

# AUTOSPORT

SEPTEMBER 30, 1955

1/6

EVERY FRIDAY  
Vol. 11 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

THE "DAILY DISPATCH" INTERNATIONAL GOLD CUP MEETING AT OULTON PARK : T.T. TECHNICALITIES  
A NEW 2.4-LITRE JAGUAR : WATKINS GLEN GRAND PRIX : BRITISH CLUB RACE MEETINGS  
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IT  
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*...with*

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**TUBELESS**

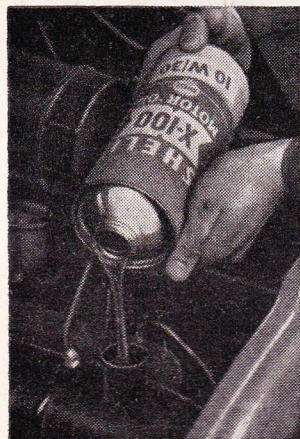


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**Shell X-100 Motor Oil  
10W/30 has already  
been tested and  
officially approved  
by most British car  
manufacturers**



### **Costs more—but worth it**

You pay more for this new oil—but look what you get in return. More miles per gallon—up to 15% more. Easier starting, and therefore longer battery life. Better performance, *and much less engine wear.*

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- Protects completely, hot or cold ✓
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**If a detergent oil has not been used in the engine previously, it is recommended that the sump be drained after 500 miles on the new grade and refilled with fresh oil, after which regular oil changes should be made at the periods recommended in your instruction book.**



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Shell X-100 Motor Oil is available in all the following grades:  
S.A.E. 20/20W, 30, 40, 50 and now 10W/30 (multigrade).  
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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 11 No. 13

September 30, 1955

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## EDITORIAL

### B.R.M. BACKROOM BOYS

THROUGHOUT all the vicissitudes that have beset the B.R.M. organization, there is a small group of men whose loyalty has been unswerving. The men who prepare and service the cars have become used to disappointments, and have come to expect adverse criticism of their endeavours from ill-informed quarters. At Oulton Park the B.R.M. hoodoo struck early, and the new machine was believed to have been listed as a probable non-starter. However, the mechanics had, for the second successive night, worked right through to get their charge on the starting line. The result of their labours was that for ten glorious laps Peter Collins showed that the latest product of the Bourne set-up has all the signs of being a first-class racing machine. Not even Stirling Moss's sweeping victory could take away the glamour of those opening laps, when the beautiful little green car swept past the V8 Lancias of Castellotti and Hawthorn. To Raymond Mays and Peter Berthon went the sympathy of the thousands of spectators when the car was retired. Berthon, a far from fit man, must have felt that all the heartbreaks of the past few years have been worthwhile, and that, despite the attacks on the older car from many sections of the Press, the British motor-racing public has a genuine affection for B.R.M. It is to be hoped that the team responsible for creating the new car will be permitted to continue its development programme, so that when 1956 comes along it will join Vanwall and Connaught on the starting line of the *grandes épreuves*, to start a new era of Grand Prix racing for Great Britain.

### HOLD ON TO OUR DRIVERS

THAT the great talents of Stirling Moss and Mike Hawthorn have been utilized to further the prestige of German and Italian cars is a great compliment to both young men. However, having tasted the sweets of victory in Grand Prix racing, only the promise of a properly developed and prepared British machine would tempt them to drive green cars. Both are potential World Champions, and, as such, have a right to go to the concern which offers them the best possible chance of success. Scuderia Ferrari, Officine Maserati, Equipe Bugatti—all three realize that without top-line drivers, their chances of victory are lessened. They are almost certain to be in the market for Moss, Hawthorn, Collins and others. It is up to this country to make every possible effort to ensure that our brilliant young drivers are used to restore our own prestige in the automobile engineering world.

### OUR COVER PICTURE

*BOURNE BEAUTY: New hope has dawned in the hearts of B.R.M. fans with the promising performance of the new 2½-litre four-cylinder Formula 1 car at Oulton Park last Saturday. Peter Collins passed the G.P. Lancias and was closing on the second-place works Maserati when vanished oil pressure forced him to retire after 10 laps.*

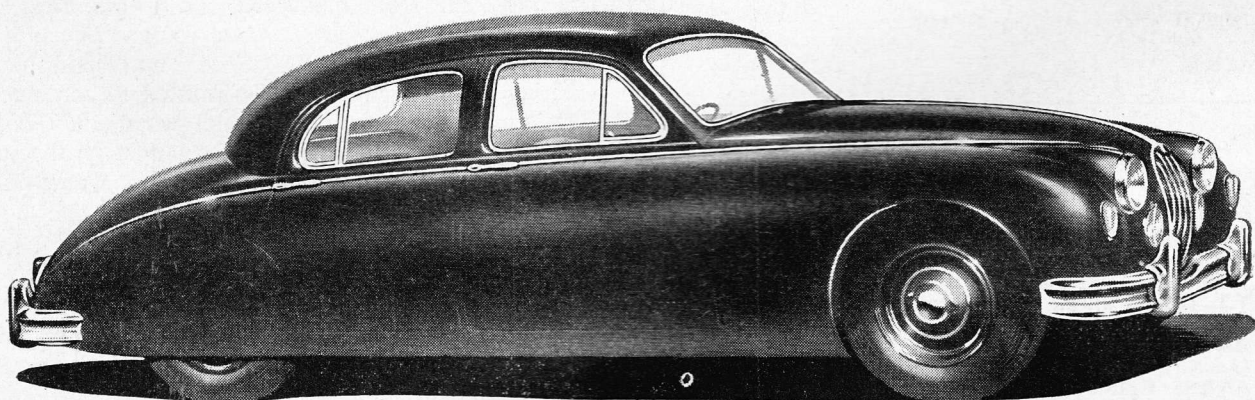


HERE TO JOIN THE FAMOUS MARK VII AND XK 140 RANGE OF MODELS

# JAGUAR

PRESENTS THE

*Two-point-four*  
LITRE



TO THE already famous range of Jaguars exemplified by the Mark VII and XK 140 models, comes the 2.4 litre Jaguar saloon, a brilliant newcomer in which will be found the embodiment of all the highly specialised technical knowledge and engineering achievement that have gained for the name of Jaguar the highest international repute. For over four years Jaguar engineers and technicians have worked to produce, not simply a new model, but an entirely new car of such outstanding merit as to be worthy of presentation to a world which has for long been accustomed to expect great things from Jaguar. How well they have succeeded is made manifest by the specification and performance of the 2.4 litre, a car which derives its character and breeding from every reward of Jaguar endeavour, every phase of Jaguar achievement and every lesson learned in the hard school of international racing. In its outward appearance, the unmistakable Jaguar line of grace is seen with lesser, more compact overall dimensions than those of the Mark VII, yet the interior has been so skilfully planned that full accommodation for five persons is provided and further provision made for generous luggage accommodation. As its name implies, the

"Two-point-Four" is powered by an engine of 2.4 litres capacity and is the latest development of the famous six-cylinder, double overhead camshaft, twin carburettor XK engine which, in engineering circles throughout the world, is acclaimed as the most advanced high efficiency production engine in existence. With a power output of 112 brake horsepower and a power/weight ratio of 90 brake horsepower per ton, phenomenal acceleration is placed at the driver's command and, if desired, a maximum speed of over 100 m.p.h. reached with the ease, silence and refinement which are amongst the inimitable characteristics of every Jaguar. Allied to these characteristics are superb roadholding and braking qualities inseparable from all Jaguar cars. To those motorists whose desire for a car of compact dimensions is a matter of personal preference the opportunity is at last presented, not only for satisfying that desire, but for gratifying a natural wish to own a car, the mere possession of which indicates insistence on owning nothing but the best . . . . a Jaguar.

**...a new Jaguar masterpiece**

STANDARD MODEL: £895 (with purchase tax £1,269.0.10.) SPECIAL EQUIPMENT MODEL: £916 (with purchase tax £1,298.15.10.)  
The new 2.4 litre Jaguar will be publicly exhibited for the first time on Stand 154 at the Earls Court Motor Show on October 19th, and thereafter in the showrooms of Jaguar Distributors and Dealers who will gladly supply literature and information.



**ROY SALVADORI** has acquired John Green's Lister-Bristol, class winner in the recent Nine Hours race at Goodwood.

**GEOFF DUKE** is said to be considering driving M.G.s in 1956 sports car events.

**A TEAM** of three B.R.M.s will take part in next year's World Championship events. Rumoured that Stirling Moss and Peter Collins will be in the team.

**ALREADY** Jano is working on an entirely new version of the Lancia for Scuderia Ferrari.

**LOTUS** plans include a fully equipped fast road car intended for rally work. The concern is exhibiting for the first time at Earls Court.

**JOHN COOPER** and party are going over to Montlhéry in search of class records.

**RUMOURS** that Jaguars are withdrawing from racing are entirely without foundation. Motor-racing is an essential part of the Coventry concern's development programme.

**THE** Weston-Brooke V8 engine was revealed to a group of trade and press personalities this week in Coventry. Although basically a 2½-litre unit, clever design will enable it to be produced in a variety of capacities. A full description and Theo Page drawing will appear shortly.

**FRANCIS BEART**, renowned tuner, has moved from Byfleet to new premises on the Guildford By-pass. His new address is 2 Ladymead, Guildford, Surrey—adjacent to the Haslemere Motor Co.

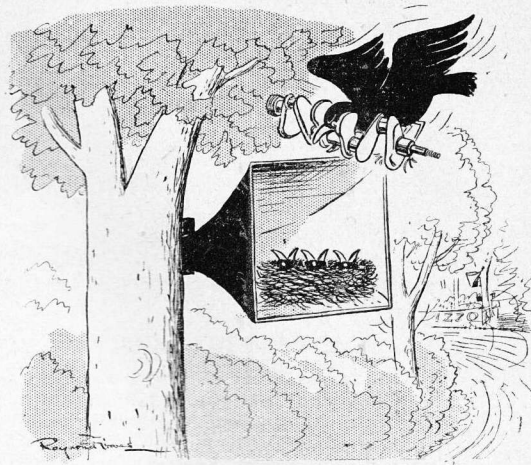
**THE** annual Television Trial, organized by the London M.C., takes place tomorrow, 1st October. Raymond Baxter will be giving the B.B.C. TV commentary from 2.55 to 3.30 p.m., and from approx. 3.50 to 4.05 p.m.

**SHELL-MEX AND B.P., LTD.**, announce increases of 1d. per gallon in the prices of Shell and B.P. Super premier grade petrols.

**DONINGTON PARK**, famous pre-war road circuit, will need complete resurfacing before it can be used again. However, owner Major John Shields says he thinks the work of restoration could be completed within a few months, once the Army have derequisitioned the property.

**NOTE** to Club Secretaries: The R.A.C. requires that all requests for dates in the 1956 Fixture List be submitted before 30th October.

**DON PARKER**, Ivor Bueb, Jim Russell, Cliff Allison, I. E. Raby and David Boshier-Jones have all entered for the Cadwell Park Half-Litre Championship meeting this Sunday. There will be nine car races over the 1½-mile circuit.



## PIT AND PADDOCK

**FINE** new showrooms and London H.Q. of the David Brown Group were opened at 96/97 Piccadilly, W.1, last Tuesday, 27th September. On show are the latest Lagondas and Aston Martins, including one of the highly successful DB3S competition cars, and many other renowned David Brown products.

**THE** Trico-Folberth travelling show van has been at the Frankfurt motor show (22nd September-2nd October) with a full range of car accessories.

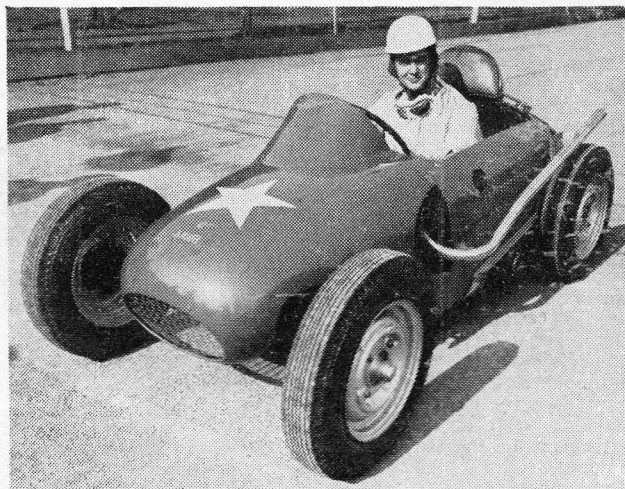
**MARIA TERESA DE FILIPPIS**, one of Italy's most talented lady drivers of today, won the Catania-Etna hill-climb in Sicily on 18th September in a 2-litre Maserati. Her climb in 21 mins. 24.4 secs. bettered that of "local boy" Musmeci in a similar car by 46 secs. Third was Pucci (Ferrari).

**PIERO TARUFFI** is preparing for an attack at Monza on 500 c.c. class records with his four-cylinder Gilera-engined, twin fuselaged Tarf machine.

★

**RUSSIAN RACER?**  
*The star is misleading, for this new 500 c.c. J.A.P.-engined speedway racing car is an Allard! Called the "Atom Car", it was tried out by Ronnie Moore at Wimbledon recently, with a view to establishing an "Atom" class on speedway.*

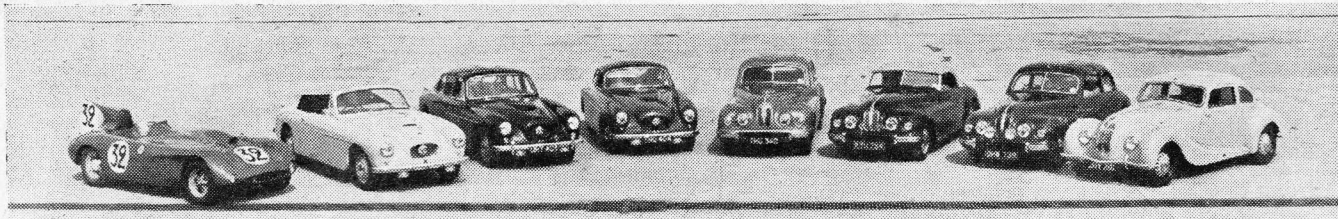
★



**IN ENGLAND** for last Saturday's Daily Dispatch meeting at Oulton Park was Signor Jano, designer of the G.P. Lancia, seen above with driver Castellotti.  
(Right) Harry Schell, Vanwall driver, and Les Leston seemed to feel the autumn chill.







### THE OSCA RECORDS

INTERNATIONAL Class F records recently set up on the Bonneville salt flats by Tony Bettenhausen and Marshall Lewis, driving an ultra-streamlined 1,500 c.c. Osca—the "Simpson Special"—are the following:—

10 miles (f.s.) at 258.16 k.p.h.; 50 km. at 224.15 k.p.h.; 50 miles at 226.12 k.p.h.; 100 km. at 227.329 k.p.h.; 100 miles at 229.498 k.p.h.; 200 km. at 229.578 k.p.h.; 200 miles at 230.95 k.p.h.; 300 km. at 231.148 k.p.h.; 500 km. at 221.1 k.p.h.; 500 miles at 218.249 k.p.h.; 1,000 km. at 215.768 k.p.h.; 1,000 miles at 213.877 k.p.h.; 1 hour at 230.22 k.p.h.; 3 hours at 219.3 k.p.h.; 6 hours at 216.26 k.p.h., and 12 hours at 212.677 k.p.h.

These figures await confirmation by the F.I.A. Previous holders include Ken Miles and George Eyston (M.G.); Mme. Bousquet (Porsche), Brudes/Hartmann (Borgward); Goldie Gardner (Gardner-M.G.), and Von Falkenberg/Ringgenberg (Porsche).

## SPORTS NEWS

### THE PARIS SALON

NEXT Thursday, the 42nd International Paris Motor Show opens at the Grand Palais. One hundred and eleven different makes of cars will be exhibited, including 27 from Britain. Sweden and Argentine are exhibiting for the first time in Paris, and many new models will be shown, including probably a new and revolutionary Renault. A new Pegaso and the latest Volkswagen design will also be seen, and other last-minute show surprises are anticipated. The Salon will be open each day from 6th/16th October, from 9 a.m. to 8 p.m.

**BRISTOL PARADE:** This array of Bristol cars built since 1946 was displayed at Filton aerodrome recently. The models shown are (l. to r.) the type 450 Le Mans car, type 405 four-seater coupé, type 405 saloon, type 404 two-seater coupé, type 403 saloon, type 402 coupé, type 401 saloon, and type 400, the first Bristol car ever produced.

### CLOSE FIGHT FOR THE SPORTS CAR CHAMPIONSHIP

SICILY'S Targa Florio race on the rugged Madonie circuit on 16th October takes on a new significance as the final round for the World Sports Car Championship, with only three points between Ferrari, the leading marque, and Mercedes-Benz and Jaguar, jointly second.

The German concern, already "winners", through Fangio, of the World Drivers' Championship, have entered Fangio, Moss and Kling with 300SLRs. Ferrari, twice Sports Car Champions, have the chance, with previous knowledge of the course and drivers experienced in the circuit, of scoring their third victory. It is not expected that Jaguar will compete. The race will be over 13 laps of the 72 km. circuit, a total distance of 936 km.

The provisional Championship placings after the T.T. are:—

Ferrari, 19 points; Jaguar and Mercedes-Benz, 16; Maserati, 13; Aston Martin, 9; Porsche, 6; Gordini, 2; Austin-Healey, 1.

### NOVICE DRIVERS

A NEW scheme, whereby all novice drivers will be required to study a Racing Code, and to qualify to hold a full competition licence authorizing them to take part in any type of race, is being considered by the R.A.C. This would necessitate sub-divisions in the type of competition licences to be issued.

Meanwhile, all novice drivers remain subject to observation during practice and this will be a responsibility of race promoting clubs even after the new scheme has been prepared.

### HIGH PERFORMANCE CARS 1955-56

PUBLISHED last year for the first time, *High Performance Cars* met with such an immediate success, that AUTOSPORT is issuing a 1955-56 edition, edited, as before, by Gregor Grant and John Bolster, with technical drawings by Theo Page. Priced at 7s. 6d., the book contains the cream of Bolster's road test articles, many specially written features including "Competitions with a TR2", and technical information about the latest sports, racing and high-performance machines. Cover picture is in full colours, from a painting by Raymond Groves. *High-Performance Cars, 1955-56* will be available on AUTOSPORT's stand at Earls Court, as well as through book-sellers and newsagents.

## CASTLE COMBE INTERNATIONAL

THE first International racing fixture at the pleasant 1.8-mile Castle Combe circuit, near Chippenham, Wilts, takes place tomorrow, with a large and interesting entry to uphold its title. Amongst visitors from overseas are Louis Rosier (Maserati), H. MacKay Fraser from Brazil (Ferrari), Paul Swaenens, Kurt Kuhnke, Walter Hampel, W. Tervooren (Coopers), André Loens (Cooper and Maserati) and Harry Schell (Vanwall).

It was hoped that Mike Hawthorn would run in a works Lancia, but the two cars, and the works Maseratis, were recalled to Italy after the Oulton Gold Cup meeting. Hawthorn's entry remains, however, with an unnamed car. Other home entries include two B.R.M.s, the new 2½-litre and a Mk. II 1½-litre machine, with Flockhart and Collins as drivers, while the Owen Maserati is also entered. Gould, Salvadori and Leston drive other Maseratis, the latter's being Stirling Moss's car, while Peter Walker will be in Rob Walker's Connaught.

First of the five races begins at 11 a.m. Organizers are the Bristol M.C. and L.C.C., in conjunction with the *Empire News*. Full admission details were published in our issue dated 16th September. Tickets to the Pitts grandstand cost 30s. on the day, "All-in" tickets (car and all

passengers) cost 25s. and admission to public enclosures is 12s. 6d. (children 6s.).

### CASTLE COMBE ENTRIES

**Avon Trophy (Formula 1):** Maserati, P. Collins, R. Salvadori, H. Gould, L. Rosier, B.R.M., R. Flockhart; Connaught, P. D. C. Walker, M. Young, C. A. S. Brooks; Cooper-Bristol, F. R. Gerard; Emeryson, P. R. Emery; Car unannounced, M. Hawthorn; Vanwall, H. Schell.

**"Empire News" Trophy (Formule Libre):** Maserati, P. Collins, R. Salvadori, L. Leston, H. Gould, B.R.M., R. Flockhart (or P. Collins); Connaught, P. D. C. Walker, M. Young, C. A. S. Brooks, A. G. Whitehead; Cooper-Bristol, F. R. Gerard; Emeryson, P. R. Emery; R.R.A., G. N. Richardson; E.R.A., T. W. Carson; Jaguar, J. D. Hamilton, M. Head; Tojeiro-Jaguar, Entrant, H. H. Gould.

**Reserves:** Cooper-Bristol, B. Halford, T. T. Kyffin; Connaught, R. Gibson; Jaguar, G. Maude, D. S. Boston, J. Barber or Mrs. R. Vickers.

**Formula 2:** Connaught, C. A. S. Brooks, R. Gibson, A. G. Whitehead; Cooper-Bristol, T. T. Kyffin, B. Halford; Turner, J. H. Webb.

