

THE ITALIAN GRAND PRIX-FULL REPORT

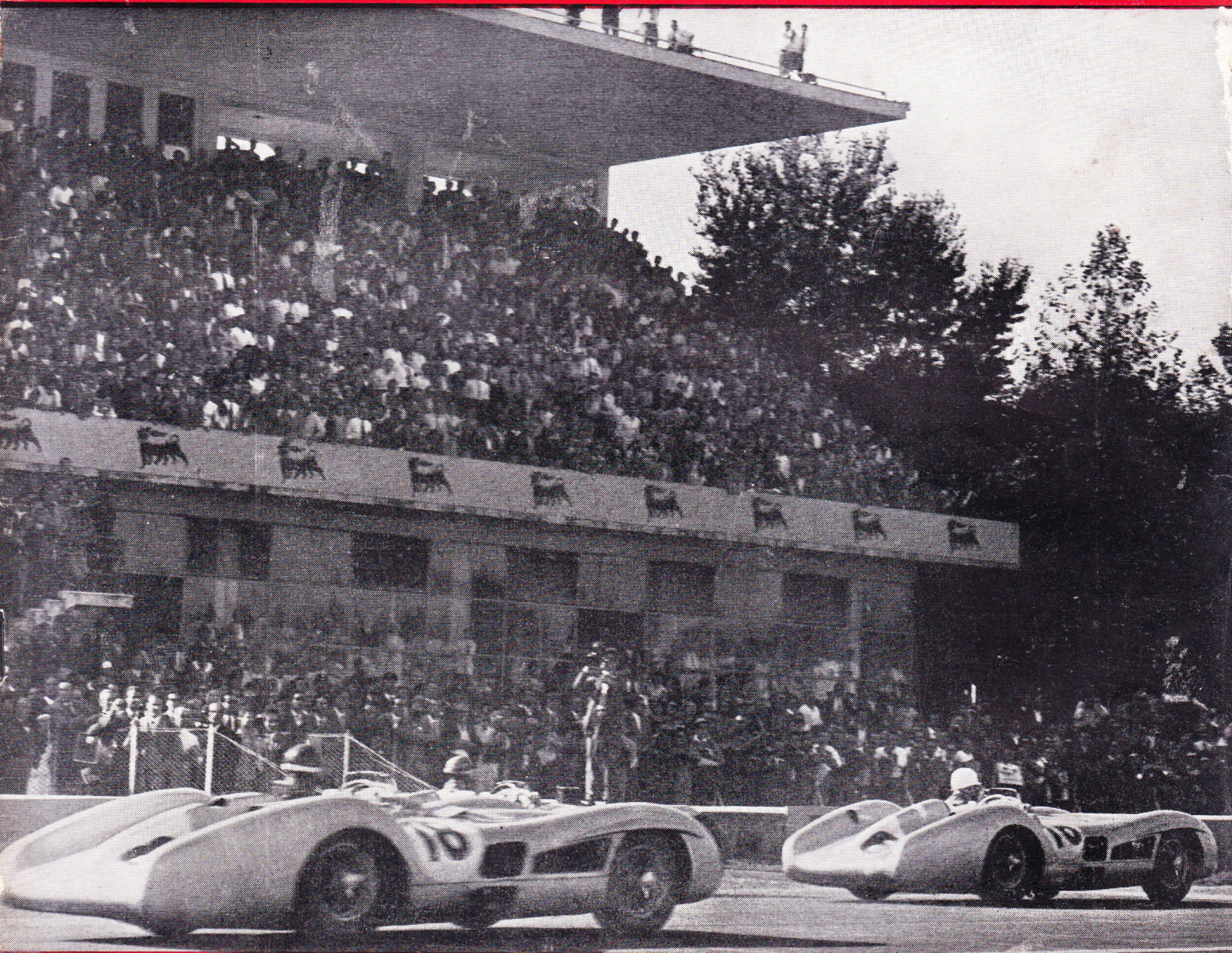
AUTOSPORT

SEPTEMBER 16, 1955

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EVERY FRIDAY
Vol. II No. II

BRITAIN'S MOTOR SPORTING WEEKLY



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RACING AT THOMPSON, CONN. : BENTLEY D.C. AT FIRLE : DEUTSCHE VINTAGE

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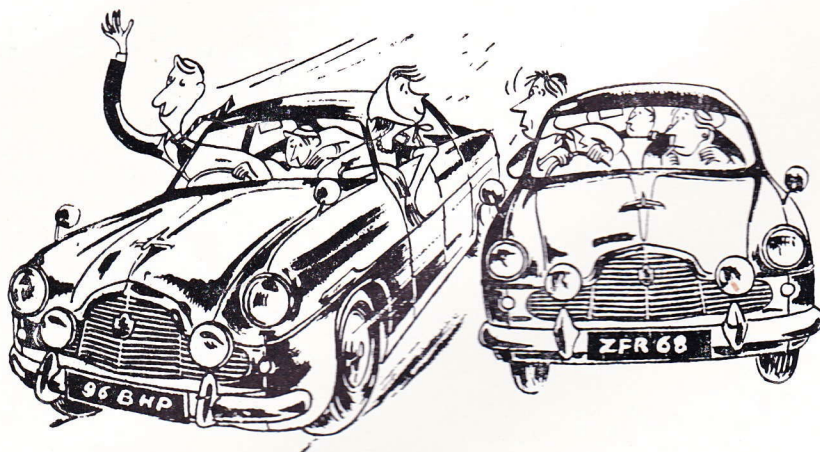
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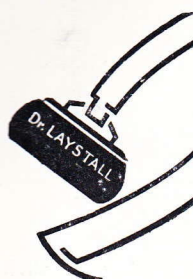
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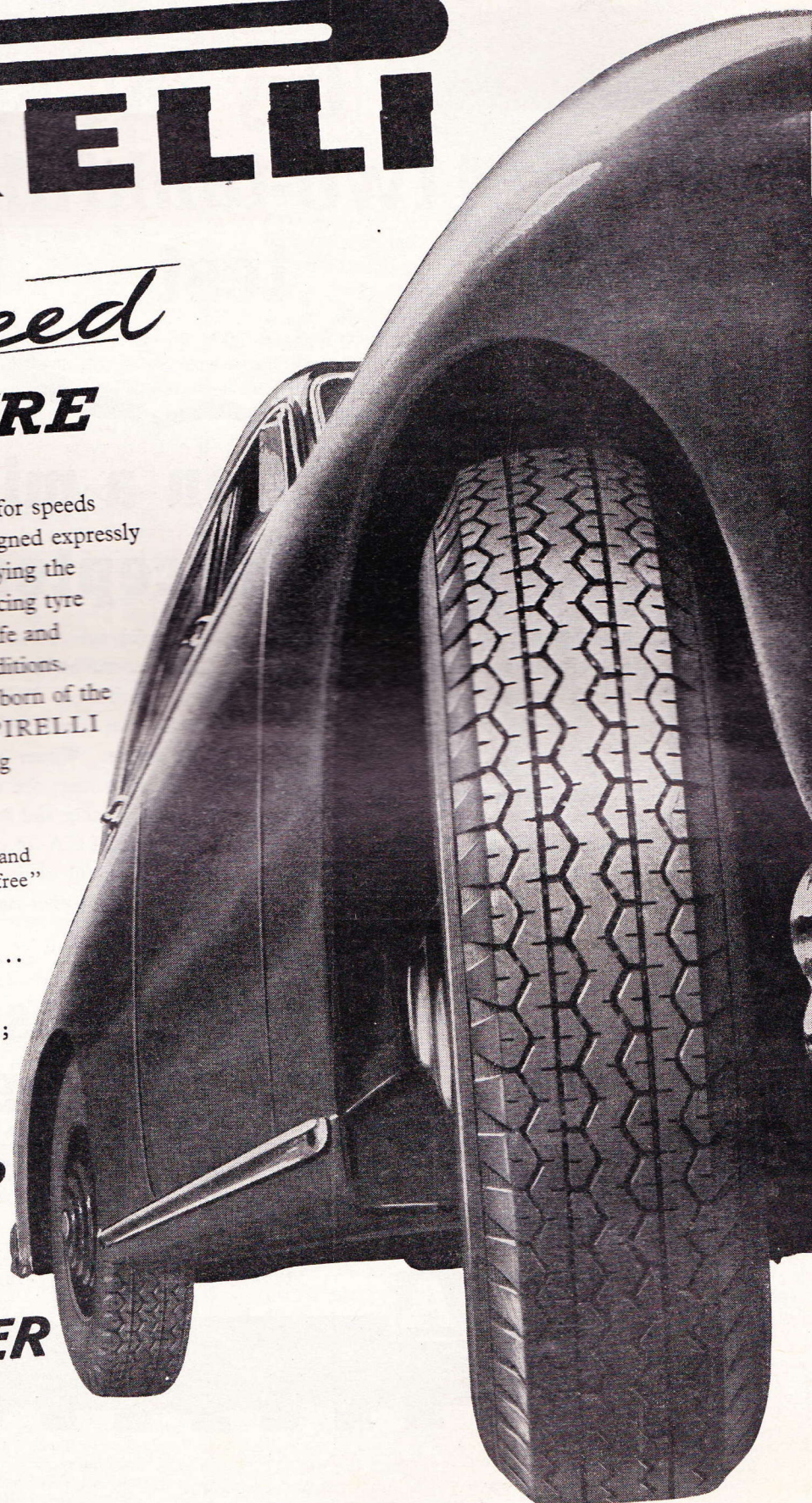
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The result? A million people are convinced that Shell with I.C.A. is the most completely satisfactory petrol they have ever used.

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 Winter Shell, which is now in the pumps. Winter Shell is specially blended to meet the special demands of cold 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.



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. II No. II

September 16, 1955

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EDITORIAL

THE ITALIAN GRAND PRIX

SHOULD last Sunday's race at Monza prove to be the last World Championship event this season, and Unterturkheim's decision to withdraw from Grand Prix racing after this year hold good, then the Type W196 Mercedes-Benz has run its last race. But whatever the near or distant future holds, the German concern can look back with every satisfaction on a brilliant 1955 season. They have won the Grands Prix of Argentina, Belgium, Holland, Britain and now of Italy, and have provided the medium for the masterly Juan Manuel Fangio of Buenos Aires to rocket through another season of victories to his third World Drivers' Championship. Indeed, man and mount were so superior in the Italian G.P. as to diminish interest in the race. Mercedes-Benz have outpaced all Formula 1 opposition, and consolation for their absence in the future may come in the shape of closer struggles for G.P. supremacy between Ferrari, Maserati, Lancia, the new Gordini and Bugatti—and, it is hoped, Vanwall, Connaught and B.R.M. Certainly 1955, like 1935, 1937, 1938 and 1939, will go down in Grand Prix history as a Mercedes year.

... BUT IT'S NICER TO STAY IN BED

BRITISH motoring enthusiasts, although much addicted to rallies, seem strangely unwilling to leave the comfort of their bedrooms in order to watch night racing. There was a disappointing number of spectators at the first Goodwood Nine Hours Race, held in 1952, and the following year the attendance was so poor that it was decided not to hold the event in 1954. A third attempt to stage a financially successful race was made this year, and the organizers received entries from such marques as Ferrari, Aston Martin, Jaguar and Porsche. The list of drivers included many of the best-known names in the sports car racing world, and—a rare occurrence this season—the race clashed with no other event of any importance. In short, the prospects for a completely successful meeting seemed to be excellent.

To the amazement of all, the attendance at this year's Goodwood Nine Hours was the lowest yet recorded. Was this because the race was held in the middle of a holiday period? The same consideration does not appear to have affected other races this season. Whatever the cause may be, the melancholy fact remains that there will be no more night racing at Goodwood, for the B.A.R.C. have decided that they cannot continue to organize a major event such as this for a mere handful of spectators. There are all too few long-distance races in the British calendar, and it is sad to see one of the most promising brought to an end through what can only be described as public apathy.

OUR COVER PICTURE

ONCE AGAIN Daimler-Benz A.G. win a Grand Prix and our picture shows the scene in front of the packed tribunes at Monza at the start of last Sunday's Italian G.P. Moss is away first, leading Kling in the "open" car and Fangio (18) in the second aerodynamic machine. Moss and Kling retired, leaving victory to the Argentinian, Taruffi taking second place.

PIT & PADDOCK

SUBJECT to confirmation, the placings in the World Drivers' Championship after the Italian G.P. are as follows: Fangio, 40 pts.; Moss, 23; Castellotti, 12; Trintignant, 10; Farina and Taruffi, 9.

RAYMOND FLOWER, passing through France en route to the T.T., reports considerable activity at the Rheims circuit with checking and testing of installations, etc. Local gossip has it that the French G.P. may still take place—probable date 9th October. *Nous verrons.*

IVOR BUEB, winner of the championship title at Cadwell Park last year, will be competing in the 500 c.c. car events there on 2nd October.

TO Mervyn Kearon, at present ill in hospital, we wish a speedy recovery and return to active racing.

LOUIS ROSIER (Maserati), Lex Beels and W. Tervooren (Coopers) are coming from the Continent to take part in the International Castle Combe meeting on 1st October.

CHARLES FOTHERGILL, motoring correspondent of the *News Chronicle* for the past 10 years and a motoring writer for 25 years, has taken a partnership in Howard S. Cotton, Ltd., publicity consultants.

A NEW tyre, the Weathermaster, has been introduced by Dunlop for use in wintry conditions. Rows of sharp studs, set in the centre of the tread, give maximum grip in deep snow, slush, mud or ice.

SUCCESS for the 300SL Mercedes-Benz spreads farther every month. Latest victory is the Majunga Circuit race in Madagascar.

DATES for the 1956 Geneva Motor Show are 8th to 18th March.

THIS 200 c.c., two-stroke-engined Messerschmitt Kabinenroller created new three-wheeler class records at Hockenheim recently, at speeds of over 65 m.p.h., driven by Helmut Bönsch.



TEMPORA MUTANTUR! Forty-eight years ago, at the newly opened Brooklands track, S. F. Edge set up a 24 hours' record with a 60 h.p. six-cylinder Napier at 65 m.p.h. On 29th/30th August this year, at Hockenheim, Germany, a 200 c.c. Sachs two-stroke-engined Messerschmitt Kabinenroller set a new 24 hr. class record for three-wheelers (subject to the usual confirmation) at 64.03 m.p.h.! It also covered 1,000 miles at 65.754 m.p.h., and 2,000 km. at 65.24 m.p.h. The engine gave 14 b.h.p. on an 8 to 1 compression ratio.

JOHAN COOPER has entered a sports Cooper for the 1½-litre class at the Avusrennen sports car race meeting on 25th September. Louis Chiron is also going, with his 1,500 c.c. Osca.

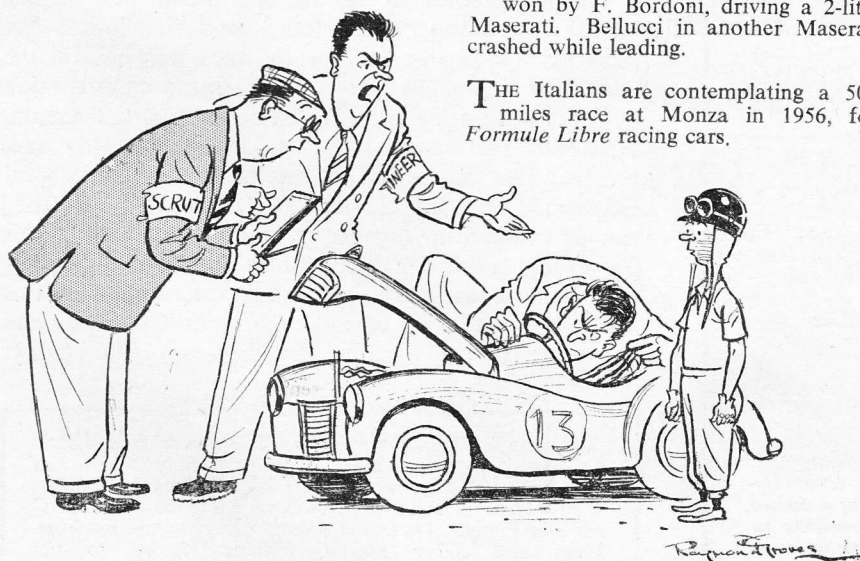
CANCELLED—the Swiss Geneva Rally, due to begin on 19th October, and eligible for the European Touring Championship.

FIBREGLASS, LTD., of St. Helens, Lancs., are donating a £100 first prize and a Trophy for a 10-lap handicap for plastic-bodied sports cars, at the 9th October Brands Hatch meeting of the B.R.S.C.C.

ARRANGEMENTS are now complete for the assembly, and later, the manufacture in India of Lockheed brakes and Borg and Beck clutches.

THE recent Pergusa G.P. in Sicily was won by F. Bordoni, driving a 2-litre Maserati. Bellucci in another Maserati crashed while leading.

THE Italians are contemplating a 500 miles race at Monza in 1956, for *Formule Libre* racing cars.



"Extra boost with eight strands of elastic, non-standard pedals and chain, unauthorized drilling of the chassis—call yourself an Englishman?"

BUSINESS commitments will prevent H. R. Povah from racing his F3 Cooper Mk. VI after this season. Denis Gray, son of J.A.P. engine tuning expert Don Gray, will drive the Cooper in his place.

LAATEST lubrication charts produced by Wakefield are for the Hillman Minx Mk. VIII and the Austin A90 Westminster. They are available free from 46 Grosvenor Street, London, W.1.

STANDARD MOTOR CO. have formed a new Brazilian subsidiary in Sao Paulo, under the managing directorship of Lionel P. Bridal.

NEW 2½-mile motor racing circuit at Salisbury, Southern Rhodesia, was opened on 8th August.

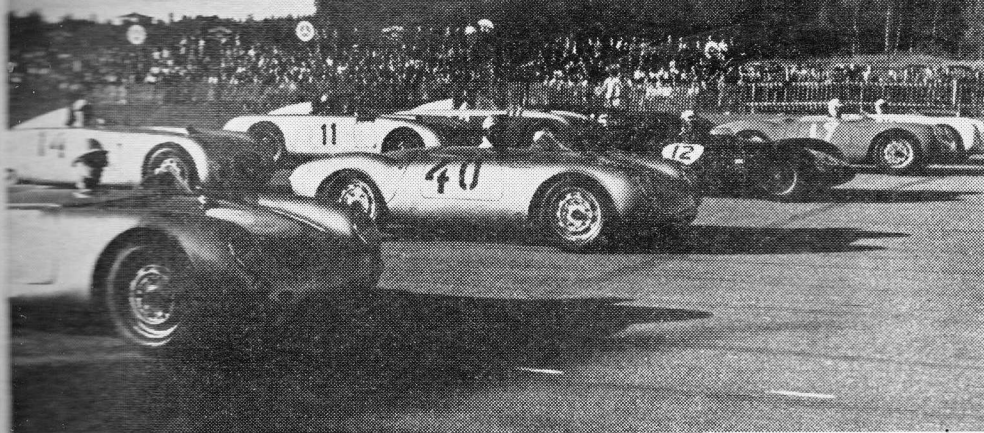
REPLICARS' latest scale model kit is the 1907 Silver Ghost Rolls-Royce, to 1/36th scale. Beautifully detailed, with all bright parts plated, the model comprises a series of castings, easily and quickly assembled. Price in packed kit form is 53s. 10d., postage included; completed, hand painted model, mounted on a plinth, costs 105s., plus 1s. 4d. post and packing. Manufactured by the Exakta Casting Co. (London), Ltd., they are available from Graphic Designers, Ltd., 4 Holly Park, London, N.3.

B.T.D.A. STAR PLACINGS

J. S. JENKINS now holds a comfortable lead in the B.T.D.A. Gold Star Trials Competition from J. S. Broadhead, while L. S. Windsor has a 2-point advantage over P. J. Anton in the Silver Star Rally Competition. Positions for the Rally Gold Star and the Ladies' Silver Garter have yet to be announced, and there is some uncertainty about the Marcel Becquart Trophy.

T.T. PRIZE PRESENTATION

TOMORROW'S Golden Jubilee T.T. has received signal recognition from the Government of Northern Ireland and the citizens of Belfast. It was recently made known that the prize distribution following the race will be held in the Great Hall of Belfast's magnificent City Hall. The Lord Mayor of Belfast will preside at the ceremony and the actual distribution of awards will be made by His Excellency the Governor of Northern Ireland, the Lord Wakehurst. This is the first occasion on which a sporting body has been permitted the use of this beautiful hall, which has recently been reconstructed following air raid damage.



SHOWING THEM HOW: (Left) Ivor Bueb trounced the 1½-litre Porsche Spyders at the recent Skarpnack race meeting in Sweden with his 1,100 c.c. Cooper-Climax. Here he can be seen (No. 12), a lone green car amongst many silver ones, on the starting line.

(Centre) André Loens had a good day, as reported last week, winning the F3 race with a Cooper, and the 2-litre sports event with his Maserati, seen here at speed on one of the straights.

(Bottom) Joakim Bonnier of Sweden winning the unlimited sports car race with the ex-"Disco Volante" Alfa Romeo which he brought to Oulton Park recently.

SPORTS NEWS

TOMORROW AT SILVERSTONE

A 12-LAP *Formule Libre* race; a 20-lap event for 1,200 c.c. and 1,500 c.c. sports cars, run concurrently; another for 2,000 c.c. and unlimited sports cars, and the Commander Yorke Trophy Race for Formula 3 cars—that is the programme planned by the B.R.S.C.C. (in association with the B.R.D.C.) for the Silverstone meeting to be held tomorrow. Entrants for the F3 event will be divided into two 10-lap heats, followed by a first final of 40 laps (100 miles) and a consolation final of 10 laps.

