from de Portago, and immediately went like fury to get the Ferrari on the leader board. One could see that Moss was just itching for von Hanstein to come in, in order to do something about the 1,500 c.c. section. Reg Bicknell handed back to owner Davis, the Lotus losing its lead to the Hampshire/Scott-Russell Lister. The other Lister lost 6 mins. 30 secs. while all wheels were changed, and Alan (The Beard) Moore set off for his spell. At last the Porsche came in (7.15 p.m.), and Moss was off 4 mins. later with all four wheels changed, and the protectors

removed from the car's headlamps.

It was now the turn of Colin Chapman in that amazingly rapid push-rod M.G.-powered Lotus to take charge in the 1,500 c.c. category, moving up to sixth place in general classification. Seidel did one lap in his Porsche to check the gearbox trouble, and handed the car back again to Steed. "Black man" Hampshire handed over to Scott-Russell, who had now equipped himself with a visor. Poore replaced Walker after a complete wheel change (2 mins. 9 secs.).

Alan Moore was having some exciting moments with a locking front brake, and went haymaking at St. Mary's. Cliff Davis now led the 2-litre class by more than three laps, the Lotus going like a train. Sanderson had the Jaguar on the same lap as the leading Aston. Scott-Brown came in with the Connaught firing on three cylinders; mechanics changed a rocker, but 9½ minutes elapsed before Les Leston set off. Moss was now definitely closing on both Chapman's Lotus and McAlpine's Connaught. Wharton took over from Jonneret in the slickest Ferrari pit stop so far.

As dusk approached the lights were switched on. Drivers held on to the last possible moment before making use of their lamps. It was fascinating to watch cars coming through the chicane; the headlights produced the illusion that



**NIGHT AT THE PITS:** (Left) "Ecurie Ecosse" driver Desmond Titterton waits tensely for work to finish, before setting off in pursuit of the leading Aston Martin.

**NIGHT ON THE TRACK:** (Above) Leston/Scott-Brown Connaught is tailed by the Miller/Hinde DB3 as it is tailed by the Collins/Brooks Aston.





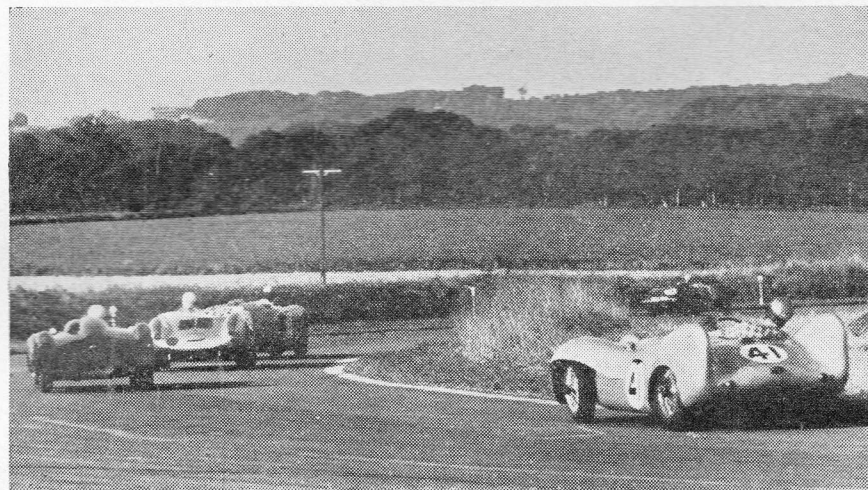
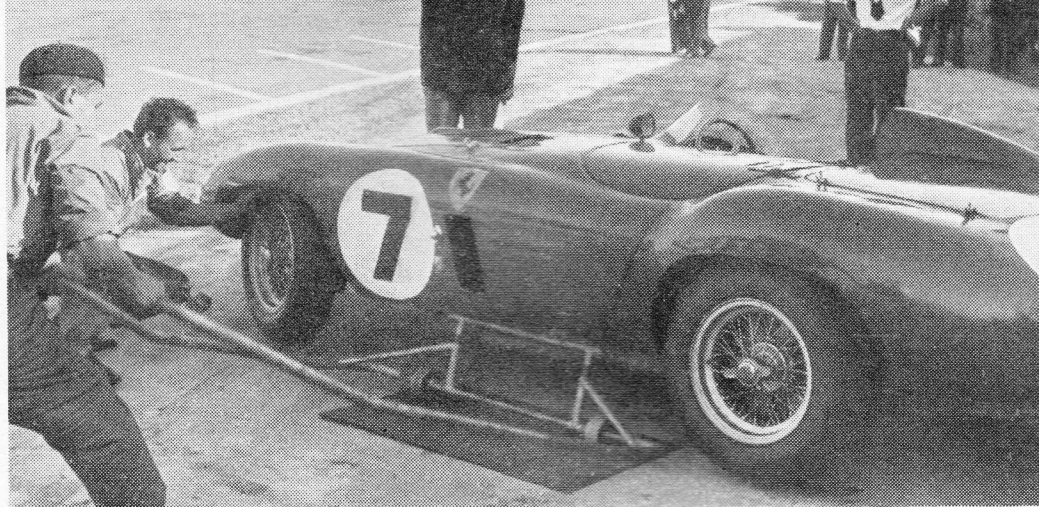
**OBSTRUCTION:** (Right) The side-jack used by all three Ferraris, and in action here on the Jonneret/Wharton car, caused the blocking of the pits slip road, much to the dismay of the officials.

**NOSE TO TAIL** round Lavant (lower, right) go the Russell/Bueb Cooper-Climax, the Seidel/Steed Porsche and the Aston Martin of Cuff-Miller/Hinde, followed by Paul Emery's Lotus.

everyone was going straight on. Hawthorn was tremendously fast, and was closing rapidly on the H.W.M. for fifth place—a wonderful effort considering his delay. The H.R.G. came steaming in to the pits, and was there for a long time while mechanics worked to cure an overheating fault.

Hawthorn's remarkable driving had apparently produced a new Goodwood sports car record, the Ferrari having been circulated in the incredible time of 1 min. 34.8 secs. (91.14 m.p.h.). Titterington, baulked by a slow car, had to brake suddenly, and mowed down several marker posts. A headlamp was smashed—damage which was eventually to cost "Ecurie Ecosse" the race. Just before complete darkness, Chapman's wonderful run came to an end with an unusual trouble—the engine flywheel came adrift. Schell's Ferrari was another casualty, and after abortive attempts to sort out some gears, was pushed away to the dead car park. Next in trouble was the McAlpine/Thompson Connaught, which remained stationary for a long period with brake troubles. Marsh and Bradnack continued to circulate with the Cooper-Jag., and the Berry/Dewis D-type was still running reliably.

Moss went ahead in the 1,500 c.c. class, and the Davis-Bicknell Lotus had chalked up four more laps than the Moore/Holt

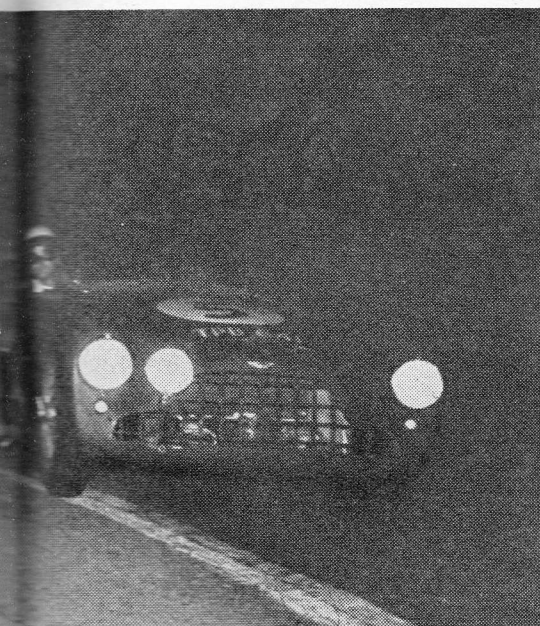


Lister. Repairing the damaged headlamp cost "Ecurie Ecosse" over 5 mins., and Sanderson went out again in place of Titterington.

All this time the Collins/Brooks Aston had been circulating at very high speed, getting the O.K. from Wyer each time round. Walker and Poore had lost second gear, but it did not appear to slow them down much. The rev counter drive had packed up at the start of the race, which was not a great help! The Hampshire/Scott-Russell Lister dropped further back when 11½ mins. were lost fixing the identification lamps

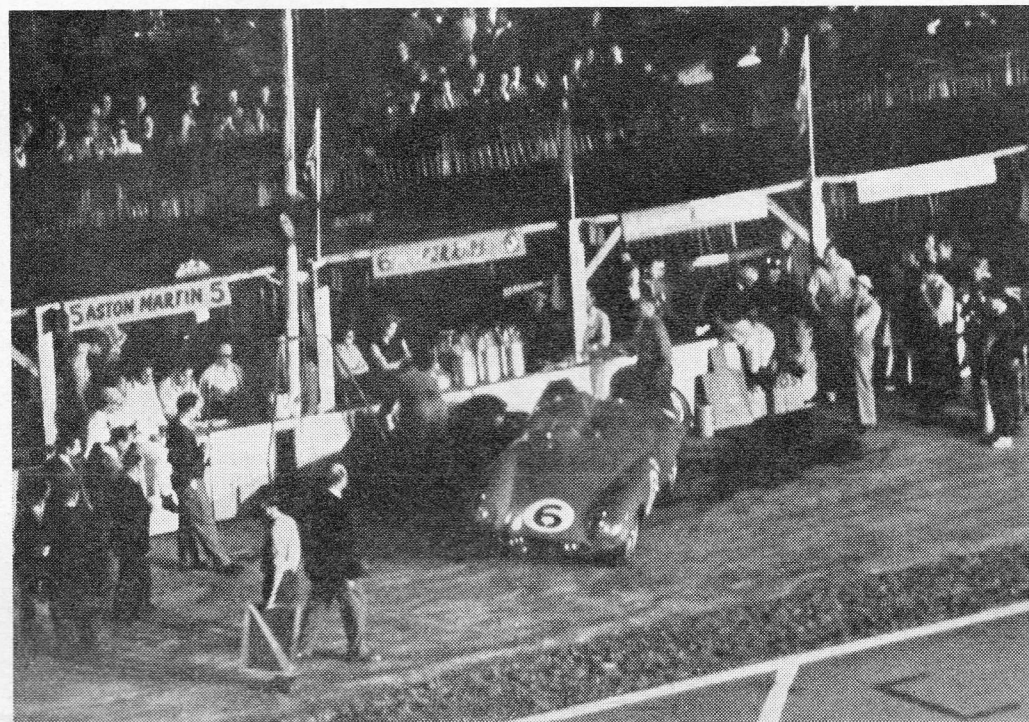
and tightening a loose undershield.