**Formula 3:** Cooper, I. L. Bueb, D. Truman, D. W. Heath, D. Boshier-Jones, J. Russell, R. Hett, C. C. H. Davis, E. Hall, H. C. Taylor, D. Taylor, L. Beels, W. Tervooren, I. E. Raby, A. Loens, W. Hampel, D. Colvin, J. F. Westcott, H. Whitmore, P. Swaenens, J. Somervail, K. Kuhnke, Kieft, D. Parker, T. Bridger, G. M. Jones; Revis, R. G. Bicknell; Staride, A. Eccles, E. Fenning, P. R. Green; Tiger Kitten, C. Lones; Arnott, T. J. H. Bennett; Martin, F. Hobart; Iota, T. J. Hulton; I.E.R., T. Shaddick; Grenfell, M. R. Lovell.

**Redex Trophy (Sports cars over 2 litres):** Jaguar, J. D. Hamilton, M. Head, G. Maude, D. S. Boston, D. Margulies, P. J. Sargent, L. M'nduca; Ferrari, H. MacKay Fraser; Aston Martin, R. Salvadori, J. E. G. Steens, R. Dennis; Austin-Healey, A. F. Dennis; Tojeiro-Jaguar, H. Gould; H.W.M., G. E. Abecassis; Maserati, A. Loens; Lotus-Connaught, J. B. Naylor.

**"Two Litre" Cup (Sports cars up to 2 litres):** Maserati, A. Loens; Maserati-Cooper, A. Brown; Cooper-Bristol, T. Kyffin; Lotus-Bristol, F. C. Davis, P. Scott-Russell; Lotus-M.G., D. R. Piper, C. Chapman, T. Cunane; Lotus-Climax, J. Harris, R. Steed, D. Kasterine, P. R. Emery; Lotus-Connaught, J. B. Naylor; Lotus, M. Young; Lister-Bristol, J. Sears, A. Moore; Connaught, L. Leston; Beart-Rodger, J. Byrnes, I. A. Forbes; Tojeiro, B. Seaman, K. B. Evans; Arden, C. Summers; Cooper-Climax, I. L. Bueb, J. Russell, P. D. Gammon; H.R.G., R. E. B. Williams; Buckler, W. A. Liddell; Halsey, E. Brandon; Elva, Sir T. Beevor, Bt.; DKW, W. A. Scott-Brown.

### CASTLE COMBE BROADCASTS

#### B.B.C. Light Programme, 1st October.

Commentary by Robin Richards and Eric Tobitt  
2.20-2.35 p.m. Start of the Avon Trophy race.  
3.35-3.50 p.m. The Finish.

Also included in Special Reports, 5.15 app. to 5.30 p.m., and Sports Round-up, 5.35 to 6 p.m.

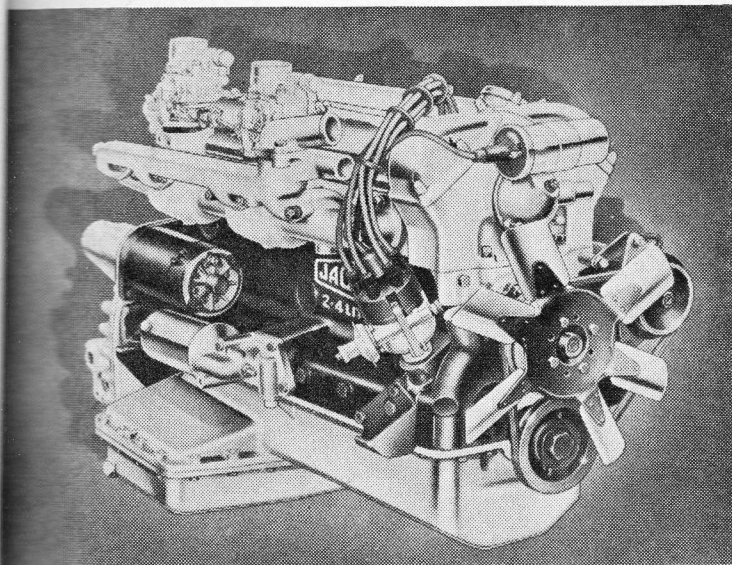
#### AND ON B.B.C. TV

Commentary by Ken Best

2.15-2.30 p.m.

3.30-3.50 p.m. app.





## A 2.4-LITRE JAGUAR

Exciting New High-Performance Five-seater Saloon with Twin o.h.c. six-cylinder engine

AT last the long-awaited "small" Jaguar has been revealed, and a most interesting and promising vehicle it appears to be. As far as external appearance is concerned, the new 2.4-litre saloon differs considerably from the familiar 3½-litre Mark VII saloon, and many may consider it to be a "better looker". The five-seater body has clean lines and the front end uses the neat XK 140 grille. The suspension, too, has little in common with the earlier car, helical springs being used instead of torsion bars for the front unit, and cantilever springs with radius arms are used at the rear. This system is cleverly adapted to modern construction, and extensive use of rubber in the mountings eliminates vibration and noise. Side location of the axle is by simple Panhard rod. Novel, too, in a Jaguar, is the integral body frame construction, which affords both strength and lightness.

However, the new engine is a development of the well tried XK 140 3½-litre power unit, and in fact uses the same cylinder head and many other components including the same size bearings, which latter should make for a great margin of safety and durability. The difference in capacity has been obtained by using a shorter stroke with the same bore, making the new unit "over-square". Twin Solex downdraught carburetors are

*FRONT VIEW (right) while embodying an XK 140-style grille has a pleasing individuality.*

fitted. The gearbox with central remote-control change is similar to that used on the previous models, but a new servo-assisted braking system has been developed by Lockheed.

This new Jaguar, incorporating the first really new engine since the introduction of the XK 120 in 1949, should prove an immediate best-seller at its reasonable price of £1,269 0s. 10d. including P.T.—and one hopes it is more than merely coincidental that the current Grand Prix formula is also 2½ litres.

### Specification

**Engine:** 6 cylinder, twin o.h.c., 83 mm. x 76.5 mm. bore and stroke, 2,483 c.c. (R.A.C. rating 25.6 h.p.), 8:1 compression (7:1 optional), 112 b.h.p. at 5,750 r.p.m., twin Solex d/d. carburetors, Lucas fluid-cooled coil ignition.

**Transmission:** Borg & Beck single dry-plate clutch, four-speed gearbox (ratios 4.55, 6.21, 9.01 and 15.35 to 1), Hardy Spicer propeller shaft, Salisbury hypoid final drive (4.55 to 1).

**Body/chassis:** Integral construction.

**Suspension:** Front, independent by helical springs and wishbones, rear, trailing link-type by cantilever, semi-elliptic leaf springs and radius arms. Girling telescopic dampers.

**Brakes:** Lockheed hydraulic, self-adjusting, servo-assisted, 11½ ins. drums.

**Wheels:** Pressed steel bolt-on, 6.40 x 15 ins. tyres.

**Steering:** Burman recirculating ball.

**Dimensions:** Wheelbase, 8 ft. 11½ ins.; track, (front) 4 ft. 6½ ins., rear 4 ft. 2½ ins. Overall length, 15 ft. 0¼ ins.; width, 5 ft. 6¼ ins.; height, 4 ft. 9¼ ins.; ground clearance, 7 ins. laden; turning circle, 33 ft. 6 ins. Dry weight, approx. 25 cwt.

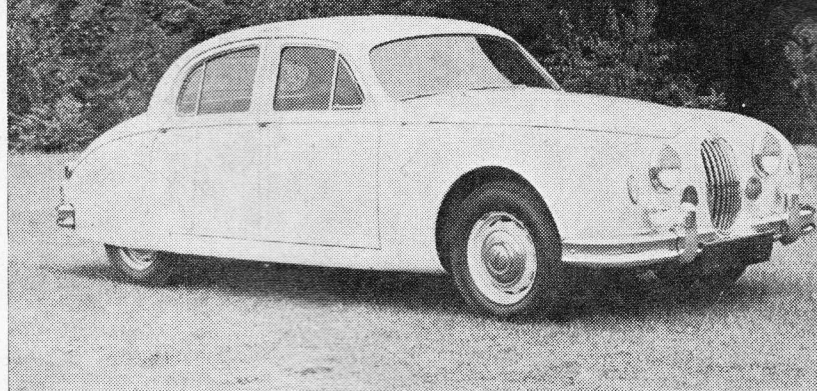
**Performance Data:** Piston area, sq. in./ton, 40.3; brake lining area, sq. in./ton, 125.5; top gear m.p.h. per 1,000 r.p.m., 17.0; top gear m.p.h., at 2,500 ft./min. piston speed, 85; litres/ton mile, dry, 3.510.

### DISQUALIFICATIONS AT MONZA

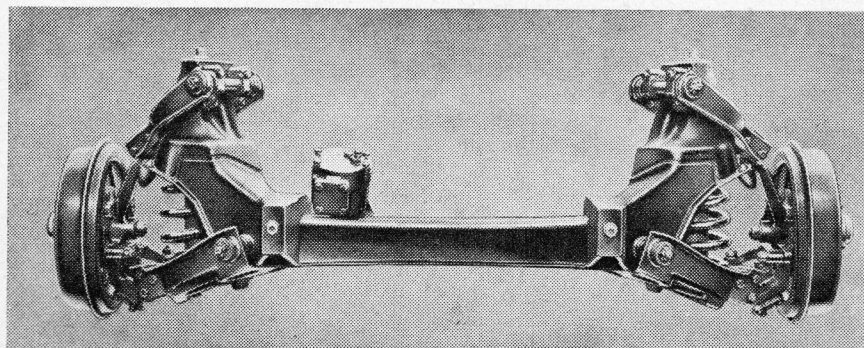
AFTER finishing first, second and third in the up to 1,300 c.c. class of the Coppa Inter-Europa production car race at Monza on 11th September, the Type 356 Porsches were disqualified by the organizers. Grounds were that the wheelbase and track of Von Hanstein's winning car differed from those of the standard Type 356 Porsche, and that Von Frankenberg's second place car used a fuel other than that permitted by the regulations.

Both Von Hanstein and Von Frankenberg have appealed against their disqualification to the F.I.A. The Porsche concern state that the cars concerned were private entries, and that they can only assume the Italians are in error regarding the dimensions of Von Hanstein's car. Hanstein stated that his car had been checked by a technical expert of the A.C. Suisse, who confirmed that the wheelbase and track are standard for the model. Von Frankenberg has informed Porsche that he used a German brand of fuel containing benzol, which was under 90 oct. rating, and as such was in accordance with regulations.

ALAN BRUCE.

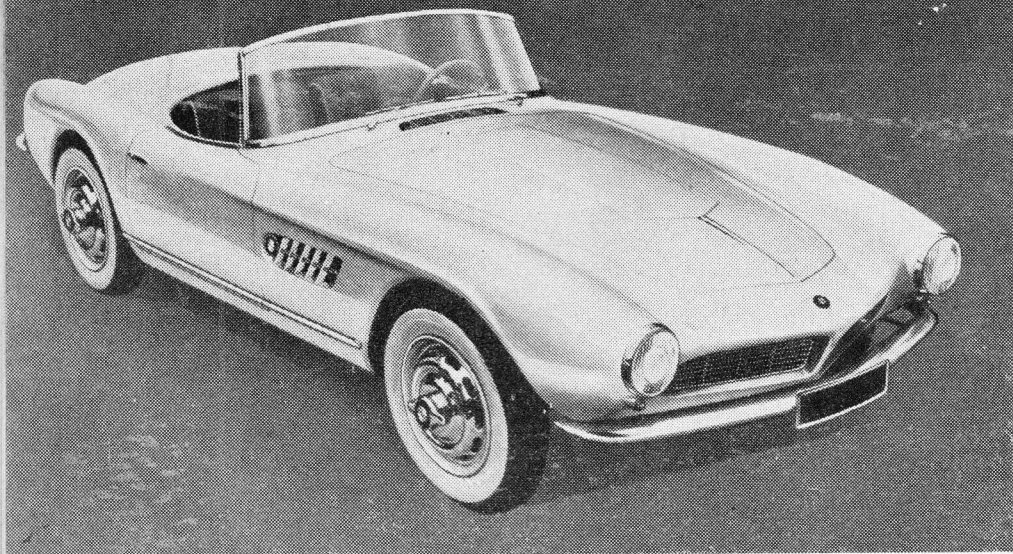


**CAR AND ENGINE:** The new Jaguar five-seater saloon certainly follows that marque's distinguished tradition for good looks. (Left) The 2,483 c.c. six-cylinder, twin o.h.c. power unit is a development of the well-proved XK 140 design, with shorter stroke, making it "over-square". Twin Solex carburetors are fitted.

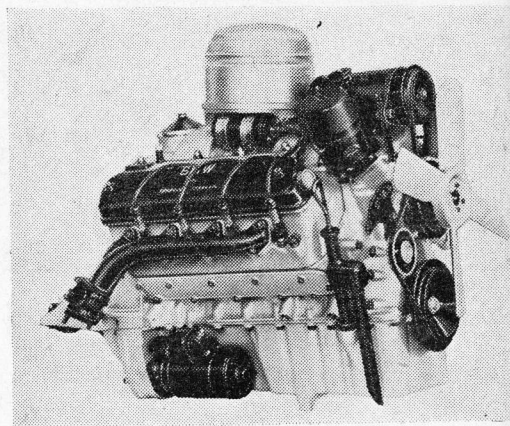


**FRONT SPRINGING** of the 2.4-litre Jaguar is by helical springs and wishbone links, and not by torsion bars, as on the larger models.





**SPORTWAGEN:** The latest from BMW is the new Type 507 illustrated on the left. This two-seater conveyance is powered by a new 3,168 c.c. V8 motor pictured below. Developing 140 b.h.p. at 4,800 r.p.m., the unit gives the car a maximum of over 135 m.p.h. A five-speed gearbox is fitted, with alternative final drive ratios of 3.7, 3.42 and 3.9 to 1. A detachable hard-top is available, as well as optional speed equipment including aero-screen, undershield and cockpit cover.



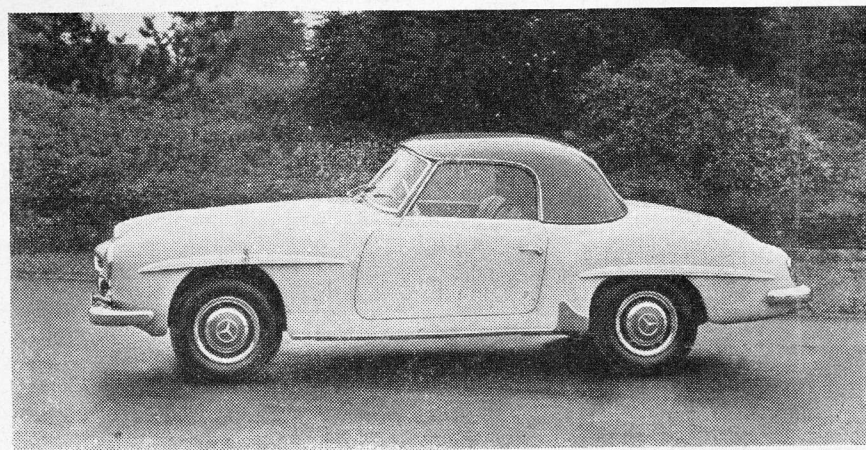
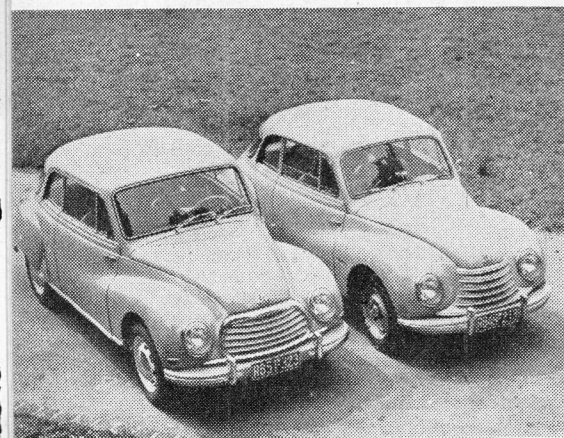
## New from Germany . . .

Teutonic Transport at the Frankfurt Show

AMONG the new 1956 models which have made their first appearance at the Frankfurt International Motor Show—which opened on 22nd September—is a handsome convertible version of the Mercedes-Benz 220 (right). Of particular sporting interest is a new Porsche model (below). Named the "Carrera", it looks outwardly like a normal 1500 Super, but is powered by a 1½-litre o.h.c. motor, similar to that of the



Spyder, although with a compression ratio of 8.7 instead of 9.5 to 1. 100-110 b.h.p. at 6,200 r.p.m. is claimed. Porsche are also showing a new 1,600 c.c. motor. DKW have introduced a "big" version of the 3-6 Sonderklasse, shown in the photograph (below, left) beside the older model. Apart from the installation of a new grille, the internal room has been increased, plus increases in power output and brake area. Top speed is now claimed to be 78 m.p.h. The attractive Mercedes-Benz 190SL is now available as a hard-top (below) with 105 b.h.p. from the 1,897 c.c. over-square four-cylinder engine.





# T.T. Technicalities

FOR the man with an interest in things mechanical, the T.T. contained much strong meat. First of all, it was astonishing how closely the performance of the Mercedes-Benz matched that of the lone works Jaguar. Yet, the "Mercs" were of almost futuristic design, with fuel injection, desmodromic valves, five-speed gearboxes and four-wheel independent suspension, allied with inboard brakes. (The brake oilers were locked out of action, and the air brake was not used.)

The "Jag" resembled that firm's everyday products extremely closely, with the exception of the sports-racing body and the frame that goes with it. Even a rigid rear axle was employed, and the disc brakes were conventionally located. The Jaguar engine had a piston swept volume that was greater by 458 c.c. than that of the German cars. One might say, therefore, that the elaborate complication of these eight-cylinder machines can be matched by a normal production six-cylinder of, say, 15 per cent. larger size.

What was soon apparent was the greater appetite for back tyres of the Mercedes-Benz; at least twice that of the Jaguar, in fact. To what extent this was due to the "scrubbing" action of the swing axles was not established, but one can assert that, had the rain not come to save the tyres, the Mercs. could never have caught the British car. The rain caused copious wheelspin on leaving slow corners to be experienced by the Jaguar, while the independent rear ends of its rivals allowed full power to be used. It was noticeable that much shouting and indiscipline accompanied some of the Teutonic pit stops, and it would appear that Neubauer's rumoured retirement may not be long delayed. This team risked disqualification for several breaches if the rules had been rigorously applied, notably for employing more than the stipulated number of mechanics. Incredible to relate, one of the Porsches made a pit stop without even switching off the engine; yet the marque have had a car excluded at Le Mans for the same contravention. Some people never learn!

Colin Chapman's performance with the Lotus was beyond all praise, and it was very sad that a broken oil pipe

By John Bolster

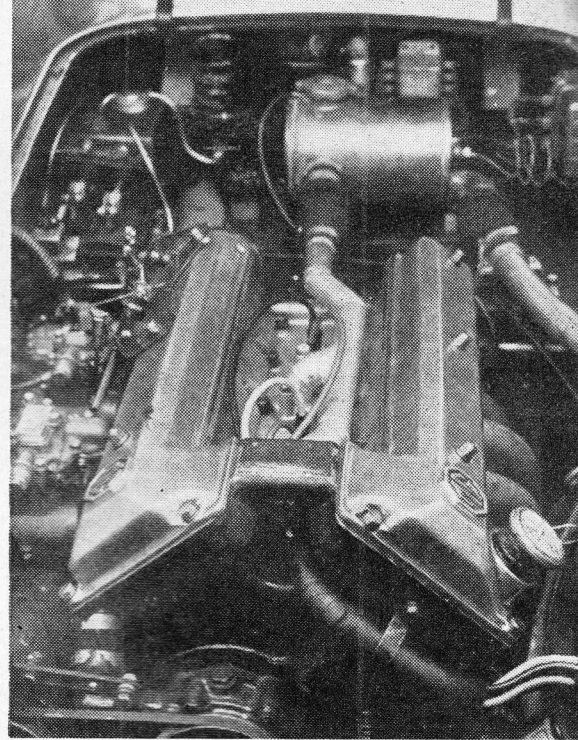
robbed him of victory in both the "Index" and the 1,100 c.c. class. Yet, one could not but admire the superb preparation and masterly strategy that gave the handicap victory to the French D.B. team. I had the pleasure of acting as a part-time unofficial interpreter to this outfit, and I felt all the while that René Bonnet secretly expected to carry off the prize. In particular, he asked me to go through the regulations with him, word by word, on the very morning of the race, and then made certain that his team obeyed them. Other teams please copy.

The two-cylinder engines of these Panhard-based cars had a pair of twin-choke downdraught carburetters. Thus, they used two chokes per cylinder, of which the theory is not at once apparent but practice certainly justifies it. Pierre Chancel's similar machine differed from the team cars in having extremely long curved induction pipes, and an exhaust system sweeping up above the engine instead of beneath it. Unfortunately, gear selector trouble prevented this vehicle from showing its true form.

Also in the 750 c.c. category, the little Stanguellini was as perfect a miniature racer as I have ever seen. With its tiny twin-cam motor and surprisingly large Weber carburetters, it really was a picture, and I saw many celebrities drooling over it. Yet, it was disappointingly slow for an official works entry. The location of the rear axle has been improved since the earlier models, but one felt that the twin radius arms were on the short side. The frame was a conventional tubular ladder, with helical springs behind and a transverse leaf in front.