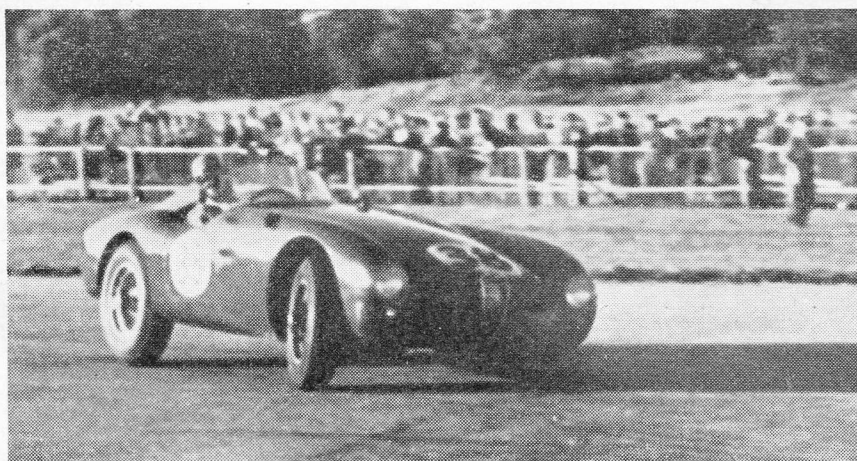
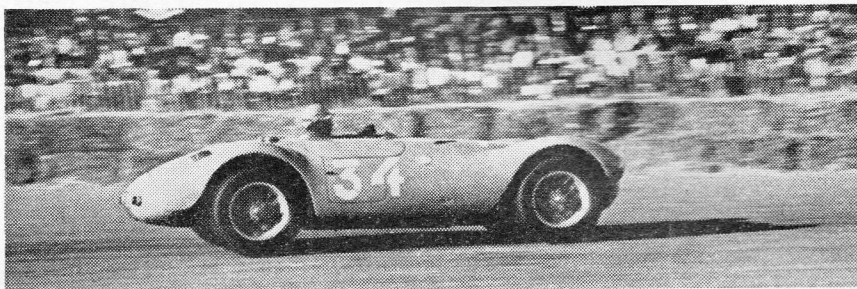
The meeting, which starts at 11.30 a.m., has attracted a fine entry of over 150 well-known drivers, including Duncan Hamilton, Tony Rolt, Bob Gerard, Horace Gould, Michael Head, Cliff Davis, Les Leston, Eric Brandon, Bertie Bradnack, Geoff Richardson and Tony Marsh (racing a Cooper-Climax for the first time). For the main event, the 100-mile F3 race, two names are conspicuous by their absence—Ivor Bueb and Jim Russell, who are each driving Cooper-Climaxes in the T.T. However, fireworks will be provided in their absence by such drivers as Dennis Taylor, Don Parker, David Boshier-Jones, Ken Tyrrell, Colin Davis and Johnny Higham. A light-hearted touch will be added in the form of a race between 20 Austin pedal cars, propelled by the offspring of Duncan Hamilton, Charles Mortimer, John Cooper, Alex McGlashan and others.

M.G. WINS AT SANTA BARBARA

KNOWN in America as "Mr. M.G.", Ken Miles continued his career as ambassador for the marque by winning his class at the Santa Barbara road races in California, ahead of five Porsches. Changing to a larger mount, he then won the main event in a 4.9 Ferrari, beating Ernie McAfee and Phil Hill, both in Monza Ferraris, who came second and third. Some 35,000 spectators watched the racing.

750s BEAT 500s AT SALERNO

ITALY'S 750 c.c. Giau and Stanguellini machines took first three places in the Circuit of Salerno race, run in two 25-lap 75 km. heats and a 40-lap final, on 4th September. Heat winners were Leonardi and Pirocchi. The final developed into a fierce struggle between Berardo Taraschi (Giau), Tervooren



(F3 Cooper) and Sesto Leonardi (Stanguellini), with Pirocchi (Stanguellini) intruding to displace Tervooren from third place before the end. Taraschi beat Leonardi to the finishing line by $\frac{2}{3}$ sec., to the intense excitement of nearly 100,000 spectators.

500 BEATS 750s AT COSENZA

STUART LEWIS-EVANS made a long but worthwhile journey to Cosenza, in Italy, with his Formula 3 Cooper, when he won last Sunday's Coppa Sila for up to 750 c.c. racing cars by half a minute from the second finisher. The entry list included several Stanguellinis and Giauurs, two Morettis and Kuhnke, Hofmann, Keller, Beels, Tervooren and Loens (Coopers).

VIKING RALLY

SUBJECT to confirmation, two Norwegian drivers of a Peugeot 203, Egeberg and Boehle, took first place in the Viking Rally which concluded at Oslo last Monday. The Coupe des Dames was won by Mesdames Greta Molander and Helga Lundberg with a DKW. A Ford Zephyr won the over 2-litre class, and Schluter/Eikermann were first in the 751-1,000 c.c. class with a DKW.

AMERICANS AT OULTON

FOR their first visit to Oulton Park, the Aston Martin O.C. will tomorrow stage their third U.S.A.F. Trophy race meeting—a programme of 11 sports car events with a scratch 15-lapper as the main race. The meeting starts at 11.30 a.m., and includes special races for Bentleys, Aston Martins, 750 and 1,172 Formulae cars.

Four American drivers have entered, while among the British competitors are George Abecassis (H.W.M.), Tom Sopwith (Cooper-Climax and Cooper-Jaguar), Angela Brown (Aston Martin DB3), Alex McMillan (Bristol Barb and Elva), N. Cunningham-Reid (Lister-Bristol) and Brian Naylor (Lotus). S. Tillyard will drive a Mercedes-Benz 300SL.

PAN-AMERICAN PETITION

A PETITION carrying over 250 names representing Mexican Press, sporting, industrial and other interests has been published in several Mexican newspapers, requesting President Adolfo Ruiz Cortinez to reconsider the decision to cancel the 1955 Pan-American Road Race, due to be run early in December. The petition stresses the international importance of the race, and its value to Mexico as a means of publicity.

SAFETY MEASURES (left) have been improved at Dundrod, with a wide ditch between track and spectator enclosure opposite the pits.

★

TOMORROW— THE GOLDEN JUBILEE T.T.

Exciting Struggle Between Mercedes, Ferrari, Maserati, Aston Martin and Jaguar Anticipated in British Sports Car Classic

FIFTY years ago, on 14th September, 1905, the first Tourist Trophy race was run in the Isle of Man. It was won by an Arrol-Johnston, and the success of the event ensured its establishment as a first-class British race which has evolved through the years into one of the world's best-known sports car classics. The last I.O.M. "T.T." took place in 1922, and in 1928 the race moved to the Ards circuit, Ulster, where it flourished until the year 1936. 1937 and 1938 saw it staged at Donington Park, Leics. and in 1950 Dundrod, Northern Ireland, became its home. Tomorrow's event, the fifth to be run on that testing 7.4-mile road circuit, is the 22nd of the series, is organized by the Ulster A.C. under R.A.C. delegation, and counts for the 1955 World Sports Car Championship.

As befits a Golden Jubilee event, the entry is magnificent, and represents the cream of British and foreign sports cars and drivers. This year, for the first time, the Tourist Trophy will be awarded on a scratch basis, so that the main interest is now focused on the faster cars. A superb struggle is virtually guaranteed by the presence of three works Mercedes-Benz, three works Ferraris, three works Maseratis, three works Aston Martins and a lone Jaguar—the only works car which is of more than 3-litres. The Stuttgart concern will, of course, be out to repeat their victory in the 1929 Ulster T.T., their weapon being the 300SLR model which has become almost too familiar to racegoers in 1955. One car may be of a new coupé type, and the drivers are Fangio/Kling, Moss/Simon and Fitch/von Trips.

Ferrari are also in a strong position, with three 750S models handled by Castellotti/Trintignant, Taruffi/Maglioli and the brilliant young Belgian driver,

Olivier Gendebien, making his first team appearance for the Modena concern. Maserati have only two 3-litre cars, but with Jean Behra and Luigi Musso as their representatives, their chances cannot be ignored. Then there are the British Aston Martins, enjoying one of their most successful seasons and already winners of the Goodwood Nine Hours, a race of longer duration than the T.T. Peter Collins and Tony Brooks, delayed in that event only by an obscure electrical fault, will have a 2,993 c.c. car for the Ulster race.

What of the works Jaguar? As a single car, its chances are naturally less than that of a team, the members of which can "play" with the opposition. However, it cannot be discounted, for there are few drivers more familiar with the very difficult Dundrod circuit than Mike Hawthorn, who used to drive his Riley there, and Desmond Titterton, born and bred in Ulster. Hawthorn covered the greatest distance in last year's T.T. with a works Ferrari, and Titterton had actually been asked to drive an official Ferrari this year—a convincing testimony of his prowess.

To the winner on "index of performance" will go a handsome new trophy donated by the R.A.C. Among the contenders for this award are last year's winners of the handicap T.T., Armagnac and Laureau with a 750 c.c. D.B. Their car is one of a team of three entered by Automobiles D.B., and an official Stanguellini has also been entered in the 750 c.c. category, together with some privately-nominated D.B.s and Panhards. This time the British have a chance of success on index, judging by the performance of the amazing 1,100 c.c. Cooper with its Coventry-Climax engine mounted at the rear. Two are entered, to be handled by Cooper works drivers

T.T. BROADCASTS

17th September

B.B.C. Light Programme

10.25-10.45 a.m.; 11.45-12.0 noon; 1.30-1.45 p.m.; 2.30-2.45 p.m.

Raymond Baxter will give commentaries from the Grandstand, Billy Clark will report from Cochrane town and John Bolster from the pits. A progress report will be included in Sports Parade, from 12.55-1.15 p.m. and a commentary on the end of the race will be heard in Sports Report, between 5.0-6.0 p.m.



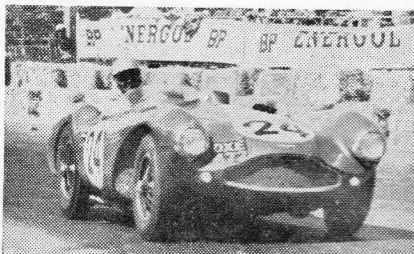
MERCEDES-BENZ will be out to repeat their 1929 win.



JAGUAR have a lone works car and one private entry.



FERRARI have three works cars plus two independents.



ASTON MARTIN are keen to continue their brilliant 1955 successes.



MASERATI have two fast 3-litre cars and a 2-litre.



PORSCHE are formidable in the 1½-litre class with three works entries.



D.B., last year's winners, should do well on handicap.

Jim Russell and Ivor Bueb, the latter sharing his machine with M. G. H. MacDowel. Another small car worth watching is the DKW to be shared by Cecil Vard and Bill Smith.

Such an assembly of works-entered teams is usually supported by a collection of also-rans—but not in this instance. So high is the quality of the entry for this, the Golden Jubilee T.T. Race, that virtually every competitor must be considered as a potential winner

NEW MAN (right) in the Ferrari team is highly successful rally driver Olivier Gendebien.



NEW TROPHY (left) for the T.T. winner on handi-cap has been presented by the R.A.C.



of his class or the index of performance, if not of the Tourist Trophy itself. Bob Berry and Ninian Sanderson will share Broadhead's D-type Jaguar; Swaters and Claes have a 3-litre Ferrari; Ken Wharton will drive a Frazer-Nash; Lance Macklin and J. F. Dalton will handle a 100S Austin-Healey; Ken Richardson and Bob Dickson have a Triumph TR2; Dick Steed and Peter Scott-Russell are sharing a 1,100 c.c. Lotus-Climax. Returning to factory-entered teams, we find that trios have been nominated by Porsche, M.G., Lotus and Kieft. Little wonder that reports from the race organizers suggest a complete sell-out of spectator accommodation for the first time since the Dundrod circuit was opened, for with such an entry tomorrow's race might well be the finest T.T. ever held—a fitting celebration of the event's Golden Jubilee year.

THE ENTRY LIST

Continental Marques

Mercedes-Benz: (3,000 c.c.) J. M. Fangio/K. Kling, S. Moss/A. Simon, J. Fitch/G. von Trips, Vicomte de Barry. **Ferrari:** (3,000 c.c.) E. Castellotti/M. Trintignant, P. Taruffi/U. Maglioli, O. Gendebien, J. Swaters/J. Claes, J. Lucas/A. de Portago. **Maserati:** (3,000 c.c.) J. Behra, L. Musso; (2,000 c.c.) L. Bellucci. **Porsche:** (1,498 c.c.) H. von Hanstein/W. Seidel, H. Glockler, R. von Frankenberg/Linge, R. Flower/F. Kretschmann, A. M. Mattock. **Osca:** (1,500 c.c.) G. Cabianca. **Stanguellini:** (740 c.c.) R. P. Faure/Duval. **D.B.:** (745 c.c.) R. Bonnet/C. Storez, P. Armagnac/G. Laureau, L. Cornet/R. Mougin, G. Trouis. **Panhard:** (745 c.c.) P. Chancel, A. Barbey. **DKW:** (896 c.c.) C. Vard/W. T. Smith.

British Marques

Aston Martin: (2,993 c.c.) P. Collins/C. A. S. Brooks; (2,922 c.c.) P. Walker/R. D. Poore, R. Parnell/R. F. Salvadori. **Jaguar:** (3,442 c.c.) J. M. Hawthorn/J. D. Titterton, R. E. Berry/N. Sanderson. **Connaught:** (1,484 c.c.) K. McAlpine. **Cooper-Jaguar:** (3,442 c.c.) P. N. Whitehead/A. G. Whitehead. **Cooper-Climax:** (1,097 c.c.) J. Russell, I. L. Bueb/M. G. H. MacDowel, J. C. C. Mayers/

J. Brabham. **Lotus:** (1,467 c.c.) C. Chapman/P. Jopp; (1,484 c.c.) J. Coombs/I. Burgess; (1,097 c.c.) F. C. Allison, R. D. Steed/P. Scott-Russell. **Elva:** (1,097 c.c.) R. Mackenzie-Low/R. Manwaring. **Kieft:** (1,098 c.c.) A. C. Rippon; (1,971 c.c.) J. Fisher; (1,500 c.c.) B. Baxter/M. Trimble. **Austin-Healey:** (2,660 c.c.) E. T. McMillen/R. Flower, J. F. Dalton/L. Macklin. **Triumph:** (1,991 c.c.) R. Dickson/K. Richardson; W. T. Todd/I. H. Titterton; B. McCaldin. **Frazer-Nash:** (1,971 c.c.) K. Wharton, J. M. Tew/R. J. Threlfall. **M.G.:** (1,489 c.c.) E. K. Lund/I. R. Stoop, R. Flockhart/J. Lockett, J. Fairman/P. Wilson.

WESTERN INTERNATIONAL

THE Empire News meeting at Castle Combe on 1st October, organized by the Bristol M.C. and L.C.C., will be the first in the West Country to have International status. The principal events are the Avon Trophy Race for Formula 1 cars, over 55 laps of the 1.84-mile circuit, and the *Formule Libre Empire News* Trophy Race (20 laps). Entries for these events so far include Louis Rosier (Maserati), Peter Walker (Connaught), Peter Collins (B.R.M. or Maserati) and Horace Gould (Maserati). In the F3 race, an international element will be introduced by the presence of Dutchmen Lex Beels and W. Tervooren with their Coopers, while most of the well-known names in British sports car racing will be seen in their respective events.

ADMISSION DETAILS

	In advance	On the day
	£ s. d.	£ s. d.
Pits Grand Stand (including admission to enclosures and Paddock)	1 5 0	1 10 0
Children under 14	1 0 0	1 5 0
"All-in" Labels (admits vehicle and all passengers to Red, Green, Yellow or Blue enclosures).		
Cars	1 0 0	1 5 0
Motor-Cycles	7 6	12 6
Cycles		6 0
Public Enclosures, Pedestrian admission		12 6
Children under 14		6 0
Coach Passengers, Adults		6 0
Children under 14		3 0
Paddock Transfers, Adults	10 0	10 0
Children under 14	2 6	2 6

HOW TO GET THERE

The Castle Combe circuit is situated some five miles N.W. of Chippenham, Wilts, on B4039 and is reached through Old Sodbury-Acton Turville (or Marshfield-Yatton Keynell) from the Bath-Gloucester route A46. The London-Chippenham-Bristol road A4-A420 connects with B4039 some three miles North-West of Chippenham. Castle Combe is roughly 90 miles from London, 20 from Bristol, 12 from Bath, 35 from Gloucester.



IN PRACTICE for tomorrow's Junior G.P. at Silverstone is 8-year-old Bruce Carter, son of film producer Danny Carter. Timekeeper in the picture is Bruce's 12-year-old sister Christine Anne.

RAIL TRANSPORT

Nearest railway station: Chippenham. Coaches leave Timber Street (near station) direct to circuit and leave immediately after the meeting.

Advance booking forms and full information are available from the Bristol M.C. & L.C.C., P.O. Box No. 15, Bristol, 1.

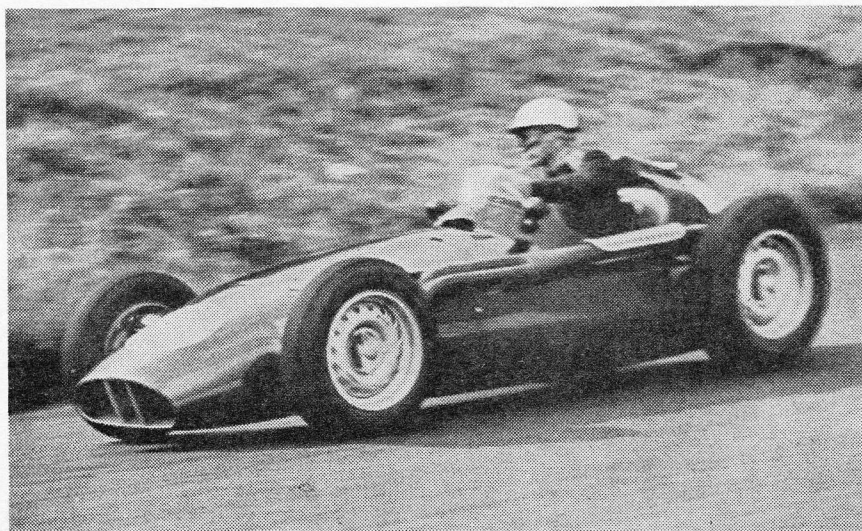
TOUGH SOUTH AFRICAN RALLY

THE 4th Pretoria—Lourenco Marques Motor Rally, 2nd-3rd September, resulted in yet another rally success for the Ford Anglia. One hundred and ten entries were received for the 620-mile event, which was organized by the Pretoria Motoring Club. Only 57 cars completed the course.

The rally was run over secondary and third class roads, and Swaziland was included in the route. Competitors were required to maintain an average speed of about 37 m.p.h. The record entry of 110 included an all-women crew from Rhodesia.

Results as announced by the organizers were: 1, Ford Anglia (R. A. J. Whiteford and R. Topman), 36 mins. 31 secs. behind schedule. 2, Bristol 401 (E. E. Glasby and Mrs. Glasby), 51 mins. 39 secs. behind schedule. 3, DKW (J. A. Aucema and D. P. Clapham), 56 mins. 38 secs. behind schedule.

N. R. WHITEHEAD.



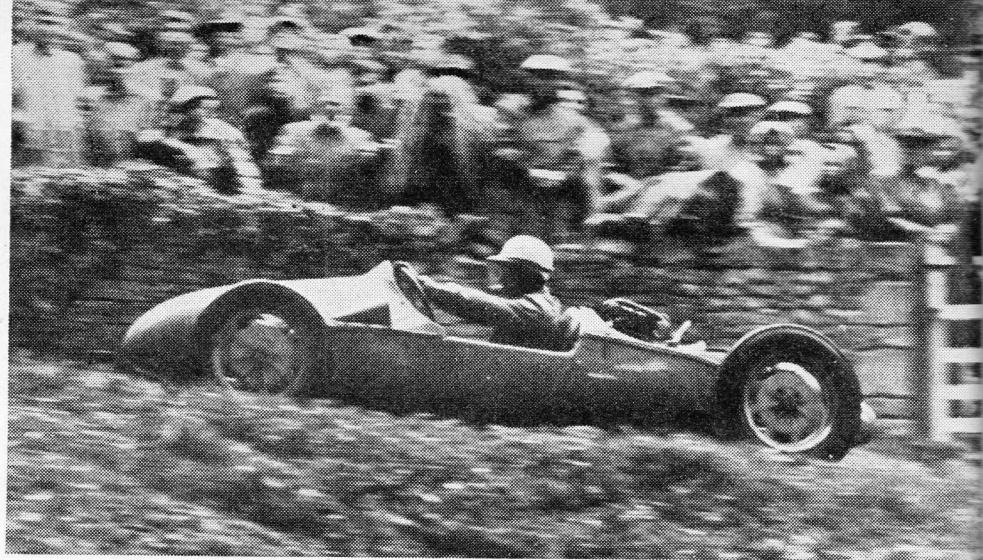
SEEN AT OULTON: Ron Flockhart and the B.R.M. equipe have been carrying out extensive tests with the new Formula 1 B.R.M. at the Oulton Park circuit. This picture shows the compact dimensions of the car.

QUICKEST of the day was David Boshier-Jones with a climb in 44.45 secs. in his Formula 3 Cooper, here seen accelerating away from Pardon hairpin.