At 9 p.m., Hawthorn was threatening Sanderson for third place, the Astons now running 1-2, with the Collins/Brooks car still in the lead. Jonneret took over from Wharton (4 mins. 16 secs.), the Ferrari being some 16 laps behind the leader. At long last the brakes were fixed on McAlpine's Connaught, but in this class, Moss had established a lead of over six laps from the Leston/Scott-Brown machine. The Davis/Bicknell car, which had for so long dominated the 2-litre section, burnt out its dynamo, which occupied 25 minutes in replace-



**THE CIRCUIT:** Coming out of the pit lane, the Cuff-Miller/Hinde Aston Martin of the DB3S of Cuff and Brooks.

**FORLORN FERRARI:** (Right) Standing alone and empty at its pit and photographed from the TV tower, is the de Portago/Hawthorn Ferrari which finally succumbed to transmission troubles.







ment. This put the Moore/Holt machine into the lead, about three laps ahead of the other Lister. The Stoop/Wilson Frazer-Nash was at its pit for a long time, while mechanics fiddled about with the engine.

At 9.33 p.m., the Ferrari challenge vanished, the Hawthorn/de Portago car breaking its back axle just after the Spaniard took over. This left the Jonneret/Wharton car as sole hope of Italy. However, Aston Martin also had their shocks, the Collins/Brooks car coming in with an obscure ignition defect. While the car was stationary, Dennis Poore began to worry about his tyres, but John Wyer waved him to continue. At 10 p.m. the "Ecurie Ecosse" car held the lead, and Poore came in just after Collins got away. The remaining Ferrari was pushed to the cemetery, oil pouring from its crankcase. Sanderson came in at 10.13 to change all wheels, refuel and hand over to Titterington for the final spell. This occupied 1 min. 45 secs., but meanwhile the Walker/Poore Aston had taken the lead, and was likely to go on non-stop. The slightly reduced speeds at night might prevent excessive tyre wear, but the "Ecurie Ecosse" car had a considerable task in having to overtake the DB3S twice in order to win. Anyway,

Titterington was all set to have a go.

Moss's perseverance rewarded him with sixth place in general classification, and easily leader of the 1½-litre brigade. Then Moss made a quick exit. Tony Crook's Cooper-Bristol spun at Wood-

**NIGHT SHIFT:** Although the Moore/Holt Lister-Bristol broke a half-shaft after dark, the damage was speedily repaired and the car went on to take third place in its class.

cote, and the Porsche, coming up fast, was unable to avoid a collision, and rammed the maroon car amidships. Moss's front suspension was damaged, and he walked back to the pits fuming. Crook's car was also rendered *hors de combat*. Bad luck now struck at the Moore/Holt Lister which broke a half-shaft. Undaunted the Issard-Davies set-up immediately began to fit a replacement. John Coomb's Lotus-Connaught shed a wheel, but Young brought it to rest without incident.

Titterington began to make up on Walker, but, unless something unforeseen happened to the Aston, there was little hope of the Scottish car snatching victory. At 10.46 p.m., the Moore/Holt Lister restarted, a half-shaft having been replaced in just over 25 minutes. As the Davis/Bicknell Lotus was delayed about 9 minutes while a fan-belt was replaced, there was obviously going to be a struggle for second place in the class between the two cars, the other Lister



"Actually, poppet, I've a perfect right to be here—I'm his sort of mascot thing. . . ."



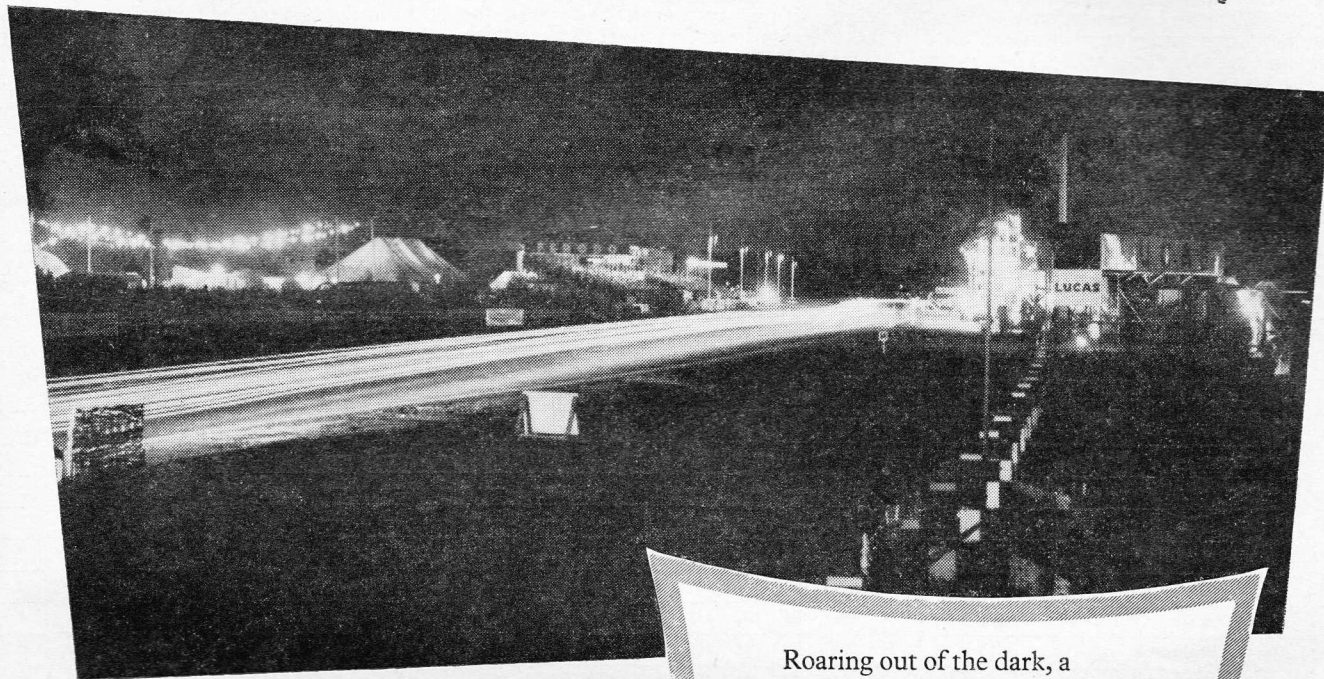
**TENSION IN TWO CAMPS:** Pit signals go out to the two leading cars, within the last quarter-hour of the race. On the left, John Wyer gives Peter Walker the "thumbs up", while Roy Parnell's signal indicates the margin over Titterington's pursuing Jaguar. On the right, "Wilkie", David Murray and Barclay Inglis look serious as their man strives to close the gap.



# TRIAL BY RACE-TRACK!

## FERODO FIRST on DAVID BROWN ASTON MARTIN

### in the Goodwood 9-hour race \*



Congratulations to the drivers

**1st P. D. C. WALKER & R. D. POORE**

**3rd P. COLLINS & C. A. S. BROOKS**

*Result subject to official confirmation*

Roaring out of the dark, a sleek Aston Martin drew into the Goodwood pits at midnight on August 20th having won the famous B.A.R.C. 9-hour race. Tested by furious braking on every corner, the Aston Martin's Ferodo Brake-linings had stood up to every minute of the gruelling race. So yet another victory proves that Ferodo Linings are tougher, harder wearing, more resistant to fade.

# FERODO

## ANTI-FADE Brake Linings

FERODO LIMITED • CHAPEL-EN-LE-FRITH A Member of the Turner & Newall Organisation



**Goodwood Nine Hours—continued**

being nearly seven laps ahead. Moss's disappearance let the Seidel/Steed Porsche into third place, behind the Bueb/Russell Cooper-Climax.

The minutes ticked on. At 11.27 p.m., Titterington was one lap and 5 secs. behind Walker. With second gear gone, sometimes Pete came out of the chicane in third, slipping his clutch; invariably he had to snatch bottom gear in order to get off the mark again. At 11.44 p.m., there was 1 min. 40 secs. difference but although Titterington was pulling time back at the rate of 8 secs. a lap, it was an impossible task. Midnight came, and with the chequered flag, victory for Peter Walker and Dennis Poore—two of the best, but not always luckiest, team drivers in this country. They were

mobbed at the finish and, wearing victors' laurels, were brought up in front of the B.A.R.C. club room to say their pieces over the Antone mike.

There was also a spot of the usual last hour drama. Ken McAlpine's Connaught packed up at Lavant straight, and was pushed to the finish—a matter of nearly a mile. Positions in the 2-litre class see-sawed, the Rolls twins coming up to third place, then second, only to be displaced first by the Moore/Holt Lister, and then by Cliff Davis, ex-owner of their Tojeiro. Davis managed to get ahead of the Lister, and so take second place.