The very fast 3-litre Maseratis were most impressive, and even appeared to have the legs of the Aston Martins. These cars have right-hand drive, whereas all previous sports "Masers" have been L.H.D. two-seaters. Only four of them exist—two works cars and two in private ownership. The six-cylinder engines will approach 7,000 r.p.m., though one imagines that they would peak around 6,500 r.p.m. Incidentally, both the leading Mercedes-Benz had been close to 8,000 r.p.m. in the race—1,000 r.p.m. above the red mark on the dial!

Perhaps the most exciting engine was the twin-camshaft M.G. This unit proved to be much faster than the push-rod jobs in practice, but was too new to show its form on race day. The cylinder block casting is standard Magnette, but all the other components are new. The chain-driven camshafts operate the valves through inverted pistons, with different thickness valve caps for adjustment. This 1½-litre unit has already topped 100 b.h.p., and one



EXCITING: The new and experimental 100 b.h.p. twin o.h.c. engine of one of the T.T. M.G.s, fitted with twin Weber carburetters.

again applauds the makers for doing their experimental work in public.

As regards future sports car development, it is certain that two plugs per cylinder, as used by Aston Martin and Porsche, will be increasingly employed. More than one car had trouble with disc brakes, but no doubt much was learned which will expedite their eventual adoption on everyday vehicles. Fuel injection was first, second and third, but most people are waiting for the promised new equipment before taking this particular plunge.

The general question of safety in connection with this race is, of course, being much discussed. I do not propose to say anything about it here, except to mention two small points. The first of these concerns the use of the red flag. It was waved to stop cars practising, and this, I contend, is wrong.

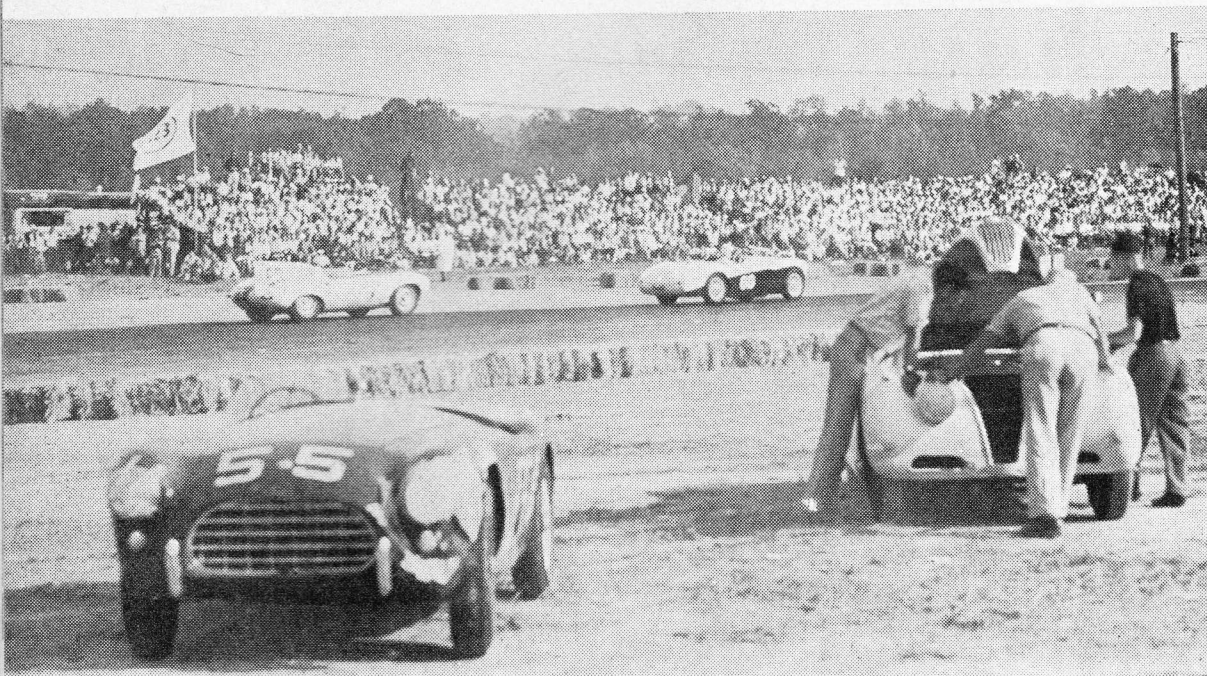
The red flag is a danger flag. It demands a complete and immediate stop, and if it is used in cases other than of dire emergency, its whole potency will be lost. It should be kept for the kind of disaster we hope never to see, when the road is totally blocked. Leading drivers and pit managers agreed with me on this point, but the R.A.C. steward slapped me down when I complained. Let us have an authoritative ruling on this matter, and standardize the proper use of this flag on an international basis.

My second point relates to the presence of children in the pits. Children at a race meeting should be behind the great earth banks which protect spectators, and nowhere else. Those of us who work in the pits understand, and accept, the fact that we cannot be protected from accidents. It is traditional that women may be employed on administrative work behind the counters, and the risks they run are probably not very great; but, I have never seen children in the pits before, and I hope and pray that I shall never see them again.



IT LOOKS like a Lancia Spyder from the front, but this car is actually an open-bodied DKW, which Ken Rudd and Cecil Vard drove in the T.T.





★  
*WORK GOES ON in the paddock while Grand Prix winner Sherwood Johnston, in Briggs Cunningham's D-type Jaguar, comes up to lap McKenna's Austin-Healey 100S.*  
 ★

## WATKINS GLEN GRAND PRIX:

# JOHNSTON (JAGUAR) WINS

Story by RUTH SANDS BENTLEY

Photographs by OZZIE LYONS

**W**ARDING off three 3-litre Maseratis for the entire 101.2 miles, Sherwood Johnston took Briggs Cunningham's D-type Jaguar across the finish line almost 19 seconds ahead of Bill Spear (Maserati) to win the eighth Watkins Glen Grand Prix in 1 hr. 14 mins. 5 secs., an average speed of 81.92 m.p.h. He did not equal Phil Walter's time last year, when the latter completed the race at an average of 83.3 m.p.h. in the Cunningham C4R, but he needed to go no faster on his fishtailed mount, which was obviously geared too high for the 4.6-mile course with its not-too-long straights. Johnston's dexterous driving on the slippery, melted-asphalt course showed ability second to none in the day's events.

Watkins Glen holds more nostalgia for American enthusiasts than any other course in America, for it was here that sports car racing was reborn in 1948.

The weather was sunny, windy, and almost cold when 40 cars moved on to the grid for the 10 a.m. start of the Seneca Cup Race, a 50.6-mile event for bona fide, owner-driven entries preferring a shorter race. Open to sports- and unrestricted-category cars, including Formula 3, there was quite a mixture of machinery. Bucher's Cadillac-Allard JR was in pole position; Cade's old monopoisto Maserati with Chrysler engine was in second; Plaisted's Cheetah—a low, queer-looking but fast beast—was third; and Weaver's old V8 Grand Prix Maserati, the car that won the 1949 and 1950 Seneca Cup races, was fourth.

Paced by Virgil Exner and George Rand in the Falcon (Concours d'Élégance winner two days before), everyone got away nicely with the exception of Ceresole (Kieft-Bristol) who was "left at the post" for a while, and Weaver, whose Maserati retired with big-end trouble before completing its initial lap. Cade (Maserati) led Milliken (FWD) by nine seconds at the end of his first lap,

followed by Wyllie (C Jaguar), Plaisted (Cheetah), Hannaway (Allard) and Rabe (Ford Riley). Bucher (Allard) arrived very late and pulled into the pits. Next lap, Cade increased his lead; lap 3, Wyllie overtook Milliken; and MacNaughton (Allard) slowed at the finish line and called "A car flipped". Caution flags went out while an upside-down Jaguar was cleared from the course and an ambulance took the driver, Gordon MacKenzie, to have his broken nose repaired. Two women in the race, Evelyn Mull and Margaret Ann McClure, both in Jaguar XK 120 Ms, running together for several laps saw Wonder (Frazer-Nash) come between them. On lap 6 Wyllie (1953 and 1954 Seneca Cup winner) overtook Cade, and Milliken failed to appear. Then Cade's Maserati retired with gearbox trouble, putting Boylan into second spot 1 min. 17 secs. behind smiling, gum-chewing Doctor Wyllie. Bucher (Allard) began moving up quickly, reached fourth place, then went out with carburation bothers.

Gilbert (Austin-Healey) tried to pass two side-by-side cars on Townsend straightaway, went off the road, turned his wheels back too sharply in an effort to regain it, accelerated hard and rolled across the race course—injuring himself critically and tearing down the communications station. Excellent maneuvering by Bulck (Austin-Healey) direct'y behind Gilbert, kept him from being involved. The last four laps were run under caution flags, while the communications station was being repaired, and average speeds for the 11-lap race were necessarily low. Unfortunately, some of the boys, in unsportsmanlike manner, were seen improving their positions while the yellow flags were displayed.

### Results

**Overall:** M. R. J. Wyllie (Jaguar), 69.6 m.p.h.; Dan Boylan (Mercedes-Benz); John Knight (Jaguar).

**Class C Modified:** M. R. J. Wyllie (C Jaguar); John Knight (Jaguar); Ray Saidel (Allard-Olds).

**Class D Modified:** Dan Boylan (Mercedes 300SL); Tom Gilmour (Austin-Healey); Irwin Buxbaum (Austin-Healey).

**Class E Modified:** Bill Wonder (Frazer-Nash); S. H. Arnolt (Arnolt-Bristol); Denny Cornett (Arnolt-Bristol).

**Unrestricted:** John Plaisted (Cheetah); Brete Hannaway (Allard); Howard Hanna (Maserati).

The Collier Brothers Memorial Trophy Race, 50.6 miles for production sports cars of 1,500 c.c. and under, excluding Porsches, attracted 44 cars, predominantly M.G.s. Spitler (TF), from ninth starting position, led at the end of lap 1, but Willard (TC), from 40th starting position, had already reached ninth spot and was not easing off, nor was Durbin (TF) who started 38th. Weather was warming, coats and jackets were coming off, and the combination of a strong sun and rolling tyres was melting the road's surface, giving the drivers a skating-rink ride. Experienced pilots kept their cars on the road, but there were too many skids and near flips for calm watching. Ehrman (TF), last year's winner of the similar race, executed a neat bit of avoidance when Boehler (TD) broadsided in front of him. Even Spitler, the leader, took to the shoulder on his fifth round and retired two laps later. Chief Starter Bill Fleming waved the blue flag hard at Logan (TD) who was baulking Davidson (TD II) and black flagged Durbin (TF) for spilling oil. Willard (TC) took the lead when Spitler retired, and next in order were Baptista (TC), Robinson (TF), Stewart (TF) and Nash (TF); but Baptista was passed by the fast-moving trio. Willard completed his tenth tour in 4 mins. 17.5 secs. but lost the lead to Robinson, who went on to win.



**HAT-TRICK:** For the third successive year, Doctor Wyllie (C-type Jaguar) wins the Seneca Cup Race. This year, however, he won on the yellow and white flags, designating "caution" and "ambulance on course". Jordan King is in the other Jaguar.

#### Results

**Overall:** Oakleigh Robinson (M.G. TF), 63.2 m.p.h.; Henry Willard (M.G. TC); Dick Nash (M.G. TF).

**Class F Production:** Oakleigh Robinson (M.G. TF); Dick Nash (M.G. TF); M. A. Cappiello (M.G. TF).

**Class G Production:** Henry Willard (M.G. TC); Frank Baptista (M.G. TC); Bob Holbert (M.G. TF).

The day continued to grow hotter. By noon 56 planes had landed on the course's private airstrip, bringing in more enthusiasts. A chain of humanity circled the entire course, and the most exciting race of the day was starting—the Glen Trophy Race, 50.6 miles for production sports cars over 1,500 c.c. and for production Porsches. Class D was divided into a 2.0-2.7- and a 2.7-3.0-litre group, with awards for both groups, to separate the Mercedes-Benz 300SLs from the Austin-Healeys and Aston Martins.

Thompson (Jaguar 140 MC) led O'Shea (Mercedes 300 SL), who started in 15th position, when they came into sight, but next time around O'Shea had gained an 8.5-second lead. They had a good lead over the Jaguars of Wallace, Carter, Peggy Wyllie and Constantine. O'Shea was never challenged, but behind there was much excitement. Thompson's driving was magnificent, while Hugus



(Mercedes 300SL) passed several cars in lap 3 to reach fourth place behind Wallace. Petite Peggy Wyllie was sixth in a race with 36 men, but next lap went into the turn at the end of the pit straight too fast, left the road, and damaged the front end of her Jaguar. Addison Austin had a frightening ride in his red Chevrolet Corvette, being off the road frequently and taking one drive down a grassy embankment and back again. Some of the Jaguars were little better at holding the slippery road, Mason, Constantine and Wallace being a few of the better known drivers to pick grass with their tyre treads. The Austin-Healeys seemed to be waltzing all over the course; but the Morgans appeared to be more stable. This was a race of miracu-

lous recoveries. Marshals on turns threw cement out whenever traffic grew light, giving temporary relief from skidding.

By lap 6 O'Shea was 43 seconds ahead of Thompson, and 1 min. 5 secs. ahead of Hugus. O'Shea needed not to hurry, but he was lapping steadily in 3 mins. 34 secs, and driving well; however, by Lap 9 it was apparent that the second Mercedes was closing in on Doctor Thompson. One lap later Hugus's beige Mercedes moved into second place to make it one and two for the German marque. Constantine pushed, and then passed Wallace to win fourth place, and the others on the same lap were Carter (140 MC), Forno (140), Flynn (Mercedes 300SL), and Kessler (140 MC).

#### Results

**Overall:** Paul O'Shea (Mercedes-Benz 300SL), 74.7 m.p.h.; Ed Hugus (Mercedes-Benz 300SL); Dick Thompson (Jaguar 140 MC).

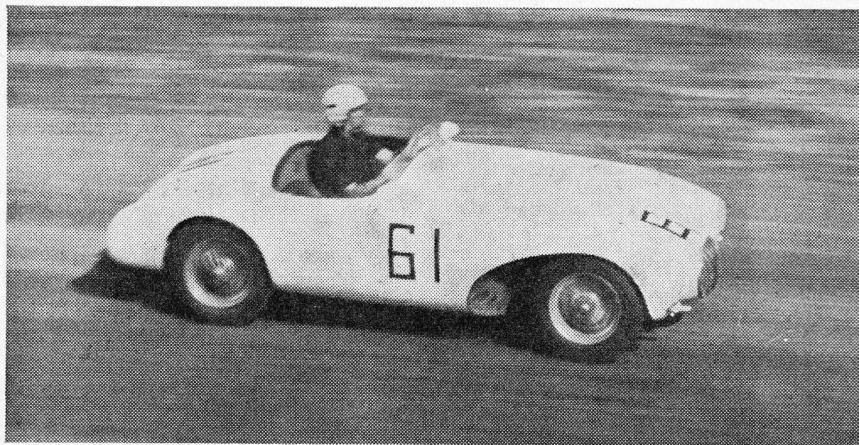
**Class C Production:** Dick Thompson (Jaguar 140 MC); George Constantine (Jaguar 120 M); Charles Wallace (Jaguar 140 MC).

**Class D (1) Production:** John Clapp (Aston Martin); Frank Pohanka (Austin-Healey); Dominic Raves (Austin-Healey).

**Class D (2) Production:** Paul O'Shea (Mercedes-Benz 300SL); Ed Hugus (Mercedes-Benz 300SL); Chet Flynn (Mercedes-Benz 300SL).

**Class E Production:** Gunnard Rubini (Morgan); John Dowd (A.C. Ace); Gaston Andrey (Morgan).

Oil flags and the starting flag were displayed simultaneously for the beginning of the Queen Catharine Cup Race, 50.6 miles for 38 modified sports cars of 1,500 c.c. and under. Cunningham (Osca) moved quickly into the lead; Procter's Porsche 550 dropped its silencer at the starting line but was third behind Bunker, in a like car, after the first tour; and fourth-man Klinck (Lotus Mark VI)



**OSCA AT SPEED:** (Above) Briggs Cunningham led the Queen Catharine Cup Race by a wide margin until the ninth lap, when his Osca broke a half shaft.

★

**WEAVING THROUGH THE WOODS:** (Right) Carter and Wallace, both in Jaguar XK 140 MCs, corner through an attractive section of the tricky course.





was being tailed by Bastrup (Lotus-Climax) who had moved up from 14th starting position. A pretty little Alfa Romeo Giulietta was making its debut in competition, running nicely but not too quickly under the guidance of Wessels. By Lap 3 Cunningham was pulling away from Bunker; and Klinck's Lotus-M.G. was showing its litrage by pulling away from Bastrup. Cunningham's steady lapping at 3 mins. 36 secs. increased his lead to 9 secs. by the end of Lap 5; Procter, on the same lap, went ahead of Bunker; Weldon (Porsche 550) was pressing Klinck's Lotus, which retired on Lap 6 when a con-rod broke and went through the block. Lap 7 and Cunningham was 20 secs. ahead of Bunker, and Procter's Porsche had dropped back to fourth spot and sounded sick.

Briggs Cunningham, driving beautifully, was more than 20 secs. ahead of Weldon, whose white Porsche was now in second place with the yellow Porsche of Bunker sticking to its bumper. Then on its ninth lap, with an unassailable lead, the Osca stopped on the back stretch with a broken half shaft, bringing forth exclamations of sorrow from Cunningham's many friends who have seen his cars win again and again at the Glen and this time hoped he would be the driver.

Heating problems were bothering Procter's 550 Porsche, the flywheel of which had come loose in practice; it wasn't refitted quite true. The Porsche sounded noisy as it passed level with Bastrup's quiet Lotus-Climax. The Bunker-Weldon battle continued to the last lap, with Weldon passing his foe and crossing two car lengths in front. Bastrup was third, and a determined Procter brought his sputtering Porsche in fourth.

Candy Poole (748 c.c. PBX) gave a staggering performance, finishing 11th overall in the field of 38 cars and staying

ahead of many cars in higher categories, including many Porsches, an Osca special, an Abarth, a Doretta, and some M.G.s. Doctor Vilardi (746 c.c. Bandini) also proved what a car can do, with only half the litrage, if it's driven well. He finished a few cars behind Poole.

#### Results

**Overall:** Bill Weldon (Porsche 550), 73.34 m.p.h.; Art Bunker (Porsche 550); Len Bastrup (Lotus Mk. IX).

**Class F Modified:** Bill Weldon (Porsche 550); Art Bunker (Porsche 550); F. W. Procter (Porsche 550).

**Class G Modified:** Len Bastrup (Lotus Mk. IX); Dick Matthews (M.G. Spl.); John Bentley (Abarth).

**Class H Modified:** Candy Poole (PBX); Dolph Vilardi (Bandini); Max Goldman (Morotti).

**Class F Production:** E. Pupillidy (Porsche); Lake Underwood (Porsche); Bengt Soderstrom (Porsche).

The Grand Prix, 101.2 miles for modified sports cars over 1,500 c.c., was limited to 21 cars, a real break for Joe Lane and his efficient scoring crew who worked very hard indeed on the previous four races recording each lap for an average of 40 cars per race.

Black (Ferrari) and Johnston (D Jaguar) got going for only a few yards before the Jaguar leapt into the lead, completing its initial lap in 3 mins. 23 secs., well ahead of Spear (Maserati), Black (Ferrari), Lloyd (Maserati), and Benett (Maserati); he completed Lap 2 with a 6.5 secs. lead over Spear; and Lloyd and Benett had passed Black. Lap 3 was completed in a sizzling 3 mins. 18 secs. by Johnston, and next time around he was still 6.5 secs. ahead of Spear and 24 secs. ahead of Lloyd.

Bill Spear, never letting up and driving splendidly, set the fastest lap of the day when the Maserati completed Lap 6 in 3 mins. 17 secs. By Lap 8 the field was being lapped by Johnston, Spear, Lloyd, Benett, Lyeth (Ferrari), and Black (Ferrari); spectators were having trouble recognizing Pres Gray in his yellow Ferrari after years in an Allard; Walt Hansgen, Grand Prix winner in 1953,

was truly pushing his Austin-Healey 100S; cars were spreading out; and the only close battle was between Gray (Ferrari) and Moran (Cunningham C4R—the car Johnston drove at the Glen last year). For a while Wacker (Cunningham C4RK) made a threesome of it, but the other two pulled away from the coupé. The two Excaliburs were having trouble, Geary's Willys-engined mount having run its bearings; and Ullrich's supercharged Jaguar-engined Excalibur having the supercharger housing collapse. Geary's car retired, but Ullrich—who has always performed well at Watkins Glen—nursed his ailing car along to take fourth place in Class B, despite the fact that he spent five whole laps in the pits.

Benett's Maserati overheated on Lap 14. A quick pit stop lost a place for him and moved Lyeth (Ferrari) into fourth, behind Johnston, Spear and Lloyd, positions they retained to the end. Black (Ferrari) was still fifth. Benett finally retired his overheating Maserati, and only four cars—all Italian—were on the same lap with Johnston when he got the flag. One lap behind, and still battling, Gray crossed the line a scant second ahead of Moran.