PRESCOTT

INTERNATIONAL

HILL-CLIMB—



A "500" IS FASTEST AGAIN

David Boshier-Jones (Cooper-Norton) scores B.T.D.—Rain spoils Tony Marsh's last chance for outright Hill-climb Championship Victory

RAIN didn't exactly stop play at the Bugatti O.C.'s International hill-climb at Prescott last Sunday, but it certainly spoilt the post-lunch climbs, placed B.T.D. in the hands of a Formula 3 driver for the second consecutive year, and brought about a dead-heat between Ken Wharton (absent at Monza) and Tony Marsh for the 1955 R.A.C. Hill-climb Championship. It was the rising young Welsh driver, David Boshier-Jones, with his Jackson twin-plug headed Cooper 500, who clocked the day's best time in 44.45 secs., which betteres Austen May's B.T.D. of September, 1954, by .77 sec. and constitutes a new F3 record.

One other class record was broken during the day, by E. P. Scragg, who borrowed the works Jaguar-engined H.W.M. I and raised his own over-3-litre sports car figure to 47.40 secs. His was amongst the outstanding morning runs, when a dry track gave full opportunity for high speed hill-climbing.

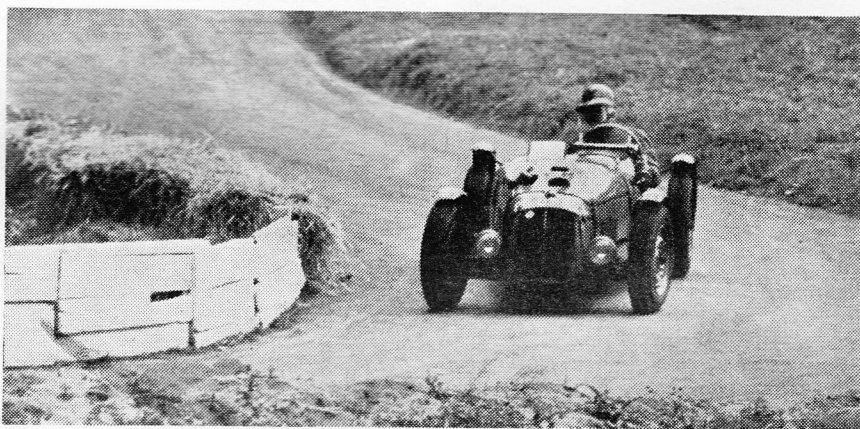
The orchard paddock was well packed with vehicles of astonishing diversity, despite a considerable list of non-starters, which included 50 per cent. of the foreign entry in the two Ecurie France-Britannique cars, and the fabulous 4.7-litre Bugatti from the works. Frank le Gallais's L.G.S. was another regretted absentee.

Of the up to 1,100 c.c.s, it was Peter Hughes in that well-known Tojeiro with laterally-mounted twin J.A.P. engine who proved quickest, heading Tony Marsh in a new and rather stiff Cooper-Climax, and Ashley Cleave from Cornwall in his much-used but nimble Morris Special. Three enthusiastic members of the Dutch

Racing Drivers' Club, Dr. L. F. Gast, D. B. Gast and Jhr. C. A. de Pestors journeyed from Holland with a single TD-based left-hand drive M.G., to take part in the 1,500 c.c. sports class. All were charmed by Prescott and firmly avowed to come again, but their times on the B.G.C.'s tricky little hill were naturally slower than the home boys. J. H. Gee proved fastest with a brisk 49.12 secs. in the Ecurie Lyver's Fiat-BMW.

The up to 3-litre class brought success

to Tony Everard (DB3S Aston Martin) after a fine run in 48.31 secs., K. W. Eaton coming close with 48.37 secs. in a nicely bodied Lister-Bristol. In the "unlimiteds", Scragg's record 47.40 secs. was closely approached by Gordon Parker's Jaguar (47.82 secs.), that old Prescott expert Sydney Allard being third in 48.14 secs. Formula 1 racing cars followed, Michael Christie turning out in that smartly prepared G.P. Connaught of Rob Walker's, and clocking best class time in 45.76 secs., beating Marr's less



VISITOR: D. B. Gast of Holland cornering at Prescott in the Dutch-entered 1½-litre M.G., also driven by Dr. L. F. Gast and C. A. de Pestors.



TWO COOPERS: (Above) John Broad in the Esses with his twin-rear-wheeled car. He clocked second best time of the day in his E.R.A.

(Left) Tony Marsh, joint 1955 Hill-climb Champion with Ken Wharton, comes up to the finish.

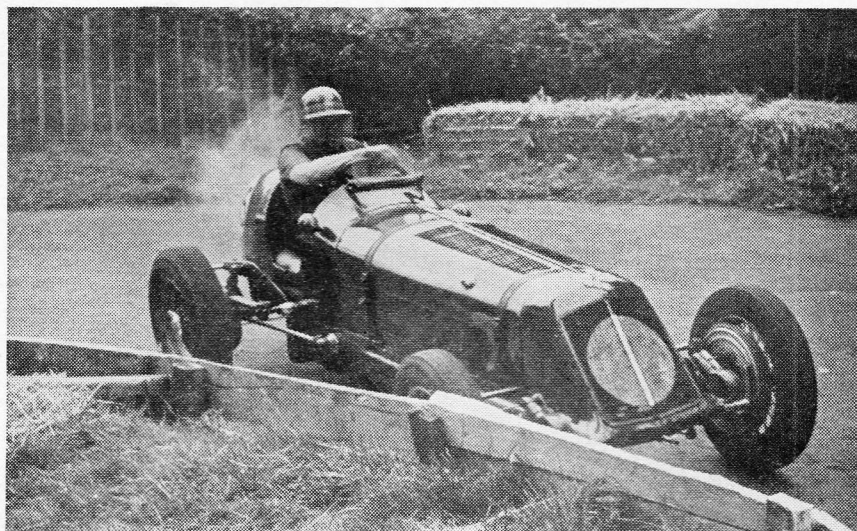


CUTTING IT TOO FINE: Lord Ebury about to dislodge the barrier on the inside of Orchard Corner with his E.R.A.

wieldy looking aerodynamic car by .99 sec. Then came the F3 class, first runs, and Austen May's 46.88 secs. was improved by Boshier-Jones to 44.45 secs., fastest so far of any car and, as the skies darkened ominously, destined to remain so, though Don Parker tried hard with 45.88 secs.

During the lunch interval, the clouds lowered on to the surrounding hills and many an anxious eye was turned skywards—none more anxious than Tony Marsh's, equal aspirant with Ken Wharton for the Championship. But the *Formule Libre* class came first in the time table. J. Broad climbed brilliantly in 45.13 secs., his E.R.A. sounding superb; Chris Tooley toolled the Steyr-Allard up in 45.88 secs., second best, Peter Stubberfield arrived far too fast at Orchard, and spun spectacularly, and J. Stuart in the famous ex-Gerard E.R.A. emerged a neat third in 47.09 secs.

Then the long-dreaded rain materialized in a thin, treacherous drizzle, which promptly caught out J. Berry (E.R.A. Special), who slid helplessly at Pardon hairpin and sent bits of barrier flying around. The rain increased, spectators scattered, macs and hats were hastily donned, and many an oath was muttered down in the paddock! Very sportingly, the other contestants in the twin-cylinder class let Tony Marsh have first go, and off he went, wheels spinning fruitlessly whenever he used power. Time, 52.47 secs.—hardly quick enough to get him in the first 10 and gain a vital



1,501-3,000 c.c.: 1, P. A. Everard (Aston Martin), 48.31; 2, K. W. Eaton (Lister-Bristol), 48.37; 3, Hon. E. Greenall (Cooper-Bristol), 49.59.

Over 3,000 c.c.: 1, E. P. Scragg (H.W.M.), 47.40 (new class record); 2, G. Parker (Jaguara), 47.82; 3, S. H. Allard (Allard), 48.14.

Racing Cars

Formula 1: 1, M. A. H. Christie (Connaught), 45.76; 2, L. Marr (Connaught), 46.75; 3, C. A. S. Brooks (Connaught), 46.93.

Formula 3: 1, D. Boshier-Jones (Cooper), 44.45 (new class record); 2, I. L. Bueb (Cooper), 45.38; 3, D. Parker (Kieft), 45.88.

Formule Libre (4 or more cylinders): 1, J. Broad (E.R.A.), 45.13; 2, C. P. Tooley (Steyr-Allard), 45.88; 3, J. Stuart (E.R.A.), 47.09.

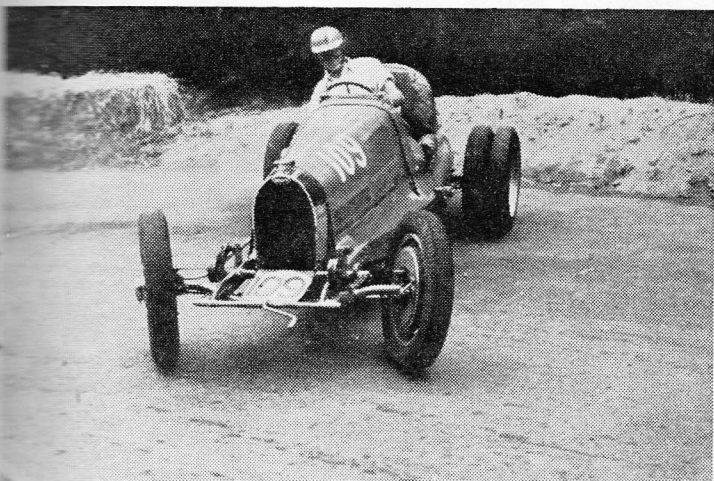
Formule Libre (two-cylinders): 1, R. Henderson (Cooper), 51.40; 2, M. A. H. Christie (Cooper), 51.45; 3, J. Broad (Cooper), 51.56.

Bugatti Handicap: 1, D. Vickers-Jones (2-litre),

handicap time 48.90 (allowed 11.1 secs.); 2, R. C. Symondson (3.3-litre), h'cap. time 51.43 (allowed 4.9 secs.); 3, J. Berry (2.3-litre), h'cap. time 52.00 (allowed 4.2 secs.).

500 c.c. Hill-Climb Championship

Final Placings (subject to confirmation): 1, I. L. Bueb (Cooper), aggregate time 92.01; 2, D. Parker (Kieft), 92.42; 3, D. Boshier-Jones (Cooper), 92.77.



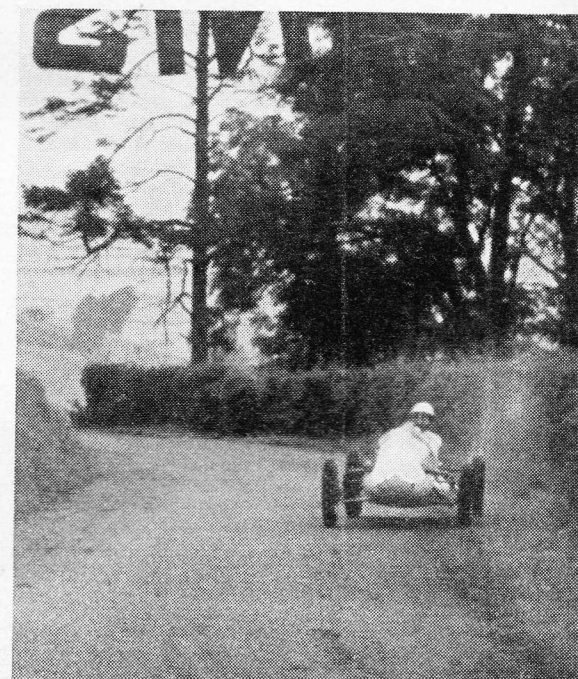
THE RAINS CAME:
(Left) Peter Stubberfield's 2.3-litre Bugatti spins at Orchard.

★

(Right) A. F. Rivers-Fletcher (Cooper) slides on to the grass in the rush from the Semi-Circle to the finish.

★

(Below) The E.R.A. Special of J. Berry, after sliding off-course at Pardon hairpin.



point over Wharton. Dick Henderson effected a brilliant 51.40 secs., Mike Christie did 52.21 secs., and J. Broad's twin rear-wheeled Cooper did 52.10 secs. Jerseyman W. D. W. Knight slewed helplessly broadside after grappling with
(Continued on page 332)

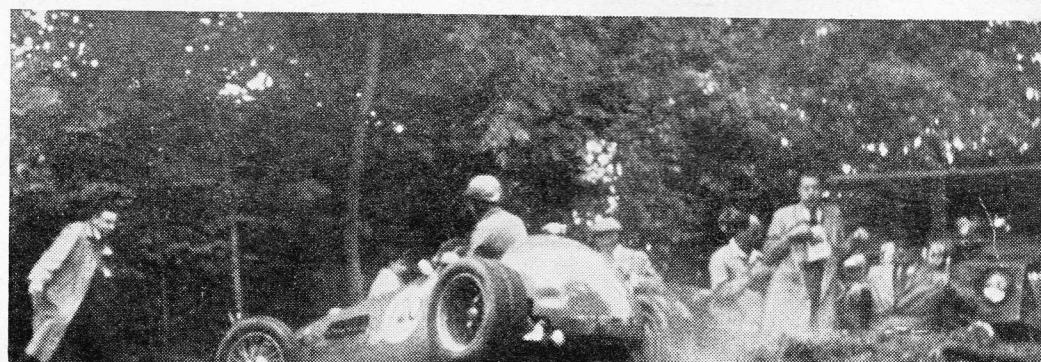
Provisional Results

B.T.D.: 1, D. Boshier-Jones (499 c.c. Cooper), 44.45 secs.; 2, J. Broad (1,488 E.R.A.), 45.13; 3, I. L. Bueb (499 Cooper), 45.38; 4, M. A. H. Christie (2,472 Connaught), 45.76; 5, D. Parker (499 Kieft) and C. P. Tooley (4,549 Steyr-Allard), 45.88.

Sports Car Classes

Up to 1,100 c.c.: 1, P. S. Hughes (Tojeiro), 47.74; 2, A. E. Marsh (Cooper-Climax), 48.84; 3, W. A. Cleave (Morris Spl.), 51.31.

1,101-1,500 c.c.: 1, J. H. Gee (Fiat-BMW), 49.12; 2, G. L. Corlett (Fiat-BMW), 49.72; 3, H. Porteous (Cooper-M.G.), 49.96.





RARITY: R. V. Denne climbs aboard his 1911 Fafnir in the paddock. It was the first Edwardian car to be admitted to membership of the club.

THE VINTAGE SPORTS CAR CLUB'S 21st Birthday Party

A Day of Historical Pageantry at Goodwood

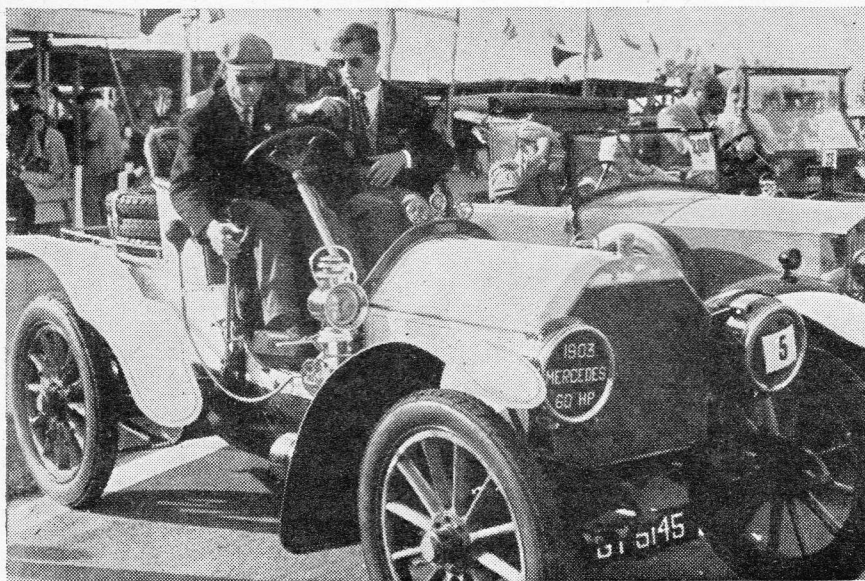
AT about this time last year (you may remember) an unprecedented gathering of Vintage, Edwardian and Veteran cars and motor cycles took over the Goodwood circuit for the unforgettable final stages of the Anglo-American Vintage Car Rally. The whole affair was an unqualified success; this year, therefore, the organizers, the Vintage Sports Car Club, scratched their heads for an excuse to do it again. It was then realized that this year marked the 21st anniversary of the Club's foundation, and what better excuse could there be than that?

So it was that we motored to Goodwood again last Saturday, suitably mounted in a car of the period, and were treated to another day of fine weather and impressive pageantry. Well over 200 cars, driven by members of the V.S.C.C., Bentley Drivers' Club, 20

REFRESHER COURSE: Lord Brabazon of Tara (right) renews acquaintance with the Grand Prix Austin which he drove in the 1908 French G.P. Charles Lane is on the extreme left.

★

VETERAN class in the Concours was won by C. W. P. Hampton's Mercedes (below) and H. T. Clarke's De Dion.



Grand Prix Austin in which he finished 18th in the French G.P. of 1908 and was accompanied by Charles Lane who actually rode as his mechanic in that race. H. R. Godfrey (H.R.G.) and Capt. Archie Frazer-Nash drove a G.N. and a Frazer-Nash respectively and Sir Francis Samuelson conducted a 1914 T.T. Sunbeam. Jack Williamson carried as passengers in the Itala, Baron Henri Petiet, the French motor-racing historian, and Mr. Bianchi who was Charles Jarrott's mechanic in the 1903 Paris-Madrid race and subsequently took part in the Gordon Bennett Cup race. Sir Harry Ricardo, designer of the 1922 T.T. Vauxhall, went around in another of his creations, the 14/40, and Talbot designer George Roesch drove W/Comdr. Harris's car. "Bertie" Kensington-Moir, Bentley team manager for many years in their Le Mans heyday, was seen in a 4½-litre car of the period. There were three lively octogenarians: Percy Kidner, in Laurence Pomeroy's Prince Henry Vauxhall, one of the Lanchester brothers in Hutton-Stott's 1913 car of boat-like



aspect and 82-year-old F. S. Bennett, President of the Veteran Car Club, driving the 1903 Cadillac in which he completed 1,000-mile trials in that year and in 1953. The Duke of Richmond and Gordon, whose enthusiasm for the sport made the Goodwood circuit possible, drove a 30/98 Vauxhall very competently indeed, accompanied by Lord Essendon, and H. J. Aldington drove his son's Blackburn-engined Frazer-Nash.

The day was completed by the grand

CAVALCADE, photographed from the middle of the Alvis contingent, as more than 150 Vintage cars stream round the Goodwood circuit.

parade of all the eligible cars present, a vast cavalcade of motoring history which was formed up along Lavant Straight and moved in colourful procession past the crowded stands on a triumphant final lap of the circuit.

S. P. S.

Provisional Results

Driving Tests: 1, Bentley Team (D. M. Armstrong, B. Mountfort), 166 marks; 2, Frazer-Nash Team (G. Crowther, J. V. Skirrow), 148; 3, Bugatti Team (C. W. P. Hampton, E. L. Giles), 142; 4, Lagonda Team (M. Leo, D. W. Price), 135.

Concours d'Élégance, Veteran Class: Tie, H. T. Clarke (1904 De Dion Bouton) and C. W. P. Hampton (1903 Mercedes); **Edwardian Class:** 1, S. J. Skinner (1910 Rolls-Royce); 2, D. R. Grossmark (1909 Napier); **Vintage Class:** 1, C. W. P. Hampton (1926 Bugatti); 2, R. D. P. Wilkinson (1930 Rolls-Royce); 3, R. C. Wheatley (1929 Bentley); **Motor-Cycles:** D. J. Dunford (1912 Singer).

REDEX TRIAL RESULTS IN DOUBT

A STANDARD VANGUARD, driven by Malcolm Brooks, has been declared provisional winner of the 10,000-mile Redex Round-Australia Reliability Trial, which finished in Sydney on Sunday—but protests and confusion are clouding the official results. Volkswagens actually arrived first and second, but were penalized for damage. Towards the end of the marathon, some 40 competitors, including last year's winner, Jack Murray, were misdirected into a swamp. Further details will be published in AUTOSPORT shortly.

THE TARGA FLORIO

COUNTING, for the first time, in the World Sports Car Championship, the classic Targa Florio takes on greater importance this year, when it will be run for the 39th time. It will be run on 16th October, over 14 laps (626.3 miles) of the Madonie mountain circuit.

"TIMEX" CAR WATCH

RECENTLY placed on the market by Timex of Dundee is one of the most novel, attractive and reasonably priced watches we have seen that has a direct appeal to motorists. It is the car key ring watch, intended either as a personal pocket timepiece or as a substitute for a dashboard clock. The watch has a chrome case, brightly luminous hands and numerals, is shock-proof and cannot be overwound, while, under test, it was found to be as accurate over several days as a watch of nearly ten times the price. The surround of a miniature rubber tyre serves as an attractive means of protection and prevents the watch knocking annoyingly on the car fascia; incidentally, the tyre is also a perfect size for many model cars! The price of this latest addition to the Timex range is only 52s. 6d., and it is guaranteed unconditionally against failure (including accidental damage) for six months. We suggest it goes on your first Christmas list without delay.

FILLING THE GAP

READERS will be familiar with the tubes of Seelastik flexible sealing compound that can be put to such good use in body repairing or special building. Now the manufacturers, Messrs. Expandite, Ltd., Chase Road, London, N.W.10, have put on the market a new



The new Handiseal gun kit.