Astons' second car was third on distance, and in fourth place was the reliable and well-driven H.W.M., which finished just ahead of Johnnie Broad-

head's Jaguar. Of the 35 cars which started, 15 were retired—a fairly reasonable proportion for a race of nine hours duration. No team finished intact; the loss of a wheel on Sopwith's Cooper-Climax putting paid to the chances of the Surbiton concern, when it looked odds on that it would collect the award.

The wicked licensing laws of England caused all the bars to shut promptly at 10 p.m., but nevertheless it was a first-class event in every way. Special praise must go to the Press and information services which were among the best which it has been my good fortune to experience. It may not attract the crowds of Grand Prix size, but there is little doubt that the "Nine Hours" is an invaluable part of the British motor racing season.

**THE RACE IN HALF-HOURLY STAGES**

			LAPS COMPLETED																				
No.	DRIVERS	CAR	3-30	4-00	4-30	5-00	5-30	6-00	6-30	7-00	7-30	8-00	8-30	9-00	9-30	10-00	10-30	11-00	11-30	12-00	Place	Class	
1	Parnell/Salvadori (Aston Martin)		2R	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
2	Collins/Brooks	„ „	17	35	52	70	88	103	121	138	156	173	191	208	224	235	253	270	288	305	3	3	
3	Walker/Poore	„ „	17	35	51	69	87	102	119	136	154	170	188	206	222	238	256	273	291	309	1	1	
4	Gaze/MacKay	„ „	16	31	47	51	51R	—	—	—	—	—	—	—	—	—	—	—	—	—			
5	Cuff-Miller/Hinde	„ „	16	29	45	59	74	90	104	119	133	149	165	181	193	206	220	234	248	264	15	7	
6	De Portago/Hawthorn (Ferrari)		17	28	46	64	80	98	116	133	148	166	185	204	219	219R	—	—	—	—			
7	Jonneret/Wharton	„	16	34	51	68	65	97	114	131	144	161	178	192	207	223R	—	—	—	—			
8	Schell/Lucas	„	17	34	52	69	85	101	118	135	153	168	184	184R	—	—	—	—	—	—			
9	Hamilton/Rolt (Jaguar)		13R	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
10	Whitehead/Head	„	16	33	49	66	81	98	114	130	130R	—	—	—	—	—	—	—	—	—			
11	Titterington/Sanderson	„	17	35	51	69	86	104	121	138	155	173	189	204	221	239	255	272	290	308	2	2	
12	Berry/Dewis	„	16	33	51	68	84	100	117	134	149	166	183	200	217	232	248	266	283	301	5	5	
14	Macklin/Smith (H.W.M.)		16	34	51	67	84	102	118	135	152	167	185	202	217	234	250	266	283	301	4	4	
15	Marshall/Protheroe	„	15	32	48	65	77	93	109	123	140	154	171	186	202	218	231	243	259	275	8	6	
16	Bradnaek/Marsh (Cooper-Jaguar)		16	33	49	65	78	94	116	123	132	147	162	175	185	198	211	224	239	254	18	8	
1,501—2,000 c.c.																							
21	Moore/Holt (Lister-Bristol)		15	32	48	62	78	94	110	128	141	157	173	188	203	219	232	239	250	266	13	3	
22	Hampshire/Scott-Russell	„	15	31	48	62	79	95	112	128	145	157	168	184	200	216	231	245	260	275	9	1	
23	Keen/Anthony (Cooper-Bristol)		16	32	49	55	55R	—	—	—	—	—	—	—	—	—	—	—	—	—			
24	Crook/Gibson	„ „	15	30	46	60	75	91	104	120	136	152	166	182	196	207	214R	—	—	—			
25	Davis/Bicknell (Lotus-Bristol)		15	32	49	65	80	96	113	130	144	160	177	190	193	207	219	233	249	267	12	2	
26	G. Rolls/J. Rolls (Tojeiro-Bristol)		16	31	46	62	76	91	107	122	134	150	166	181	196	208	222	236	250	265	14	4	
27	Rogers/Crabb	„ „	13	29	45	48	48R	—	—	—	—	—	—	—	—	—	—	—	—	—			
28	Stoop/Wilson (Frazer-Nash)		16	30	46	61	77	92	106	121	136	152	164	176	182	189	199	214	227	241	17	5	
Up to 1,500 c.c.																							
30	McAlpine/Thompson (Connaught)		16	33	50	64	82	99	116	132	149	166	182	197	204	217	230	241	254	264	16	5	
31	Leston/Scott-Brown	„	16	33	50	67	84	101	117	134	148	161	176	183	209	224	240	255	271	288	6	1	
32	Sopwith/Blond (Cooper-Climax)		15	32	48	62	78	95	111	116	116R	—	—	—	—	—	—	—	—	—			
33	Calvert-Green (H.R.G.)		14	30	42	57	73	86	101	112	124	129	136	136	140	153	158	171	185	199	20	7	
34	Moss/Von Hanstein (Porsche 550)		16	33	50	68	82	99	115	132	147	164	181	198	215	229	237R	—	—	—			
35	Seidel/Steed	„ „	15	31	47	64	80	96	109	122	135	151	167	183	197	212	227	243	258	275	10	3	
36	Russell/Bueb (Cooper-Climax)		16	33	50	67	84	98	113	130	146	162	179	195	207	222	238	253	268	285	7	2	
37	Watling-Greenwood/Barthel	„	16	30	46	62	74	91	106	122	139	147	162	172	187	198	203	210	225	241	19	6	
38	Coombs/Young (Lotus-Connaught)		9	25	42	57	73	91	107	123	138	155	167	173	173	181	196	212	227	234R			
39	Chapman/Jopp (Lotus-M.G.)		16	33	50	67	85	99	116	133	150	166	172	172R	—	—	—	—	—	—			
40	Flockhart/Allison (Lotus-Climax)		1	1	1	1	15	15R	—	—	—	—	—	—	—	—	—	—	—	—			
41	Page/Emery (Lotus-Derby)		15	32	48	58	66	83	98	115	129	145	161	178	194	207	221	236	252	268	11	4	
Leader's Average Speed (m.p.h.)			85-09	85-31	83-76	84-21	84-50	83-72	83-08	83-33	83-53	83-13	83-35	83-45	83-30	81-98	82-15	82-11	82-22	82-24			

Reasons for retirement: No. 1. Damaged wheel hub; 4. broken distributor drive; 6. broken rear axle; 7. gearbox failure; 8. loss of oil; 9. broken distributor drive; 10. broken connecting rod; 23. crash; 24. crash; 27. crash; 32. broken wheel locating pin; 34. crash; 38. broken wheel mounting; 39. flywheel failure; 40. oil in clutch housing.



# GOODWOOD 9HR. RACE

ESSO EXTRA WINS AGAIN



## International Sports Car Race

20/8/55

**1<sup>st</sup>....ASTON MARTIN** entered by David Brown  
*Driven by P. D. C. Walker and R. D. Poore at 82.24 m.p.h.*

**2<sup>nd</sup>....JAGUAR**..... entered by Ecurie Ecosse  
*Driven by D. Titterton and N. Sanderson.*

**3<sup>rd</sup>....ASTON MARTIN** entered by David Brown  
*Driven by P. J. Collins and C. A. S. Brooks.*

OVER 2,000 c.c. CLASS

**1<sup>st</sup> ASTON MARTIN** 82.24 m.p.h.  
*P. D. C. Walker and R. D. Poore.*

UP TO 2,000 c.c. CLASS

**1<sup>st</sup> LISTER-BRISTOL**  
*D. A. Hampshire and P. Scott-Russell.*  
*(Subject to official confirmation)*

ALL USING



exactly the same superb petrol you can buy  
from your local Esso Dealer

**THE FINEST PETROL IN THE WORLD**





# AUTOSPORT is 5 . . .

WITH this issue, AUTOSPORT celebrates its fifth anniversary, the first number appearing on 25th August, 1950, on the eve of Silverstone. Those were anxious days. No one could possibly gauge the reaction on the part of the general public to the first weekly magazine to appear in Great Britain—if not the world—devoted entirely to motoring sport. Not only had we to put AUTOSPORT over to motor sporting enthusiasts, but potential advertisers had to be convinced that such a magazine was essential in this country.

In August, 1950, the editorial staff consisted of one—myself. With promised difficulties of printing due to a dispute in the London area, AUTOSPORT was produced in Welwyn Garden City, typesetting being by the old-fashioned "monotype" system. Paper was a considerable problem, all the leading newspaper stockists and manufacturers refusing to supply. However, a quantity of paper, some of almost blotting-paper quality, was secured "under the counter", and AUTOSPORT duly appeared.

Norman Bigsby was appointed advertisement manager, and it was his unenviable job to convince the trade that the magazine would be a first-rate medium for their goods and products. It is well worth mentioning that the advertisers who had such faith in AUTOSPORT, and who purchased space for the first number were as follows: The Cooper Car Co., Ltd., G. T. Foulis & Co., Ltd., Better Books, Ltd., The Vigzol Oil Co., Ltd., Performance Cars, Blakes of Liverpool, Shirley Motors, Butlin's, Shorrock Superchargers, Ltd., Litherland Motors (Liverpool), Ltd., the Allard Motor Co., Ltd., Notwen Oil, Bucklers, Character Cars and Walter White, Ltd.