#### Results

**Overall:** Sherwood Johnston (D Jaguar), 81.92 m.p.h.; Bill Spear (Maserati 300S); Bill Lloyd (Maserati 300S).

**Class B Modified:** Charles Moran (Cunningham C4R); Fred Wacker (Cunningham C4RK); John Sinclair (Jaguar Special).

**Class C Modified:** Sherwood Johnston (D Jaguar); Duncan Black (4.5 Ferrari); Preston Gray (4.1 Ferrari).

**Class D Modified:** Bill Spear (Maserati 300S); Bill Lloyd (Maserati 300S); J. M. R. Lyeth (2.9 Ferrari).

Henry Valent, President of Watkins Glen Grand Prix Corporation, brought the prize-giving Saturday night to a conclusion by saying he planned to give special awards to the race committee. The plaques would read: "Blessed are they who run around in circles for they shall be called wheels".

## CORRESPONDENCE

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

### Tony Crook and Goodwood

I WAS surprised to read Mr. Bolster's statement in your paper regarding the accident involving Stirling Moss (Porsche) and me (Cooper-Bristol) during the Goodwood "Nine Hours". Mr. Bolster states that Moss was eliminated due to a "piece of clottishness in which Stirling was in no way to blame".

Of course Stirling was in no way to blame, because he could not possibly have avoided hitting me, due to his proximity behind me when I went into a slide.

However, I have spoken to several people who saw the accident, including officials standing at the corner, and I am informed that my car was about the fourth to slide there, but fortunately none of the others had anyone behind them.

I cannot remember the whole of the accident due to the impact, but feel certain that there was oil at the spot. This is borne out by the fact that a car retired with oil pouring from underneath (see AUTOSPORT picture) a few minutes before our accident.

I know Mr. Bolster has no actual experience of racing at night but I feel sure he will be able to inform the undersigned how to recognize oil during darkness and after some seven hours driving on a rubber soaked course.

Assuming it can be proved that there was no oil on the course then I must have made one of those mistakes which every racing driver makes at some time or another. If no one made a mistake then all those dear friends of ours who have succumbed to accidents in motor racing would still be with us, but how slowly we should all have to drive.

Even Mr. Bolster himself succeeded in having an accident at Silverstone, but I cannot remember any one-man judge convicting him of clottishness.

Finally, everyone must have been terribly disappointed that Stirling was eliminated after such a brilliant display in the Porsche. Great sportsman that he is, he immediately came and absolved me from blame and sent flowers and condolences to me in hospital, which kind thought materially assisted me towards recovery, by cheering me up.

ANTHONY CROOK.

CATERHAM HILL, SURREY.

WE cannot agree with J.V.B. in "Technical and Otherwise" of 2nd September, when he said: "The final elimination of this car, while leading its class, was also due to a piece of clottishness for which Stirling has not the least blame".

During the minute immediately prior to the Moss/Crook incident, four other cars spun or partially spun at Woodcote, one being the Cooper-Climax of Ivor Bueb which ran on to the grass and almost hit the bank in front of the Members' stand before it was got under control.

We were timing Stirling at the time, and in view of the foregoing feared that something was going to happen.

Immediately afterwards, marshals swept the track, confirming our impression that there was oil on the track and we were satisfied that this was so when we heard the announcement that Jonneret was in at the pits because he had been losing oil.

N. A. ROBERSON.  
W. M. B. SMITH.

SIDCUP, KENT.

### "Comp." Tyres in Scottish Trials?

WOULD it be possible, in view of trials in Scotland being at a standstill, to allow standard cars to use competition tyres?

P. M. GOODALL.

EDINBURGH, 12.

MR. S. B. BENN, 23 Darley Drive, New Malden, Surrey, seeks information on a 1949 Black Prince Invicta coupé, road test data, valve and ignition timing, etc.



# U.S.A.F. TROPHY FOR ABECASSIS

## H.W.M. Driver Wins Two Races at A.M.O.C. Oulton Park Meeting

FOR its third year of life, the A.M.O.C.'s United States Air Force Trophy meeting was moved from southern haunts to Oulton Park, and Saturday, 17th September, proved fine albeit somewhat chilly. The race from which the meeting takes its title was the last of a number of events which just about catered for everyone. George Abecassis did not wait for the final event to notch his first victory of the day, although this was the most important. He handled his H.W.M. in impeccable style throughout.

A race for unlimited sports cars gave a most interested crowd of spectators their first chance to see George Abecassis in action—and lively it was! Cunningham-Reid had loaned his Lister-Bristol to D. Kasterine, who had the misfortune to invert it at Cascades. Tommy Sopwith had done a similar unfortunate manoeuvre at Knickerbrook in a previous event, while J. C. Stocks had put his Tojeiro off at Deer Leap. Luckily none of the three was badly injured. Brian Naylor had his willing Lotus going well in opposition to the Abecassis H.W.M. and, although the Stockport driver headed everyone else, he could hardly be expected to interfere with George's smooth run.

The U.S.A.F. Trophy Race was over 15 laps and for sports cars of any capacity. From the flag it was George Abecassis's race. For the first four laps he pulled away from Brian Naylor, whose Lotus finally gave in, boiling furiously. Brierley (Frazer-Nash) and Ken Flint (E.R.A.-Jaguar) were at one time battling for third place and then, after Naylor's departure, for second position. Flint won the duel, although he suffered from oil being thrown on to his rear tyre. At the halfway stage, Abecassis's H.W.M. had lapped all but six of the runners and, with three laps to go, only Flint and Brierley had not been overtaken. Gordon MacDonald (Bentley) and David Scott (Austin-Healey) were doing some passing and repassing in fifth and sixth place. At one time the Hon. Edward Greenall held third place and was going well, but a rear wishbone collapsed at Clay Hill and the Cooper-Bristol was out. Probably the most cruel luck came to Graham Maude,

who was lying fifth in the early stages in the ex-Bob Berry Jaguar, until his battery lead fell off!

Toward the end of the race Ken Flint's oil-on-tyre trouble gave him many anxious moments on going into the corners. In fact, he went off-course at Lodge but had something in hand over the revamped E-type E.R.A., and regained the road without dropping his position. Abecassis, however, came home in comfort.

WILSON ROGERS.

### Results

**First Half-Hour Regularity Trial. First Class Awards:** J. W. A. Brown (Lotus), W. Burton (Aston Martin), W. B. Croot (Lotus), J. P. H. Gresham (Lotus), G. B. Hewitt (Lotus), E. B. Sibbald (Bugatti Spl.), T. Barnard (Lotus), R. T. Wilson (H.R.G.), A. P. K. Chaffey (Bentley), M. P. Challis (Austin), E. Dawson (Austin). **Second Class Awards:** R. L. Cordes (Plymouth), D. Elwell-Smith (Aston Martin), D. V. Greaves (Aston Martin), P. Hollingsworth (Jensen), H. Murrey (DKW). **Third Class Awards:** R. Davis (Allard), P. G. Liddle (Austin).

**Second Half-Hour Regularity Trial. First Class Awards:** J. C. Brierley (Frazer-Nash), K. W. Eaton (Lister-Bristol), P. Wooley (Allard), Miss A. Brown (Aston Martin), A. H. Bryant (Aston Martin), A. F. Davenport (Jaguar XK 120), J. McKechnie (Morgan), H. Porteous (Cooper-M.G.), R. Tucker (Austin-Healey), J. A. Twyman (Frazer-Nash). **Second Class Awards:** R. Walslow (Jaguar XK 140), H. Giles (Triumph TR2), H. W. Begley (S.S. Spl.), H. Drake (Triumph TR2), R. E. Meredith (Morgan). **Third Class Award:** A. W. Taylor (Jaguar XK 120).

**750 and 1,172 Formula Race (5 laps, scratch):** **750 Formula,** 1, D. Rees (Austin), 12 mins. 33.8 secs. (65.93 m.p.h.); 2, C. F. Lawton (Austin), 13 mins. 33.4 secs.; 3, M. P. Challis (Austin), 13 mins. 34.8 secs. **1,172 Formula,** 1, F. V. Lambert (Lotus), 12 mins. 22.6 secs. (66.93 m.p.h.); 2, M. Buckingham (Lotus), 12 mins. 24.0 secs.; 3, A. Stanforth (Buckley Spl.), 13 mins. 14.8 secs.

**Sports cars up to 2,700 c.c. (5 laps, scratch):** 1, N. Cunningham-Reid (Lister-Bristol), 10 mins. 48.2 secs. (76.68 m.p.h.); 2, J. B. Naylor (Lotus-Connaught), 11 mins. 4.6 secs.; 3, Hon. E. G. Greenall (Cooper-Bristol), 11 mins. 5.4 secs.

**Bentleys and Post-War Aston Martins (5 laps, handicap):** Aston Martins, 1, A. H. Bryn (DB2-4), 13 mins. 28.6 secs. (68.69 m.p.h.); Bentleys, 1, A. P. K. Chaffey (Short 3-litre), 13 mins. 9.8 secs. (62.92 m.p.h.); 2, M. D. Hollis (3-litre), 13 mins. 32.4 secs.; 3, Lord Ebury (3½-litre), 13 mins. 33.4 secs.

**Sports cars up to 1,500 c.c. (5 laps, scratch):** 1, J. B. Naylor (Lotus-Connaught), 11 mins. 8.2 secs. (74.38 m.p.h.); 2, H. Porteous (Cooper-M.G.), 11 mins. 56.8 secs.; 3, P. Jackson (Cooper-Climax), 12 mins. 11.0 secs.

**Sports cars, unlimited (5 laps, scratch):** 1, G. Abecassis (H.W.M.), 10 mins. 44.6 secs. (77.12 m.p.h.); 2, J. B. Naylor (Lotus-Connaught), 11 mins. 4.8 secs.; 3, J. C. Brierley (Frazer-Nash), 11 mins. 11.2 secs.

**Elwell Smith Trophy Race (10 laps, handicap):** 1, D. V. Greaves (Le Mans), 27 mins. 59.6 secs. (61.76 m.p.h.); 2, W. Burton (Ulster), 28 mins. 16.2 secs.; 3, P. L. D. Atwood ("Razor Blade"), 28 mins. 38.8 secs.; 4, S. Lownds (Mark II), 29 mins. 4.2 secs.

**Sports cars up to 1,250 c.c.:** 1, G. B. Hewitt (Lotus), 11 mins. 35.6 secs. (71.44 m.p.h.); 2, T. Barnard (Lotus), 11 mins. 37.0 secs.; 3, P. Jackson (Cooper-Climax), 12 mins. 10.6 secs.

**U.S.A.F. Trophy Race (15 laps, scratch):** 1, G. Abecassis (H.W.M.), 31 mins. 53.6 secs. (77.92 m.p.h.); 2, K. Flint (E.R.A.-Jaguar), 32 mins. 46.0 secs.; 3, J. C. Brierley (Frazer-Nash), 33 mins. 27.4 secs.; 4, Miss A. Brown (Aston Martin DB3S), 1 lap behind. **Fastest lap:** Abecassis, 2 mins. 5.6 secs. (79.94 m.p.h.).

## SNETTERTON M.R.C. AUTUMN RACE MEETING

25th September

**Sports Cars up to 1,250 c.c. and up to 1,500 c.c.—1,250 c.c.:** 1, W. Beedie (M.G. TC), 12 mins. 54.4 secs. (62.75 m.p.h.); 2, R. J. Bidewell (M.G. TF), 13 mins. 4.2 secs.; 3, J. H. Rope (Fiat), 15 mins. 28.6 secs. **1,500 c.c.:** No finishers. **Fastest lap:** Beedie, 2 mins. 31.4 secs. (64.2 m.p.h.).

**Sports Cars up to 2,700 c.c.:** 1, R. Tucker (Austin-Healey), 10 mins. 48.6 secs. (74.93 m.p.h.); 2, L. J. Coc (Triumph TR2), 11 mins. 19.6 secs.; 3, Miss Mary Morton (Austin-Healey), 11 mins. 24 secs. **Fastest lap:** Tucker, 2 mins. 8.6 secs. (5.58 m.p.h.).

**Sports-Racing Cars up to 1,500 c.c.:** 1, P. Gammon (Cooper-Climax), 20 mins. 5 secs. (80.66 m.p.h.); 2, R. Parnell (Cooper-Connaught), 20 mins. 51.8 secs.; 3, D. J. Frost (Lotus Climax), 21 mins. 40.4 secs.; 4, D. R. Piper (Lotus-M.G. S), 21 mins. 41.4 secs. **Fastest lap:** C. Chapman (Lotus-Climax), 1 min. 55.6 secs. (83.8 m.p.h.).

**Sports Cars, unlimited:** 1, J. L. Ogier (Jaguar XK 120), 10 mins. 23.8 secs. (79.91 m.p.h.); 2, R. Tucker (Austin-Healey), 10 mins. 42.4 secs.; 3, W. C. Jeans (Austin-Healey), 11 mins. 13.6 secs.; 4, R. Lynet n (Healey Spl.), 11 mins. 53 secs. **Fastest lap:** Ogier, 2 mins. 2.2 secs. (79.54 m.p.h.).

**Sports-Racing Cars, unlimited:** 1, J. D. Hamilton (Jaguar D-type), 19 mins. 14 secs. (84.2 m.p.h.); 2, G. Abecassis (Jaguar D-type), 19 mins. 17.4 secs.; 3, R. Parnell (Cooper-Jaguar), 19 mins. 19.4 secs.; 4, F. C. Davis (Lotus-Bristol), 19 mins. 19.8 secs. **Fastest lap:** Hamilton, 1 min. 51.8 secs. (86.95 m.p.h.).

**Saloon Car Handicap:** 1, R. G. Playford (Jaguar XK 120), 12 mins. 44.4 secs. (63.58 m.p.h.); 2, W. S. Frost (Bristol 403), 13 mins. 6 secs.; 3, A. W. Taylor (Jaguar XK 120), 13 mins. 47 secs.; 4, R. V. Hardman (Riley), 14 mins. 1.4 secs. **Fastest lap:** Playford, 2 mins. 11.4 secs. (73 m.p.h.).

**Invitation Handicap:** 1, C. Chapman (Lotus-Climax), 84.20 m.p.h.; 2, P. Gammon (Cooper-Climax); 3, W. A. Scott-Brown (Jaguar C-type). **Fastest lap:** J. D. Hamilton (Jaguar D-type), 1 min. 51.2 secs. (87.3 m.p.h.). **Cass Winners:** 1,100 c.c.: Chapman. 1,500 c.c.: W. Seaman (Tojeiro). 2,000 c.c.: J. G. Sears (Lister-Bristol). **Unlimited:** Scott-Brown.

Report of this meeting will be published next week.

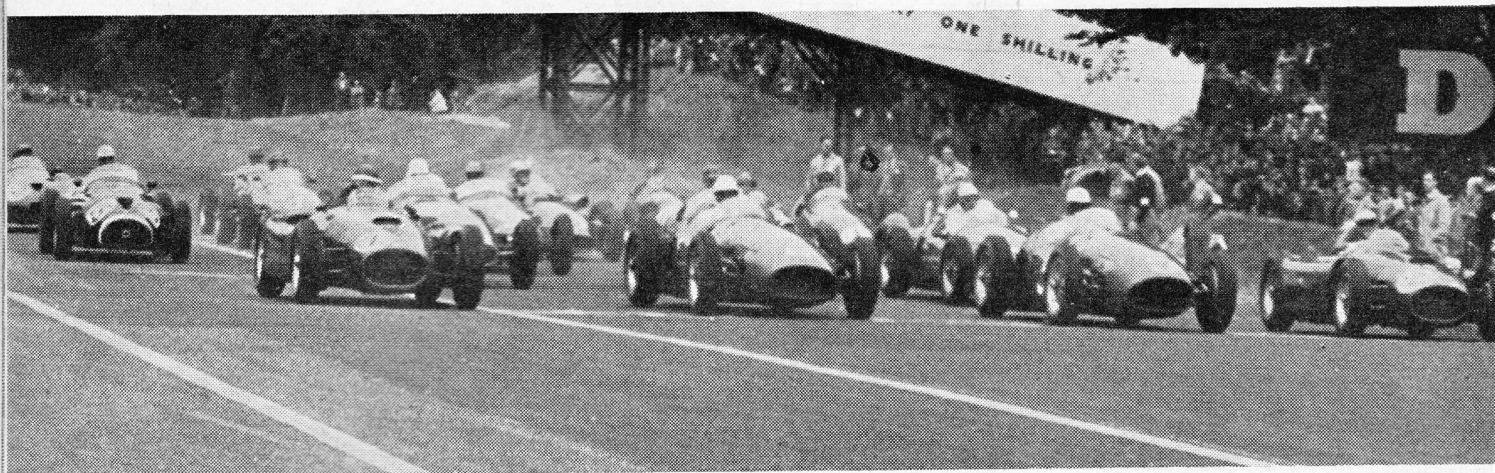
## A FUNNY HA-HA BOOK

MOTOR RACING PUBLICATIONS LTD., are publishing *Bees Under My Bonnet*, by Ronnie Collier and Russe'l Brockbank. As Harold Knockhard of *The Chimes* says: "I put it down and could not pick it up!" The authors say that the book is the result of accumulated knowledge and experience of motoring affairs that would easily cover a sixpence. For the first time, the sinister facts about Bascombe Midew are revealed. Naturally the publishers feel guilty about charging for such a book, but, on the other hand, believe that authors and artists should not be allowed to starve. Consequently three half-crowns will have to be handed over for a copy. Anyway, you will find it on AUTOSPORT's stand at Earls Court, if the organizers permit the area to be littered up!

**WITH LE MANS MODS.:** For 1956 Austin-Healey are offering this special 100M version of their popular 2.6-litre sports car. Special manifolds, high compression pistons, high lift camshaft, and racing-type anti-roll bar are features.







# ANOTHER GOLD CUP FOR MOSS

Driving a Maserati, Stirling Wins "Daily Dispatch" Race at Oulton Park and Sets up New Circuit Lap Record—Fine Début of Desmond Titterington in Vanwall—Mike Hawthorn's Gallant Fight with Lancia—Remarkable Speed of New B.R.M.

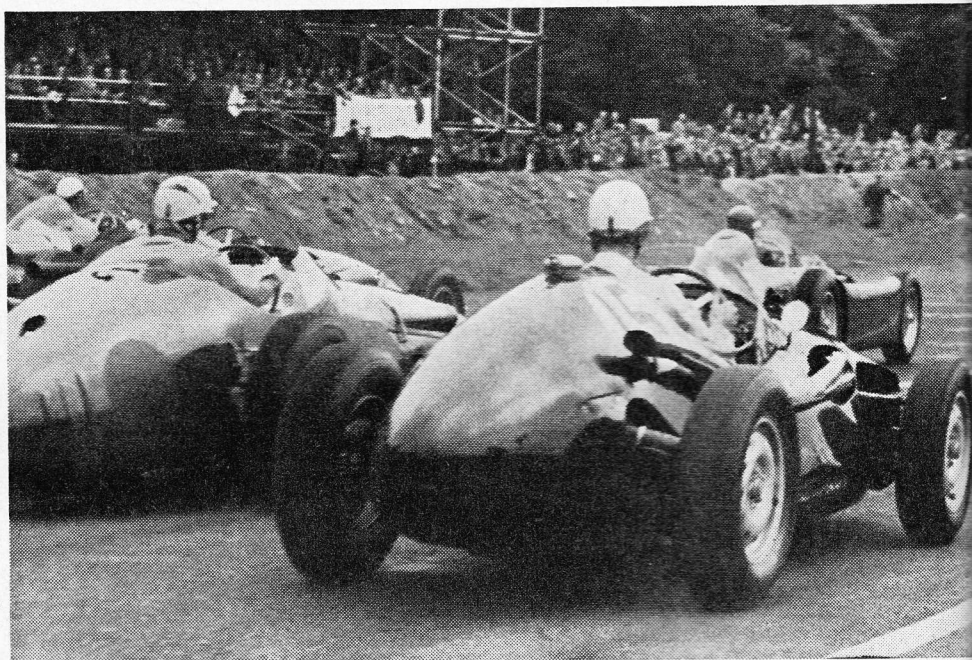
By GREGOR GRANT

Photography by Francis Penn

TRANSFERRING his affections from Mercedes-Benz to a "works" Maserati, Stirling Moss gained his second successive victory within seven days on British soil and won his second *Daily Dispatch* Gold Cup race at Oulton Park last Saturday. In second place was Mike Hawthorn, driving one of Scuderia Ferrari's recently acquired Lancias—first appearance of the V8 car in this country. Third was Desmond Titterington in a Vanwall, making his début in Formula 1 racing.

The early stages of the race gave Peter Collins the opportunity to display the remarkable performance of the new B.R.M. Unfortunately the four-cylinder machine was eliminated with vanished oil pressure after 10 laps, when in third place. Luigi Musso (Maserati) held second place until the 48th lap when he retired with a broken gearbox. Reg Parnell went extremely fast in the new "open" Connaught, but was slowed by an ignition fault. Stirling Moss broke his own lap record no fewer than three times: the record now stands at 1 min. 53.2 secs., 87.81 m.p.h.