Handiseal Gun. This is a very convenient and efficient means of applying the compound to the joint through a nozzle, by operating a trigger. The Seelastik compound itself is supplied in special packs for loading easily into the gun, which is marketed in a kit as shown in the illustration, complete with one refill, for 25s.

A MODEL MODEL T

ONCE upon a time, making up a model kit of a car meant spending tedious hours hewing some sort of shape into a very solid lump of timber. Not so now, however. In this age of plastics, model-making could hardly be easier nor the models themselves more faithful to the original, which is borne out by the "Merit" quick-assembly kit of a 1910 Model T Ford, recently distributed throughout the country by J. & L. Randall, Ltd., Cranborne Road, Potters Bar, Middlesex. Consisting of a dozen parts of black plastic and a tube of cement, this kit can be turned into a lifelike replica of the Model T in a very short space of time (the writer's un-

practised hands took only 25 minutes) and the result, which can be painted to suit, would look well among any enthusiast's collection. The "Merit" kit retails at 4s. 6d., and full instructions are enclosed.

STARTING THE MONTE FROM ATHENS

THE Greek A.C. offers the following concessions to any foreigners wishing to start from Athens in the 1956 Monte Carlo Rally:—

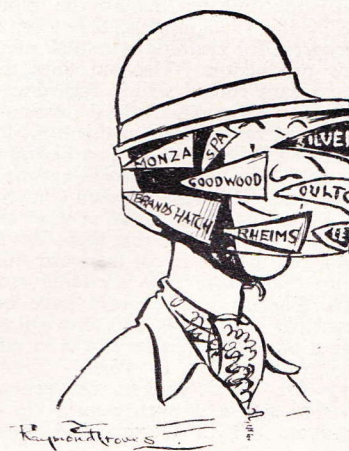
(a) 50 per cent. discount for the transport of the crew and car from Genoa or Marseilles to Piræus.

(b) 25 per cent. discount in certain selected first-class hotels in Athens.

(c) Free transport of the competitors' baggage from Athens to Monte Carlo so that it will not have to be carried on board the car during the rally.

(d) Various cups including one for the best-placed foreigner starting from Athens and one for the best-placed Athens starter irrespective of nationality.

Further information may be obtained from: Mr. A. Nicolaides, Secretary General, ELPA No. 3, Karitsi Street, Athens, Greece.



AMERICAN ANGLE

By Ruth Sands Bentley

SPORTS car racing in the U.S.A. reached a crescendo this month, with four National races run by the Sports Car Club of America in the single month. Two such events, at Thompson Raceway in Connecticut and Kansas City, Kansas, were followed by the inaugural meeting at Elkhart Lake, Wisconsin, and tomorrow, 17th September, the traditional Watkins Glen races will be run.

Racing in Maryland

The President's Cup, awarded by President Eisenhower to Bill Spear last year when he won the Andrews Airfield race in Washington, D.C., and then discontinued when S.A.C. races were stopped, again goes into circulation with the announcement of the Fairchild National sports car races scheduled for 9th October in Hagerstown, Maryland.

Great American Mountain Rally

The third "Great American Mountain Rallye", set for 21st/27th November, will be different from its two predecessors in that contestants can start from Jacksonville, Florida; Indianapolis, Indiana; Washington, D.C.; Kansas City, Kansas; Chicago, Illinois; Detroit, Michigan; St. Louis, Missouri; Atlanta, Georgia; Boston, Massachusetts; Toronto or Montreal, Canada. The first stage will be the 1,000-mile run to New York City from the above cities on 21st November, and the second stage will be similar to last year's run, including tough mountain passes, a timed hill-climb and regularity runs. Drivers can enter for one or both stages. This is the only American rally on the F.I.A. calendar and is sponsored by the Motor Sports Club of America, Inc.

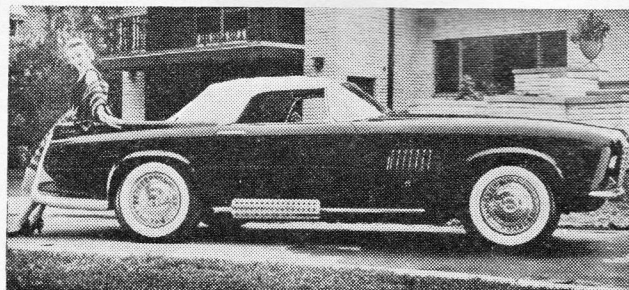
Nassau

With the cancellation of the Pan-American Road Races, many young men who thought that gruelling race (which would have taken place on 2nd/5th December) too time-consuming and enervating for participation in the Nassau races too, are now contacting Sir Sydney Oakes for entry blanks. Bahamas Speed Week, scheduled for 5th/11th December, will have three days of actual racing: Friday, Governor's Trophy Race, 100 miles; Saturday, Island Race Day, for residents only; and Sunday, Nassau Trophy Race, 200 miles.

Buyers' Blitz

With the time nearing for the appearance of the 1956 models, a hot blitz is in progress for cleaning out stock of this year's production. The old blitz technique means forced selling regardless of profit; and although dealers' inventories are not excessively high at this time, they are eager to get rid of all cars before the new ones—at higher prices—appear in November. The fight between Chevrolet and Ford for first place is the most sizzling battle of all during these last few weeks, but dealers in all lines are thinking up "gimmicks" for shedding stock. In the Eastern market, cars have been offered for as little as \$50 above dealer invoice, and some dealers are even offering free air trips to Paris. Trading stamps for electric cookers, refrigerators, television sets and even ponies are old incentives; but in Detroit one retailer

FALCON is the name of this new Chrysler Corporation "idea" car in the American sports car style. It has automatic transmission, and power steering and brakes.



came up with a new idea this season, by offering uranium stock or equipment with which to do one's own uranium prospecting.

And with traffic at a standstill in many cities, the Bureau of Public Roads has just come out with the announcement that 20 million more autos are forecast for 1965. Ten years from now, according to their figures, our overcrowded highways will have to accommodate 81 million vehicles. A dismal thought!

Three hopeful Britons arrived here recently in search of a key to London traffic jams. To a New Yorker, who has been defined as one who looks both ways when crossing a one-way street, it is unbelievable that Col. Arthur E. Young (London Police Commissioner), Alexander Samuels (chairman of London and Home Counties Traffic Advisory Committee) and Denis O'Neil (Under-Secretary of State in the Ministry of Transport) will solve their problems by watching our snarled traffic.

General Motors "Powerama"

G.M.'s "Power for Progress", which opened in Chicago on 1st September, occupies one million square feet on South Lake Shore Drive, adjacent to Soldier Field, and embraces 253 exhibits capable of producing \$15 million worth of power. Of particular interest is a 15-in. automobile driven by sunlight and believed to be the first ever built. The "Sunmobile" has 12 photo-electric cells which convert light into electric current, and the current powers a tiny electric motor which propels the car. In the "Power for Progress" demonstration, light from electric lamps is simulating sunlight. However, General Motors officials say solar power has no practical application now in the automotive industry.

Lower, Longer Lincolns

On 12th August, a press preview of the 1956 Lincoln line was held at the Waldorf-Astoria. The new cars, similar in appearance to last year's models, are 7 ins. longer, 2½ ins. lower, and 2 ins. wider. The reliable V-8 engine produces 285 h.p. at 4,600 r.p.m., and develops 401 foot-pounds of torque at 2,800 r.p.m., claimed to be the highest output of any American car. Safety features are incorporated in the new Lincolns, including—to mention just a few—a shock-absorbing steering wheel, doors which will not fly open in a crash, shock-absorbing pad on the instrument panel and non-shatter rear-view mirrors. Safety belts are offered as optional equipment.

Future Features

Three "idea" cars—Flight Sweep I, Flight Sweep II and Falcon—were on exhibit recently at the Chrysler Salon in New York City. While many local news-

papers referred to the vehicles as "dream cars", Virgil M. Exner, Director for Styling for Chrysler Corporation, says he likes to think of them as "idea" cars because many of their features will be incorporated in the 1957 models. Exner studied various modes of travel. In the air the jet fighter is the fastest and most powerful; on water it is the unlimited class racing boat; and on land the G.P. car. He discovered a striking similarity—the basic design concept of the wedge or dart. In Flight Sweep I and Flight Sweep II the rear fenders and tail lights were swept up into a fin. All three cars feature sloping bonnets which make them appear eager to move forward; and the Falcon, the handsomest of the three, has a likeness to modern competition sports cars.

Prescott—continued

Pardon, gaining a clap from the now damp crowd for escaping disaster.

With the Formula 1 cars on their second runs it was clearly a case of "too many horsepower", as in Hans Stuck's famous 1936 Shelsley run with a 6-litre Auto-Union. Formula 3 revs. were more manageable, but even so the 500s were on an average 8 to 10 secs. down on their morning runs. Boshier-Jones was again fastest (53.88 secs.) and H. C. Taylor (Cooper-J.A.P.) second best, .55 sec. quicker than Bueb. The *Formule Libre* cars weaved and spun their perilous way uphill, though Chris Tooley, trying to get off on minimum revs, unluckily stalled instead. Stubberfield came safely through Orchard this time, and shot up in inspiring style, the 2.3 Bug, sounding glorious, as all good Bugs do. Time, 53.83 secs., easily best.

For a time it looked as if the weather might relent, but no, down came the drizzle again, and Marsh's second effort in the Cooper twin was over a second down. But his 50 per cent. hold on the Championship remained—fair enough, all things considered, for had not Wharton missed a climb or two after his Silverstone burns, and was he not away at Monza, driving a British car in a G.P.?

The Bugatti handicap brought out an entrancing variety in *pur sang* productions, and gave spectators another chance to watch a Stubberfield climb, though Peter, heavily on scratch, was 'way back in the results. D. Vickers-Jones's 2-litre, with snaking silver octopus of exhaust piping spoiling its looks, won comfortably from Symondson's big sports 3.3. In the final runs, the sports cars were more manageable than the racers, but clearly the overall results had been decided before the first rain spattered down. A great pity, but that's motor racing—and we cannot in all conscience grumble at this 1955 summer. C. P.

THOMPSON RECORD-BREAKER

Report and Photos by Ozzie Lyons

PERFECT fall weather, dozens of sports cars breaking all kinds of course records, and an immense crowd of spectators combined to make an exciting national event at Thompson, Connecticut, on Sunday afternoon, 4th September. This circuit, home grounds for the New England Region of the S.C.C.A., has been continually improved in all details and always provides good facilities and a smartly run programme.

Fastest car of the day was the Maserati 300S driven by owner Bill Lloyd in the ninth race and by John Gordon Bennett in the exhibition race. The only cars eligible for this latter event were those finishing 10 laps of the tight 1½-mile course in 13 mins. 20 secs., or better. The astonishing total of 17 cars qualified but when helmets were counted only nine cars actually lined up on the starting grid.

Most spectacular record-smasher was the brand new Lotus of Len Bastrup in the eighth race. Len had the lead before the first turn and kept it all the way, bettering the course record for Class G modified cars by over two minutes. Candy Poole (PBX), in the smaller class, broke his own course record and finished second overall. John Bentley, back from three months of sports car activity abroad, drove his new Abarth to a "second in class".

The seventh race, for Unrestricted and Class B Modified, was really exciting. John Meyer, in his Meyer Special, took the lead at the first turn and was never seriously challenged. Bob Bucher spun out in the dirt, endangering his second place, but he recovered and urged his red Allard on to regain position. Meanwhile Lex duPont was weaving his little Cooper 500 here and there among the heavier cars and finished up in fourth place overall. No records fell in Class B but Rutherford (Chrysler-Allard J-2) and Sinclair (Cadillac-Jaguar) both qualified for the exhibition race.

In race 6, for Class F Modified, Walt Hansgen (Porsche 550) started well down the line, but by the end of the fourth lap he was leading and held his place to finish just barely ahead of Jim Pauley in the Offy-Osca. Briggs Cunningham (Osca) and Fred Proctor (Porsche 550)

*OVER THE HILL
at Thompson go the
runners in Race 8
on their first lap.*

staged an exciting little duel for fourth place, with Briggs finally taking it on the seventh lap.

In the fourth race, Dave Michael's Offenhauser-powered Bandini pulled away fast, but Jim Pauley in his Ferrari Mondial caught him in front of the grandstand at the end of the first lap, completing it in 1 min. 26 secs.—terrific time for a standing start. In the production section, five Morgans, a Triumph and an A.C. Ace were having a lot of fun jockeying for position. Benjamin Dane, in his Morgan was all set to receive the chequered flag for a class win when he slid into the sandbank just south of the grandstand and lost his bonnet. He made a recovery and captured third place. Gaston Andrey's TR2 Morgan bettered the record of 64.23 m.p.h. in this class.

Race 3, for Class D Production, divided easily into two sections—three Mercedes 300SLs and several Austin-Healeys, with an Aston Martin finishing in fifth place overall for contrast. The Mercedes never pushed each other very hard, staying under the course record by nearly three miles per hour.

Eight Porsches and five M.G. TFs entered the second race, for Class F Production. Pupildy (Porsche Super) leapt into the lead at the start and stayed there all the way. The first four cars in this class broke the course record of 62.44 m.p.h., and course records were also smashed by five of the stock M.G.s in the Class G event.

Results

(All races 10 laps; each lap 1½ miles)

Class G Production: 1, George Valentine (M.G. TC), 60 m.p.h. (record); 2, Henry Willard (M.G. TC); 3, Gus Ehrman (M.G. TD).

Class F Production: 1, E. Pupildy (Porsche), 64.95 m.p.h. (record); 2, Lake Underwood (Porsche); 3, Paul Flickinger (Porsche).

Class D Production: 1, Arthur Simmons (Mercedes 300SL), 64.87 m.p.h.; 2, George Arents (Mercedes 300SL); 3, Byron Roudabush (Mercedes 300SL). **Austin-Healey Division:** 1, Harold Kunz,

63.26 m.p.h.; 2, Malcolm Donaldson; 3, Gus Ehrman.

Class E Modified: 1, Jim Pauley (Ferrari Mondial), 67.70 m.p.h.; 2, Dave Michaels (Bandini-Offy); 3, Charles Rutan (Arnolt-Bristol). **Production:** 1, Gaston Andrey (Morgan-TR2), 64.56 m.p.h.; 2, Capt. M. C. Ashley (Morgan); 3, Benjamin Dane (Morgan).

Class C Production: 1, Richard Thompson (Jaguar XK 140-MC), 65.95 m.p.h.; 2, Robert Bucher (Jaguar XK 140-MC); 3, Harry Carter (Jaguar XK 140-MC).

Class F Modified: 1, Walt Hansgen (Porsche 550), 67.90 m.p.h.; 2, Jim Pauley (Osca-Offy); 3, William Eager (Lester-M.G.).

Unrestricted: 1, John Meyer (Meyer-Cadillac Special), 69.47 m.p.h. (record); 2, Bob Bucher (Allard JR); 3, Phil Cade (Maserati-Chrysler). **Modified Class B:** 1, Stewart Rutherford (Chrysler-Allard J2), 68.15 m.p.h.; 2, John Sinclair (Jaguar-Cadillac); 3, Herbert Ambler (Cadillac-Healey).

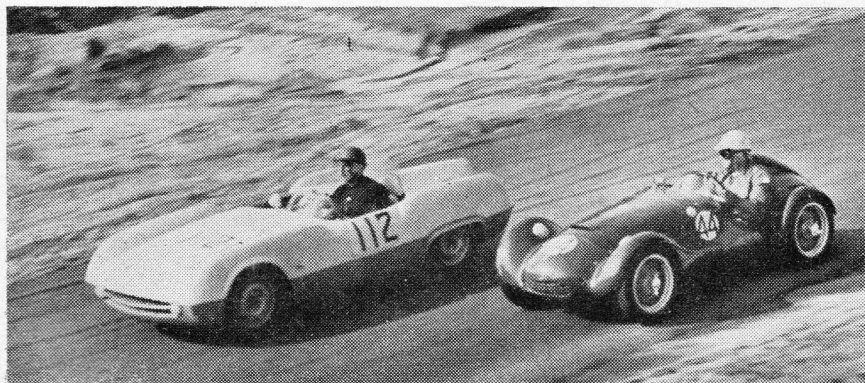
Class G Mod. and Class H Mod., Overall: 1, Len Bastrup (Lotus), 67.08 m.p.h.; 2, Candy Poole (PBX), 64.98 m.p.h.; 3, John Bentley (Abarth). **Class G Mod.:** 1, Len Bastrup; 2, John Bentley; 3, Richard Matthews (M.G. Special). **Class H Mod.:** 1, Candy Poole; 2, Dolph Vilardi (Bandini); 3, Hal Stetson (PBS).

Class C Mod. and Class D Mod., Overall: 1, William Lloyd (Maserati 300S), 71.20 m.p.h.; 2, Duncan Black (Ferrari 4.5); 3, Jack Crusoe (Jaguar XK 120-C). **Class C Mod.:** 1, Duncan Black; 2, Jack Crusoe; 3, Preston Grey (Ferrari 4.1). **Class D Mod.:** 1, William Lloyd; 2, Traver McKenna (Austin-Healey 100S); 3, Vincent Sardi (Austin-Healey 100S).

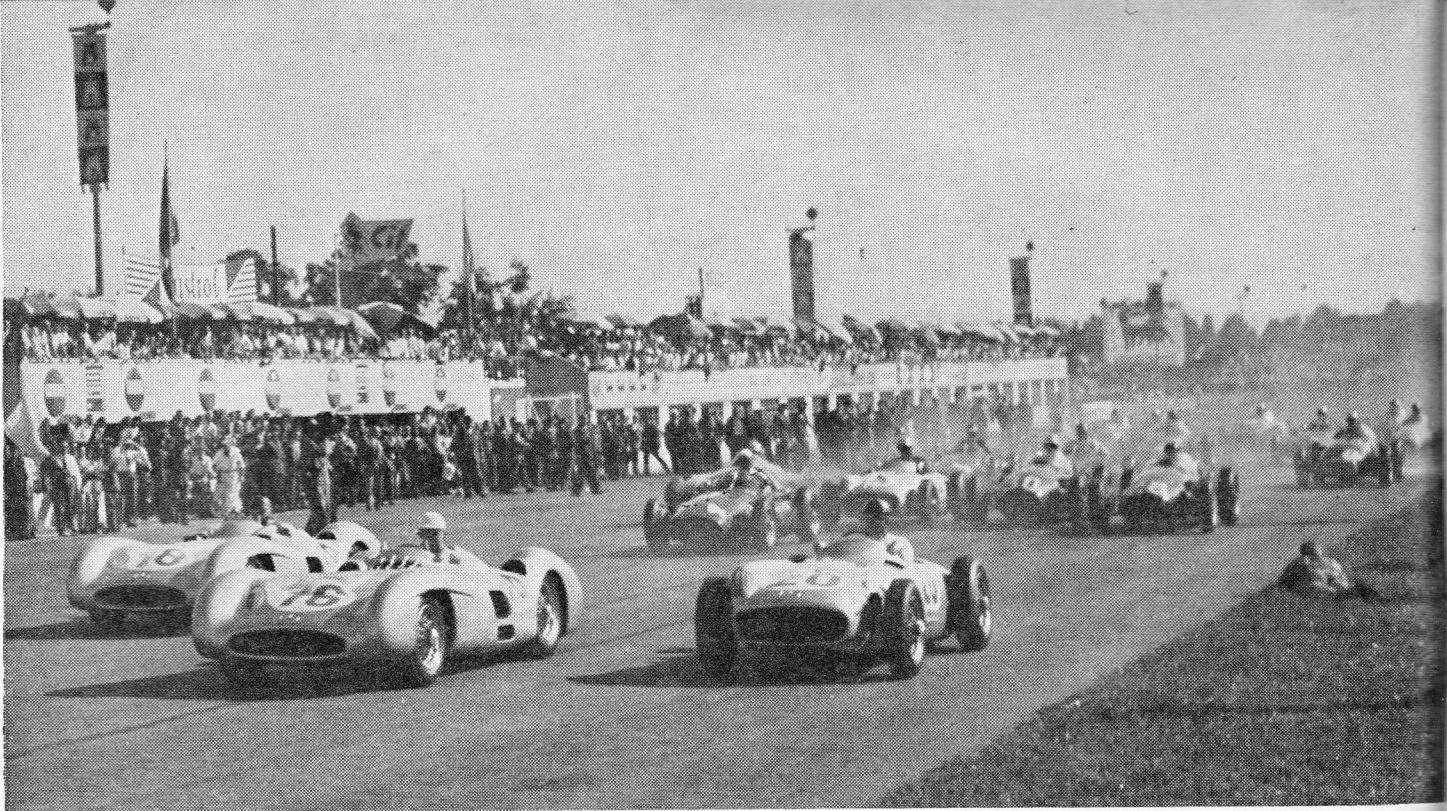
Exhibition race: 1, John Gordon Bennett (Maserati), 71.17 m.p.h.; 2, Robert Bucher (Allard JR), 70.17 m.p.h.; 3, Duncan Black (Ferrari 4.5), 68.94 m.p.h.; 4, Stewart Rutherford (Chrysler-Allard); 5, Preston Grey (Ferrari 4.1); 6, Dave Michaels (Bandini-Offy); 7, Jim Pauley (Osca-Offy); 8, Briggs Cunningham (Osca); 9, Walt Hansgen (Porsche 550).

