

JOHN BOLSTER TRIES THE NEW B.R.M.

AUTOSPORT

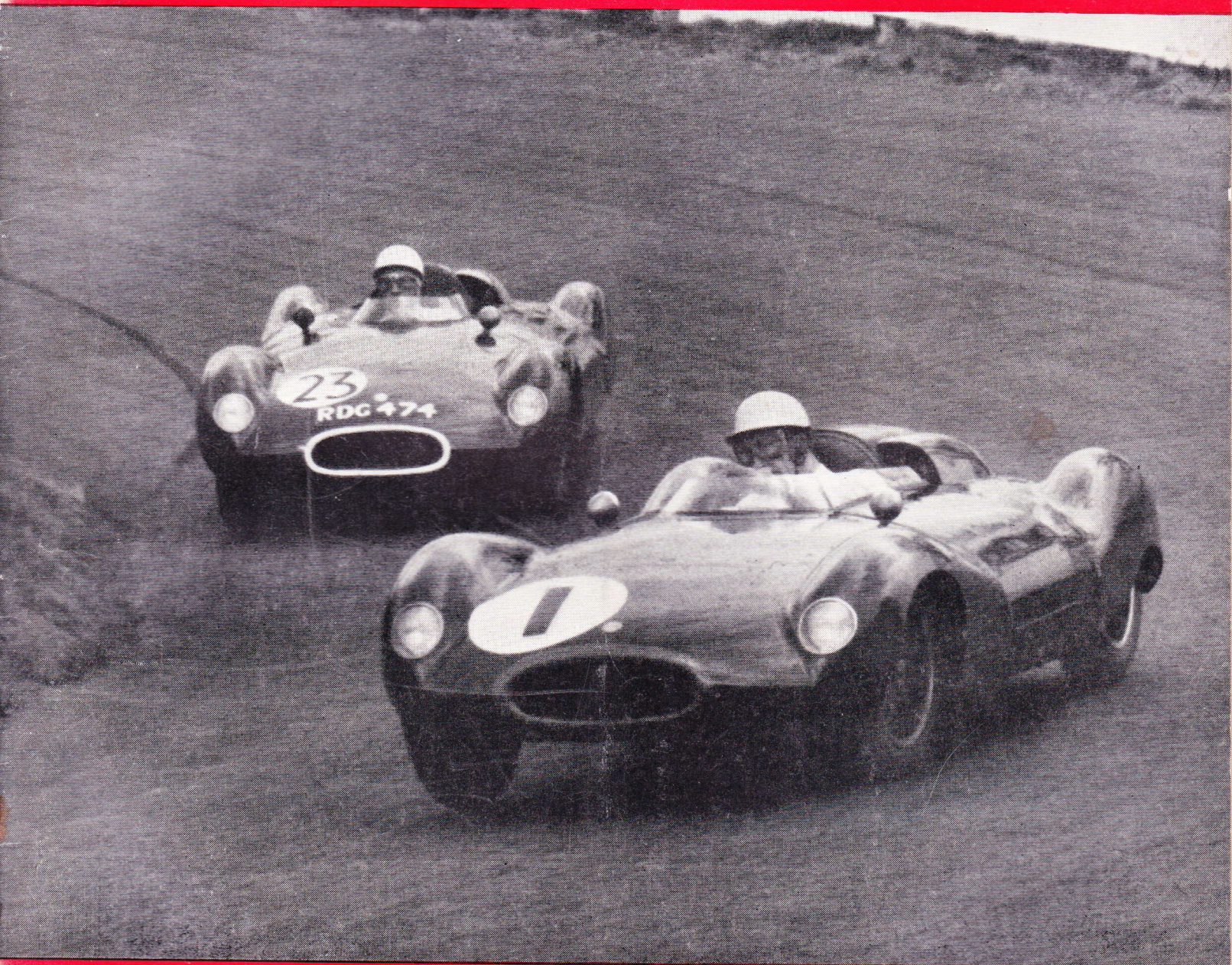
APRIL 20, 1956

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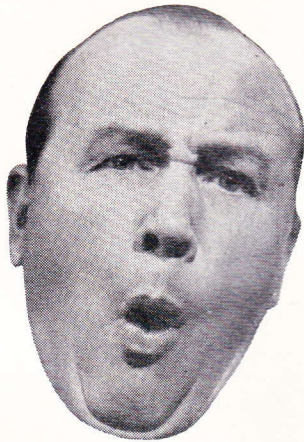
Vol. 12 No. 16