On the business side were Col. John Campbell and his daughter Jill, accounts being handled by a young C.A., R. F. Farnes, who is now chief accountant. There was no sales staff and, for the first attack, AUTOSPORT's H.Q. was located in Les Sykes's famous little pub at Brackley, "The Fox". Sykes, a tremendous enthusiast, was a tower of strength and, when several hundred copies were found to have the entire centre portion missing, organized a party which inserted and stapled the missing sections by hand. It was, of course, almost impossible to obtain the services of professional salesmen. Bigsby rose to the occasion by co-opting a cheery group of ex-R.A.F. officers, who, in strange vehicles of incredible age, stationed themselves on the approach routes, and sold copies—at 9d. a time—to thousands of spectators on their way to Silverstone. Thus, AUTOSPORT was launched and, despite vicissitudes, including the sharp rise in production costs which caused us to double the price, gradually made a name for itself, reaching the proud position which it holds today—a British magazine which is internationally famous, its opinions being quoted all over the world.

Naturally, one must have a supporting staff and, by a stroke of luck, I made the acquaintance of George Phillips, racing driver and professional photographer. Phillips was fed up with dance groups, weddings, social events and so on. Motor-racing photography was his aim and, looking over one of his albums, I was struck by the unusual shots which

## By The Editor

clearly showed the racing driver's eye being applied to camera work. Phillips nowadays is reckoned to be among the top-flight motor sporting photographers in the world, and his work has delighted readers of the magazine since the first number. Northern events were in the hands of Frankie Penn, a brilliant photographer and probably the most loyal person AUTOSPORT has had the good fortune to have. Penn's reputation is now as high as anyone's and the two of them provide the basis of a first-rate photographic service, which now makes use of many other well-known operators.

Area representation was in the hands of Russell Lowry (North of England) and Alex Bruce (Scotland). Both built up AUTOSPORT's reputation in these areas, Lowry contributing "Northern Lights", and Bruce writing under the *nom de plume* of "Bodach". Continental matters were handled by Gerard (Jabby) Crombac, invaluable friend to British racing men abroad and a mine of information as regards the sport generally. Of these three, Crombac still remains, both Lowry and Bruce having sought fresh fields to conquer, after making a valuable contribution to the establishment of the magazine.

Now I must refer to one of AUTOSPORT's regulars, John Vary Bolster, surely the best known of all writers on motoring subjects. Being responsible for encouraging J. V. B. to write his famous book *Specials*, I had always felt that, properly handled, Bolster would be a sensational addition to the ranks of motor sporting journalists. In those days John was slowly convalescing from his near fatal accident with an E.R.A. at Silverstone, and it took considerable argument to persuade him to take up journalism. His very first article, "Independent Suspension *versus* Cart Springs", got him away to a flying start; it caused tremendous arguments, matched only by the never to be forgotten "Chain Drive Controversy" which gave rise to a battle in the correspondence pages which carried on for many months. Today, John Bolster is a very eminent figure in motoring sport, and his road test articles are recognized as being among the most authoritative to appear in print.

The cover of Vol. 1, No. 1, showed 500 c.c. cars at the May Silverstone meeting. There was a preview of the *Daily Express* meeting, an exclusive road test report of the J2 Allard, a race report of the "Coupe du Monde" F3 event in Belgium, invaded for the occasion by 24 British drivers, Vintage Prescott shots, an article by Russell Lowry on the first M.G., and Sporting Round-up which comprised reports of Hartlepool's Speed Trials, Members' Day at Goodwood, Val des Terres hill-climb, Trengwainton and Gamston, in addition to "Northern Lights", "Scotch Corner", "Pit and Paddock", and a drawing of Desmond Scannell by Acket. There was also introduced "News from the Clubs", a most important section which is devoured by club members every Friday.

Single copies of Vol. 1, No. 1, are very rare. Many people are proud to own one which they purchased at Silverstone,

AUTOSPORT, AUGUST 26, 1955

and so helped to lay the foundation of what is now a most successful magazine. I shall never forget the day, shortly after publication, when Mr. and Mrs. Hamish Orr-Ewing arrived at Great Windmill Street, and took out a subscription for five years. This proved to be a highly profitable investment as, when the magazine was increased in price from 9d. to 1s. 6d., the Orr-Ewings continued to this day to receive it at 9d.

Anyway, I could write a book about the history of AUTOSPORT and, maybe one day, will get around to doing so. We, on the magazine, are eternally grateful to those stalwarts who rallied round us in the early days. Without their support, it would have been impossible to realize our ideals. It is realized that one cannot please all of the people all of the time, but to judge from the countless letters of appreciation received during these past five years, AUTOSPORT has come pretty near to giving the lie to that old adage.

## SUNBEAM FOR VIKING RALLY

MISS SHEILA VAN DAMM and Mrs. Ann Hall will be driving a Sunbeam saloon in Norway's 4-day Viking Rally, which starts on 9th September. They will start from Oslo, covering a 1,500-mile route which takes in some of the country's toughest road conditions. The "Viking", one of the 1955 European Touring Championship events, will be a decisive one for the British couple, who lead the Women's Class by four points from Norway's Greta Molander, who is also competing. Third lies Mrs. Nancy Mitchell, one point behind the Norwegian.

## MICHAEL KEEN

THE death of Michael J. C. Keen, whose Cooper - Bristol overturned during the Goodwood Nine Hours Race, adds another name to the tragic list of 1955 fatalities in motor racing. Mike Keen, one of Britain's most promising drivers at the age of 26, first became prominent when he joined the Monkey Stable, that great band of enthusiasts captained by Jim Mayers. Keen and Mayers co-drove the class-winning Lester-M.G. in the first Goodwood Nine Hours in 1952, but the Monkey Stable's fortunes suffered when they changed to Kieft-M.G.s the following year.

However, Keen's talent gained him a place in the Bristol team for 1954, and at Le Mans he finished third in the 2-litre class with his friend, Trevor Line. The same pair headed the 2-3-4 Bristol formation at Rheims, behind the class-winning Ferrari. Keen's mounts included single-seater Cooper-Bristol and Cooper-Alta, sports Cooper-Bristol and H.W.M., and Formula 3 Cooper as well, for this young driver's versatility matched his courage at the wheel. To his wife and relatives we extend our deep sympathy.

DAVID MURRAY is sending the two "Ecurie Ecosse" D-type Jaguars to tomorrow's meeting at Crimond, in Scotland, where they will try to break the lap record of 72 m.p.h. established in May by the ex-Ecosse driver John Lawrence.





# 4<sup>ST</sup> DUNLOP

## GOODWOOD INTERNATIONAL 9-HOUR RACE

UP TO 1500 c.c.

**1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>**

1501 - 2000 c.c.

**1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>**

GENERAL CLASSIFICATION

**2<sup>nd</sup>**

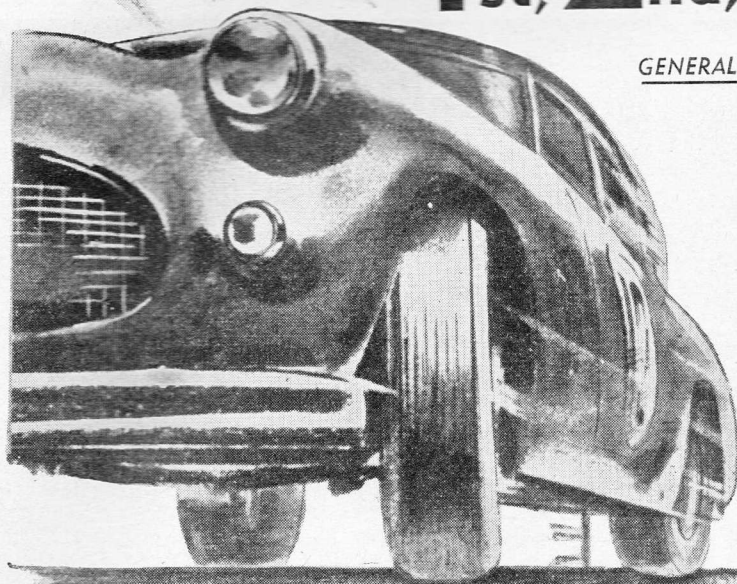
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official confirmation)

## INTERNATIONAL TROPHY MEETING SNETTERTON

IN 6 OUT OF 8 RACES—

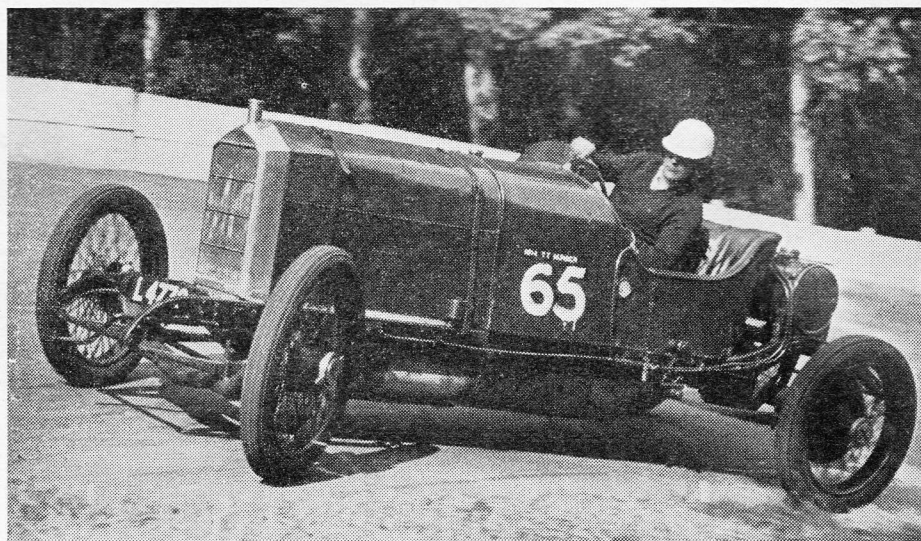
**1<sup>st</sup> and**

**5 out of 8  
class-  
winners**



*-and Dunlop makes the tyre **YOU** want!*





# PERIOD PRESCOTT

*The Vintage Sports Car Club's Prescott Hill-Climb Last Sunday*

**T**HERE are pleasant vantage points for spectators all the way up the wooded hill. Here (above, left) is D. W. D. Showell's 1913 3-litre Humber at the Esses. Impressive machinery included Kenneth Neve's 1914 T.T. Humber (above, right), seen on full lock at Pardon Hairpin. He won the Edwardian Handicap. B. M. Clarke's 1913 1,645 c.c. Austin (below, left) has had a racing replica body fitted. Fastest run in the Edwardian Handicap was made by Jack Sears in his 1914 Sunbeam (below, right). He also won the over 3-litre racing car class. Best time of the day was recorded by J. W. Broad (bottom, left) in the ex-Bira E.R.A., "Remus", with 45.83 secs. Impassive and silent, W. F. Watson's 1913 7½-litre Rolls-Royce (bottom, right) was one of the Alpine Trial models.