THE OLDHAM MAJOR "POWER-SEALED" BATTERY

At a recent demonstration, by Oldham's of Manchester, a car battery was built from scratch, piece by piece, then filled with normal sulphuric acid electrolyte. Thirty minutes later it was fitted to a car with a cold engine, and when the button was pressed, the engine started immediately. In that manner the new Oldham Major battery was announced to the Press. The Major battery makes use of Power-Sealed plates, developed by Oldham and available for the first time to the British motorist. Although these plates absorb sulphuric acid immediately, they are absolutely impervious to water; thus they cannot be attacked by moisture in the air while in storage and so retain indefinitely the whole of the almost 100 per cent. factory dry charge. Consequently, there is no need for them to be recharged to full power at the time of sale; as in the demonstration, they are simply filled with electrolyte and left for a few minutes before fitting and use. Although the price of the Power-Sealed battery is roughly 15 per cent. more than a normal one, the makers maintain that its advantages in use will offset the increase, and each battery is guaranteed unconditionally for two years.



ITALIAN-MOUNTED: John Bentley (Abarth) sweeps past Dolph Vilardi's Bandini.



FANGIO—CHAMPION OF THE WORLD

Argentinian Wins for Mercedes-Benz at Monza—Taruffi Runner-up—Castellotti (Ferrari)
Shows his Mettle—Fantastic Speeds on New Banked Circuit—Moss Sets Lap Record

ONCE again Juan Manuel Fangio showed his mastery of the art of motor-racing. In the fastest road-race run since the war, the great Argentinian went through non-stop to win the 26th Italian Grand Prix at Monza for Mercedes-Benz, at the remarkable average speed of 206.791 k.p.h. (128.5 m.p.h.). Close behind came Taruffi in one of the short-chassis "open" cars. The Italian drove a wonderful race, keeping up with Fangio right to the end. Stirling Moss adopted his customary role of "the shadow", but went out with gearbox trouble—a malady which also eliminated Karl Kling.

The withdrawal of Lancia owing to tyre troubles put the onus on Eugenio

by GREGOR GRANT

Castellotti to uphold the honour of Italy. In the seat of a Ferrari, the young driver proved conclusively that he is the logical successor to the late Alberto Ascari, and, during a brilliant drive, came third behind Taruffi.

Maserati's fortunes fluctuated. Musso broke his gearbox trying to keep in front of Castellotti; Mieres had continual plug trouble. Behra's streamlined car kept going till the end, and finished with a broken piston. Collins and Gould both retired, as did Hawthorn. John Fitch managed to coax a sick-sounding Maserati to the finish. Both Vanwalls went out early on, Wharton's car failing to com-

plete a full lap. The new 8-cylinder Gordini was disappointingly slow, and was retired after eight laps with valve gear trouble.

Before he retired, Stirling Moss had the satisfaction of setting up a circuit lap record of 2 mins. 46.9 secs. (215.698 k.p.h., 134.04 m.p.h.).

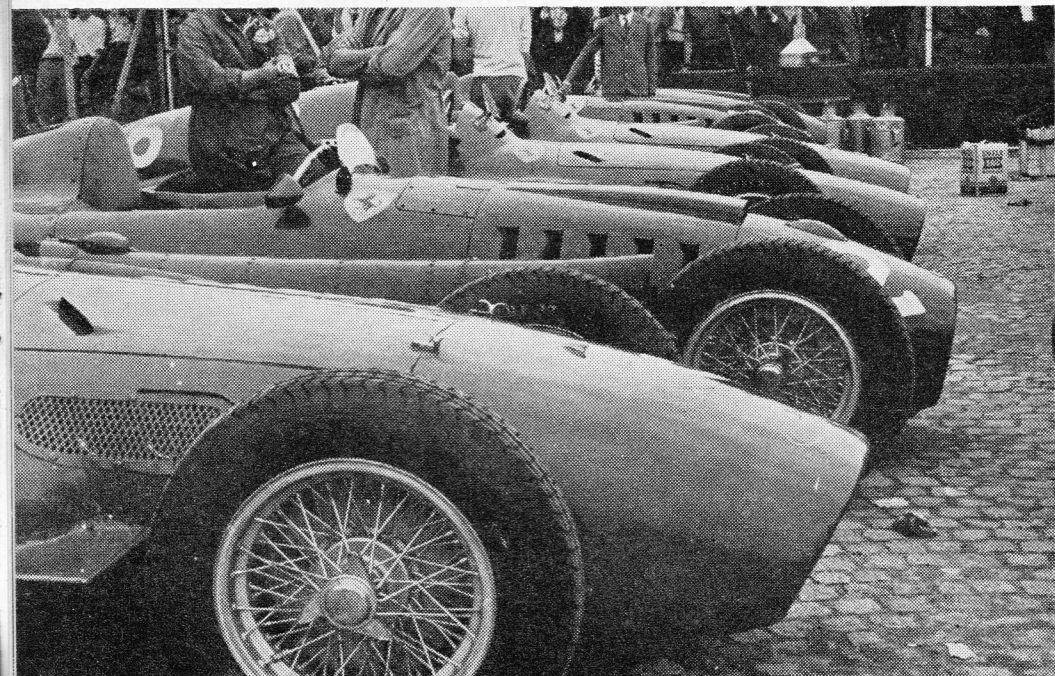
The race attracted a tremendous crowd, but it must be stated that the continued domination by Mercedes-Benz does not make for thrilling racing, as the German cars invariably are very much faster than any of their rivals.

PRACTISING on the very fast new banked circuit posed a problem for Lancia. On Thursday Farina threw a tread travelling at over 170 m.p.h., spun round several times and hit a barrier at the top of the banking. He had a miraculous escape, stepping out completely unhurt but terribly shaken.

Mercedes decided to replace the cars of Moss and Fangio with long-chassis aerodynamic machines, the former's being built overnight at Stuttgart and rushed to Monza on the famous Mercedes "racing lorry".

Fangio was, as usual, fastest of all with 2 mins. 46.5 secs., but Moss was only two-fifths of a second "slower". Kling returned 2 mins. 48.3 secs. with the "open" type, and Castellotti was fastest of the Lancias with 2 mins. 49.6 secs.—three-tenths of a second better than Farina. Behra's Maserati with special streamlined bodywork was one second faster than Mieres's car. Schell did 2 mins. 55.5 secs. with the Vanwall,

MARANELLO MIXTURE: Imposing line-up of Scuderia Ferrari machines in practice. The Lancias, which non-started, now bear the famous "prancing horse" insignia.



THAT MARQUE AGAIN!: (Left) The Mercedes-Benz team took an immediate lead. As they leave the line Moss (No. 16) pulls slightly ahead of Fangio and Kling. Behind can be seen Castellotti's Ferrari (No. 4) and Taruffi in the fourth Mercedes.

faster than the Ferraris of Trintignant and Hawthorn. Jean Lucas was pathetically slow with the good-looking Gordini "eight", which could do no better than 3 mins. 15.9 secs.

The start was held up for more than half-an-hour, due to the presence of the President of the Italian Republic, Signor Gronchi. He was accompanied by several members of the Government, Signor Bertetti (A.C. di Milano), Signor Bianchi (President F.M.I.), Count Brivio (C.S.A.I.) and high dignitaries of the Church, including Mons. Montini, who blessed the new circuit.

Until the arrival of Signor Gronchi, the drivers sat on the wall in front of the main stand. It was very noticeable

RESULTS

1. Juan Manuel Fangio (Mercedes-Benz), 2 hrs. 25 mins. 4.4 secs., 206.791 k.p.h. (128.5 m.p.h.).
2. Piero Taruffi (Mercedes-Benz), 2 hrs. 25 mins. 5.1 secs.
3. Eugenio Castellotti (Ferrari), 2 hrs. 25 mins. 50.6 secs.
4. Jean Behra (Maserati), 2 hrs. 29 mins. 1.0 secs.
5. Carlos Menditeguy (Maserati), 1 lap behind.
6. Umberto Maglioli (Ferrari), 1 lap behind.
7. Roberto Mieres (Maserati), 2 laps behind.
8. Maurice Trintignant (Ferrari), 3 laps behind.
9. John Fitch (Maserati), 4 laps behind.

Fastest lap: Stirling Moss (Mercedes-Benz), 2 mins. 46.9 secs., 215.698 k.p.h. (134.04 m.p.h.).

Retirements: Ken Wharton (Vanwall), 1 lap.; Peter Collins (Maserati), 23; Da Silva Ramos (Gordini), 24; Stirling Moss (Mercedes-Benz), 28; Karl Kling (Mercedes-Benz), 33; Mike Hawthorn (Ferrari), 39; Harry Schell (Vanwall), 8; Jean Lucas (Gordini), 8; Pollet (Gordini), 6, 27; Musso (Maserati), 32; Horace Gould (Maserati), 32.

VII COPPA INTER-EUROPA

Up to 1,300 c.c.

1. Von Hanstein (Porsche); 2. Frankenberg (Porsche); 3. Ringgenberg (Porsche); 4. Gotza (Alfa Romeo); 5. Buttichi (Alfa Romeo); 6. Giudetti (Alfa Romeo).

1,301-2,000 c.c.

1. Guarducci (8V Fiat-Zagato), 153.471 k.p.h.; 2. Zagato (8V Fiat-Zagato), 153.238 k.p.h.; 3. Crespi (Alfa Romeo SSZ); 4. Riboldi (Alfa Romeo SSZ); 5. Lietti (8V Fiat); 6. Sassoli (8V Fiat); 7. Toselli (8V Fiat); 8. Badaracco (Alfa Romeo SSZ); 9. Poillucci (8V Fiat); 10. Bondi (8V Fiat).
Fastest lap: Zagato, 2 mins. 11.6 secs. (157.294 k.p.h.).

Over 2,000 c.c.

1. Gatta (Lancia Aurelia), 153.091 k.p.h.; 2. Croce (Lancia Aurelia); 3. Colocci (Lancia Aurelia).
Fastest lap: Gatta, 2 mins. 13.4 secs. (155.172 k.p.h.).



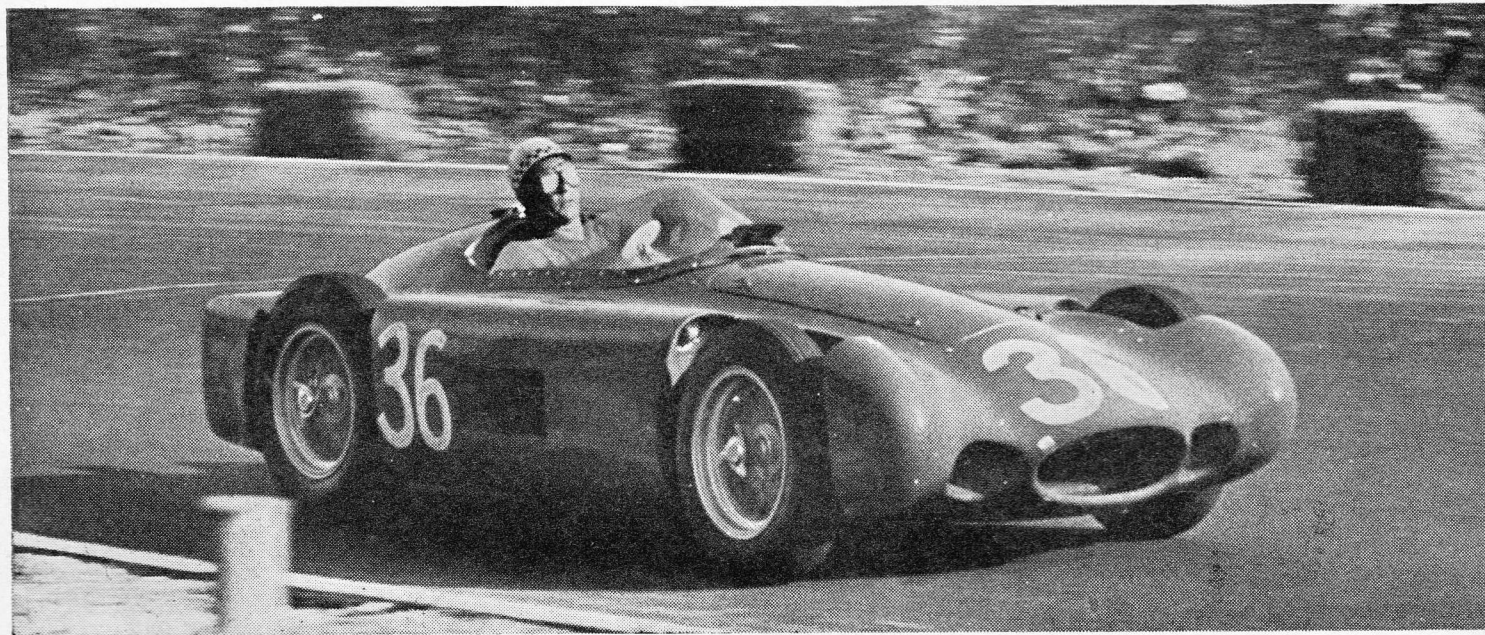
that the official party of 10 recognized photographers had swollen to several times that number.

Alongside the reception committee were ranged nine of the latest Italian cars, representing Lancia, Fiat, Alfa Romeo, Maserati and Ferrari. The official cars comprised a Lancia Spyder and a Gran Sport Maserati. The President drove round in the last-named, doing a complete lap of the 10-kilometre circuit, which meant that he passed the main stands twice.

Meanwhile the real stars were lined up on the grid—the 20 Formula machines, with Mercedes-Benz occupying the entire

NEW BOY: (Left) Peter Collins drove in the official Maserati team for the first time, but was forced out with gearbox trouble after 23 laps.

NEW BODY: (Below) In this aerodynamic-bodied Maserati, specially produced for high speed circuits, Jean Behra finished fourth behind Castellotti.



SUCCESSFUL SUBSTITUTE: *Eugenio Castellotti was due to drive one of the Lancias, but on their withdrawal took over a Super-Squalo Ferrari in which he finished a brilliant third.*

combat, followed by Collins, Behra and Musso, with Gould heading a struggling mob comprising Maglioli, Schell, Pollet, Trintignant, Ramos and Menditeguy.

Gordini's new "eight" was very slow indeed, and dropped further and further behind Fitch's light grey and black Maserati. Kling slid past Taruffi, and all four German cars were bunched together. Castellotti was dropping about one second a lap to Fangio, and after five laps the position was:—

1, Fangio (Mercedes-Benz), 14 mins. 30.3 secs. (206.825 k.p.h.); 2, Moss (Mercedes-Benz), 14 mins. 30.9 secs.; 3, Kling (Mercedes-Benz), 14 mins. 31.3 secs.; 4, Taruffi (Mercedes-Benz), 14 mins. 31.9 secs.; 5, Castellotti (Ferrari), 14 mins. 36.8 secs.

The now all-too-familiar Mercedes-Benz race pattern had taken shape and the "silver arrows" were clearly far faster than any of their rivals. Coming round

Starting Grid

Kling (Mercedes-Benz)	Moss (Mercedes-Benz)	Fangio (Mercedes-Benz)
2 m. 48.3 s.	2 m. 46.8 s.	2 m. 46.5 s.
		Castellotti (Ferrari)
		2 m. 49.6 s. (with Lancia)
	Mieres (Maserati)	Behra (Maserati)
	2 m. 51.1 s.	2 m. 50.1 s.
Musso (Maserati)		Taruffi (Mercedes-Benz)
2 m. 52.2 s.		2 m. 51.8 s.
Schell (Vanwall)	Maglioli (Ferrari)	Collins (Maserati)
2 m. 55.5 s.	2 m. 55.4 s.	2 m. 55.3 s.
Trintignant (Ferrari)		Hawthorn (Ferrari)
2 m. 56.6 s.		2 m. 56.2 s.
Da Silva Ramos (Gordini)	Wharton (Vanwall)	Menditeguy (Maserati)
2 m. 59.8 s.	2 m. 59.5 s.	2 m. 58.4 s.
Fitch (Maserati)		Pollet (Gordini)
3 m. 03.1 s.		2 m. 59.9 s.
Lucas (Gordini)		Gould (Maserati)
3 m. 15.9 s.		3 m. 05.2 s.

front row, Fangio and Moss had long-chassis aerodynamic models, Kling and Taruffi having the now-familiar "open" G.P. vehicles. Jean Behra's Maserati had streamlined bodywork. Peter Collins and Horace Gould were in "works" Maseratis of the older four-speed gearbox type.

Greatest disappointment of all was the absence of the three Lancias entered by Scuderia Ferrari. Serious trouble with their Belgian-made tyres caused their withdrawal. Britain's Dunlop offered to assist, but the Lancias were under contract to the Belgian concern and nothing could be done. Thus Farina and Villorresi became spectators, and Castellotti was given a spare Ferrari.

Based on practice times, the cars lined up as shown in the adjoining column. The standard-bearers accompanied the drivers to the cars after they had been introduced to the President. By now there was a tremendous crowd and, to judge by the fierce arguments going on in the tribunes, the authorities had sold more tickets than there were seats!

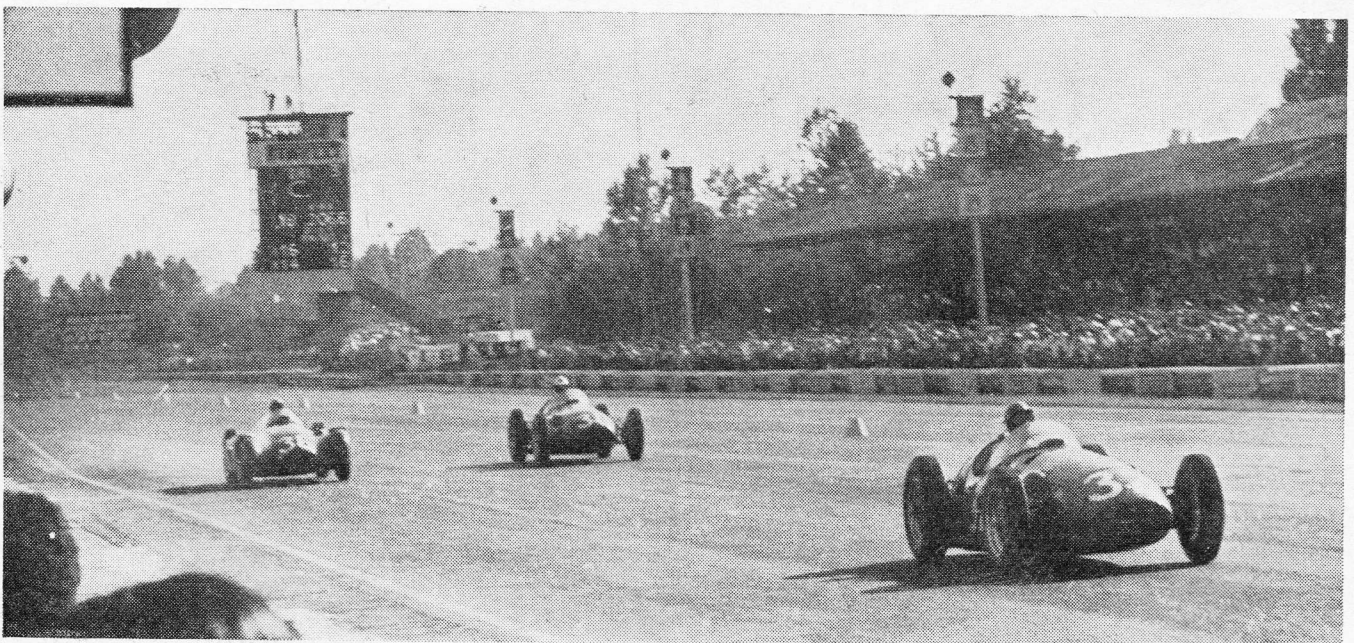
Engines were revved up and, without a single "creeper", the 20 machines shot off the line, led by the Mercedes of Moss, Fangio and Kling. In what seemed like

next to no time they were round to complete the first half of the circuit, with Moss still in the lead. Ken Wharton was the first casualty, his Vanwall being retired with transmission troubles.

The end of the first complete lap saw Fangio in the lead, followed by Taruffi, Moss, Kling, Castellotti, Hawthorn, Mieres, Maglioli, Collins, Schell and Musso in that order, with Fitch and Lucas (Gordini 8) bringing up the rear.

With cars passing the pits twice for each lap, it was a trifle confusing and by no means easy to keep an accurate lap chart. The four German cars were out in front, but, a few yards behind came Castellotti, his Ferrari going surprisingly quickly. Moss moved into his customary second place behind Fangio, with Taruffi and Kling almost wheel-to-wheel. Hawthorn conceded sixth place to Mieres, and already Collins was challenging Maglioli for eighth spot. Close behind, Horace Gould was sitting calmly on the tail of Behra's streamlined car, hitting about 170 m.p.h. past the stands.

The Mercedes-Benz quartet circulated in close formation, with only Castellotti supplying a threat. Came a gap, and then Mieres and Hawthorn locked in



TRIDENT TRIO: *Peter Collins leading his Maserati team-mates Musso and Behra past the pits on the third lap.*

the new banked curves the aerodynamic vehicles of Fangio and Moss were noticeably steadier than the short-chassis versions, but Castellotti's Ferrari was outstandingly leech-like in its road-holding properties.

On lap 5, Menditeguy's Maserati had a brief pit-stop and had to be push-started. Hawthorn repassed Mieres, but was almost immediately retaken, and then gave way to Musso. The Maseratis set off in hot pursuit of Castellotti's Ferrari. Behra had his work cut out to keep in front of Collins. Horace Gould was going surprisingly well and had drawn well away from Maglioli, Schell and

Trintignant. Lucas stopped with the Gordini, which was now on seven cylinders. On the seventh lap Peter Collins stopped at his pit and mechanics fiddled with the gearbox. He set off again in last place, behind the ailing Gordini. Shortly afterwards Harry Schell retired with a broken de Dion tube—the Vanwall had covered only eight laps.