David Boshier-Jones won an exciting F3 event, and Peter Reece's Morgan headed the 30-lap sports car race, with



**GOLD CUP GETAWAY:** Two aspects of the start, with (top) Hawthorn's Lancia, Moss and Musso (Maseratis) and Castellotti's Lancia in the front row, and (above) split-seconds later, the field picking up speed, with Walker's Connaught and Schell's Vanwall nearest to Francis Penn's camera.

A.C. Aces filling second, third and fourth places. Brian Naylor's Porsche won a processional saloon car event. Organized by the very live Mid-Cheshire M.C., the meeting attracted a big crowd of spectators, and is certainly becoming a popular annual event.

Northern folk were delighted to find that Scuderia Ferrari had sent over a pair of V8 Lancias for Hawthorn and Castellotti to drive. Signor Jano's mechanics had to do quite a lot of mods in order that Hawthorn could be accommodated in the narrow cockpit. As expected, Stirling Moss took over the injured Jean Behra's Maserati. Three Vanwalls were due to run, but Wharton's T.T. injuries cut this down to two. Tony Vandervell offered a wheel to Fangio, then to Farina, but with no success. Fortunately he was able to obtain the services of Desmond Titterington who therefore made his very first appearance in a Formula 1 machine.

The beautiful little B.R.M. had trouble in practice, first with an engine, and then with a fractured propeller shaft. How-

ever, it was a most impressive vehicle, and possesses first-rate road-holding.

Best practice lap was put up by Mike Hawthorn, who returned 1 min. 52.4 secs. despite driving with a threatened attack of tonsillitis. Stirling Moss was just  $\frac{1}{2}$  sec. slower and was most enthusiastic about the Maserati which, he declares, has now all the steam in the world at low and medium r.p.m. Both Castellotti (Lancia) and Musso (Maserati) did 1 min. 52.8 secs., consequently the front row was made up exclusively of red cars.

The grid was as follows:—

Castellotti (Lancia)	Musso (Maserati)	Moss (Maserati)	Hawthorn (Lancia)
1 m. 52.8 s.	1 m. 52.8 s.	1 m. 52.6 s.	1 m. 52.4 s.
Salvadori (Maserati)	Titterington (Vanwall)	Schell (Vanwall)	
1 m. 56 s.	1 m. 54.2 s.	1 m. 53.4 s.	
Marr (Connaught)	Gerard (Cooper-Bristol)	Parnell (Connaught)	Walker (Connaught)
1 m. 58 s.	1 m. 57.8 s.	1 m. 57.8 s.	1 m. 57.2 s.
Portago (Ferrari)	Collins (B.R.M.)	Gould (Maserati)	
1 m. 59.1 s.	1 m. 59 s.	1 m. 59 s.	
Gibson (Connaught)	Young, M. F. (Connaught)	Halford (Cooper-Bristol)	Fairman (Connaught)
2 m. 12.4 s.	2 m. 5.8 s.	2 m. 5.4 s.	2 m. 2.2 s.



The start was delayed 15 minutes to suit the B.B.C.'s TV broadcast. Musso and Moss made superb starts, but Castellotti and Hawthorn darted ahead at Old Hall Corner, only to be taken by Moss between Esso Bend and Lodge Corner. Both Lancias held on grimly to the Maserati, and as the cars flashed past the pits it was Moss—Castellotti—Hawthorn—Musso and Collins, who had come up from his fourth row position at a tremendous pace to sit on Musso's tail.

Lap 2, and Hawthorn skipped in front of his team-mate and grimly chased Moss. Collins steadily closed on Musso. Castellotti's Lancia was hopping badly on braking and the Italian dropped back to fifth place as Collins whistled past. All eyes were on the B.R.M. Lap 4, and Hawthorn was shaken to the core when Pete went past his Lancia at a fantastic speed, the engine shrieking up to untold r.p.m.

Harry Schell now came into the picture with the Vanwall, with Reg Parnell hard on his heels, the latest Connaught sounding extremely healthy. Moss steadily increased his lead over Musso, who now found the B.R.M. closing up rapidly. Castellotti stopped to have his suspension checked, and set off after about 30 secs.

The crowd now expected the B.R.M. to move up to second place. Alas!—after 10 laps, Collins came into the pits pointing at his oil pressure gauge which was reading "zero". After a brief examination, mechanics pushed the car away. For those 10 laps the little green car had thrilled everyone, matching the speed of Italy's latest F1 machines.

Such was Moss's pace that at 10 laps, he had 9.8 secs. lead over Musso, who, in turn, was 6.4 secs. ahead of Hawthorn. Collins's exit brought Harry Schell up to fourth place, shadowed by Parnell. Not far behind, Salvadori (Maserati) and Titterington (Vanwall) were getting to grips. Once the Vanwall got past, it outstripped the Italian car and moved up to fifth place on lap 18, just as its team-mate retired with a broken UJ.

Meanwhile Horace Gould's engine packed up. Gibson's Connaught burst a tyre, and a wheel was changed out on the circuit. Halford's Cooper-Bristol seized solid at Knickerbrook, and revolved violently. Next casualty was

Leslie Marr, whose aerodynamic Connaught left the road on its 15th lap.

With 20 laps on the board, Moss led Musso by 21.2 secs. The Ferrari pit gave the "faster" signal to Hawthorn who now lay 10 secs. behind Musso. Reg Parnell, in fourth place, had one of his twin magnetos cut out completely; Titterington began to close on the green Connaught, which, until the ignition trouble developed, was 26 secs. in front of the Vanwall.

Bob Gerard's Cooper-Bristol appeared to misfire badly coming out of corners, and he could make little impression on Salvadori's Maserati, then in sixth place. The track was slippery in places due to dropped oil and coatings of rubber. Hawthorn had to treat his Lancia very gently indeed, being unable to use anything like the acceleration of which the V8 car is capable. Peter Walker (Connaught) also had this with which to contend.

However, nothing seemed to bother Moss. He went round making it all look so easy and, after giving the lap record a jolt a couple of times, covered his 27th

tour in 1 min. 53.2 secs. Hawthorn closed up rapidly on Musso, got down to 3.5 secs., then had his engine almost cut out completely at the hairpin. By the time it fired on all eight again, Musso was more than 20 secs. in front.

M. F. Young's Connaught spun off at Knickerbrook and, after much muscle work, was persuaded back on the course. Portago's Ferrari revolved and hit the bank, damaging the steering. Jack Fairman's Connaught was in trouble, and stopped twice for a plug change and ignition check-up.

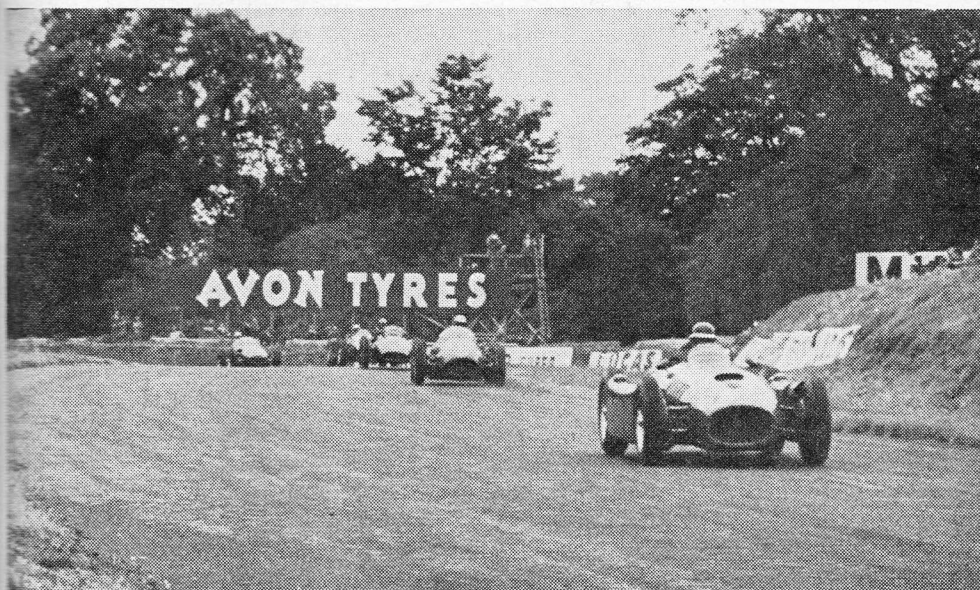
At 40 laps, Moss, Musso and Hawthorn had lapped the entire field. Titterington managed to take Parnell for fourth place. Moss had the vast lead of 35.4 secs. over Musso who, in turn, headed Hawthorn by 18 secs. The Lancia repeated its stuttering act, and Mike fell farther back, coming through on his 45th circuit 33 secs. behind the Italian.

Castellotti in the other Lancia never looked happy; Gerard began picking up a second a lap from Salvadori, but was over 16 secs. behind with nine laps to go. Then Musso began to have trouble.



**OUT ON HIS OWN:** (Above) Stirling Moss leads the field in the works Maserati which was to have been driven by Jean Behra. Moss led from lap 1 to the finish, and broke the lap record for good measure.

**IN TRAIN** (Left) Following in Moss's wake through Old Hall Corner come Hawthorn's Lancia, Musso's Maserati, Collins in the B.R.M., Castellotti (Lancia) and Titterington's Vanwall.

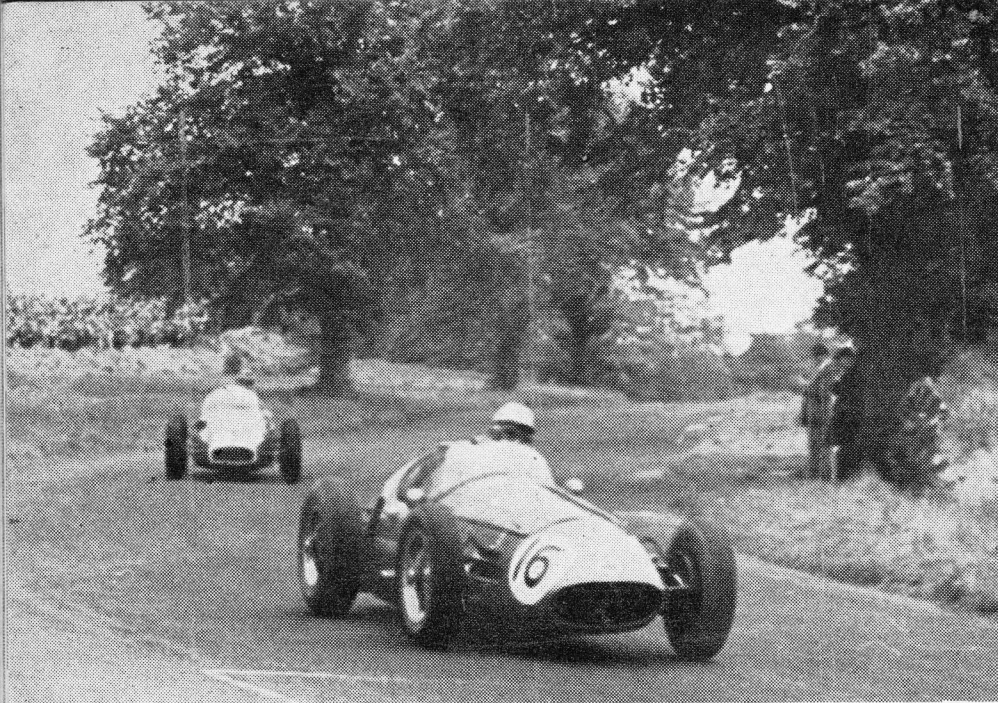


Coming past the pits, he struggled desperately to find gears, managed to sort one out, but lost several seconds to Hawthorn.

Peter Walker went out when his transmission seized: the car spun off the road, but Walker stepped out unhurt. Titterington gradually drew away from Parnell. Fairman stopped again for a set of plugs, and mechanics checked the carburetters.

Musso's Maserati slowed to walking pace. A thin trail of oil seemed to indicate a split gearbox, and the Italian





*THROUGH CASCADES CORNER (above) goes Roy Salvadori (Maserati), who finished fifth, followed by Desmond Titterton (Vanwall). (Right) Three Italian cars, neatly spaced out as they take the corner; Musso's six-cylinder Maserati leads Castellotti's and Hawthorn's V8 Lancias.*



*SLICKEST SALOON: Brian Naylor won the saloon car race with consummate ease in his 1,500 c.c. Porsche.*

retired near the hairpin after 49 laps, and a magnificent drive! This put Hawthorn into an unchallenged second place—nearly a minute behind Moss. Titterton and Parnell followed in—British drivers in British Formula 1 cars, be it noted, in a field dominated so long by the Continentals.

For once John Bolster was unable to interview the winner for B.B.C. listeners. Stirling had to rush off to catch a plane,



*★ THIRD in his first Formula 1 race was Desmond Titterton, who drove brilliantly in one of the Vanwalls. ★*

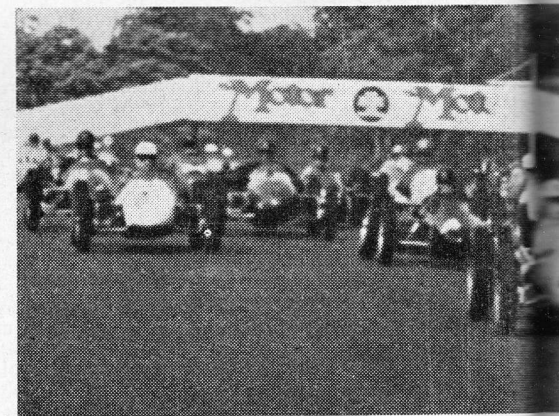
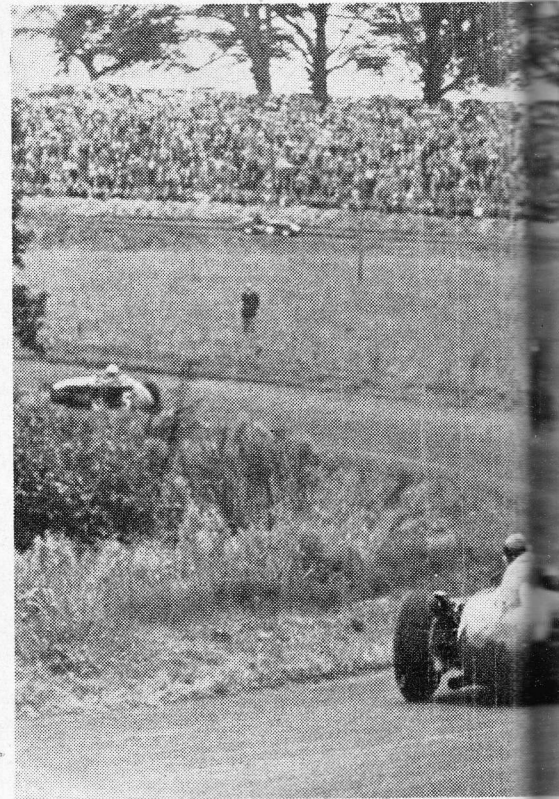
which had no landing lights and, as soon as he did his lap of honour, disappeared.

The rest of the programme comprised a 9-lap race for production saloons, an 18-lap F3 event and a 30-lapper for production sports cars.

The saloon event was a processional affair led by Brian Naylor's Porsche and Tony Brooks's DKW. Sole incident was when Murray's Renault went off course at Old Hall Corner, attempting to pass Goddard's Standard 8 on the inside. David Boshier-Jones (A50 Austin) followed Naylor home—but a long way back—in the 1,001-1,600 c.c. class, while Brooks similarly outstripped the opposition in the up to 1,000 c.c. section, in which Goddard and Murray were second and third, a lap behind.

Twenty-seven crackling F3 machines lined up for the 500 c.c. race. Cliff Allison seized the lead, chased by David Boshier-Jones, Don Parker and Reg Bicknell. Lap 2, and Boshier-Jones went in front. Allison now had Colin Davis after him, but Parker was also there.

Lap 3, and it was Boshier-Jones,



Allison, Parker, Davis and Bicknell, all going at it hammer-and-tongs and what have you. Davis got away from his rivals on lap 5, and Stuart Lewis-Evans came up to join the party behind Bicknell. Tyrrell burnt out his clutch, and the Hon. Edward Greenall had his cylinder barrel come adrift. Phillipson's Staride lost a wheel near the Bailey Bridge and crashed: the driver was taken to hospital with bruises.

Davis chased Boshier-Jones all the way, there being only 1.8 secs. between them as they finished, with Allison third and Parker fourth. The last-named was all but caught on the line by Lewis-Evans.

The sports car race saw Peter Reece's Morgan shoot into the lead, with the Austin-Healeys of G. L. Corlett and D. L. U. Scott close behind. Corlett went ahead on lap 2, Scott being a few inches behind. Lap 3, and Scott was in front, with Reece holding third spot.

Both Austin-Healeys were being diced like mad, but Reece preferred to have a



## RESULTS

## "Daily Dispatch" Gold Cup

(54 laps, 150 miles)

1. **Stirling Moss** (Maserati), 1 hr. 44 mins. 05.4 secs., 85.94 m.p.h.
2. **Mike Hawthorn** (Lancia), 1 hr. 45 mins. 11.6 secs.
3. **Desmond Titterton** (Vanwall), 53 laps, 1 hr. 44 mins. 57 secs.
4. **Reg Parnell** (Connaught), 53 laps, 1 hr. 45 mins. 45.2 secs.
5. **Roy Salvadori** (Maserati), 52 laps; 6. **Bob Gerard** (Cooper-Bristol), 52 laps; 7. **Eugenio Castellotti** (Lancia); 8. **R. Gibson** (Connaught).

**Fastest lap:** Moss, 1 min. 53.2 secs., 87.81 m.p.h.  
**Circuit record.**

Production Sports Cars  
(30 laps)

1. **Peter Reece** (Morgan), 1 hr. 10 mins. 47 secs., 70.21 m.p.h.
2. **R. P. Standbridge** (A.C. Ace), 1 hr. 11 mins. 25 secs.
3. **Basil de Mattos** (A.C. Ace), 1 hr. 11 mins. 44.40 secs.
4. **M. D. Mainwaring-Evans** (A.C. Ace), 1 hr. 12 mins. 14.8 secs.
5. **John Wallwork** (Triumph TR2), 1 hr. 12 mins. 28.6 secs.

**Fastest lap:** D. L. U. Scott (Austin-Healey), 2 mins. 17.8 secs., 72.13 m.p.h.

## Production Saloon Race

(9 laps)

1,001 c.c.-1,600 c.c.

1. **Brian Naylor** (Porsche "1500"), 23 mins. 0.8 secs., 64.78 m.p.h.
2. **D. Boshier-Jones** (Austin A50), 25 mins. 14.2 secs.
3. **P. Simister** (Ford Anglia), 8 laps.
4. **P. H. Crummock** (Volkswagen), 8 laps.

Up to 1,000 c.c.

1. **C. A. S. Brooks** (DKW), 23 mins. 33.6 secs., 63.28 m.p.h.
2. **G. Goddard** (Standard 8), 8 laps.
3. **C. Murray** (Renault), 8 laps.

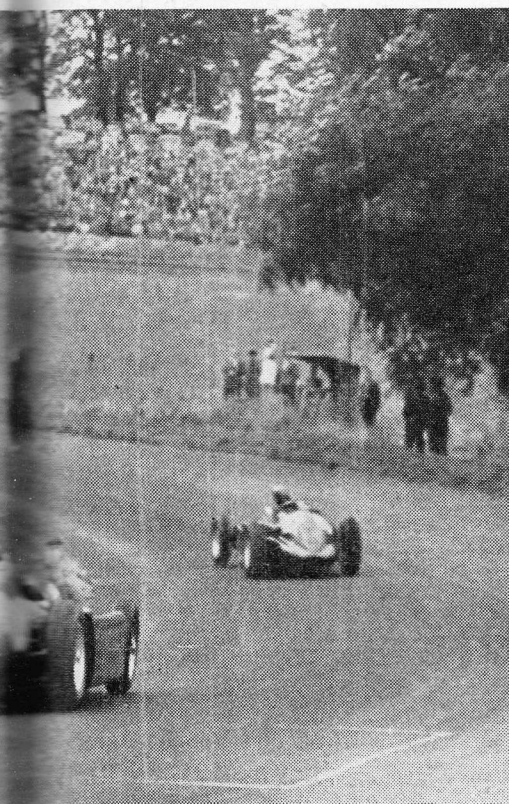
**Fastest laps:** Naylor, 2 mins. 30.6 secs., 66 m.p.h., Brooks, 2 mins. 34.4 secs., 64.37 m.p.h.

## Formula 3

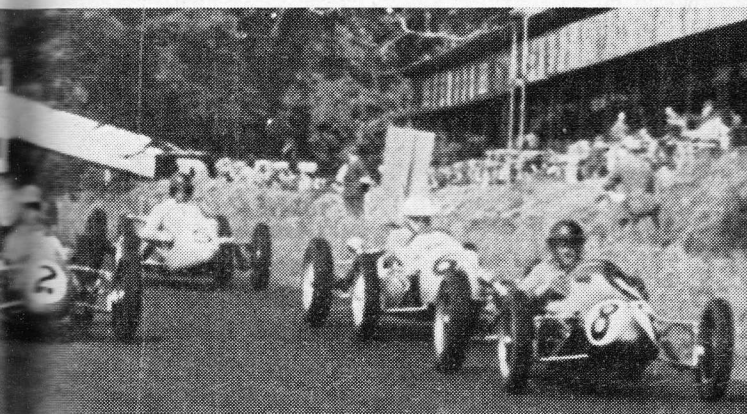
(18 laps)

1. **D. Boshier-Jones** (Cooper), 37 mins. 32.2 secs., 79.44 m.p.h.
2. **Colin Davis** (Cooper), 37 mins. 34 secs.
3. **Cliff Allison** (Cooper), 38 mins.
4. **Don Parker** (Kieft), 38 mins. 5.8 secs.
5. **Stuart Lewis-Evans** (Cooper), 38 mins. 6.2 secs.