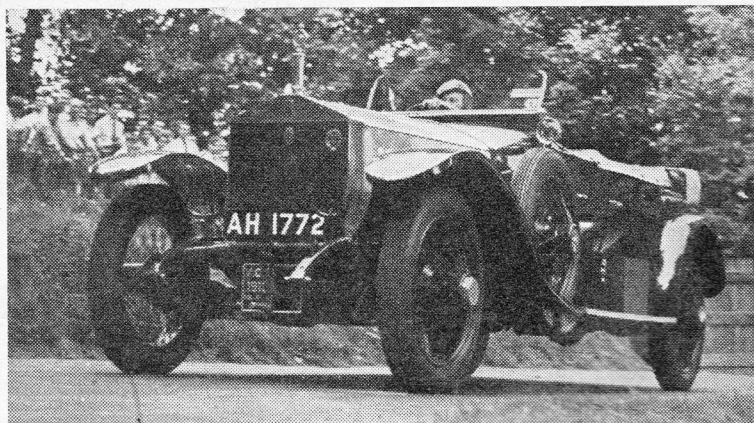
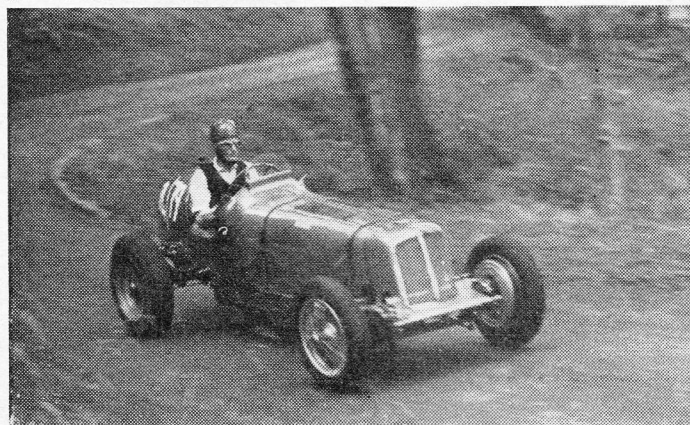
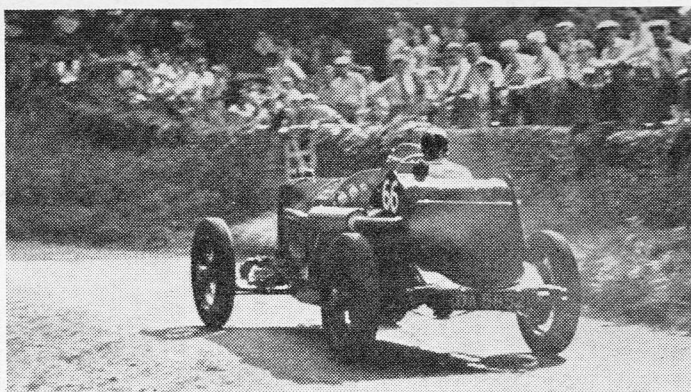
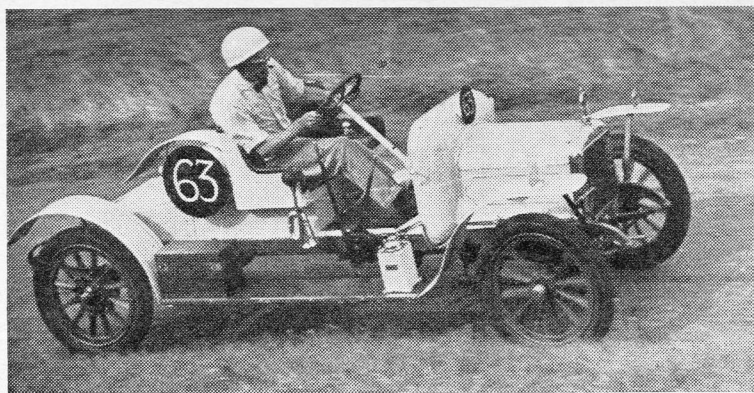
## Provisional Results

**B.T.D.:** J. W. Broad (1936 E.R.A. S), 45.83 secs.

**Sports cars, up to 750 c.c.:** J. S. French (1930 Austin), 55.34; **751-1,100 c.c.:** 1. P. J. E. Binns (1929 Riley), 55.46; 2. W. L. T. Winder (1923/8 Humber), 60.60; **1,101-1,500 c.c.:** 1. B. E. Brown (1930 Frazer-Nash), 52.61; 2. J. A. R. Grice (1921/30 G.N. Spl.), 53.62; 3. H. Spence (1930 Lea-Francis), 55.36; **1,501-3,000 c.c.:** 1. R. Barker (1934 Lancia), 53.62; 2. L. S. Richards (1932 Riley Spl.), 53.94; 3. D. F. Maillicu (1932 Bugatti), 54.81. **Vintage 1:** A. R. M. Hopton (1928 Alfa Romeo), 56.56. **Vintage 2:** P. W. McNaughton (1926 Sunbeam), 58.32. **Over 3,000 c.c.:** 1. J. A. Shutler (1933 Invicta), 52.72; 2. J. A. E. Marsh (1930 Invicta), 53.95; 3. Lord

Ebury (1931 Invicta), 54.11. **Vintage 1:** J. A. E. Marsh. **Vintage 2:** M. L. Quartermaine (1921/6 Vauxhall), 55.88. **Supercharged:** 1. J. Berry (1933 Bugatti), 50.42. **Vintage 1:** A. K. Haworth (1928 Bugatti), 50.93. **Racing cars, up to 1,100 c.c.:** 1. F. J. E. Binns (1929 Riley), 55.46; **1,101-1,500 c.c.:** 1. J. W. Broad (1936 E.R.A.), 45.83; 2. A. Pitts (1936 E.R.A.), 47.57; 3. Lord Ebury (1936 E.R.A.), 48.76. **Vintage 1:** A. F. Eminson (1927 Bugatti), 54.81. **1,501-2,000 c.c.:** 1. W. A. Taylor (1930 Caesar Spl.), 50.53; **2,001-3,000 c.c.:** 1. P. S. Stubberfield (1926 Bugatti), 45.95; **Over 3,000 c.c.:** J. G. Sears (1914 Sunbeam), 55.57.

**Fastest Vintage Car:** P. S. Stubberfield (1926 Bugatti); **Fastest sports car:** B. E. Brown (1930 Frazer-Nash); **Fastest Edwardian car:** J. G. Sears (1914 Sunbeam).





A PLATINUM-PROCESSED PETROL

# New BP Super

## — the petrol with more energy per gallon

*Another success for The British Petroleum Company!*

**D**URING THE LAST FEW WEEKS, motorists in this country have been enjoying their first experience of a platinum-processed petrol. And 'enjoying' is the word! Because this new BP Super is the petrol with more energy per gallon. It gives an immediate 'fillip' to performance. It doesn't matter what sort of car you run, new or old, high or low compression, you get all these benefits from this new super motor spirit:—

- More energy per gallon
- Smoother, swifter acceleration
- Greater freedom from engine-knock
- More miles per gallon
- Less engine deposits
- Longer engine life

### For cars of today — and tomorrow

To produce the new BP Super, petroleum spirit is passed through a catalyst impregnated with pure platinum. It re-forms the petroleum molecules so that you get a smoother-burning petrol which gives greater freedom from engine-knock and has more energy per gallon. This means that while new BP Super is ideal for all cars now on the road it



### 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"*

will also suit higher-than-ever compression ratios. New BP Super, because it is platinum-processed, opens the way to further progress in engine design.

### Livelier performance here and now

Have you driven on the new BP Super yet? You're missing a lot if you haven't. From the very first tankful you'll notice far more

'go' about your car's behaviour. And you'll keep on enjoying this livelier performance for much longer before your engine needs overhaul.

One more word about new BP Super before you try it yourself. You don't have to pay a penny extra. This platinum-processed petrol costs no more than ordinary premium-grade petrois produced by less advanced methods.

\*A catalyst is an agent which assists in producing a chemical change in other substances without being changed itself.

Give your car

## MORE ENERGY PER GALLON!



Have you seen the new Shell and BP Road Maps? Produced by George Philip & Son exclusively for Shell and BP Service, these maps show at a glance the type of country on any selected route. The whole of the British Isles is covered in 6 sections, scale 6 miles to the inch. Ask for them at any Shell and BP garage. Price one shilling.