With 10 laps gone, Fangio had pushed the race speed up to over 208 k.p.h. and the position was:—

1, Fangio (Mercedes-Benz), 28 mins. 50.1 secs.; 2, Moss (Mercedes-Benz), 28 mins. 50.5 secs.; 3, Kling (Mercedes-Benz), 28 mins. 50.8 secs.; 4, Taruffi (Mercedes-Benz), 28 mins. 51.3 secs.; 5, Castellotti (Ferrari), 29 mins. 0.9 secs.

All four Mercedes had lapped Fitch's Maserati and Lucas's Gordini. Trintignant stopped for over a minute and set off again with a rough-sounding engine. After 13 laps, the German cars had passed everyone except Castellotti, Musso, Mieres, Behra, Menditeguy and Hawthorn, but Fangio was just about to lap the British driver. Kling had put in the fastest lap to date with 2 mins. 50.4 secs. (211.267 k.p.h.).

On the 17th lap Mieres stopped with plug trouble and remained stationary for 3 mins. Then came excitement: Moss's Mercedes came in and mechanics quickly replaced his windscreen which had been shattered by a stone. Meanwhile Musso, driving his Maserati absolutely flat out, had taken Castellotti who calmly proceeded to sit in his slipstream. Hurling round the banked curves it must have been rather unnerving for the Maserati driver to have the Ferrari constantly in his mirrors!

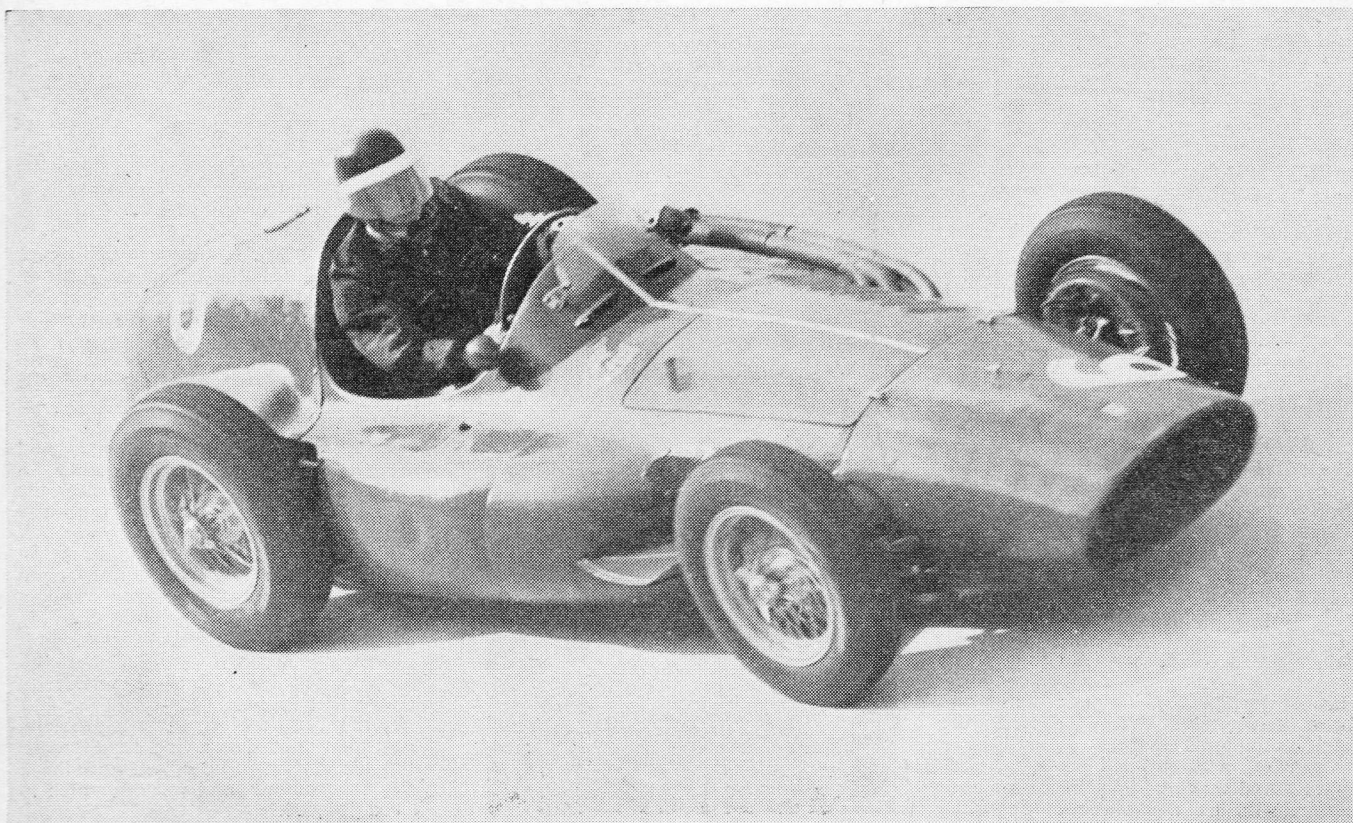
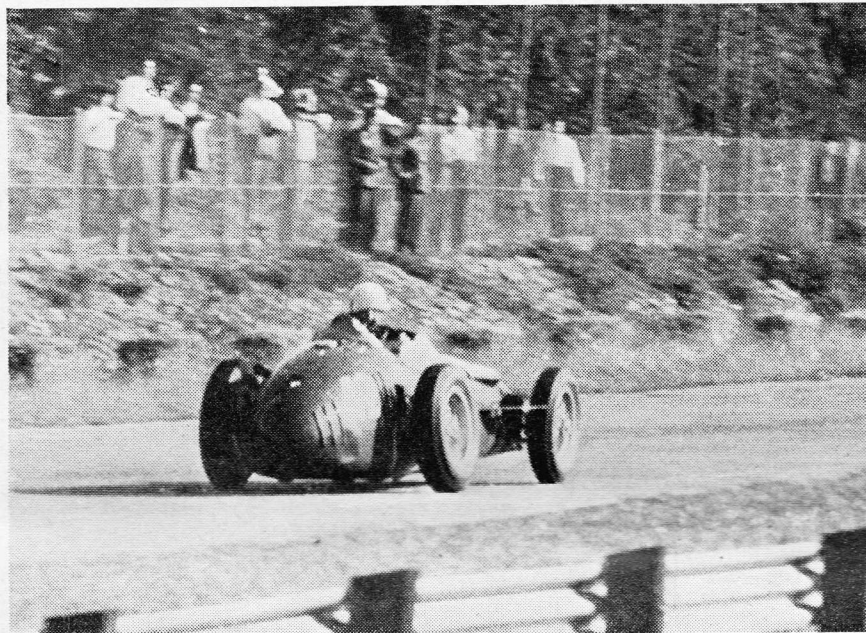
Moss rejoined the race and immediately began setting up record laps, actually passing his three team-mates *en route*. Musso and Castellotti were wheel-to-wheel. With 20 laps completed the race order was:—

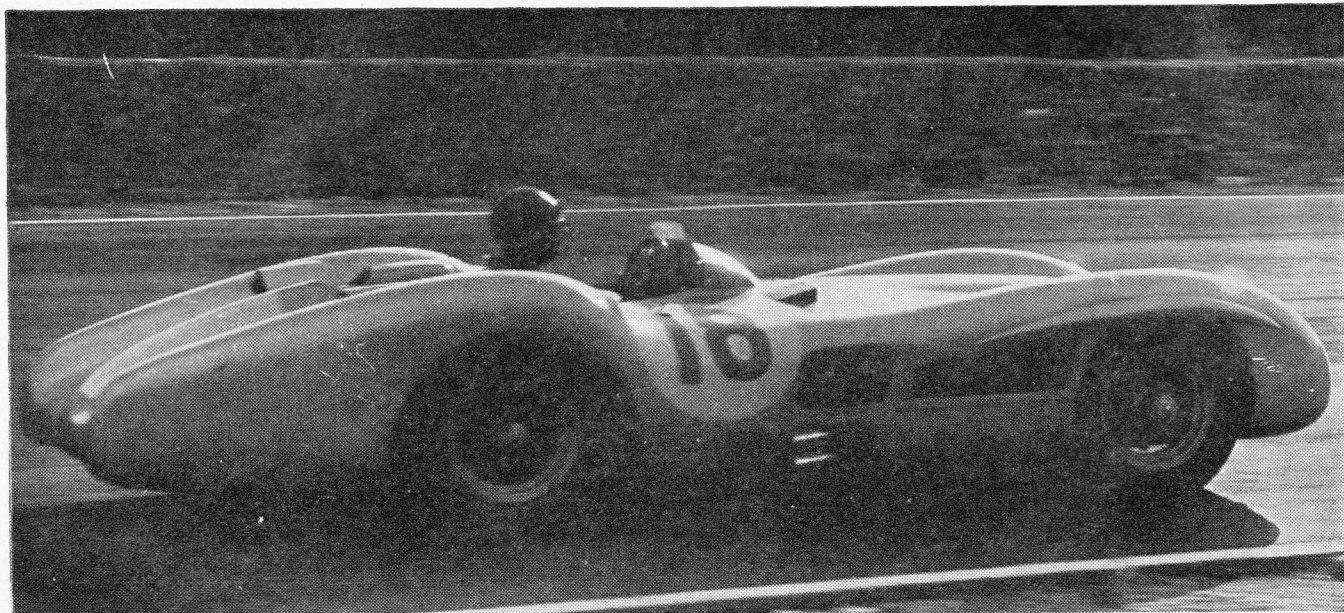
1, Fangio (Mercedes-Benz), 57 mins. 39.6 secs. (208.116 k.p.h.); 2, Kling (Mercedes-Benz), 57 mins. 41.1 secs.; 3, Taruffi (Mercedes-Benz), 57 mins. 41.7 secs.; 4, Musso (Maserati), 58 mins. 05.2 secs.; 5, Castellotti 58 mins. 05.2 secs.

Moss covered his 21st tour in 2 mins. 46.9 secs. which represents the remarkable speed of 215.698 k.p.h. (134.04

EIGHTH LAP EXIT: The two Vanwalls had no luck at Monza, Wharton going out on the first lap, while Harry Schell (left) completed only eight laps, retiring with a broken de Dion tube.

CURVA ALTA VELOCITA: Mike Hawthorn (Ferrari) at speed on one of the high-speed banked turns newly introduced at Monza.





m.p.h.). He overtook Hawthorn, and rapidly closed up on Behra's Maserati. Horace Gould had a quick pit-stop to check his tyres, but on lap 23 Peter Collins toured in to retire. Shortly afterwards da Silva Ramos's Gordini joined Lucas's "eight" in the dead car park.

Half distance and the position was:—
1, Fangio (Mercedes-Benz), 1 hr. 11 mins. 55.1 secs. (208.565 k.p.h.); 2, Kling (Mercedes-Benz), 1 hr. 11 mins. 57.9 secs.; 3, Taruffi (Mercedes-Benz), 1 hr. 11 mins. 59.8 secs.; 4, Musso (Maserati), 1 hr. 12 mins. 28 secs.; 5, Castellotti (Ferrari), 1 hr. 12 mins. 33.6 secs.; 6, Behra (Maserati), 1 hr. 13 mins. 18.4 secs.; 7, Moss (Mercedes-Benz); 8, Hawthorn (Ferrari); 9, Maglioli (Ferrari); 10, Pollet (Gordini).

Musso was pushing his Maserati so hard that it was no surprise when he pulled in on lap 27. He set off again only to retire with a broken gearbox. At the same time Moss's Mercedes packed up at the Vialone curve—also with gearbox trouble. With 30 laps gone it was still Fangio, Kling and Taruffi, with Castellotti 41.7 secs. behind the World Champion, and about 45 secs. ahead of Behra.

Then came another blow to Mercedes. Karl Kling came out of the South Curve vainly trying to sort out his gears, and abandoned his car on the grass in front of the main stand. With two of his cars out with gearbox failure, Neubauer was more than a trifle worried.

John Fitch lost a lot of ground with a pit-stop and Horace Gould, whose sump was grounding on the banked curves, wisely decided to pack up before the metal wore through. Hawthorn's Ferrari was visibly slowing, and after 37 laps he stopped at his pit for 36 secs. Mieres stopped several times for plugs. Hawthorn halted again, this time for 1 min. 40 secs., did one more lap and then retired with his gearbox mountings completely adrift.

The main interest now was whether or not Fangio and Taruffi could keep going without suffering the gearbox troubles which had knocked out their team-mates. Fangio made vague signs as he passed his pit, but all appeared to be in order. Taruffi was putting up a magnificent show, having taken over Moss's role of world champion's shadow.

Castellotti was still going strong, and Behra could make no impression on the Ferrari with his aerodynamic Maserati.

IL MAESTRO: (Above) Juan Manuel Fangio, World Champion for the third time, on his way to victory in the Italian Grand Prix. He won this race last year in a similar car.

PRIZE OF GOLD?: (Right) Fangio and Castellotti after the race. The latter is about to receive an interesting ribbon-tied parcel.

ALL LIT UP: (Below) Monza's latest electrically operated scoreboard, like that at Nürburgring, lights up the leader's progress around the circuit on every lap.



Maglioli had now come up to fifth place and suddenly Behra began to gain on Castellotti, at the rate of 2 secs. per lap. With five laps left to go the order was:—

1, Fangio (Mercedes-Benz), 2 hrs. 10 mins. 28.3 secs. (206.941 k.p.h.); 2, Taruffi (Mercedes-Benz), 2 hrs. 10 mins. 30.9 secs.; 3, Castellotti (Ferrari), 2 hrs. 11 mins. 9.2 secs.; 4, Behra (Maserati), 2 hrs. 11 mins. 27.3 secs.; 5, Menditeguy, 1 lap behind; 6, Maglioli (Ferrari).

Taruffi closed right up on Fangio, and during the final laps, the two Mercedes were nose to tail. Down went the chequered flag, but Neubauer frantically waved on his two drivers—there was still part of a lap to go. On the very last tour Behra's Maserati broke a piston, and crossed the line in a cloud of blue smoke.

Castellotti had a tremendous ovation, as had Fangio and Taruffi. Fangio's victory gave him the World Championship for the third time—a wonderful achievement indeed!

Getting out of Monza was a problem, vast traffic jams developing on all roads from the circuit. The crowd must have been a record one, and was computed to exceed 150,000.

Deutsche Vintage

An Interesting Sports Car of the Twenties—the Dürkopp

SAY "vintage" to the average vintage car fan and he instantly conjures up thoughts of 3- or 4½-litre Bentleys, 30/98 Vauxhalls, Alvises, or, mentally crossing the Channel, of DIS 14/40 Delages, 22/90 Alfa Romeos and the like. One name which will surely *not* come to mind is Dürkopp, yet look at the cars on this page. Pure vintage!—and a rather happy compromise in form between British Bentley, German Mercedes and Italian Alfa!

One link in keen British memories may be the fact that Hans Stuck, once Europe's hill-climb champion and Auto Union team driver, started his racing career in a Dürkopp. In 1924 Ing. Kurt C. Volkhart, who had successfully raced the Bielefeld-built Dürkops and a car called the Rabag—a German-built Brescia Bugatti—was given the task, in co-operation with Bielefeld production manager Schröder, of designing and driving a new 2-litre racing car.

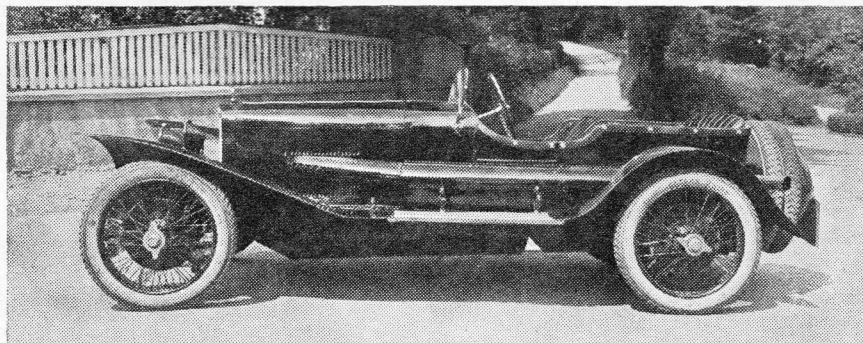
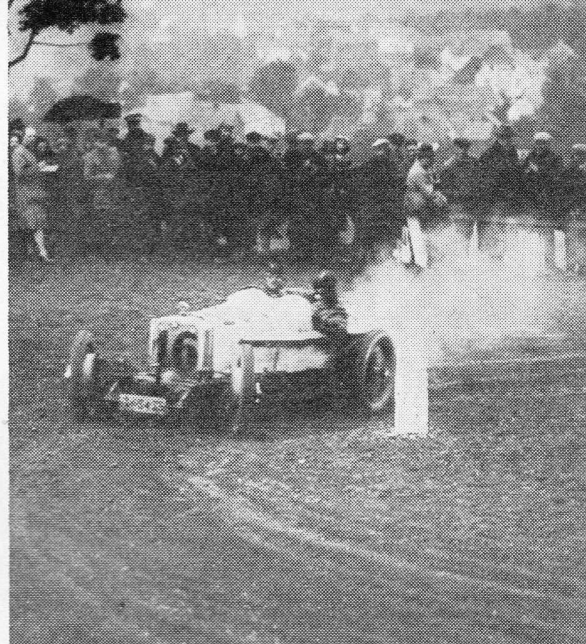
Embodying the cylinder block of the production Dürkopp model P8A unit, the racing engine Volkhart evolved was a four-cylinder with side camshaft and a special head with large o.h.v. operated by elektron pushrods and rockers. Elektron pistons, hollow dural con-rods and a statically and dynamically balanced crankshaft were fitted, and a dry sump lubrication system was employed, with Friedmann oil pump. Running on an 8½ to 1 compression ratio and a potent mixture of benzol, alcohol and ether additive, this unit achieved 80 b.h.p. at 5,500 r.p.m.—good for a 2-litre of the mid-'20s—and Volkhart reached 106 m.p.h. through a flying kilo at Krefeld. The motor was set far back in the chassis to accommodate a supercharger, but this was never fitted.

Using Elektron for sump, gearbox casing, brakes and rear axle, the Dürkopp weighed about 880 kgs., ready for racing and with 100 litres of fuel in the tank. Snags in the design were the three-speed gearbox, harsh suspension and very heavy steering, which punished the driver's hands cruelly. The car was raced in German road and hill-climb events with mixed fortunes, but from it Volkhart evolved the handsome 2-litre Dürkopp sports with two- and four-seater bodywork on a longer wheelbase chassis. With a more tractable engine yielding 60 b.h.p., these cars achieved their 85 m.p.h. on the unsympathetic roads of the day and, like Mercedes and Austro-Daimler, re-

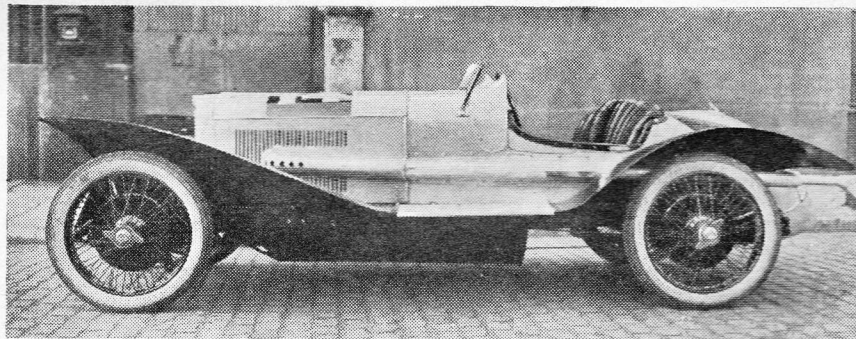
presented the essence of sporting elegance in Germany in the '20s. Alas, that country was no place in those days for a fairly expensive, limited production sports model, and Dürkopp ceased car production near the close of that same decade. Volkhart turned his activities elsewhere, driving the fabulous Opel rocket car in 1928 amongst other things. Today the name Dürkopp appears on motor-cycles, scooters and sewing machines, while Ing. Kurt Volkhart is engaged in aerodynamic research work.

C. P.

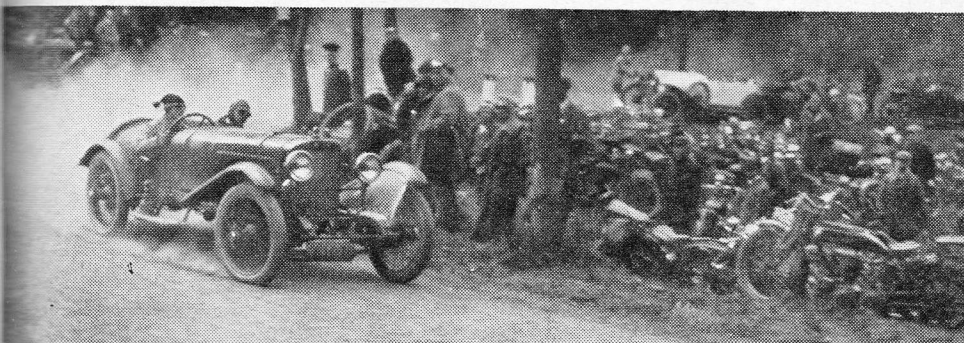
RACING DÜRKOPP: (Right) Designer-driver Kurt Volkhart cornering the 2-litre racing car during the 1925 Eifelrennen, held in those pre-Nürburgring days on a circuit near Nideggen.



SPORTS FOUR-SEATER, with Bentley-style bodywork but set-back radiator, this comely 2-litre car weighed 950 kg. and could reach 84 m.p.h.