**Fastest laps:** Boshier-Jones and Davis, 2 mins. 3.2 secs., 80.68 m.p.h.



*TENACIOUS road-holding, displayed at Old Hall Corner by Peter Reece's winning Morgan (right), during the production sports car race.*



**FORMULA 3 PHALANX:** (Above) The getaway of the Formula 3 cars. (Below) Leston (No. 2), Allison (No. 8) and ultimate winner Boshier-Jones (No. 6) to the fore.

**TWO ACES IN THE PACK:** (Below) T. H. Carnley's and T. P. Taylor's TR2 Triumphs lead the A.C. Aces of A. J. Targett and Basil de Mattos and a further string of Triumphs at Cascades on lap 1 of the sports car race.



grandstand view. He, in turn, was having to hold off Standbridge's A.C. Ace. Hurrell, in fifth place, led the numerous TR2s.

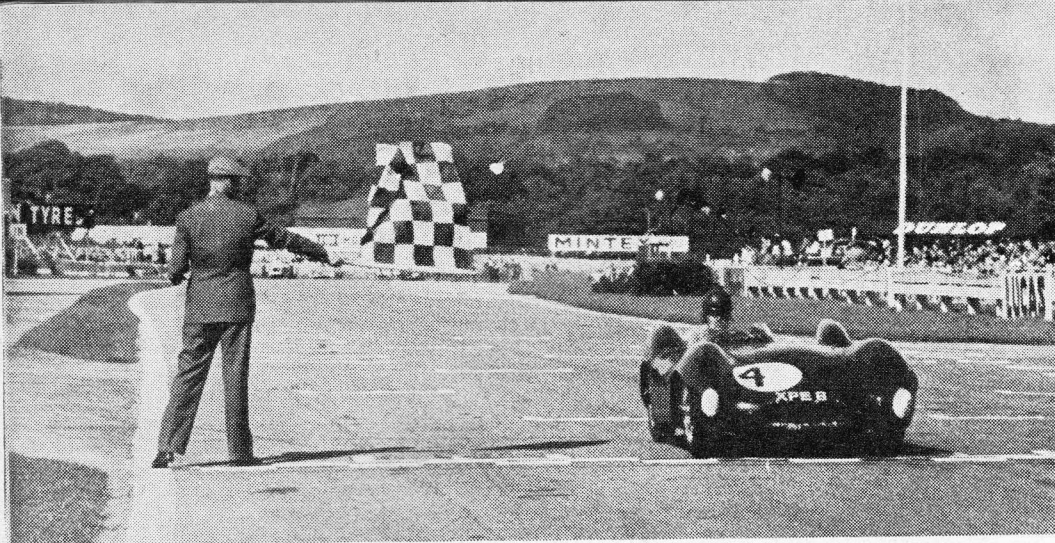
Corlett and Scott were becoming a trifle hectic—and, on lap 8, both crashed and turned over. They picked themselves up, more or less unhurt, but definitely sorry for themselves. A few laps later, Hurrell's car threw a front wheel in the air: again the driver was unhurt.

The exit of the Austin-Healeys saw Reece go steadily ahead, never making a single mistake. Behind came a trio of A.C. Aces, comprising Standbridge, de Mattos and Mainwaring-Evans. Johnny Wallwork, in fifth place, led the TR2 contingent. Leslie Brooke called at his pits to fix a throttle spring on his TR2, losing nearly two minutes. Maude's TR2 ran its big end, and Newby's similar car tried unsuccessfully to widen Esso Bend.

Reece went on to win by a comfortable margin, with the three A.C.s in the next places, and Wallwork leading the Triumphs.







THE sun shone at Goodwood last Saturday on the occasion of the B.A.R.C.'s 20th Members' Meeting, and aided some six-score competitors to enjoy a programme of three scratch and five handicap races. Although cars of every shape and size were present, by far the most outstanding were the 1,100 c.c. Lotus-Climaxes, which finished 1-2-3 in two of the scratch events. On each occasion they were led over the line by Colin Chapman, who thus derived some well-deserved consolation for his retirement from the Tourist Trophy Race the previous week.

There could have been no finer demonstration of the Coventry Climax engine's complete superiority than the first two scratch events. Race 1, for cars up to 1,250 cc., attracted one M.G. and 10 Climax-powered machines out of 15 starters, and nine of the Climaxes finished a lap ahead of the remainder—this, in a five-lap race! Colin Chapman absentmindedly engaged third gear on the line, which did his take-off no good at all, but by the fourth lap he had passed R. A. Page to take the lead, while Dick Steed also nipped past to steal second place on the last lap.

The second scratch race was for 1½-litre cars, but still the 1,100 c.c. Climaxes predominated, the highest-placed 1½-litre car coming home behind *seven* of the 1,100s. Chapman made no mistakes this time and won at the amazing average of 82.53 m.p.h., turning in a lap at 84.54 m.p.h., which was to prove the second fastest lap of the day, bettered only by Michael Head's D-type Jaguar. Page stayed in front of Steed on this occasion, while John Coombs's Lotus Connaught retired on the third lap with some untraceable malady.

Last of the three scratch events was a 10-lapper for cars between 1,500 and 3,500 c.c., in which the fastest lap was actually a little slower than Chapman's best. George Abecassis led throughout from Michael Head, while Peter Scott-

Russell (Lotus-Bristol) passed Protheroe's C-type Jaguar on the second lap, and thereafter stayed in third place. Abecassis won by more than 10 secs., and shared the fastest lap of 83.72 m.p.h. with Scott-Russell.

Miss Mary Morton (Austin-Healey) drove immaculately to hold third place for three laps in the Ladies' Handicap, then moved past a scrapping Nancy Mitchell (Daimler) and Bluebelle Gibbs (H.R.G.) to win from Miss Patsy Burt's DB2-4. The fastest lap was made by scratchman (sorry—scratchwoman!) Mrs. Vickers, whose C-type Jaguar was fourth.

That left four 5-lap handicap events. Race "A" was handed on a plate to David Piper, whose ability with his J.3-engined Lotus needs more careful treatment than a time allowance only 20 secs. off the limit mark. He won by nearly 40 secs. from Bill Constable's TD, while B. Bartlett went really well in his TR2 to finish third. The Coombs Lotus, somewhat recovered, made fastest lap in the hands of D. Laver.

Race "B", the saloon handicap, saw Jeremy Miles out in front for three laps in his twin-carburettor, side-valve Minor tourer, until he was overwhelmed first by Gillett's Mark VII Jaguar, and then by Nigel Mann's "1900" Alfa Romeo and D. Hely's hardtop Healey Silverstone. Scratchman Tony Everard, in Miss Burt's Aston Martin, worked hard to gain fourth place. Fourth place was also the lot of Michael Head (Jaguar D-type) in Race "C", and he made the fastest lap of the day (84.71 m.p.h.) in achieving it, but victory went to a determined, rehandicapped Protheroe. Coombs again had trouble with his car, having to retire, while I. B. Baillie found his new D-type Jaguar hard to get used to. Abecassis passed five cars on his last

*FIRST in the first race was Colin Chapman, whose Lotus-Climax went very well at Goodwood last Saturday to win one event at 80.3 m.p.h. and another at 82.53 m.p.h.*

lap, but finished eighth against an impossible handicap.

Really, there were only three people in the last race: John Foreman, who did yeoman work with his 4½-litre Bentley and finished third; H. Giles, who drove Bartlett's fast TR2 into first place; and Bill Constable, who shadowed him throughout in his trusty TD and chalked up another second place. But it was the

## Goodbye to Goodwood

### B.A.R.C. Members' Meeting Closes 1955 Season

Hon. Patrick Lindsay who brought the 1955 Goodwood racing season to a fitting close. In his early type H.W.M. he started from scratch, made the fastest lap, and at the last corner on the last lap of the last race, inverted the car without damaging himself in the slightest! It was, too, a neat finish to his racing career, now ending because of his impending marriage to Lady Annabel Yorke.

F. W. McC.

#### Results

**Up to 1,250 c.c. U/s (5 laps, scratch):** 1, C. Chapman (Lotus-Climax), 8 mins. 57.8 secs. (80.3 m.p.h.); 2, R. D. Steed (Lotus-Climax), 9 mins. 5.4 secs.; 3, R. A. Page (Lotus-Climax), 9 mins. 10.2 secs. **Fastest lap:** Chapman, 1 min. 43.8 secs. (83.24 m.p.h.).

**Ladies' Race (5 laps, h'cap.):** 1, Miss Mary Morton (Austin-Healey), rec'd. 35 secs., 11 mins. 25.2 secs. (71.84 m.p.h.); 2, Miss Patsy Burt (Aston Martin DB2-4), rec'd. 30 secs., 11 mins. 30.0 secs.; 3, Mrs. Nancy Mitchell (Daimler Conquest), rec'd. 1 min., 11 mins. 42.4 secs. **Fastest lap:** Mrs. A. D. N. Vickers (Jaguar C-type), 1 min. 57.6 secs. (73.47 m.p.h.).

**Up to 1,500 c.c. U/s (5 laps, scratch):** 1, C. Chapman (Lotus-Climax), 8 mins. 43.4 secs. (82.53 m.p.h.); 2, R. A. Page (Lotus-Climax), 8 mins. 58.2 secs.; 3, R. D. Steed (Lotus-Climax), 9 mins. 6.0 secs. **Fastest lap:** Chapman, 1 min. 42.2 secs. (84.54 m.p.h.).

**Race "A" (5 laps, handicap):** 1, D. R. Piper (Lotus 747 c.c., S), rec'd. 1 min. 10 secs., 10 mins. 20.0 secs. (72.00 m.p.h.); 2, W. P. U. Constable (M.G. TD), rec'd. 55 secs., 10 mins. 47.2 secs.; 3, B. Bartlett (Triumph TR2), rec'd. 40 secs., 11 mins. 7.4 secs. **Fastest lap:** D. Laver (Lotus-Connaught), 1 min. 52.6 secs. (76.73 m.p.h.).

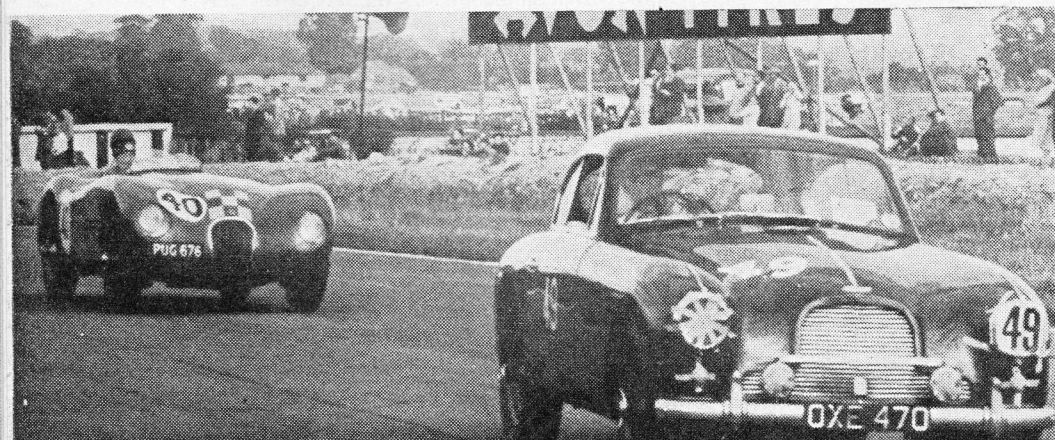
**1,500-3,500 c.c. U/s (10 laps, scratch):** 1, G. Abecassis (H.W.M.), 17 mins. 24.6 secs. (82.71 m.p.h.); 2, M. W. Head (Jaguar D-type), 17 mins. 35.6 secs.; 3, P. Scott-Russell (Lotus-Bristol), 17 mins. 41.8 secs. **Fastest lap:** Abecassis and Scott-Russell, 1 min. 43.2 secs. (83.72 m.p.h.).

**Race "B", Saloon Race (5 laps, handicap):** 1, I. M. Gillett (Jaguar Mk. VII), rec'd. 1 min. 35 secs., 11 mins. 35.0 secs. (65.45 m.p.h.); 2, N. H. Mann (Alfa Romeo "1900"), rec'd. 35 secs., 11 mins. 44.8 secs.; 3, D. Hely (Healey Silverstone), rec'd. 35 secs., 11 mins. 52.0 secs. **Fastest lap:** P. A. Everard (Aston Martin DB2-4), 1 min. 56.6 secs. (74.1 m.p.h.).

**Race "C" (5 laps, handicap):** 1, E. Protheroe (Jaguar C-type), rec'd. 40 secs., 9 mins. 23.8 secs. (81.66 m.p.h.); 2, P. L. Farquhar on (Allard), rec'd. 1 min. 15 secs., 9 mins. 44.0 secs.; 3, D. Lewis (Allard), rec'd. 1 min., 9 mins. 45.2 secs. **Fastest lap:** M. W. Head (Jaguar D-type), 1 min. 42.0 secs. (84.71 m.p.h.).

**Race "D" (5 laps, handicap):** 1, H. Giles (Triumph TR2), rec'd. 1 min. 5 secs., 10 mins. 20.2 secs. (71.40 m.p.h.); 2, W. P. U. Constable (M.G. TD), rec'd. 1 min. 10 secs., 10 mins. 26.6 secs.; 3, J. Foreman (Bentley 4½-litre), rec'd. 1 min. 20 secs., 10 mins. 38.2 secs. **Fastest lap:** Hon. P. Lindsay (H.W.M.), 1 min. 52.8 secs. (76.60 m.p.h.).

**DAY OUT (left) for two servicemen: Commander A. H. Bryant, U.S.N. (Aston Martin) and Flight-Lt. E. Protheroe, R.A.F. (Jaguar XK 120C).**

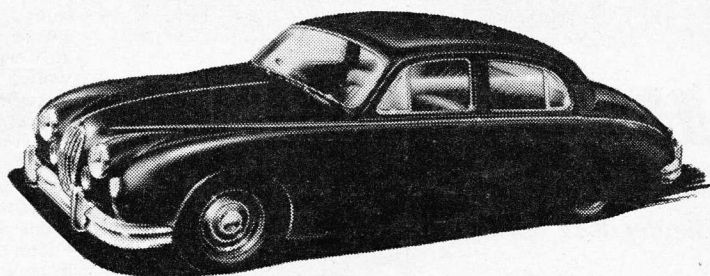




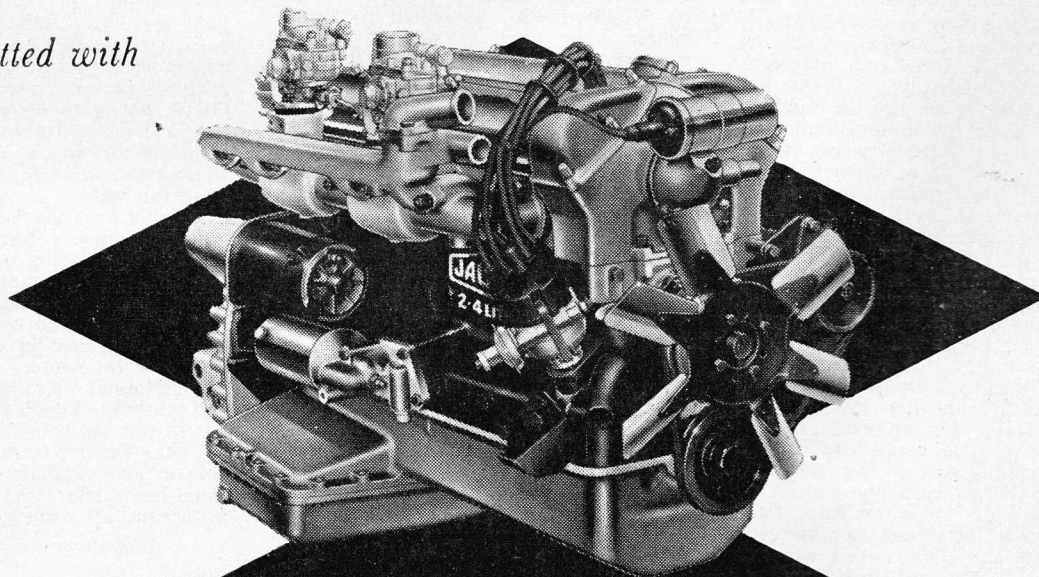
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**CLIMBING THE STAIRS:** After the run along the Irton valley from Abergwesyn, Dr. J. R. Platt and T. P. Russian start the long, twisting climb of the Devil's Staircase in their Standard 10.

checks marked upon it. We shot off towards the first check on the southern loop, missed a turning within the first two miles and arrived at the first control nine minutes late. Having at last got the map folded, we plunged off around the route, east to New Radnor, back again towards Rhayader and round to Cross Gates again—43 minutes to the bad on a 70-mile section. Looking at the map now it is obvious where we and dozens of others went astray. The whole thing depended on being able to distinguish (in a wildly plunging motor car) between roads with "under 14 ft. of metalling, bad" and "unmetalled". They are both white on the map and there is only about half a thou. difference in the width; the former category are quite good whilst the latter are terrible. Moreover, the latter probably wouldn't get you there anyway, but would peter out in a farmyard among a dozen other lost souls. So we crashed on our erroneous way, on the sump and an occasional wheel, now on the western loop. The scenes we encountered were fantastic. Trying to find route check W3 near Newtown, we descended a tortuous lane at about 1 a.m. to join a queue of cars. It was just like the Land's End Trial. One after the other cars splashed through a ford and assaulted a hill very like Beggar's Roost. We negotiated another one like it soon after, which wasn't made any easier by the presence of the Prince of Palitana in a DB2-4 trying to come down the other way and it was little consolation to find ourselves arriving at W4 anyway, necessitating a long loop round to attack W3 from the rear.

All this time the underside of the car had taken such a beating that we were progressively losing our electrics and—disaster, the fuel tank had been punctured, leaving a trail of our High Aromatic lifeblood around the countryside. We poured in our spare can, but it was a lost cause. We struggled into Llandidloes at 5 a.m. and there expired—and retired. There was nothing for it but to put the hood up and go to sleep until the Central Garage was awake and able to give us their cheerful assistance three hours later. As we dozed off, the mountains all around were echoing to

(Continued on page 406)

## WELSH RAREBIT

Biggest-ever London Rally takes 454 crews over tough course in Wales; Jimmy Ray (TR2) wins Premier Award

ONCE again the London Motor Club have succeeded in giving us a London Rally fully worthy of its National status. As splendidly organized as usual, this year's event was the biggest yet with no less than 454 starters; it was also the toughest, as witness the 196 non-finishers. Of these figures, 81 starters were in the Novices' category, 51 of them finishing the course. The Experts had to cover some 650 miles in 26 hours, including 200 miles of night navigation amid the mountains of darkest Wales. Small wonder, then, that so many cars retired and so many others showed evidence of abrupt encounters with the scenic grandeur, and all the more credit to the outright winner, Jimmy Ray, who brought his works Triumph TR2 in to the final control having lost only 33 minutes overall. On an event of this kind, of course, equal credit (many would say major credit) goes to the navigator, and Jimmy Dixon certainly earned his keep on that ride. This was Ray's third London victory, the succession only being broken by Johnny Wallwork's win last year. Next best overall and best performance in a saloon was a fine one by R. E. Stokes and F. E. Girling in a Ford Anglia. They finished only 11 minutes behind the winners and were followed home only three minutes later by another Anglia, crewed by Douglas and Joan Johns, who were also awarded the trophy for the best performance by a "mixed" crew. The "Coupe des Dames" was won by Mrs. Y. B. Jackson and Miss L. Kinns in a TR2-engined Morgan. Johnny Wallwork was put out of the running for an individual award by a broken rear-wheel bearing, but replaced it himself in just over an hour to continue and achieve the team prize with Ray and Bleakley.

The finishing point this year was the Royal Ascot Hotel, which also constituted the starting point for the London contingent. Other competitors set out from Leeds, Birmingham, Norwich and

Yeovil. The initial routes converged on Kidderminster, at which control a simple route card was issued to take the cars to the start of the real fun and games—the night map-reading section—hitherto cloaked under the sinister name of "Control X". The writer was once more navigating for Ken Best in the latter's Austin-Healey. We had been warned of the dreadful road conditions always encountered on the "London" and mindful of the Healey's low ground clearance, Ken had armour-plated the sump; however, this reduced clearance still further with the result that the armour clanged on the ground on quite good roads, let alone on the tracks we encountered during the night! But to continue. . .