# NEWS FROM THE CLUBS

*By Wilson McComb*

THE little Peugeot 203 drophead was being handled nicely, keeping up a steady 60-65 m.p.h. on the Route Nationale and humming round bends as if on rails. I tucked in behind, for it is hard to maintain a good average with a right-hand drive car on a camion-strewn road, and a driver as capable as this was a valuable pathfinder. For some 50 kilometres we kept together, and watching the "F" plate on the Peugeot's tail I revised the opinion which I had formed of French driving standards. This chap was really good, and when we both stopped at the Boulogne docks I made so bold as to approach him. "*Vous êtes un conducteur très bon, m'sieu,*" I announced. "Oh . . . really? Nice of you to say so," he replied. "Actually, I'm English, you know!"

After which, it only remains to thank Stuart Seager for his equally capable handling of this column during my absence, and to get on with the business of telling you what the future holds in store for British motoring enthusiasts.

**M**EMBERS of the London M.C. will be heading for Brands Hatch on 10th September to take part in a sprint meeting, with 10 classes for open and closed cars. Entries must reach Cyril Audrey, 12 Strawberry Hill Road, Twickenham, Middx., by 3rd September. . . . On the following day, 11th September, the **Darlington and D.M.C.** will also hold a sprint event. The venue will be Croft Aerodrome, six miles south of Darlington, and the starting time is 2.30 p.m. . . . Then, on 17th September, the **Bristol M.C. and L.C.C.** will stage one of their amusing events on the grass-covered Naish Hill near Portishead in Somerset. Classes include two for vintage machinery, and the Secretary of the Meeting is R. A. Wood, 22 Monkton Road, Hanham, Bristol. Entries close on 12th September. . . . Two coming events for **North London Enthusiasts' C.C.** members are a driving test at Heston Airport on 18th September, and a sprint at Tempsford on 25th September. Full details may be had from G. Bance, 11 Bath Road, Reading Berks, or from F. E. Owen (COLindale 4541). . . . "Non-damaging but enjoyable"—this is the claim of the **Mid-Cheshire M.C.** anent their 140-mile Rally of the Castles on 4th September; no use quoting addresses, because the entry list closes today. . . . The N.W., N.E. and Scottish Centres of the **M.G.C.C.** have got together to produce the third joint Northern Rally for the week-end of 30th September/1st October. The route will add up to about 450 miles, and there will be at least three starting controls: Leeds, Manchester and Somewhere-in-Scotland. In addition to the three M.G. club centres, members of the Lancashire and Cheshire C.C., Westmorland M.C., Sheffield and Hallamshire M.C., Scottish S.C.C., Lanarkshire C.C., B.A.R.C. and East Yorkshire C.C. are also eligible to compete. Entries at normal fee will be accepted up to 8th September by N. Quick, 660 Chester Road, Manchester, 16. . . . The following

week-end, 8th/9th October, brings another **M.G.C.C.** rally. This time it is what used to be called the Weston Rally, and was then changed to the Western Rally, so confusing the organizers that they have called it *both* in this year's regs. However, it will follow the usual form of a 500-mile event, except that this year it will be held on a Saturday and Sunday instead of a Friday and Saturday. Starting controls will be located in Marlow, Birmingham, Cardiff and Bristol. Entries, please, to Michael King, The Fosseway, Stow-on-the-Wold, Glos., by 20th September, and an invitation is extended to members of the B.A.R.C., London M.C., West Hants and Dorset C.C., Hants and Berks M.C., Burnham M.C., Herefordshire M.C. and Bristol M.C. and L.C.C. . . . Still with the Nuffield Products (or should I say B.M.C.?), we come to the **Riley M.C.'s** September Rally, to be held on 11th September by the N.E. Centre. This will be a 100-miler on route card, starting and finishing in Huddersfield, and Geoffrey Isles, 19 Moorland Drive, Thornbury, Bradford, will close the entry list on 7th September. . . . The **Fairey Aviation Company M.C. and C.C.** announce that badges are now available at 10s. each, and also send regs. for a driving test event at Heston Aerodrome, Middx., on 11th September. This will be run jointly with the **E.M.I.M.C. and C.C.** and will start at 1 p.m. . . . **Healey D.C.** badges should also be available by now, although their manufacture has been delayed, but up-to-date news of their progress may be had from P. J. D. Langrishe, 1 Oakwood Avenue, Beckenham, Kent. . . . The 5th Annual Rally Driving Tests of the **Blackpool and Fylde M.C.** will be run on 29th October, and followed on 30th October by the Inter-Area Challenge Match for the Blackpool Corporation Trophy, the Challenge Match being a team event between representatives of the North, Midlands, South, Wales and Scotland. Fuller details of both events may be obtained from E. B. Stott, 48 Corporation Street, Blackpool. . . . Two hundred miles of varied and interesting country make up the route for the **Berwick and D.M.C.'s** 4th Border Rally, a lively affair starting from Berwick-on-Tweed early on Sunday, 16th October, and finishing at Kelso, Roxburghshire, the same afternoon. Invited clubs are the London M.C., Lothian C.C., M.G. C.C. (Scottish), Newcastle and D.M.C., Scottish S.C.C., B.A.R.C. (Yorks) and Cumberland S.C.C. and the Secretary of the Meeting is W. Stoddart, 12 Windsor Crescent, Berwick-on-Tweed. . . . The **Northumbrian M.C.** have now been recognized by the R.A.C., and will hold their North Tyne Rally on 4th September, covering 150 miles from the club's H.Q., the Gosforth Park Hotel. Information about their activities may be had from E. R. Cornelius, Martins Bank Chambers, 305 Westgate Road, Newcastle-upon-Tyne, 4. . . . A navigational rally on 18th September, organized by the **Rover Sports Register**, will be followed on the Monday by a visit to the Rover works at Solihull, near Birmingham. Entries should be sent to D. T. R. Dighton,

82 Raglan Gardens, Oxhey, Watford, Herts. . . . That well-known event, the Gold and Silver Goblets Trial held by the **Coventry and Warwickshire M.C.** will consist of a series of observed sections spaced at intervals along a normal road route of some 80 miles. It will be run in the Northern Cotswolds on Sunday, 4th September, and the S.O.M. is J. Starley, 225 Broad Lane, Coventry. . . . Sunday, 4th September, also brings the seventh of this year's **B.R.S.C.C.** race meetings at Brands Hatch, with the usual programme of races for F.3 machines and sports cars up to 1,200 c.c., up to 1,500 c.c. and over 1,900 c.c. Starting time is 2 p.m. . . . Secretary of the **British Salmson O.C.** is now Molly Stokes, 64 Highfield Avenue, London N.W.9. . . . Members of the London M.C., Hants and Berks M.C., Midland A.C., Burnham M.C., Oxford M.C., West Hants and Dorset C.C. and Midlands M.E.C. are invited to take part in the **Cheltenham M.C.'s** Cheltenham Rally on 3rd/4th September. This event replaces the club's Fuel Economy Contest, and will cover a 275-mile route starting and finishing in Cheltenham. Entries close next Monday, 29th August, with Miss M. W. Pearson, 79 St. George's Road, Cheltenham. . . . Snetterton will be the venue for a sprint meeting held by the **Eastern Counties M.C.** on 11th September, with members of the Cambridge '50 C.C., East Anglian M.C., Marconi A.C., Peterborough M.C., S.C.C. of Norfolk, Thames Estuary A.C. and West Essex C.C. taking part. S.O.M. is K. O. Revell, Snape Bridge, Saxmundham, Suffolk, and entries close on 5th September. . . . The **Aston Martin O.C.'s** third U.S.A.F. Trophy Race Meeting moves this year from Snetterton to Oulton Park, and will be held on 17th September. The following day, a *concours d'élégance* will be staged at Rowton Hall Hotel, Whitchurch Road, Chester, starting at 10.30 a.m. . . . The club racing season at Silverstone ends on 8th October with the **North Staffordshire M.C.'s** meeting, to which are invited the Bugatti O.C., Hants and Berks M.C., B.A.R.C., Nottingham S.C.C., Vintage S.C.C., 750 M.C. and North London E.C.C. The programme caters for Formula 3, *Formule Libre*, vintage, production cars and sports vehicles of every type. Regs. now available from J. H. Greenwood, Minster Mills, Ltd., Walley Street, Biddulph, Staffs, and the list closes on 28th September. . . . **Old Merchant Taylors' M.C.** members will be leaving "Durrants", Croxley Green, Herts, at 2 p.m. on Sunday, 11th September, for a 55-mile regularity rally; further details from G. Connelly, 98 St. Martin's Lane, London, W.C.2. . . . **Gosport A.C.'s** speed trial will be held on 25th September instead of the 4th, and with a "closed permit" instead of "closed invitation". . . . Invited clubs for the **Peterborough M.C.** Silverstone race meeting on 10th September (run with the help of the Northampton and D.C.C.) are the London M.C., B.R.S.C.C., Bentley D.C., Maidstone and Mid-Kent M.C., Nottingham S.C.C., Sunbac and 750 M.C. Regs. from P. C. Brand, Woodcroft Lodge, Peterborough. . . . Up to 1,600 enthusiasts can be accommodated in the Odeon Cinema, Guildford, where the **Guildford M.C.** are holding their first winter film show next Friday. Tickets (free) from W. D. Roscoe, Freshfields, Woodruff Avenue, Burpham, Surrey.



## Recent Results

### BIRMINGHAM Y.C.M.C. EAST MIDLANDS RALLY

3rd July

**Premier Award:** Miss M. Herringshaw (Ford Popular), 0 mks. lost; 2, V. Brindley (M.G. TA), 1; 3, D. Bilsby (Morris Oxford), Miss P. Dickens (Austin A30) and N. Anderson (Renault), 5 (tie). **Team Prize:** Stourbridge Section (Miss P. Dickens, Miss L. Turner and E. Jenkins).