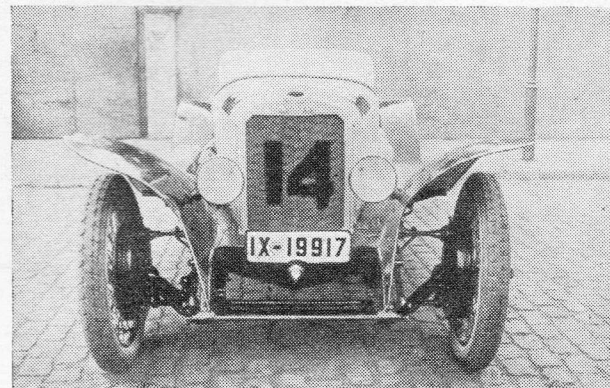


COMPETITION TWO-SEATER: (Above) The rakish 90 m.p.h., 2-litre Dürkopp of 1925, with flared wings and pointed tail.



ACID TEST: Kurt Volkhart winning his class with a Dürkopp in a German hill-climb of 1923. Hans Stuck began his career in a similar car.

(Below) The classic front, reminiscent of Mercedes, on the same model.



JOHN BOLSTER TRIES

A TR2 - PLUS

Derrington modifications add even more performance to an already outstanding car

ABOUT the beginning of 1954, I road-tested a new Triumph sports car. At that time, incredible to relate, the cognomen "TR2" meant nothing to the man in the street, and all the many competition successes were still hidden in the future. How time flies!

It's fun to say, "I told you so", and, therefore, it is pleasant to turn back to that old report. The very first sentence reads—"The Triumph TR2 is the most important new sports car which has been introduced for some time". For once, Bolster was right. All of which introduces the subject of the current test, which is a "tuned" version of the same model.

The Triumph TR2, in standard form, gives a genuine 100 m.p.h. performance, coupled with remarkable reliability and fuel economy. That, one might think, is enough to be going on with from a relatively cheap and well-equipped sports car. The answer, of course, is that it's only enough until you want to beat another TR2! These cars appear in club events every week-end, and so a demand has grown up for special equipment that will extract a few more b.h.p. from the willing engine.

V. W. Derrington, of 159-161 London Road, Kingston-on-Thames, has long been known as a purveyor of bits and pieces for the man in search of extra speed. He has now turned his attention to the TR2, and, in fact, races one of these cars himself. I recently borrowed this machine for a week, and these notes are the result.

Bigger Carburetters

The most important modification is a new induction system, with larger carburetters. These are SU instruments, as are the standard ones, but they have a bore of $1\frac{1}{2}$ ins. instead of the normal $1\frac{1}{2}$ ins. The new inlet manifold has a

balance pipe, and blends the larger carburetters with the existing ports, so that only the minimum of "marrying up" is necessary.

In addition, Derrington's car has a new exhaust system. The swept pipes pair off cylinders 1 and 4, 2 and 3, entering the standard silencer via a junction box. An extra straight-through silencer has been fitted in the tail pipe to cure that well-known raucous note.

The induction side of the job, including the two big carburetters, costs £40. The exhaust system comes to £25, with an extra £1 5s. for the tail pipe silencer. Incidentally, the test car also has a Scintilla Vertex magneto, and a few other detail modifications of which more anon.

On the road, the first impression is that the "tuned" car is quieter than the standard model. I like fast cars to be silent, and so I applaud this exhaust system. No loss of flexibility is occasioned by having larger carburetters, and the traffic manners are impeccable. Cold starting is instantaneous.

Standing $\frac{1}{4}$ mile—17.6 secs.

The acceleration is identical to standard up to 30 m.p.h., wheelspin being the deciding factor in this range. Further up the scale, a steady improvement is recorded. Naturally, a very large power increase would be required to make spectacular gains, but those few useful fifths of a second may make just the difference to beating the other chap into the next corner. I did 0-60 m.p.h. on a re-calibrated speedometer in 10.8 secs., and the standing quarter-mile occupied 17.6 secs.

As regards speed, I got a timed maximum of 107.1 m.p.h. In case you are a Triumph owner, this means 116/118 m.p.h. on the speedometer, if yours is a similar instrument to the one

on the test car. These runs were made with the hood and sidescreens in position.

It is needless to remark that one cannot get something for nothing. The improved power output is obtained by passing more air through the engine at maximum revs., mixed with an appropriate quantity of petrol. In the hands of a fast driver, the modified car uses up to 20 per cent. more fuel than a standard one, which is about what one would expect. Apart from this greater thirst, however, there are no other disadvantages.

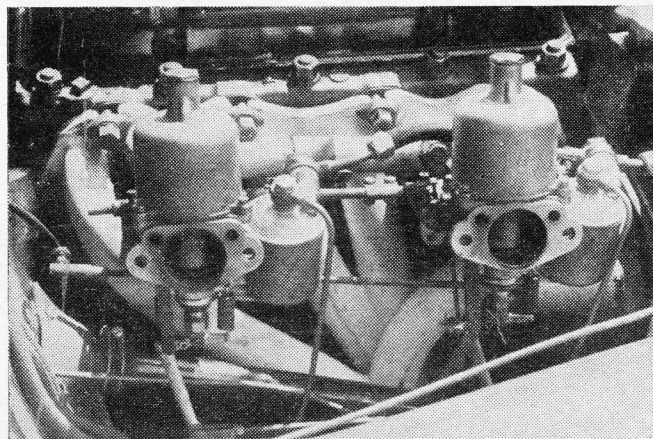
Modified Bucket Seat

Another useful modification had been made to the driver's bucket seat. Its side had been extended to hold one from slipping towards the passenger's seat, and a padded buffer was also fitted inside the offside door. There are many other makes of cars that would benefit from such treatment, some of them actually being dangerous through the lack of lateral support provided. I am repeatedly telling puzzled drivers that their mysterious steering maladies and cornering difficulties may all be traced to the seat of their pants. I enjoyed flinging Derrington's Triumph through the corners with my posterior firmly anchored in the seat. Would-be competition drivers should certainly check this point.

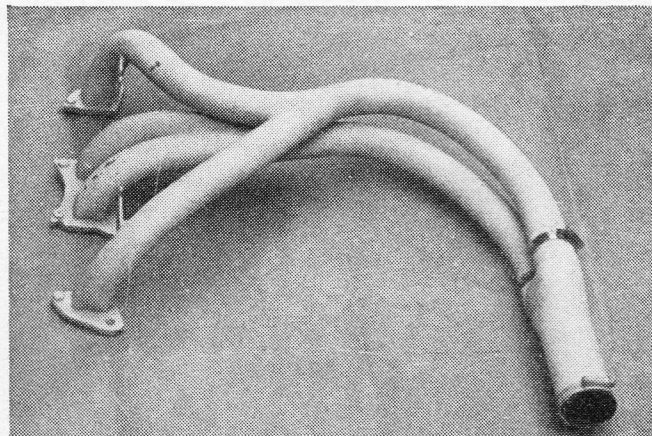
A common fault among sports cars is loose spokes in their wire wheels. Modern wheels seem particularly prone to this, and the test car has rebuilt rear wheels. These have 64 spokes each, and the 4.50 ins. rims give extra support to the tyres. The battery has also been taken from the bonnet to the boot, which supplies a little more weight to hold down the rear axle at the expense of luggage room.

Very beautiful is the wood rimmed steering wheel. Of laminated and riveted construction, this adds greatly to the appearance of the driving compartment, and is pleasant to the touch. It is the kind of thing that makes a popular model stand out from the crowd, if one has £9 15s. to spare.

The Triumph TR2 is an excellent sports car, and in standard form it will satisfy the majority of owners. For those who want a TR2 with a difference, however, a visit to V. W. Derrington is more than worth while.



WAY IN is through a pair of $1\frac{1}{2}$ ins. SU carburetters (instead of $1\frac{1}{2}$ ins.) plus a new manifold with balance pipe.



WAY OUT is via this new exhaust system which pairs off cylinders 1 and 4, and 2 and 3. An extra tail-pipe silencer is available.

CASTROL WINS

ITALIAN GRAND PRIX

1ST J. M. Fangio
(MERCEDES-BENZ)

2ND P. Taruffi
(MERCEDES-BENZ)

(Subject to official confirmation)



THE MASTERPIECE IN OILS

With the Bentley Boys at Firle

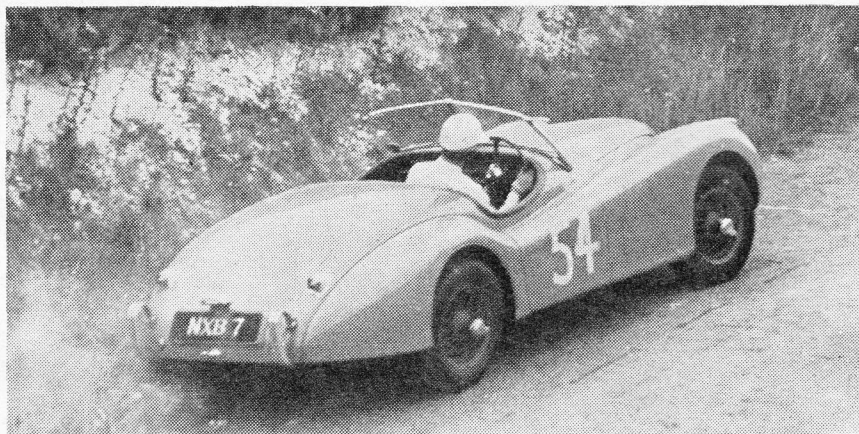
A COOLISH day of sun and threatening cloud greeted spectators at the Bentley Drivers' Club hill-climb at Firle on 4th September. A deceptively easy-going atmosphere concealed competition as fierce as any, as a new unofficial hill record in practice by Gordon Parker showed.

The proceedings opened with the 3-litre Bentleys which, together with classes B, C, and D, formed the Bentley handicap event. In the first class, D. McKenzie's considerably modified car won easily in 36.35 on his second run. G. H. G. Burton in the class for "4½s", drove with his right arm in plaster, somehow managing the right-hand gear change with his left. He made 31.11 and 31.02, and later in class H, 30.66, winning class B and "fastest Bentley"—a model of consistency and accurate placing.

Also in this class came the family battle between Mr. B. and Mrs. C. Mountfort in their jointly owned 4½. Mrs. Mountfort went first in 36.23, her husband beat this with 34.28, then Mrs. M. tried really hard, recording 34.78; not quite fast enough although faster than her husband's second run. A. N. Hewett managed a magnificent 34.32 with the heavy 8-litre in class C in which O. A. Batten, also in an 8-litre, approached the first bend possibly to his own and certainly to the writer's temporary discomfiture! He went his way in 36.23. Class D was won by Lord Ebury, who took up his post-1931 3½-litre Bentley (considerably lowered and, we suspect, otherwise modified) in 31.50.

Class E for cars up to 1,500 c.c. was won by K. Rolfe with his 1,090 c.c. Fiat in 33.66, and was also notable for two very good runs by D. Elwell Smith in his ex-works-team Aston Martin in 35.43 and 35.14.

Class F, for cars up to 2,600, saw the first run to break 30 secs. This was made by W. S. Perkins in his Lotus-BMW (with a very large bulge to accommodate



UNFIRED: Walter Freed leaves the Bentley D.C.'s hill-climb course after completing his class-winning ascent.

the engine and lots of power/weight) in 29.06. Several others neared the 30 secs. mark, notably R. Truscott's excellent "chain-gang" Frazer-Nash (30.12) and two well-known ladies, both in A.C. Aces, who were neat and pretty to watch (in both senses!)—Mrs. S. L. Park (31.97) and Miss Betty Haig (32.30). There was only a small entry for class G (2,601-3,500 c.c.), but W. Freed (Jaguar XK 120) was fast with 30.98, nearly overdoing things at the top bend, though after crossing the line.

However, a large and varied field contested class H for cars over 3,500 c.c., with some very good times and an excursion or two, R. Hill-Smith hitting both banks at the first corner, though without a great deal of damage; he continued his run non-stop. R. A. R. de Larrinaga's J2R Cadillac-Allard seemed to have too much power, but won the class with an excellent second run in 27.93 (the fastest yet) after Dr. G. E. Pinkerton had made 28.97 on the first run with his similarly powered H.W.M. Two 4½-litre Invicta 100 m.p.h. models also distinguished themselves. They were driven by Lord Ebury and D. Munro.

In class J, for supercharged unlimited machinery, there were only two starters—but it was from here that B.T.D. came. Gordon Parker sent the Jaguara up like a rocket on his first run in 26.98 to beat substantially his own hill record of 28.46.

The innovation of a timed 100 yards on a straight part of the hill revealed some interesting figures, O. A. Batten clocked 99.5 m.p.h., 2.2 m.p.h. faster than Lord Ebury's 3½-litre Bentley, yet the former's time for the hill was over 4½ secs. slower. J. L. Gardner (Austin-Healey) did no less than 56 m.p.h. to Truscott's 53.7 with the old Frazer-Nash, yet Truscott was faster for the whole run.

PATRICK BENJAFIELD.

Results

B.T.D.: Gordon Parker (Jaguara S), 26.98 secs.
Christopher Tomkinson Trophy (fastest Bentley):
 G. H. G. Burton (Bentley 4½-litre), 30.66.
3-litre Bentleys: D. McKenzie, 36.35. **4½-litre Bentleys:** G. H. G. Burton, 31.02. **8-litre, 6½-litre and 4½-litre (S) Bentleys:** A. N. Hewett (8-litre), 34.32. **Post-1931 Bentleys:** Lord Ebury (3½-litre), 31.50.
Cars up to 1,500 c.c.: K. Rolfe (Fiat 1,090 c.c.), 33.66. **1,501 c.c. to 2,600 c.c.:** W. S. Perkins (Lotus-BMW), 29.06. **2,601 c.c. to 3,500 c.c.:** W. Freed (Jaguar XK 120), 30.98. **Over 3,500 c.c.:** R. A. R. de Larrinaga (Cadillac-Allard), 27.93. **Supercharged cars, any capacity:** G. Parker (Jaguara S), 26.98.

BOOK REVIEWS

Title: "Half-Safe".

Author: Ben Carlin.

Size: 8½ ins. x 4½ ins.

Price: 16s.

Publishers: André Deutsch, Ltd., 12/14 Carlisle Street, Soho Square, London, W.1.

As one of the few people left in this civilized world who has yet to cross the Atlantic in an open boat, balsa raft or half-decked rubber bathmat, I have an unreasonable admiration for those who attempt such crazy feats. Ben Carlin was undoubtedly crazier than most, for this hard-boiled Australian *drove* across in an amphibious jeep—not the well-known DUKW, but a tiny, horrible contrivance which even the makers admitted to be a flop for the purpose for which it was designed. His courage in doing so was rivalled only by that of his American wife, Elinore, who accompanied him although she knew full well that, from first to last, she would suffer constantly from sea-sickness.

"Half-Safe" is the name of the jeep, derived from an advertising slogan with the wry, offhand Carlin humour which one gradually learns to understand and enjoy. That humour sustained the couple when Ben decarbonized the engine once a week in mid-Atlantic; when Elinore, pint enamel mug in

hand, endured a hurricane east of the Azores; and finally when, in London, a Hendon driving test examiner informed Ben that he couldn't drive a car. The same humour permeates their book; it lost me two nights' sleep, but I shall be first in the queue for the next Carlin saga which makes its appearance.

F. W. McC.

Title: "The Modern Car Easy Guide Series, Part 3, Simple Repairs".

Size: 7½ ins. x 5 ins.; 48 pp.

Price: 2s.

Publishers: Temple Press, Ltd., Bowling Green Lane, London, E.C.1.

I ONCE met an A.A. patrolman in the heart of Ireland who tested sparking plugs by the simple expedient of gripping the terminal with his horny hand. If he felt a slight tingling sensation he presumed the current was flowing. A less uncomfortable way is to use a screwdriver in the customary manner, which is described in the pages of this little book. Now, lest the knowledgeable should sneer at a volume containing such elementary information being reviewed in these pages, let them remember that even to some out-and-out motoring sport enthusiasts, what goes on under the bonnet is a complete and utter mystery, and the testing of a plug almost as much a major operation as a bottom-end overhaul. For such as these has this book been written, and for a florin, there is a great deal of excellent basic information on engine and transmission maladies and the tools to use for the job.

M. B.



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NEWS FROM THE CLUBS

By Wilson McComb

Two weeks ago I referred to an incident at Brands Hatch in which some competitors were excluded from a speed trial because their cars were fitted with tubeless tyres. Dean Delamont, manager of the R.A.C. Competitions Department, has written to tell me that this was the result of a misunderstanding, and that there is no question of cars with tubeless tyres being banned from competitions.

Remember the Maserati milling machines and Peugeot coffee-grinders? My collection is now growing, the latest additions being Lotus cultured pearls—and, of course, the famous *veldtschoen*. Also, seen in a Rouen shop window, a Cadillac vacuum cleaner!

THAT popular sprint course, the unpronounceable Rhydymwyn, will be used by the Wirral "100" M.C. for an event on 8th October, to which they are inviting the Mid-Cheshire M.C., Liverpool M.C., M.G.C.C. (N.W.), B.R.S.C.C., Sheffield and Hallamshire M.C., Bugatti O.C. and B.A.R.C. (N.W.). There are seven capacity classes for sports and racing cars, and entries close on 24th September with R. W. Francis, 9 Wesley Avenue, Wallasey, Cheshire. . . . **Mid-Cheshire M.C.** members should note that A. E. Grimes is no longer the club's Trials and Rallies Secretary, his duties having been taken over by Dr. A. W. Lilley, Ringway Motors, Hale Barns, Cheshire. . . . The **Blackburn Welfare M.C.**'s next Brough race meeting, to be held on 25th September, will include the usual races for 500 c.c. cars. Starting time is 12.30 p.m. . . . Seems that the **Hants and Berks M.C.** are about to scale even greater heights in the staging of their next night navigation rally—yes, really, for the regs. state that crews should include "someone who is reasonably athletic and unaffected by heights", and recommend that equipment should include a climbing rope and boots. The date is 1st/2nd October, entries close on 26th September, and the organizer is, of course, Hillary Birkett, of 3 Pondtail Road, Fleet, Hants. Invited clubs are the 750 M.C., Herts County



THROWING THE JAVELIN round Woodcote almost on its door-handles, K. Brierley achieves the ultimate in phenomenal avoidances during last Saturday's Peterborough M.C. meeting at Silverstone.

A. and A.C., Tunbridge Wells, M.C., A.C.O.C., Cemian M.C., London M.C. and Guildford M.C. . . . Entry closing date for the annual Sandhurst Rally of the **Sunbeam Register** is 3rd October, and the *concours* and driving tests are open to members driving appropriate Sunbeams, Talbots or Darracqs. Secretary of this meeting, due to be held on Sunday, 9th October, is Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hants. . . . A 180-mile course will be used for the Debden Rally, which the **Per Ardua M.C.** will be running on 15th/16th October. It is also open to members of the Old Merchant Taylors' M.C., and entries must reach W/C F. J. Robinson, 28 Rusland Road, Harrow, Middx., by 10th October. . . . Details of the **B.A.R.C. (East Sussex)** driving test meeting at Ovingdean Grange, Ovingdean, on 25th September, may be had from J. M. Hughes, "Quickset", Firle Road, Seaford. . . . Another **B.A.R.C.** closed-to-club event is the S.W. Centre's Goodwood Speed Trials on 1st October, entries for which must reach W. R. Short, 5 Brownhill Road, Chandler's Ford, Eastleigh, Hants, by 24th September. . . . As usual, the **Ulster A.C.** will close their

speed season with a hill-climb at Knockagh on 1st October; details from Donegall Chambers, Donegall Place, Belfast. . . . The **Sunbeam-Talbot O.C.**'s new Wessex Centre will promote a rally to Ibsley Airfield on 8th October, with driving tests and a supper-dance to follow. Queries should be addressed to R. A. W. Binny, 71 Richmond Park Avenue, Bournemouth. . . . Members of the M.C.C., London M.C., Kentish Border C.C., Taunton M.C., Chiltern C.C. and Northampton and D.C.C. are invited to the **Falcon M.C.**'s second Guy Fawkes Trial, which this year will be held on 29th/30th October. This event is somewhat similar to the M.C.C.'s trials, although more competitive and only 180 miles in length, and the starting points are London, Taunton and Birmingham. S.o.M. is R. Warren, Jesmond Dene, Sish Lane, Stevenage, Herts. . . .

Plymouth M.C. fixtures include a barbecue on 24th September, a film show on 5th October, and the Turnbull Trophy Rally on 25th September. The latter is a non-damaging event for saloons and coupés with "top up", regs. for which can be had from J. Tyrrell, 3 The Elms, Stoke, Plymouth; entries close next Thursday, 22nd September. . . .

A **Concours Competitors' Association** is in the process of being formed by Kenneth Bourke, 1 Monmouth Street, London, W.C.2. . . . Members of the B.R.S.C.C., Bentley D.C., Eastern Counties M.C., Brighton and Hove M.C. and B.A.R.C. are invited to Stapleford Airfield, near Abridge, on 16th October for the **West Essex C.C.**'s second hill-climb at that venue. There are classes for everything from small saloons to unlimited racing cars, and entries must reach A. J. Beagle, 2 The Leas, Avon Road, Upminster, Essex, by 7th October. . . . Regs. for the **Singer O.C.**'s Greater London Night Rally on 8th/9th October, may be had from D. A. Bird, 176 Honey Lane, Waltham Abbey, Essex. The **Falcon M.C.**, South Essex M.C., Chiltern C.C., Chaseside C.C., Forces M.C., Morgan 4/4 Club and Herts County A. and A.C. are invited.