Control X turned out to be Cross Gates, where A44 crosses A483 just north of Llandrindod Wells, and it formed the centre of the three map-reading loops designated South, West and East. At our time of departure on the first one, we were handed a 1-inch O.S. map with the 40 controls and route

★  
**READY FOR ACTION:** M. P. Froggatt and J. W. Peach decided that crash hats were called for, as well as a well-equipped navigator's panel in their TR2.







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## OULTON PARK INTERNATIONAL MEETING

500 c.c. Race

**1st COOPER** D. Boshier-Jones

Standard Production Sports Cars

**1st MORGAN** P. Reece

Standard Production Saloon Cars

1600 c.c. **1st PORSCHE**  
J. B. Naylor

1100 c.c. **1st D.K.W.**  
C. A. S. Brooks

(Results subject to official confirmation.)

# FERODO

## ANTI-FADE BRAKE LININGS





*AT THE TOP: Arriving at the summit of the Devil's Staircase, J. M. Glazebrook and F. N. Saxton (Standard Vanguard) find themselves hotly pursued by the Wadham brothers' TR2.*

30 plus average, making up 11 minutes on the run! The route continued towards Aberystwyth and then turned inland to Devil's Bridge, where there was another half-hour stop. On again northwards along the Dovey Valley to Mallwyd and inland again to Llanfair-Caereinion—another name to remind us to bring a Welsh navigator next time! From there it was a simple main road run via controls at Clee Hill and Stow-on-the-Wold to the finish at Ascot.

Summarizing, then: Ian Mackenzie and Goff Imhof are to be congratulated once again on producing a London Rally route in which driver and navigator have to be really good. The fact that a number of cars with low ground clearance (mainly Austin-Healeys and Porsches) found the going almost impossible, was due entirely to inaccurate navigation, for there was, in fact, a reasonable road all the way. But it must be remembered that the Novices were not completely out of it, for they had their own shortened night section at a reduced speed and had a complete set of awards to themselves. The variation of vehicles here was interesting, for the winners in this category were Dr. D. I. Segall and Flt-Lt. B. R. A. Cox in an Austin A30 (seven minutes late); the runners-up were D. E. R. Harrod and T. Crawshaw in an XK 120 (17 mins.), and the "Specials" class was won by Norman Denison and Brian Rogers in a Dellow (22 mins.). S.P.S.

(Full results were published last week)

### Welsh Rarebit—continued

the unmistakable boom of the greater spotted TR2 in full song.

The bright boys, however, had completed this loop, and the eastern one, and had proceeded to Llandrindod for a very welcome 1½ hours' compulsory stop at the Metropole Hotel, followed by the four driving tests which were to be used as tie deciders. There was also a special award for the best performance here, and A. L. Yarranton carried off the prize by whipping his TR2-engined

Morgan around in the aggregate time of 66 secs.

With the real hard work over, the navigators could relax a little, although there was still plenty of employment for the drivers and a great many more miles to cover, including the notorious "Devil's Staircase", between Abergwesyn and Tregaron. Over this twisting climb and descent, the required average speed was dropped from 30 to 21, but Fred Still and Les Needham (TR2), not appreciating this, pressed on in Mille Miglia style and in fact covered the 14 miles at a

## BUSY DAY FOR PETERBOROUGH

A RECORD entry meant a very full day of racing for the Peterborough M.C. at Silverstone on 10th September, and it was late in the evening when the day's programme ended. So many entries were received for the up to 1,500 c.c. handicap that it was split into two races, both of which were won by Lotuses. Sir Thomas Beevor's fibreglass Elva made its first appearance in one, although it lacked third gear, but there was nothing wrong with Graham Maude's Jaguar as it sped through from the 30-sec. mark to win Race 2. H. C. Taylor (Cooper) retired with a broken tappet in the first Formula 3 12-lapper, and Ken Tyrrell (Cooper) won from Tom Bridger (Kieft). These positions were later reversed when, after a hectic duel in the Formula 3 Sweepstake, Bridger just managed to get one wheel ahead of Tyrrell at the finish.

Races 4, 5, 6 and 7 were five-lap sports car events, and the first saw a duel between the Climax-powered Mark IX Lotuses of Kasterine and Steed until they came into violent contact at Woodcote, leaving Stacey's Mark VI car to its second victory of the day. However, Steed and Kasterine were second and third to Brian Naylor's Connaught-

powered Lotus in Race 5. Noel Cunningham-Reid spun his Lister-Bristol on the penultimate lap of Race 6, presenting Alex McMillan with first place, but won Race 7 convincingly, McMillan's Bristol Barb retiring early on.

Race 9 was a confusing and confused team event, with initial uncertainty over the results, and Race 10 a combined 750 and 1,172 Formulae event. As a problem in aerodynamics, MacDowel's streamlined Lotus won the 1,172 class easily, while Taylor's most unstreamlined Austin won the 750 class with equal ease. Last of all came a saloon car handicap and another for sports cars, the scratch men being rather severely handicapped in the latter.

### Results

**Race 1a:** 1, T. Barnard (Lotus 1,097 c.c.), 67.85 m.p.h.; 2, I. R. Martin (Lotus 1,172).

**Race 1b:** 1, A. Stacey (Lotus 1,100), 71.64 m.p.h.; 2, Lt.-Col. White (Lotus 1,467).

**Race 2:** 1, G. Maude (Jaguar 3,442), 73.72 m.p.h.; 2, H. G. Cutler (Healey Silverstone 2,443).

**Race 3:** 1, R. K. Tyrrell (Cooper 499), 75.19 m.p.h.; 2, T. Bridger (Kieft 499).

**Race 4:** 1, A. Stacey (Lotus 1,100), 72.14 m.p.h.; 2, D. J. Hayles (Lotus 1,097).

**Race 5:** 1, J. B. Naylor (Lotus-Connaught 1,484); 2, R. D. Steed (Lotus 1,098).

**Race 6:** 1, A. McMillan (Cooper-Bristol 1,971), 77.26 m.p.h.; 2, N. Cunningham-Reid (Lister-Bristol 1,971).

**Race 7:** 1, N. Cunningham-Reid (Lister-Bristol 1,971), 77.81 m.p.h.; 2, J. C. Brierley (Frazer-Nash 1,971).

**Race 8:** 1, T. Bridger (Kieft 499), 75.14 m.p.h.; 2, R. K. Tyrrell (Cooper 499).

**Race 9:** 1, British Racing & Sports Car Club, 13; 2, Northampton & District Car Club, 17.

**Race 10: 750 Formula,** 1, P. Taylor (Austin 747), 62.33 m.p.h.; 2, D. Rees (Austin 747). **1,172 Formula,** 1, M. G. H. MacDowel (Lotus Mk. IX); 2, K. D. Laverton (Lotus Mk. VI).

**Race 11:** 1, J. W. Waddington (Fiat 1,089), 58.05 m.p.h.; 2, J. B. Naylor (Porsche 1,488).

**Race 12:** 1, P. J. E. Binns (Riley 1,098); 2, P. Nunn (Frazer-Nash 1,496).



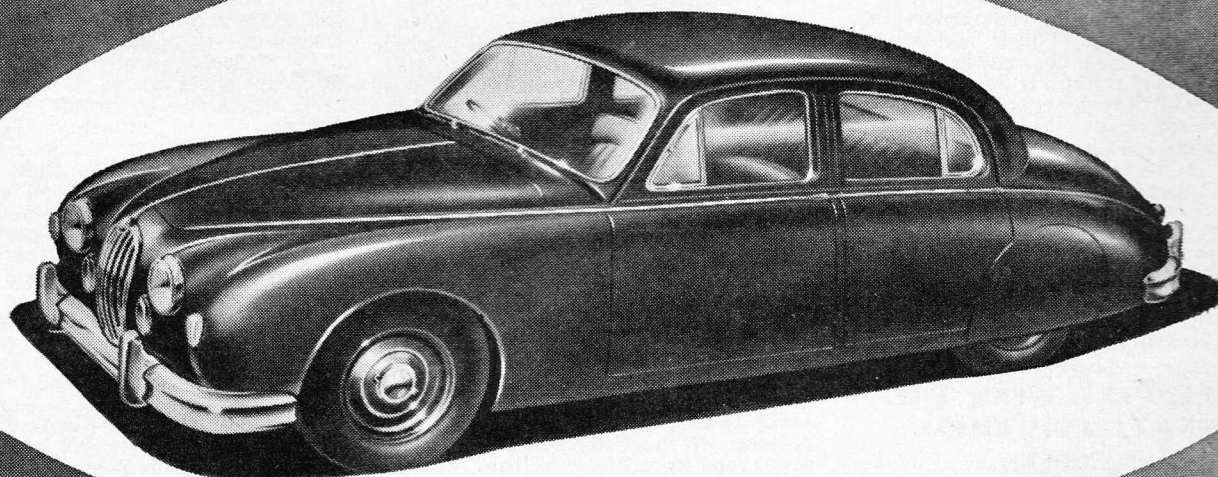
**ANGLING:** As they brake for Woodcote, two Ford Anglias dip their noses, but John Bekaert is just ahead of Pamela Read in the saloon handicap.



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# NEWS FROM THE CLUBS

By Wilson McComb

RETURNING from Goodwood last Saturday, I was delighted to be able to give a lift to a young O.R.M.A. member who, although short of funds, attended every meeting possible by dint of sheer determination. To reach Goodwood he had taken a train from London to Chichester, then caught a bus, and finally hiked the rest of the way, while, as further proof of his enthusiasm, he told me that he had already designed a Formula 1 car—the same height as a Cooper-Climax, he said, but one foot longer. His normal means of transport was a bicycle, on which he had carried out some extensive experiments with a view to spinning the rear wheel on a dry road; no result so far, I understand, apart from two dislocated knees. . . .

THESE motoring club secretaries keep moving about. New address of A. D. J. Westland, hon. secretary of the **Aberdeen and D.M.C.**, is Oak Vale, near Newtonhill, Aberdeen (Newtonhill 329). . . . Members of the **Chester M.C.**, Lancashire and Cheshire C.C., Lancashire A.C., Mid-Cheshire M.C., Rhyl and D.M.C. and Wirral "100" M.C. are invited to compete in the **Warrington and D.M.C.'s** Autumn Rally, which will be held on 16th October. Entry forms from R. J. Mann, 2 Waverley Avenue, Appleton, Warrington, Lancs. . . . Another Autumn Rally is that of the **Marconi A.C.**, planned for the night of 22nd/23rd

*NO MUD for E. J. Chandler, seen topping one of the Gallows sections in the first trial of the season, last Sunday's Knott Cup event run by the West Hants and Dorset C.C.*



October, with a 250-mile route of a navigational nature and a special class for two-seater sports cars. Invited are the **East Anglian M.C.**, **Eastern Counties M.C.**, **Hoffmann M.C.**, **Ford M.C.**, **South Essex M.C.**, **Thames Estuary A.C.** and **West Essex C.C.** P. C. Lacey, 48 Highfield Road, Chelmsford, Essex, will close the entry list on 17th October. . . . Tickets for the annual supper dance of the **Mid-Cheshire M.C.** may be had from H. Williamson, 26 King Street, Hartford, Cheshire. The function will be held on 25th November at the Angel Hotel, Knutsford. . . . Talking of social affairs, we should mention that all Alvis owners will be made welcome on the first Tuesday of every month at the Duke of York, Great West Road, Brentford, where the **Alvis O.C.** get together to talk about Bentleys, presumably, or maybe

Volkswagens. . . . A smooth field at Helsby, Cheshire, will be used for the **Liverpool M.C.'s** second "Swan Auto-cross" on Sunday, 9th October, with eight classes for open and closed cars. Members of the **B.A.R.C.**, Wirral "100" M.C., Lancashire A.C., **B.R.S.C.C.**, Stockport M.C., Manchester University U.M.C. or Blackpool and Fylde M.C. should write to C. S. Brown, "Wayside", Victoria Avenue, Heswall, Cheshire, by next Thursday, 6th October. . . . Soon to seek R.A.C. recognition is the **Glossop and D.C.C.**, whose secretary is N. Mather, 5 James Street, Hadfield, Manchester. Members meet every "first Monday" at the Victoria Inn, High Street West, Glossop. . . . Another new club is the **Newquay M.C. and L.C.C.**, now recognized by the R.A.C. and all ready for a 150-mile navigational rally on 6th November, with starting points at Newquay, Redruth, Launceston and Liskeard. Regs. may be had from I. A. Start, The Garth Hotel, Newquay, Cornwall. . . . Regs. are also ready for the West Country Rally of the **Forces M.C.**, which will start from Shrivernham on 16th October and cover a route of 80 to 100 miles. Secretary of the Rally is Capt. D. G. Miles, R.A., Kitchener Hall, Royal Military College of Science, Shrivernham, Swindon, Wilts. . . . Members of the **Leicestershire C.C.**, **Combined Universities M.C.**, **Nottingham S.C.C.** and **Charnwood C.C.** are invited to enter for a Concours and Driving Tests Meeting at Measham on 16th October. It is organized by the **Loughborough College M.C.**, and further details may be had from G. H. Breakell, Loughborough College, Leics. . . . Regs. for the **Falcon M.C.'s** Guy Fawkes "200" Trial on 29th/30th October, already mentioned in these columns, are now available from R. E. Warren, Jesmond Dene, Sish Lane, Stevenage.

## CHAPPELL WINS THE KNOTT CUP TRIAL

THE Knott Cup Trial, organized by the West Hants and Dorset Car Club, is looked upon as the curtain raiser for the trials season, and is usually one of the toughest events on the calendar. This year's event, held on 25th September and set out on the Royal Armoured Corps testing ground at Bovington Heath, was no exception. The entry list included all the best known names in the trials world, some with new and interesting cars. An innovation was the entry by the military of six vehicles, including Jeeps, Champs and a Ferret scout car.

The star drivers showed their mettle on the sections of The Bowl, and some good climbs were seen by Rex Chappell (Cannotton), E. J. Chandler (Chandler), Ron Faulkner (Paul) and Mike Lawson (M. and L.). Also well in the running came a comparative newcomer, local man Austin Oliver, who was loudly cheered by the crowd, obviously also local!

Gallows Hill proved unclimbable as usual, but Gallows Loop provided some interesting motoring. Rex Chappell made about the only clean climb, while Oliver, Faulkner, Atkinson and Lawson all got their front wheels on to the final hump, inches from the line. The Army vehicles seemed to be geared wrongly, but the "Ferret", driven by Major Sullivan, and Major H. C. Munday's Land Rover were most impressive.

"Heather" was the usual pleasant selection of tricky sections, set amid attractive pine woods. The first one was

a flat-out blind through a cutting, and some folk were airborne for some distance. Of these, Ron Faulkner landed wrong, and smote the bank hard, which probably cost him a place among the first three. Rex Chappell toured up comfortably, while Jim Appleton screamed up, with great determination. Barden, Chandler and Lawson took it like a sprint, to the joy of the crowd.

The other sections were a series of very steep switchbacks, climbing high up among the trees. Of these, one was only climbed by Chappell, while Oliver, F. P. and R. W. Faulkner, Jim Appleton and Mike Lawson all covered themselves with glory. The crowd had grown to large proportions, and cheered good climbs to the echo. The Army vehicles were not a match for the trials specials, but the drivers were obviously enjoying themselves immensely, and were popular with competitors and officials alike.

A. HOLLISTER.

### Results

**Category I. R.A.C. Trials Formula:** 1, R. Chappell (1.172 Cannotton), 370 ft., Knott Cup; 2, A. Oliver (1.172 Cannon IX), 391, Ship Cup; 3, E. J. Chandler (1.172 Chandler), 422, Visitors' Cup; 4, F. P. Faulkner (1.172 Paul Spl.), 425, Class Cup; 5, R. W. Faulkner (1.172 Paul Spl.), 474; 6, P. A. Barden (1.172 P.A.B. Spl.), 521; 7, J. H. Appleton (1.172 Cotton), 540, 1st Class Awards; 8, M. H. Lawson (1.172 M & L), 621; 9, P. G. Cooper (1.172 Ford), 670; 10, G. J. Newman (1.172 Cannon VII), 686, 2nd Class Awards.

**Category II. Free Formula:** 1, Major H. C. Munday (1.800 Land Rover WD), 1.121 ft., Class Cup; 2, Capt. W. B. Clapcott (1.800 Jeep WD), 1.223, 1st Class; 3, P. A. Collingwood (1.441 Vauxford), 1.256, 1st Class.

**Team Award. Southern Challenge Team Trophy:** West Hants and Dorset Car Club, 1,535 unclimbed feet (A. Oliver, R. W. Faulkner, P. G. Cooper).

## THE ESSEX RALLY

FORTY drivers entered for the West Essex Car Club's Essex Rally which took place on Sunday, 11th September, starting at Lamb's Garage, Woodford Green, and finishing at Ruggles Garage, Maldon. The drivers were sent on a route which took them 175 miles through the by-ways of Essex.

### Results

**Essex Cup:** J. D. Holder, 26 marks lost. **Class A:** M. J. Kingham, 451. **Class B:** D. C. Bull, 31. **Class C:** C. S. Perkin, 58. **Class E:** K. W. Roberts, 107. **Class F:** J. W. Wigmore, 266. **Class G:** S. Wilcox, 50. **Class H:** E. A. Wrangham, 167.



## Some Recent Results

### ROMFORD E.C.C. SCAVENGER HUNT 8th September

**Premier Award:** 1. A. Webb (M.G.), 25 points; 2. D. Hardy (Standard 10), 20; 3. M. Greenfield (Triumph Gloria), 19.

### LONDON M.C. SPRINT MEETING

Brands Hatch, 10th September

**B.T.D.:** Cyril Wick (Cooper-Jaguar), 71.3 secs. (62.61 m.p.h.).

**Ladies' Award:** Miss P. Burt (Aston Martin DB2-4), 80.7 secs. (55.32 m.p.h.).

**Team Award:** The Prince of Palitana (Aston Martin DB2-4), D. V. Robertshaw (Jaguar XK 120 coupé) and C. Wick (Cooper-Jaguar), 4 mins. 6.6 secs. aggregate.

#### Class Awards

**Closed, up to 900 c.c.:** L. Lambert (DKW), 91.4 secs. (48.84 m.p.h.). **Up to 1,200 c.c.:** C. W. Yates (DKW), 91.2 secs. (48.95 m.p.h.). **Up to 2,800 c.c.:** D. H. Perring (Aston Martin DB2-4), 85.8 secs. (52.03 m.p.h.). **Over 2,800 c.c.:** D. Burke-Collis (Allard P1), 83.8 secs. (53.27 m.p.h.).

**Open, up to 2,800 c.c.:** S. C. Norman (Austin-Healey 100S), 80.8 secs. (55.25 m.p.h.). **Over 2,800 c.c.:** J. Young (Jaguar C-type), 72.9 secs. (61.23 m.p.h.).

**Best performance by closed car:** Miss P. Burt.

**Best performance by open car:** Cyril Wick.

### CHESTER M.C. "BERNIE RALLY"

10th/11th September

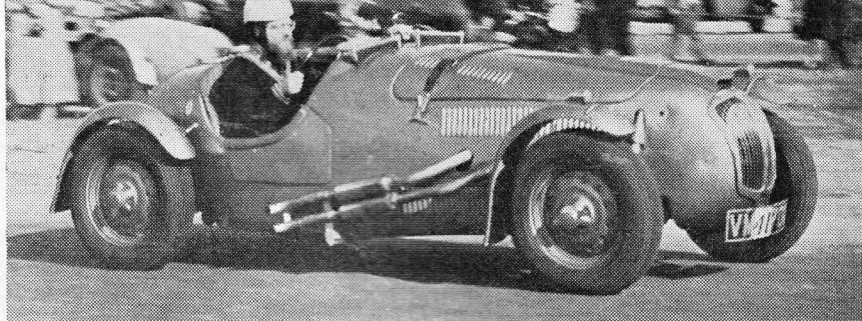
**Best Performance:** J. R. Clayton (Standard), 90 marks lost; 2. A. H. Shinn (Sunbeam), 200. **Class Awards:** K. V. Taylor (Sunbeam), 215; M. J. F. Monks (Hillman), 225; H. Greenwood (Triumph), 230; F. Roden (Morris), 235.

### KING'S LYNN AND D.M.C. DRIVING TESTS

11th September

**Premier Award:** R. M. Craig/D. A. N. Osborne 213.6 mks. lost; 2. D. Burrell (Triumph TR2), 219.8; 3. (tie) A. E. Cleghorn (Dellow) and J. Mawby (Land Rover), 229.8.

(Right) Dennis Jenkinson, partner to Stirling Moss in the Mille Miglia, makes B.T.D. at last Sunday's Rushmoor sprint.



### DARLINGTON & D.M.C. HIGH SPEED TRIALS Croft Aerodrome, 11th September

**Sports/Touring cars up to 1,000 c.c.:** J. D. Robinson (Dyna-Panhard), 19 laps; J. M. Dowson (Austin Spl.), 19; G. M. G. Oliver (Standard), 19. **1,001 c.c. to 1,300 c.c.:** W. M. Barrow (M.G. TD), 20; H. Wilson (Volkswagen), 20; Miss P. Leatherland (M.G. TC), 20; H. R. Walton (Lotus), 21; N. Cove (M.G. TD), 21; W. A. Grayson (Grayson), 21; W. S. Harrison (M.G. TD), 20. **1,301 c.c. to 1,600 c.c.:** H. R. Walton (Lotus), 22; E. J. Cowell (M.G. TD), 22. **1,601 c.c. to 2,700 c.c.:** R. Chamberlain (Triumph TR2), 22; J. M. Richmond (Austin-Healey), 22; F. Elliott (Frazer-Nash), 23; G. F. Shield (Triumph TR2), 22; P. G. Walton (Frazer-Nash), 22. **Over 2,700 c.c.:** J. Snowden (Jaguar SS100), 23; J. G. Allison (Jaguar XK 120), 23. **Racing cars, any capacity:** F. Elliott (Frazer-Nash), 24.