### CONCOURS D'ELEGANCE

10th July

**Post-War Closed Cars:** 1, D. Bilsby (Morris Oxford), 341 mks. out of 391; 2, Miss M. Herringshaw (Ford Popular), 329; 3, Miss N. Restall (Wolseley 4/44), 328. **Post-War Open Cars:** 1, H. Willets (Triumph TR2), 331; 2, A. F. Hales (Austin-Healey), 313; 3, M. S. Horton (Austin-Healey), 256. **Pre-War Cars:** 1, D. Cranmore (1923 Vauxhall), 291; 2, M. Trundle (Morris Minor), 268; 3, P. Lawrence (M.G. TA), 242.

### M.G.C.C. (S.W. AND DEVON AND CORNWALL CENTRES) DRIVING TESTS

7th August

Seward, White-Smith, Noble and Toomer—749.2 mks. lost; Way, Aldgate, Peacock and Harter—737.8.

**Individual performances:** 1, M. King, 172.0; 2, A. Morrish, 175.0; 3, G. Best, 185.8. **Under 1,500 c.c., open:** J. Harter. **Closed:** G. Best. **Over 1,500 c.c., open:** C. Seward. **Closed:** No entries.

### B.A.R.C. (YORKS)/EAST YORKS C.C./YORKS S.C.C. AUTOCROSS MEETING

7th August

**Touring up to 1,000 c.c.:** 1, J. P. Boardman (DKW), 58.48 secs.; 2, J. W. S. Utley (DKW), 58.66; 3, C. W. Buckley (DKW), 58.93. **1,001 to 1,800 c.c.:** 1, G. R. Booth (Riley Kestrel), 57.94; 2, D. Butterwick (Fiat 1100), 57.97; 3, J. M. Mather (Ford Anglia), 58.78. **Over 1,800 c.c.:** 1, B. Harpin (Ford Zephyr), 56.84; 2, J. P. Boardman (Jaguar Mk. VII), 57.10; 3, J. W. S. Utley (Jaguar Mk. VII), 57.97.

**Sports up to 1,510 c.c.:** 1, K. N. Lee (M.G. TF 1500), 54.95; 2, K. Flockton (M.G. TC), 55.62; 3, M. S. Wilson (M.G. TF 1250), 56.28. **1,511 to 2,700 c.c.:** 1, J. D. Scott (Triumph TR2), 52.94; 2, W. A. R. Crowther (Morgan), 53.08; 3, T. P. Taylor (Triumph TR2), 53.79. **Over 2,700 c.c.:** 1, J. Blumer (Jaguar XK 120), 53.94; 2, J. Snowden (Jaguar SS100), 54.86; 3, G. Wood (Jaguar XK 140), 55.31.

**Specials up to 1,600 c.c.:** 1, C. Austin (N.H.C. Buckler), 53.46; 2, G. Gartside (Gartside), 55.02; 3, W. A. Grayson (Grayson), 55.50.

**B.T.D.:** J. D. Scott (Triumph TR2), 52.94 secs. **Ladies' Awards:** Mrs. J. D. Scott (Triumph TR2), 59.00.

### DURHAM A.C. PHOTOGRAPHIC RALLY

7th August

1, T. A. Boothroyd/D. Edkins (Alvis) and R. L. Key/W. Nicholson (Ford), tied; 2, S. R. Taylor Mrs. H. Taylor (Sapphire). **Novice Awards:** F. C. Goodyear/L. Nicholson (Morris), D. Lowe (M.G.), Miss V. Carpenter (Ford).

### NORTH LONDON E.C.C. CONCOURS D'ELEGANCE

Hendon, 13th August

**Prix d'Honneur:** Major H. L. Pownall (1929 Bentley Speed Six). **Class 2:** 1, W. J. Brown, Ltd. (1911 Renault); 2, W. A. L. Cook (1908 Mercedes-Benz). **Class 3:** 1, Major H. L. Pownall (1929 Bentley). **Class 4:** 1, Mrs. W. A. L. Cook (1938 Bugatti 57SC); 2, R. P. S. Eve (1935 Aston Martin Mk. II); 3, C. N. Kirkaloff (1935 Austin Nippy). **Class 5:** Gardner and Co. (1937 M.G. 1½-litre). **Class 6:** 1, I. F. Walker (1953 Austin-Healey); 2, A. L. Chalmers (1954 Triumph TR2); 3, D. H. Green (1954 Sunbeam Alpine). **Class 7:** 1, R. V. Webb (1954 Austin A30). **Class 8:** 1, C. F. Widman (1955 Alvis TC 21/100). **Class 9:** 1, R. Way (1952 Bentley Sports Coupé).

### ROMFORD ENTHUSIASTS' C.C. "EVENING AT THE WHEEL"

21st August

1, D. Howard (Triumph TR2); 2, D. Hardy (Standard 10); 3, D. Heard (Standard 8) and D. Greenfield (Triumph Gloria).

### B.A.R.C. (S.W.) POINT-TO-POINT

21st August

**Premier Award:** 1, F. Downs (Sunbeam-Talbot), 60 marks lost; 2, J. Church (Ford Zephyr), 390; 3, Mrs. V. Smith (Standard) and — Decker (Morris Minor), 420.

### ILKLEY AND D.M.C. DRIVING TESTS

21st August

**Open Car Class:** 1, J. G. Tooth (Dellow), 23.4 points lost; 2, A. Barr (M.G. TC), 45.9; 3, D. T. Jackson (Jaguar XK 120), 87.3.

**Closed Cars:** 1, T. Clapham (Ford Prefect), 59.7; 2, A. P. Riddell (Morris Minor), 70.1; 3, K. Waddington (Volkswagen), 97.6.

## Coming Attractions

**August 27th. B.R.S.C.C. "Daily Herald" International Trophy Meeting (F3, S, T), Oulton Park, near Tarporley, Cheshire. Start, 11 a.m.**

**Aberdeen and D.M.C. Race Meeting, Crimond Aerodrome, Aberdeenshire. Start, 2 p.m.**

**M.G.C.C. Silver Jubilee Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon. 500 M.R.C.I. Speed Event, Northern Ireland.**

**August 28th. 500 Kilometres G.P. (S), Nürburgring, Germany.**

**Styrian Mountain Rally, Austria. Midland A.C. Golden Jubilee International Hill-climb, Shelsley Walsh, Worcs. Start, 1 p.m.**

**Maidstone and Mid-Kent M.C. Speed Trial, Brands Hatch, near Farningham, Kent. Start, 12 noon.**

**Newcastle and D.M.C. Rally. Start, near Darlington, Penrith and Newcastle-upon-Tyne, 10 a.m.**

**Harrow C.C./Old Merchant Taylors' M.C./Windsor C.C. 2nd Annual Driving Test Championship, Heston Aerodrome, Middx.**

**Sheffield and Hallamshire M.C. Main Road Trial. Start, Wheat-sheaf Hotel, Sheffield, 11 a.m.**

**Sevenoaks and D.M.C. Driving Test Meeting.**

**B.A.R.C. (East Sussex) Gymkhana, Stone Cross, Sussex. Start, 2.30 p.m.**

**B.A.R.C. (N.W.) Gymkhana.**

## NORTH-EAST NOTES

By Denis Edkins

ORGANIZED by the Newcastle Motor Club on behalf of the Association of North-Eastern and Cumberland Car Clubs, the Driving Test Meeting held at the Royal Air Force Station at Long Benton, on Sunday, 14th August, attracted 11 teams. They were entered by Darlington, Durham, King's College and Newcastle Clubs. In addition, the latest member of the Association, the West Cumberland Car Club, entered a team. Unfortunately, their cars were not really suitable for the job in hand, but their long journey was much appreciated, particularly when a number of local clubs in the Association did not take part.

Bob Horne, in his usual efficient manner, had laid on six tests, ranging from wigglewoggles to garages. From the very first runs it was obvious that it would take a great deal to stop the King's College first team from winning the event. Jack Lawson in his XK 120, W. K. Haggie in his TR2, and the redoubtable Dr. Walker in his "Brass-hopper" made hay of all the obstacles. It was unfortunate that, on his first run, B. E. Smith (M.G.) of the Durham second team had the misfortune to lose his oil pressure. Bob Horne sportingly allowed a substitute, and the writer was "press-ganged" into the proceedings. A serious lack of brakes in his Standard 8 did not help the chances of the team, but it did allow for a fair representation.

Gordon Shanley was noted sending up large clouds of smoke from the tyres of his cream Prefect, and his efforts helped the Newcastle first team to take second place. Jack Smith appeared with his S.S.100, rebuilt after his accident in

March, and assisted the Newcastle second team into third place. In fact, Newcastle took all but the major award, their third team taking the award for the best novice team.

### Results

1, King's College M.C. First Team: J. Lawson (XK 120); W. K. Haggie (TR2); Dr. Walker (Brasshopper); 2, Newcastle Club First Team: T. G. Shanley (Ford); F. Potts; P. Brewis; 3, Newcastle Club Second Team: J. G. Smith (S.S. 100); I. Armstrong (XK 120); J. Percival (Ford). **Best Novice Team:** Newcastle Club Third Team: J. Crooks; L. Gibson; G. Mather.

## SPECIAL BUILDERS' C.C. MEETING

LONDON area members of the Special Builders' C.C., at the inaugural meeting on 14th August, elected the following officers: *President*, H. B. Hubert; *Committee*, J. Round, R. Sellwood, E. Allen and T. E. Laurie; *Bulletin Editor*, D. R. MacGregor, 87 Broad Road, Braintree, Essex.