2RT (Left): Bob Callander reverses his Triumph in Cambsbarron Quarry, where the second test of the Falkirk and D.M.C.'s recent Cadgers' Trophy Trial was held.

CORRESPONDENCE

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

South African Racing

THE article on sport in the Union by N. R. Whitehead in your issue of 5th August seems open both to correction and to amplification.

European factories were sending works teams to this country until the outbreak of war in 1939; they did not stop in 1937. When war ended all pre-war racing circuits had fallen into disuse and as far as I am aware have not been used since.

South African drivers were forced to build their own cars as the import controls imposed by the Government precluded them from buying either racing or sports cars—new or second-hand. The Jaguar XK 120s here can probably be counted on the fingers of both hands. There are no Aston Martins, Frazer-Nashes or Allards but there is a Bristol, and one or two Porsches exist on the Rand. Austin 7 Specials are gradually being eliminated from the major events. Although most of our specials are M.G.-based, other types of motor used have been Consul, Volkswagen, Studebaker, Nash, Fiat and Citroën.

The 1934 Indianapolis Studebaker is hardly ancient and has been rebodied in single seat form.

The National Calendar includes the following events: False Bay 100 (Gunnery Circle, Cape Town, January); Pat Fairfield Trophy (Snell Parade, Durban, January); Van Riebeeck Trophy (sometimes Eerste Rivier, Cape Town, March); 1820 Settlers Handicap (either Grand Central or Palmietfontein, Johannesburg, March or later); Coronation Handicap (Hesketh Circuit, Pietermaritzburg, Easter); East London Winter Handicap (Beach Front, East London, July); and Centenary Handicap (Pretoria, September). Possibly a new race will appear on the calendar next year in Port Elizabeth, as the first one there this year was cancelled owing to lack of entries.

Interesting as it is, I should hardly call the Fairfield fabulous: the East London event is both more interesting and has more of the Grand Prix atmosphere. The fact that the Orange Free State is not interested in racing is a rather sweeping statement, open to considerable challenge. Another point—Whitehead and Gaze drove in the Van Riebeeck this year as well as at Queenshaven.

Finally, I should think that Cdr. Holmes, general secretary of the R.A.C., is by now justifiably apoplectic with rage at the statement that *The Sports Car* is the only motoring magazine in the country. The R.A.C. itself issues, both to its members and for general sale, *The South African Motorist*, which both from a journalistic and a general interest point of view is a first-rate publication with a considerable section devoted exclusively to motor sport.

The Sports Car Club organizes—to my knowledge—events only in the Johannesburg area of the Transvaal.

KEITH MACFARLANE,

CAPE TOWN, S.A.

MOTORING EDITOR, "THE CAPE ARGUS".

Indianapolis and the World Championship

MAY I suggest that the inclusion of the Indianapolis 500 mile race on the F.I.A. international calendar as an event counting towards the World Championship is ridiculous. The Indianapolis engine size limit is altogether different to the present Formula 1. The cars at Indianapolis are only suitable for racing on a counter-clockwise oval course and could not be raced on any Grand Prix circuit. Most important of all, none of the drivers who compete at Indianapolis ever enter any other Grand Prix event and thus have no chance to win the World's Championship. It's fine to have an American event on the international calendar, but Indianapolis no more belongs there than a motor-boat in a sail-boat race.

STEVE BIELER.

ATLANTA, GEORGIA.

MICHAEL M. WALKER, Redhurst, Allendale, Northumberland, would like to hear from anyone who can supply historical information or mechanical details regarding his 1921 Singer "Super Phaeton de Luxe", registration number XD 9415.

JOHN CUTTING, of 20 Crouch Street, Ipswich, would appreciate advice on alleviating big-end trouble when racing a Triumph TR2.

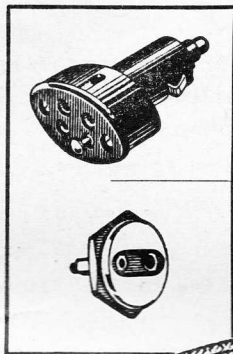
More Correspondence on page 352

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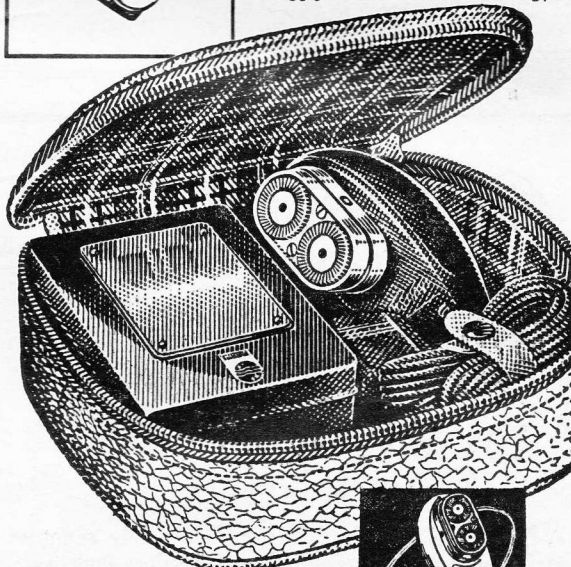


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★ **Sunday, 25th September, 1955** ★

AT 12.30 p.m.

★ **CARS - SOLOS - SIDECARS** ★

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★ **Including Scratch and Handicap Races** ★
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"THE SLUG"

A LETTER from J. L. M. Meikle reveals more of the secrets of his intriguing Cooper-Ford Special illustrated in "News from the Clubs" last week. Apart from informing us that the photograph was in fact taken not at Cranfield but at Kirkistown, where it won its first race lapping faster than the 500s and beating the 1,172 lap record, Meikle tells us that its clean lines are the result of doing without a radiator! A high pressure cooling system is used, the intentional loss of steam giving some concern to the marshals on its first outing.

Some Recent Results

LEICESTERSHIRE C.C.

BOWMAKER TROPHY TRIAL

3rd/4th September

Bowmaker Trophy: T. B. Williams (Austin-Healey).

First Class Awards: W. H. Green (Vauxhall Velox); A. E. Cleghorn (Morgan). Second Class Awards: S. A. W. Land (M.G. TC); A. Payne (Ford Anglia).

Novice Award: C. Abell (Standard Vanguard).

LINDSEY A.C. YORKSHIRE WOLDS RALLY

4th September

Universal Tyre Trophy: 1. E. Harris (Humber); 2. C. Plumtree (Ford Consul); 3. J. H. Forrington (M.G. Magnette); 4. J. Robinson (Morris).

LONDON M.C.

WILLESDEN CONOURS D'ELEGANCE

11th September

Grand Prix d'Honneur (Park Ward Challenge Cup): W. T. F. Tillyard (Mercedes-Benz 300 SL). Regent Challenge Cup: Raymond Way (1937 Rolls-Royce).

Raymond Way Challenge Cup: K. Ashley (1935 Morris 8).

Smiths of England Challenge Trophy: W. T. F. Tillyard.

Avon Challenge Trophy: H. Shopper (Renault).

British Indestructible Glass Challenge Trophy: Mrs. P. Hoare (Wolseley 6/90).

Ladies' Prize: Mrs. Lorna D. Snow.

Class A: W. J. Brown, Ltd. (1911 Renault). Class B: H. L. Pownall (1929 Bentley). Class C: Raymond Way (1937 Rolls-Royce). Class E: J. Macandrew-Uren (Ford Anglia). Class F: Mrs. P. Hoare (Wolseley 6/90). Class G: T. Greenley (A.C. Aceca). Class H: Raymond Way (Bentley).

ANTIPODEAN ACTIVITIES

WHILST the Redex Round-Australia Reliability Trial was still in progress, New Zealand had just seen the finish of the Hepolite Reliability Trial in North Island. There were 131 entrants competing in wintry conditions, and the winners of the Hepolite Cup were C. Cameron and P. Parkin in a Rover "75". Second were D. Hutton and H. Burrows (Volkswagen) and third, P. Ornstien and R. Greenwell (Humber).

Coming Attractions

September 16th/17th. London M.C. National Rally. Start, London, Leeds, Birmingham, Yeovil and Norwich.

September 17th. International Tourist Trophy Race (S), Dundrod, near Belfast, N. Ireland. Start, 10.30 a.m.

Watkins Glen G.P. (S), New York, U.S.A.

B.R.S.C.C./B.R.D.C. National Race Meeting, Silverstone, near Towcester, Northants. Start, 11.30 a.m.

Aston Martin O.C. 3rd U.S.A.F. Trophy Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 11.30 a.m.

Bristol M.C. and L.C.C. Hill-climb, Naish House, Clapton-in-Gordano, near Portishead, Somerset. Start, 2 p.m.

B.A.R.C. (N.W.). Derbyshire Rally. Leinster M.C. Circuit Rally, Eire.

September 17th/18th. Southport M.C. and L.C.C. "Motoring Weekend". Start, 1.30 p.m., Southport, Lancs.

September 18th. Catania-Etna Hill-climb (S, T), Italy.

B.A.R.C. (S.W.). Brunton Hill-climb, Collingbourne Kingston, near Marlborough, Wilts. Start, 2 p.m.

South Wales A.C. Hill-climb, Castel Farm, near Bridgend, Glam. Start, 3 p.m.

M.G.C.C. (S.E.). Chilterns Auto-cross Meeting, Happy Valley, Hook's Farm, Marlow, Bucks. Start, 10.30 a.m.

North London E.C.C./Herts County A. and A.C. Driving Tests, Heston Airport, Middx. Start, 11.30 a.m.

Rover Sports Register. Navigational Rally. Start, King's Arms, Stow-on-the-Wold, 12.30 p.m.

Brighton and Hove M.C. Driving Tests, Ovingdean Grange, Sussex. Start, 2.30 p.m.

Peterborough M.C. Sutton-on-Sea Rally.

September 22nd/27th. 5th Balkan Rally, Greece.

CANNON WINS CANNON IN CANNON

THE first trial of the Kentish Border Car Club's 1955-56 season was held on 11th September in the West Peckham area of Kent.

The steepness of the dry sections in the morning and the dampness of the bracken on the later hills provided difficult conditions for the 12 competitors.

The trial resulted in a success for the Cannon family, the premier award (the Cannon Trophy) being won by David Cannon driving his Cannon 4, with Michael as passenger.

Other provisional results were:—

Best performance in opposite class: G. J. Newman (Cannon 7).

First Class Award: W. F. E. Armstrong (Esmond). Second Class Awards: P. A. Barden (P.A.B.) and F. D. Garton (Ford Spl.).

NORTHAMPTON WELSH RALLY

A MAIN-ROAD route from near Northampton to Chester formed the first part of the Northampton and D.C.C.'s annual Welsh Rally, held on 3rd/4th September. The next section, traversed in darkness, led through the Welsh hills via Llangollen to Llanrhiadr, over the Bwlch-y-Groes pass to Rayader and Newbridge. By way of the Devil's Staircase, competitors continued to Tregaron, Lampeter and Hereford, then returned by way of Ledbury, Evesham and Honeybourne for the final tests.

Results

Best Performance (Douglas Challenge Shield): J. K. Sumpter (Jaguar).

Visitors' Award: D. Froggart (Triumph TR2).

Closed Cars, under 1,100 c.c.: M. Green (Ford). 1,100-1,500 c.c.: R. Briggs (Standard 10). 1,500-2,000 c.c.: A. York (Sunbeam-Talbot).

Open Cars, up to 1,500 c.c.: Miss J. Button (M.G.). 1,500-2,000 c.c.: E. R. Grant-Ives (Triumph TR2). Over 2,000 c.c.: B. J. Thorne (Morgan Plus 4).

Club Fixtures

Cheltenham M.C.—Whist drive, 16th September, Priory Lawn, High Street, Cheltenham, 7.30 p.m.

Cambridge '50 M.C.—Meeting, 16th September, Ancient Shepherds, Fenditun, near Cambridge.

Mid-Surrey A.C.—Meeting, 16th September, Queen Adelaide, Kingston Road, Ewell.

Bentley D.C.—Meeting, 17th September, The Crown, Cookham, Berks.

Aston Martin O.C.—North Region Concours d'Elegance, 18th September, Rowton Hall Hotel, Whitechurch Road, Chester, 10.30 a.m.

A.C.O.C.—Social Day, 18th September, lunch 12 noon, Fleur-de-Lys, Lowsonford, near Henley-in-Arden, Warwicks.

Hants and Berks M.C.—Map-reading run, 18th September. Start, Beach Arms Hotel, Oakley, near Basingstoke, 3 p.m.

Rover Sports Register.—Visit to Rover factory, 19th September.

Sussex C. and M.C.C.—Meeting, 20th September, Southwick and Fishersgate Community Centre, Southwick.

North London M.C.—Meeting, 21st September, Rising Sun, Chase Side, Southgate.

750 M.C.—Meeting, 21st September, The Bell, Brook, near Cadnam, Hants.

Sunbac.—Evening run, 21st September, start 6.30 p.m., from Breedon Cross car park. Meetings, 22nd September, Royal Oak, Lozells Road, Birmingham, 6; George Hotel, Solihull.

Liverpool M.C.—Meeting, 21st September, Hare and Hounds Hotel, Tarbuck, near Liverpool.

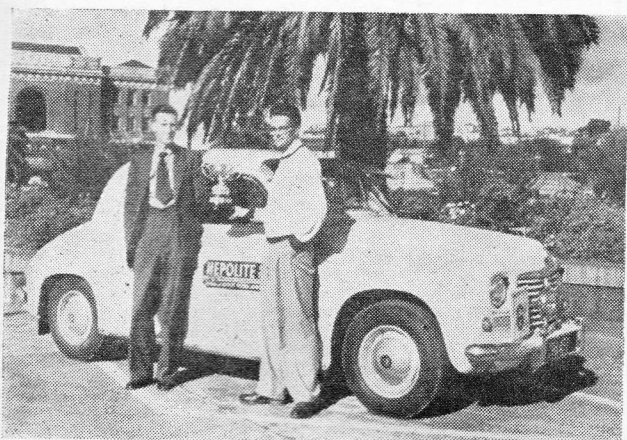
Singer O.C.—Meeting, 21st September, Ashton's Hotel, Praed Street, London, W.2. Film show.

"W.O." Club.—Social evening, 21st September, Man at Arms, Bitteswell, Leics., 7.30 p.m.

Guildford M.C.—Meeting, 22nd September, Millwater Country Club, Ockham Hill Lane, Ripley.

Buckingham and D.M.C.—Meeting 22nd September, Folly Inn, Adstock, Bucks.

Surrey Sporting M.C.—Meeting, 22nd September, Warwick Hotel, Redhill.



(Left) C. Cameron and P. Parkin, winners of the Hepolite Reliability Trial in New Zealand, pose with the premier award beside their Rover "75" at the conclusion of the event.

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1955 DB3S low mileage, only raced four times. Maintained by first-class mechanics. Opportunity to acquire superb car for racing or road use.—Enquiries, write, A. G. Whitehead, Shinfield Court, 3 Mile Cross, Reading, or ring Gerrards Cross 2052 to view.

1955 ASTON MARTIN DB 2/4, 3-litre, 11,000 miles, heater, radio, windscreen washers, grey/red leather, as new. £2,395.—George Boyle (Sports Cars), Ltd., The Wheatsheaf Garage, Mollington, Cheshire. Telephone: Great Mollington 253.

AUSTIN-HEALEY

AUSTIN-HEALEY, 1954

Fully modified Le Mans. 8.1:1 Pistons, polished ports, 100S Front Shockers, race type rear springs. Alfin Drums, Louverd Bonnet, Chrome Wheels, Radiator, Rocker Cover, Cold Air Box, etc. Blue and White. Quantity of Spares. Special Seat Covers. Has performed consistently with success. Winner two Concours. Undoubtedly the prettiest in the country, and one of the fastest. Always maintained regardless of cost. Just been rebuilt at Healeys, and is like a new car. Any inspection invited. Trial run arranged in London.

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OWNER of new AUSTIN-HEALEY "100" (mileage under 5,000), deeply regrets having to part with same owing to financial and domestic circumstances. Car finished in cream and green, and in immaculate condition. Carefully run and maintained with over £200 of "extras", including hard-top, h.c. pistons, etc.—Box 1865 (Cheshire).

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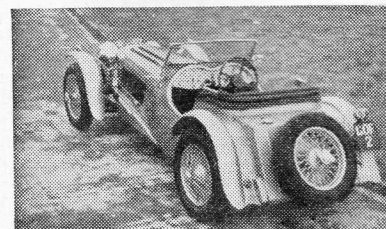
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1955 LOTUS Mk. VI, 1,098 c.c., 1,100 miles (running in only), engine modified by Barwell Engineering, Scintilla distributors, racing camshaft, enlarged valves, twin SUs, Aquaplane exhaust, lightweight flywheel, close-ratio gears, 4.7 to 1 rear axle, 15 ins. wheels with Dunlop racing tyres. Vyanide hood and tonneau cover in maroon to match upholstery. 385 gns.—22 The Close, Rayners Lane, Pinner. Tel.: PINner 6406.

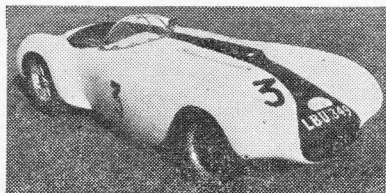
M.G.

M.G. SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Road, Wimbledon, S.W.19. LIBerty 3083.

M.G. TC, 1949, chrome Windtones, spotlights, new luggage carrier, immaculate condition. £400.—COL 3393.

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McMillan's Bristol Barb. This fantastically fast and successful 2-litre sports car with Bristol BS1 MK4 147 B.H.P. on pump fuel. Lightweight Glassfibre body, spare wheels, tyres, three axle ratios, etc.

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Less engine; 6 spare wheels plus complete racing equipment and hardtop, Oil coolers, etc. £450

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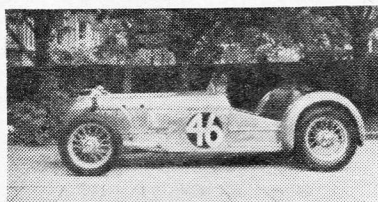
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(Continued overleaf)

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Correspondence—continued from page 345**Motoring—and the B.B.C.**

THE time is 20.49 hours in E. Africa, that is 17.49 hours Greenwich time I think. For precisely four minutes we have been entertained by a recorded commentary of car-racing at Aintree. As car-racing is a sport which is enjoyed and followed here with avid interest by many Europeans and also by other races, do you not think that more time could be given to this sport? Unfortunately there is practically no car-racing in this country and what there is, is in no way comparable to that in England and on the Continent.

It is with great disgust that we listen to hour after hour of cricket commentaries, and whilst appreciating that followers of that sport are more numerous than followers of car-racing, feel that it is not asking too much to beg for a little more detail and longer commentaries for us. Do you not agree, that as horses and carts are almost extinct (even in Africa), even children at school (and even younger) are aware, and keenly so, that car-racing, motor-cycle racing and air travel are fast outpacing cricket and horse-racing and to a certain extent rugby and football?

Due to old-fashioned ideas on the part of "the Powers that Be" and the B.B.C. in particular, here in East Africa at any rate, France and Germany (the latter in particular) are without doubt sweeping the feet from under British car manufacturers. As a patriotic Englishman and woman, this is annoying and worrying to us and I am sure that you in your unique position of contact with the world could do much to boost the sale of British cars.

PAULINE C. ROSE,
A. A. ROSE.

MOROGORO, TANGANYIKA.

Answers to a Heart-cry

I HAVE read the plea for help in breaking into motor racing in the letter published in AUTOSPORT, 9th September, 1955. Unhappily it is true that sports car racing with any hope of success requires a costly car, while taking up F1 privately is beyond the means of all but a few. Even F3, which started with such high hopes of producing a "People's Racing Car", is now an expensive and highly competitive sport. This was inevitable and, perhaps, even desirable, since it provides some of the closest and best racing today.

The position is not, however, entirely without hope for talented but impecunious young drivers. I should like to draw their attention to a training scheme which is in operation at Brands Hatch. It is run by a non-profit-making club which hires its F3 cars to drivers for practice and racing. The cost is not prohibitive to most keen types who are prepared to make some personal sacrifice. The club secretary will be pleased to send details on receipt of a stamped addressed envelope.

B. D'ALTON-BOURKE, B.A. (CANTAB.),
PUBLIC RELATIONS OFFICER, PREMIER MOTOR RACING CLUB.
HOSEY COMMON, WESTERHAM, KENT.

MAY I take this chance of strongly endorsing Mr. George A. Hook's letter concerning the unjustifiable lack of support and encouragement given to frustrated, brilliant but penniless drivers.

I personally have been studying S. Moss's driving position for many weeks and am confident that given an equal chance I could give him a run for his money.

JOHNNY S. COLLINS.
(Aged 9).

HAWTHORN HOUSE, PARNELL ROAD,
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Classified Advertisements—continued**NEW CARS FOR SALE****A.C.**

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MESSERSCHMITT

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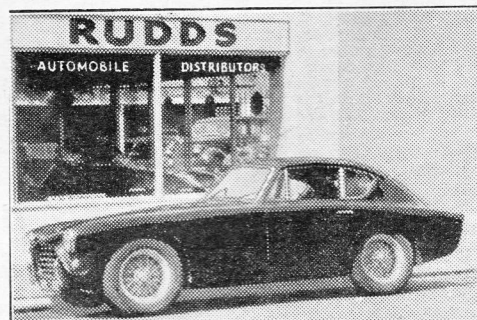
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