### SOUTH WALES A.C. CASTEL HILL-CLIMB

18th September

**Up to 1,100 c.c.:** 1. R. F. Lewis (1,099 c.c. Lotus), 37.3 secs.; 2. D. L. Hayman (896 c.c. DKW), 41.0; 3. T. Pascoe (748 c.c. Renault), 43.2. **1,101-1,500 c.c.:** 1. P. Price (1,487 c.c. M.G.), 35.9; 2. R. H. Rumble (1,500 c.c. M.G.), 38.2; 3. H. Strawford (1,250 c.c. M.G.), 38.5. **1,501-2,500 c.c.:** 1. H. Giles (1,991 c.c. TR2), 31.6; 2. B. Bartlett (1,991 c.c. TR2), 31.7; 3. J. S. Williams (1,991 c.c. TR2), 34.5. **Over 2,500 c.c.:** 1. T. J. Williams (4,375 c.c. Allard), 32.5; 2. W. Freed (3,442 c.c. Jaguar), 33.1; 3. M. Hammond Roberts (3,442 c.c. Jaguar), 33.3. **Closed cars, up to 1,300 c.c.:** 1. D. L. Hayman (896 c.c. DKW), 41.2; 2. M. Charles (1,265 c.c. Hillman), 43.0; 3. T. Pascoe (748 c.c. Renault), 43.3. **1,301-2,000 c.c.:** 1. J. L. Hill (1,500 c.c. Ford), 43.6; 2. B. R. Parsons (1,442 c.c. Vauxhall), 46.8; 3. D. J. Parsons (1,442

c.c. Vauxhall), 48.7. **Over 2,000 c.c.:** 1. M. Charles (3,442 c.c. Jaguar), 35.8; 2. P. Boshier-Jones (2,639 c.c. Austin), 38.4; 3. D. Boshier-Jones (2,639 c.c. Austin), 38.7.

**B.T.D. and New Hill Record:** H. Giles (1,991 c.c. Triumph), 31.6 secs.

### GLOSSOP & D.C.C. "COCKTAIL RALLY"

18th September

**Premier Award:** 1. I. W. Bannatyne/S. Wooley (Vauxhall Velox), 71 pts. out of 80; 2. R. Partridge/M. Garlick (Triumph Mayflower), 71.

**Novice Award:** E. Muller/K. Tatton (Sunbeam-Talbot), 68.

### U.H.U.L.M.C., 750 M.C. AND HANTS & BERKS M.C. RUSHMOOR SPRINT

25th September

**B.T.D.:** D. S. Jenkinson (1,971 c.c. Frazer-Nash), 16.38 secs.

**750 Formula Class:** 1. V. N. Hood (Austin Nippy), 19.05; 2. J. French (Simplicity), 21.41; 3. R. Lloyd Davies (Austin Spl.), 21.75. **1,172 Formula Class:** 1. Equipe Boffin (Lotus Mk. VI), 18.95; 2. C. Buckler (Buckler 90), 19.45; 3. M. A. Beare (Denmark Spl.), 19.48. **Up to 1,300 c.c.:** 1. R. N. Prior (Lotus Mk. VI), 18.10; 2. R. Yates (Yeats Spl.), 19.44; 3. K. P. Tomei (M.G. TC), 20.33. **1,301-1,800 c.c.:** 1. C. A. Rickett (Austin Cambridge Spl. S), 19.59; 2. J. C. Smith (H.R.G.), 19.90; 3. A. S. Monro (Frazer-Nash), 23.20. **Over 1,800 c.c.:** 1. D. S. Jenkinson (Frazer-Nash), 16.38; 2. B. D. Jennings (A.C. Ace), 16.88; 3. I. M. Perren (Gregory Spl.), 17.15.

**Handicap:** 1. J. M. Calnan (Ford Spl.); 2. H. E. Perry (Austin Spl.); 3. L. T. D. Taylor (Austin Spl.).

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## BAD LUCK AT BROUGH FOR BOSHIER-JONES

THE Blackburn Welfare Motor Club's race meeting at Brough on Sunday, 25th September, was a day of hard luck for David Boshier-Jones. After his success at Oulton Park the previous day, Boshier-Jones took the lead in the scratch race on the third lap and held it until he started his last lap. Then his Cooper's clutch burned out and he was just able to finish, the car barely moving.

The race was led from the start by Johnnie Higham (Cooper), who soon lost the lead to Cliff Allison (Cooper). Then Boshier-Jones took over, to lose place to Allison, who was followed home by T. D. Dickson (Staride) and Heath (Cooper). Higham was another who only just managed to nurse his car to the finish line, being dogged by plug trouble.

The next event, a handicap race, was run off over seven laps of the 1.1-mile airfield circuit. Limit man was A. N. Ford in his Emeryson, but he managed to keep the lead for only two laps before being taken by the winner, Howlett. Higham and Boshier-Jones both started in scratch position, Higham unintentionally, because of compression trouble! Boshier-Jones came right through the field lap by lap, but was unable to catch the leading pair, finishing third. W. L. Grose held his second position until the finish, after gaining it from Dawson (Cooper) on the third lap.

P. M. CRAVEN.

**Scratch Race:** 1, C. Allison (Cooper); 2, T. D. Dickson (Staride); 3, D. W. Heath (Cooper).

**Handicap Race:** 1, H. S. Howlett (Cooper); 2, W. L. Grose (Grose); 3, D. Boshier-Jones (Cooper).

## THE BROOKLANDS MEMORIAL TROPHY

TOMMY SOPWITH'S accident in the U.S.A.F. Trophy meeting on 17th September, which prevented his appearance at the Goodwood Members' Meeting last Saturday, probably cost him the Brooklands Memorial Trophy. He previously led by two points from George Abecassis, but the final placings (subject to confirmation) are now: 1, George Abecassis, 14 points; 2, Michael Head, 13; 3, Tommy Sopwith, 12.

## KILMARNOCK RALLY

AN All-Day Rally, the first longish effort to be run by the Kilmarnock C.C. was held on 9th September. The route from the start between Kilmarnock and Glasgow, 230 miles long, in the area of around Loch Lomond, Loch Long and Loch Awe, included a garaging test held in Glen Orchy, a short hill-climb at the finish on "Rest-and-be-Thankful" and also a series of regularity sections which were mainly responsible for loss of marks on the road.

### Results

**Premier Award:** W. P. Cleland (Ford Zephyr), 10 marks lost; 2, J. T. Gray (Ford Anglia), 20. **Team Prize:** W. P. Cleland, W. L. Lockie (M.G. Magnette), T. J. Wishart (Sunbeam-Talbot).

## DOWN IN THE VALLEY

HAPPY Valley, near Marlow, Bucks, was used as an autocross course for the first time on 18th September when the M.G.C.C.'s S.E. Centre again ran an event of this nature instead of the old Chilterns Trial. The course took the form of a delirious sine curve, with an uphill start, two tight right-handers, two left-handers, a hairpin and a sweeping right-hander to the finish. Fortunately

## Coming Attractions

**September 30th/October 1st.** *East Anglian M.C. Clacton Rally. Start, London, Kenilworth and Bury St. Edmunds, 9 p.m.*

*M.G.C.C. Northern Rally. Start, Manchester, Leeds and Hartill (Scotland), 9 p.m. to 11 p.m.*

**October 1st.** *Bristol M.C. and L.C.C. International "Empire News" Race Meeting, Castle Combe, near Chippenham, Wilts. Start, 11 a.m.*

*B.A.R.C. (S.W.) Speed Trials, Goodwood, near Chichester, Sussex. Start, 2 p.m.*

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

*Southsea M.C. "Nightmare Rally". Start, 7 p.m. from Leopard Hotel, Purbrook.*

*Leinster M.C. Vigzol Cup Trial, Eire.*

**October 1st/2nd.** *Hants and Berks M.C. Experts' Night Navigational Rally. Start, 12 midnight.*

*Vintage S.C.C. Welsh Rally. Assembly, Radnor Arms, Presteign, Radnorshire, 6 p.m.*

*South Caernarvonshire Fifth Birthday Rally. Start, Rhyl, Dolgelley and Oswestry.*

**October 2nd.** *Louth and D.M.C.C. Race Meeting (F3), Cadwell Park, Lincs. Start, 11 a.m.*

*Winfield J.C. Race Meeting, Charterhall, Berwickshire, Scotland. Start, 2.30 p.m.*

*Taunton M.C. Allen Trophy Trial. Start, Purchase's Market Garage, Priory Bridge Road, Taunton, Som., 10.30 a.m.*

*London M.C./S.O.D.C. Autocross Meeting, London Gliding Club Grounds, Dunstable, Beds.*

*Ilkley and D.M.C. / B.A.R.C. (Yorks) Yorkshire S.C.C. Sporting Trial. Start, Kinsey, near Grassington, Yorks, 11 a.m.*

*Leicestershire C.C. Lonsdale Trophy Trial. Start, Airman's Rest, Ratby Lane, Kirby Muxloe, 11 a.m.*

*Peterborough M.C. Driving Test Meeting.*

the weather was dry, so that no one was troubled by the uphill start.

D. Gurden's 1,250 c.c. TF gained the novice award on its second run, with a time of 85.4 secs., while M. A. Smith, similarly mounted, collected Class 2 by returning 83.6 secs. for his last attempt. Colin Shove and Ron Randall shared the former's TF 1500 in the next category, both returning the same best time of 80 secs., but Randall gained the honours on aggregate. Bert Westwood, that seasoned autocross driver, took his Balilla Fiat round in 77 secs. to gain the Salmons Cup for the best performance with a production car, and John Bekaert, in his first autocross, later equalled this time with a Mark VI Lotus to win the Stratton House Bowl in the "specials" class; there was no need for a run-off, as no award for B.T.D. is made at this

meeting. Roy Goodwin (Ford Spl.) came close behind with two runs in 78.8 secs.

The production saloon classes produced a lot of fun, a Morris Minor beating a Hillman Californian and F. A. Freeman's Austin A40 Sports holding sway with 93.4 secs. until Peter Jones took the award with a neat 90.2 secs. The large saloon category went to Stella Farrell, who shared a Ford Zephyr with her husband and returned 86.4 secs. to his 87.

F. W. MCC.

### Results

**Banana Trophy (M.G.C.C. member driving M.G.):** R. Randall (TF 1500), 80 secs. **Duckham Trophy (best novice driving M.G.):** D. Gurden (TF 1250) 85.4. **Salmons Cup (invited club member driving production car):** A. C. Westwood (Balilla Fiat), 77. **Stratton House Bowl (specials class):** J. Bekaert (Lotus Mk. VI), 77. **First-Class awards:** G. Annable (M.G. Magnette), M. A. Smith (M.G. TF), P. Norgard (Morgan Plus 4), P. B. Jones (Fiat 1100TV), Mrs. Farrell (Ford Zephyr). **Second-Class awards:** J. J. Palmes (M.G. TC), F. A. Freeman (Austin A40 Sports), R. Goodwin (Ford Spl.).

*More News from the Clubs on page 416*

## Club Fixtures

**Mid-Cheshire M.C.**—Meeting, 30th September, White Barn, Cuddington, 8 p.m.

**Chester M.C.**—Meeting, 30th September, Wheatshaf Inn, Mollington.

**Hants & Berks M.C.**—Film show, 30th September, New Inn, Eversley, 8 p.m.

**Leicestershire C.C.**—Fancy dress carnival dance, 30th September, Bell Hotel, 9 p.m.

**Cambridge '50 C.C.**—Meeting, 30th September, Ancient Shepherds, Fenditton.

**Cheltenham M.C.**—Dance, 1st October, Priory Lawn, High Street, Cheltenham.

**Forces M.C.**—Buffet dance, 1st October, St. Pancras Town Hall Assembly Rooms, Euston, London, N.W.1, 7.30 p.m.

**Harrow C.C.**—Social run, 2nd October, Start from Target Hotel, Western Avenue, Northolt, 2.30 p.m.; Film show, 6th October, Abbey Hotel, North Circular Road, Stonebridge Park, 7.30 p.m.

**TR2 Owners' Association**—Meeting, 2nd October, Otter Hotel, Ottershaw, 11 a.m.

**Glossop & D.C.C.**—Meeting, 3rd October, Victoria Inn, High Street West, Glossop.

**Oxford M.C.**—Meeting and talk on veteran car rallies by Sir Clive Edwards, 3rd October, George Street Restaurant, 7.30 p.m.

**Fairey Aviation M.C. & C.C.**—Meeting, 3rd October, Byron Hotel, Hayes, Middlesex.

**750 M.C.**—Meetings: 3rd October, Abbey Hotel, Stonebridge Park, London, N.W.10; 4th October, Dog & Gun, B'nbury, Oxon; 6th October, Red Lion, Knowle, Warwicks.

**Alvis O.C.**—Meetings: 4th October, Duke of York, Great West Road, Brentford, Middlesex; 6th October, Highfields Hotel, Moira Road, Ashby de la Zouch.

**B.A.R.C. (Yorks)**—Evening navigation run, 4th October, Start from junction of Ring Road, Seacroft, and Coal Road, Leeds, 7 p.m.

**Coventry & Warwickshire M.C.**—Meeting, 4th October, Fletchamstead Hotel, Fletchamstead Highway, Coventry.

**Sussex C. & M.C.C.**—Meeting, 4th October, Southwick and Fishergate Community Centre, Southwick.

**Wolseley Hornet Special Club**—Meetings: 5th October, Mason's Arms, Maddox Street, London, W.1; 6th October, Bull's Head, Horse Fair, Birmingham.

**Liverpool M.C.**—Meeting, 5th October, Hare & Hounds Hotel, Tarbock, near Liverpool.

**Plymouth M.C.**—Film show, 5th October, Elford-leigh Club H.Q.

**North London M.C.**—Meeting, 5th October, Rising Sun, Chase Side, Southgate.

**Buckingham & D.M.C.**—Meeting, 6th October, Folly Inn, Adstock, Bucks.

**Sunbae**—Meeting, 6th October, Royal Oak, Lozells Road, Birmingham, 6.

**Singer O.C.**—Meeting, 6th October, Prince of Wales, Ecclestone Road South, Sheffield.

**Nottingham S.C.C.**—Meeting, 6th October, Boat Inn, Trent Road, Beeston.

**Vintage S.C.C.**—Meetings: 6th October, Phoenix Hotel, Hartley Wintney, Hants; Scott's, Rose Street, Edinburgh; Rose & Crown, Elham, near Folkestone, Kent.

**Southsea M.C.**—Film show, 6th October, Wadham Bros. Canteen, Hambledon Road, Waterlooville.

**Surrey Sporting M.C.**—Meeting, 6th October, Warwick Hotel, Redhill.

**Kentish Border C.C.**—Film show, 6th October, New Inn, Hayes, Kent, 8 p.m.



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**R**AYMOND WAY, East London Branch.

**459** GUINEAS, 1950 Atlantic power-operated convertible, reconditioned engine and gearbox, super flash car, with radio, heater and a host of chrome extras, from Rimbellishers to headlamp shields. Six months' written guarantee. £161 deposit, balance 24 months.

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**R**AYMOND WAY, 773 High Road, Seven Kings. Tel.: Seven Kings 4066.

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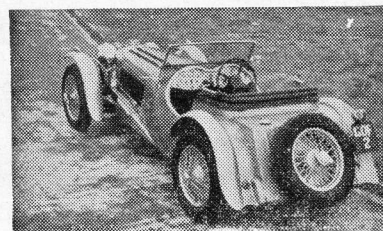
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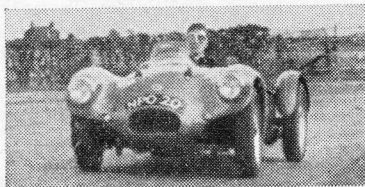
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September 1949, black, good tyres, hood and side curtains, chrome Mellowtones, spot.

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**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.** TA 1939, excellent condition, many extras and spares, any trial. Nearest £285.—19 Birches Barn Avenue, Wolverhampton.

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(Continued overleaf)

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**159** GUINEAS, 1935 RILEY 12/4 Falcon saloon. Just resprayed two-tone grey, red leather, v.g. mechanical condition. £56 deposit, balance H.P.

**169** GUINEAS 1936 RILEY Kestrel 12/4, Sprite engine, E.L.P. rear wheels, radio, reconditioned gearbox, etc. etc., super runner, paintwork only fair. £60 deposit, balance H.P.

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**1933** RILEY 12-6 saloon. Clean, sound, reliable car. £65. Would exchange trials special or anything sports.—Weeks, 111 The Greenway, Uxbridge, Middx.

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## News from the Clubs—continued

TONY MARSH WINS AT  
TEMPSFORD

**ON** Sunday, 25th September, the Herts County Automobile and Aero Club, in conjunction with the North London Enthusiasts' Car Club, put on a closed sprint meeting at Tempsford Aerodrome, near Biggleswade. The course, 700 yards long, was made up of several fast bends and a final hairpin on to the finishing straight.

In the sports car classes, John Gott won the 2-litre class in the O'Hara Moore Frazer-Nash though he found the amount of power available rather excessive. All of the other sports cars' times went by the board, however, when Tony Marsh, in a typical smooth Marsh run, took his Cooper-Climax round nearly two seconds faster than the best of the rest.

In the racing classes, Tony, now proclaimed the Hill-climb Champion of 1955, rounded off his wonderful season by making B.T.D. in his unblown Cooper 1,000 with runs that showed off his fine judgment to the full. The inter-club match resulted in a win for the Herts County Club.

C. P. TOOLEY.

## Provisional Results

**B.T.D.**: A. E. Marsh (Cooper 1,000), 35.37 secs. Saloon Cars up to 1,000 c.c.: G. N. Woolf (Standard 10), 52.89 secs. 1,001-1,300 c.c.: I. F. Walker (Ford Prefect), 49.09 secs. Over 1,300 c.c.: 1. G. H. Grace (Riley 2½), 43.75 secs.; 2. D. D. Render (Aston Martin DB2), 44.39 secs. Sports Cars up to 1,300 c.c.: A. E. Marsh (Cooper-Climax), 38.85 secs. 1,301-2,000 c.c.: 1. J. Gott (Frazer-Nash), 40.28 secs.; 2. A. M. Park (A.C. Ace), 41.21 secs.; 3. D. A. Wilcocks (Triumph TR2), 42.44 secs. Over 2,000 c.c.: M. G. Cutler (Healey), 43.34 secs. Racing Cars up to 1,500 c.c.: A. E. Marsh (Cooper 1,000), 35.37 secs.

## MORECAMBE HILL-CLIMB

**MAJOR** AND MRS. J. R. REYNOLDS opened their pleasant grounds on 11th September to allow the Morecambe C.C. to stage an enjoyable speed hill-climb. The event started at 2 p.m. with Gerry Hoyle taking his Renault through the parkland in 30 secs. H. Murray has abandoned his special these days and, using a DKW, improved Hoyle's times by quite a piece—24.6 secs. for the run. Peter Reece made short work of his own class when, in the last of the three runs competitors were allowed, he returned 24.8 secs.

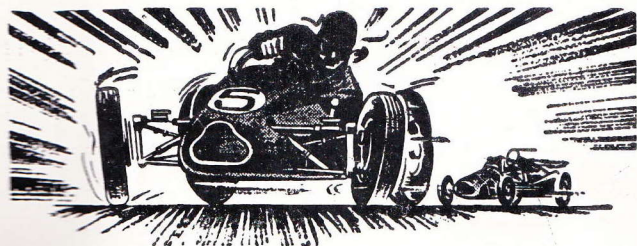
G. E. Parkes (Aston Martin) was not in the programme, but if he entered late he got to the top early! His nearest rivals were A. W. Brindle and John Braithwaite, both driving Sunbeams. Again in Class 5, a couple of late arrivals showed up and one at least embarrassed the originals. Left to themselves, M. L. Beecroft's smart "chain gang" Frazer-Nash and R. M. Baxter (M.G.) would have had a needle match, but J. F. Gillam brought along a blown Riley Special and did an 18-sec. run which gave him pride of place for the day alongside Gerry Hoyle's Frazer-Nash.

In a run-off to finish the day and settle the arguments, the Gillam-Riley combination clinched matters with 17.6 secs.

## WILSON ROGERS.

**Class 1**: H. Murray (DKW), 24.6 secs. **Class 2**: P. B. Reece (Fiat), 24.8. **Class 4**: G. E. Parkes (Aston Martin), 20.2. **Class 5**: J. F. Gillam (Riley Spl. S), 18.0. **Class 6**: G. Hoyle (Frazer-Nash), 18.0. **Class 7**: J. Bull (Lotus), 23.0. **Best time of day**: J. F. Gillam (Riley Spl. S), 17.6 secs.





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CAR PARK .. 5/-  
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