## E.A.M.C. CLACTON RALLY

OMITTED from last week's "News from the Clubs" was the information that the Secretary of the East Anglian M.C.'s Clacton Rally, a Silver Star event to be held on 30th September/1st October, is E. S. Ridley, 14 Albert Crescent, Bury St. Edmunds, Suffolk. Marking will be a modified form of that employed for the R.A.C. Rally, and there are many special "one-make" awards. Classes are Production Touring up to 1,000 c.c., 1,001 to 1,600 c.c. and over 1,600 c.c., plus other categories up to and over 1,300 c.c.

## CONCOURS COMPETITORS' ASSOCIATION

KEEN interest has been shown in the recent suggestion that a Concours d'Elegance Competitors' Association be formed, and details of the organization's plans for the future may be had from Kenneth Bourke, 1 Monmouth Street, London, W.C.2.

## RAPIER REGISTER OFFICIALS

OFFICE-HOLDERS in the Rapier Register are now: *President*, T. Ashcroft; *Secretary*, G. D. Speight, 473 Manchester Road, Sheffield, 10; *Asst. Secretary*, E. M. Lane; *Treasurer*, D. G. Cooke, New Walk Gates, Leicester; *Technical Adviser*, E. Fuller; *Bulletin Editor*, A. B. A. Lundholm.

## Club Fixtures

**Hants & Berks M.C.**—Meeting, 26th August, New Inn, Eversley.

**Mid-Cheshire C.C.**—Evening run, 26th August, Start, 7.15 p.m., Tabley Windmill, on Manchester-Chester road.

**Cambridge '50 C.C.**—Meeting, 26th August, Ancient Shepherds, Fenditton.

**Bentley D.C.**—Meetings: 27th August, Halfway House Hotel, Aylesbeare, Devon; 30th August, Hautboy Hotel, Ockham, Surrey.

**Lancs & Cheshire C.C.**—Social run, 28th August, Start, 10 a.m., Lamb Hotel, Gee Cross, near Hyde.

**Sussex C. and M.C.C.**—Meeting, 30th August, Southwick Community Centre.

**Lagonda Club (Northern)**—Meeting, 30th August, Red Lion, Holme-on-Spalding-Moor.

**Eastern Counties M.C.**—Meeting, 30th August, Red Lion, Martlesham.

**North London M.C.**—Meeting, 31st August, Rising Sun, Chase Side, Southgate.

**Liverpool M.C.**—Meeting, 31st August, Royal Hotel, Stanley Road, Hoylake.

**B.A.R.C. (S.W. Centre)**—Meeting, 31st August, Little Testwood Country Club, near Totton, Southampton.

**A.C.O.C.**—Meetings: 31st August, Marlborough Head, North Audley Street, W.1, 8 p.m.; 1st September, Wolseley Arms, near Rugeley, Staffs (all One-Make clubs).

**Chiltern C.C.**—Meeting, 31st August, George Hotel, Beaconsfield.

**Harrow C.C.**—Meeting, 1st September, Battleaxes Inn, Aldenham.

**Surrey S.M.C.**—Meeting, 1st September, Warwick Hotel, Redhill.

**Buckingham and D.M.C.**—Meeting, 1st September, Folly Inn, Adstock.



# CORRESPONDENCE

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

## A Doctor Advises on Racing Wear

"**M**OTOR Racing is Dangerous."—This notice is prominently displayed at all race meetings and is unfortunately only too true. I should like to make a few suggestions which may help to lessen this danger.

Firstly, I would repeat the difficulty of seeing blood on red overalls, and further to point out that both blood and oil show black on either green or blue overalls—white is the ideal, yellow is reasonable, but other colours make the doctor's work more difficult.

Metal tonneau covers are becoming more popular and they are, in my opinion, doubly dangerous if the car should overturn, preventing the driver from ducking into the passenger's seat and being capable of inflicting serious injury should the driver be crushed against the cover.

In case of fire it is surprising how much protection clothing will give. Even a cotton shirt will protect the skin for the time it takes to leave a burning car. I had the opportunity recently to examine the arms of a well-known driver who was burnt earlier this year. There was a sharp line of demarcation where the skin was protected by a short-sleeved woollen shirt. Above, the skin was untouched; below, the skin was badly scarred. The wool of the sweater was only slightly scorched. Had he been wearing long sleeves he would have been saved a great deal of pain and discomfort, disfigurement and disablement. A cotton long-sleeved shirt, if fireproofed with borax, will give fair protection. Gloves and goggles are of paramount importance in protecting the hands and face.

None of these points is new, but attention to them will help to minimize the seriousness of any mishap. Crash helmets are now compulsory and have proved their worth. There is no reason why the regulations should not be extended to lay down a minimum standard of protective clothing.

G. I. BENSON, M.R.C.S., L.R.C.P.

DERBY.

## Rallies

**O**NE letter in your 12th August issue centres around an opinion I have had for some time past. It is not easy for everyone to find pleasure in competing in a tough navigational rally, although it is obvious there is a demand for this type of event.

However, it is proven that there is an extremely keen demand for the type of rally outlined by your correspondent by the exceptionally large entry of both young and old for the London Motor Club's "Little Rally", which is sheer delight in itself. There is none of this military exercise rubbish, just a simple book allowing the driver and navigator to enjoy the road, which is always most interesting, and is on minor roads away from towns. Invariably the lunch stop is spent having a pleasant chat with other competitors, as very

few people manage to lose their way. All one's driving ability has to be used on sensible driving tests.

Further, as the event is run in the daytime, competitors are able to enjoy themselves during the course of the evening, either drinking, dancing or just chatting. In my opinion, and apparently hundreds of others, this is the ideal way of enjoying a rally.

Why is it that other clubs do not run similar events?

C. W. YATES.

CHISLEHURST, KENT.

## Aintree

**A**S a regular reader of your magazine, and a true follower of motor sport, this controversy over the British Grand Prix being held at Aintree makes me sick. Let's be sensible; every city has its smells, and every racing circuit its dust and mud. If one is a true follower of the sport, one accepts these few discomforts. Even if I go to the lovely Oulton Park circuit, I expect to come home grubby but happy, after a good day's racing, and this goes for any circuit.

The hold-up in the Mersey tunnel was due to people who don't look after their cars properly. Believe me, the police did a fine job.

As for the people who couldn't get into the practice session, there was plenty of room. I have no special influence, yet I went all round the pits and met all my favourite drivers. I got my two shillings' worth!

It doesn't really matter where in England the Grand Prix is held, so long as we do have it. That is the important thing, in view of the fact that some countries have cancelled their meetings.

D. M. FYFE.

GATEACRE, LIVERPOOL.

## Aintree and Other Circuits

**W**ITH all the controversy over the Aintree circuit and the prices charged at the various meetings, the writers should attend some of the club meetings for a change. I have this year visited the 750 Relay Race at Silverstone, the Vintage S.C.C. Meeting at Oulton Park, the Middlesbrough and District C.C. Sand Meeting at Redcar and, recently, the B.A.R.C. Members' Meeting at Aintree.

At all these meetings one gets a grand day's sport with entry free and only car parking charged, and one can see all that goes on far better than at the big meetings. The B.A.R.C. Members' day was very well organized with six races, one every half hour. (More like the old Brooklands days when racing was racing.) But I agree with some writers, what a dirty venue Aintree is, with ash and cinder paths, etc., and several competitors were saying the same thing in the paddock.

R. J. P. MORLEY.

BURNLEY, LANCs.

## "Two-tube", ready-made?

**S**INCE the price of post-war sports cars is still very high, I have often thought that there must be a good market for a "two-tube" frame, light enough to have a dice now and then, and long enough to be able to fit a 2/4-seater body, Ford engine and axles, and springing as on the Lotus. Surely, if the demand was great enough, it would be possible to sell at approximately £20?

E. H. NORWOOD.

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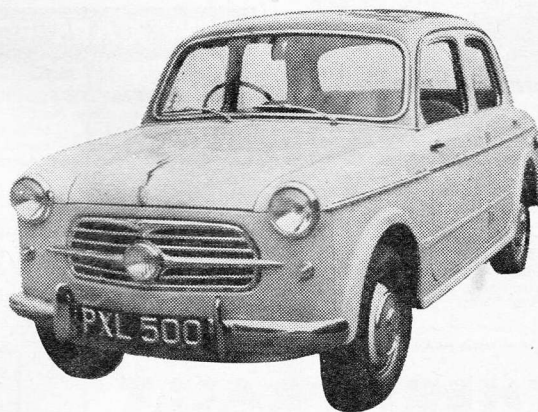
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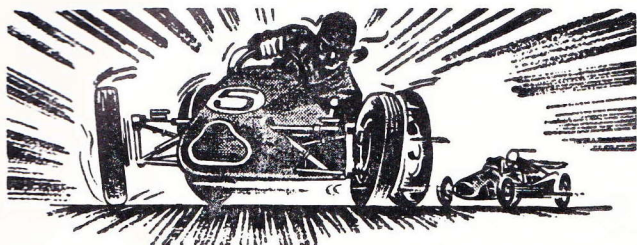
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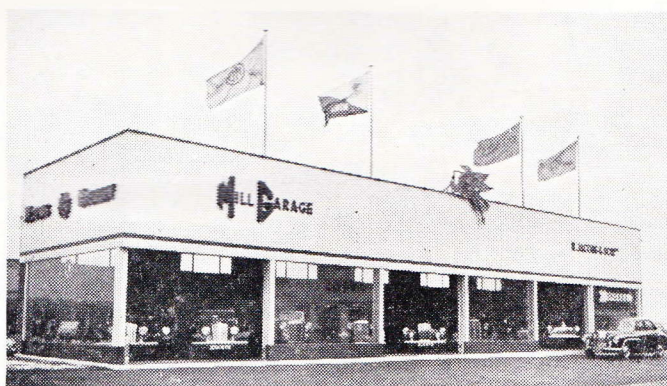


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