BRITAIN'S MOTOR SPORTING WEEKLY



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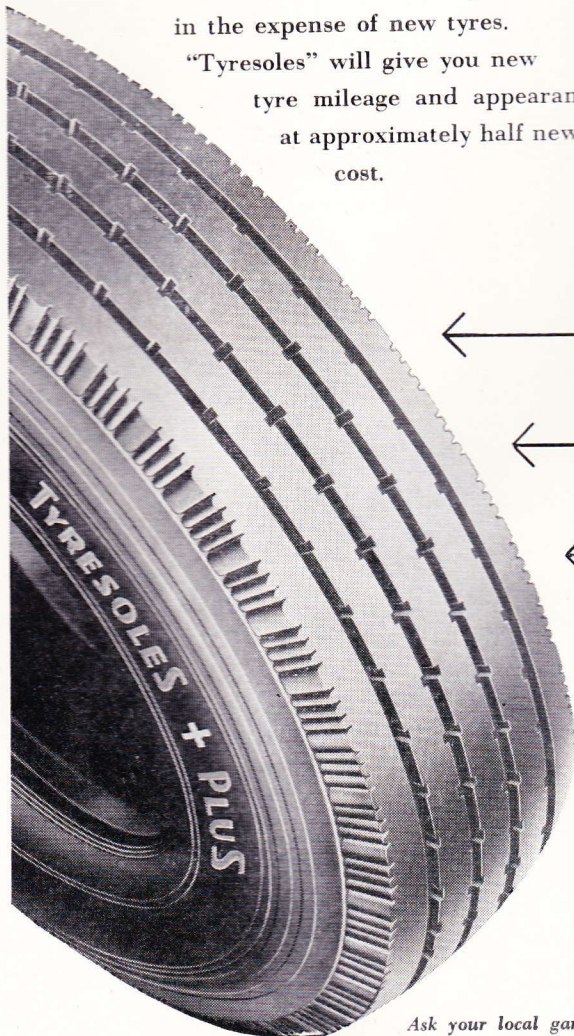
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BRITISH EMPIRE TROPHY

Oulton Park, 14/4/56

OVER 2,700 c.c. CLASS

1st RON FLOCKHART *Jaguar 82.77 m.p.h. **

Car entered by Ecurie Ecosse

* Also using Esso Extra Motor Oil

1,500 c.c. to 2,700 c.c. CLASS

1st REG PARNELL *Aston-Martin 81.07 m.p.h.*

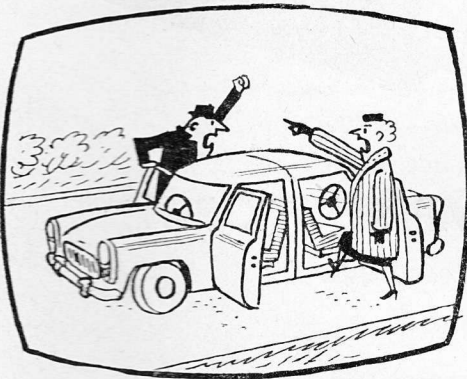
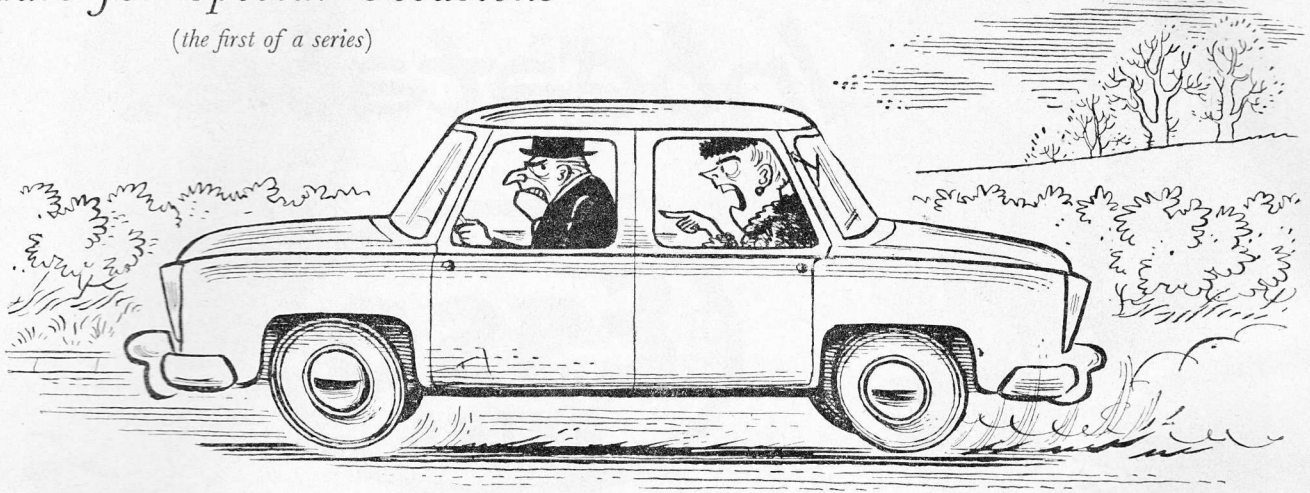
Car entered by Roy Salvadori

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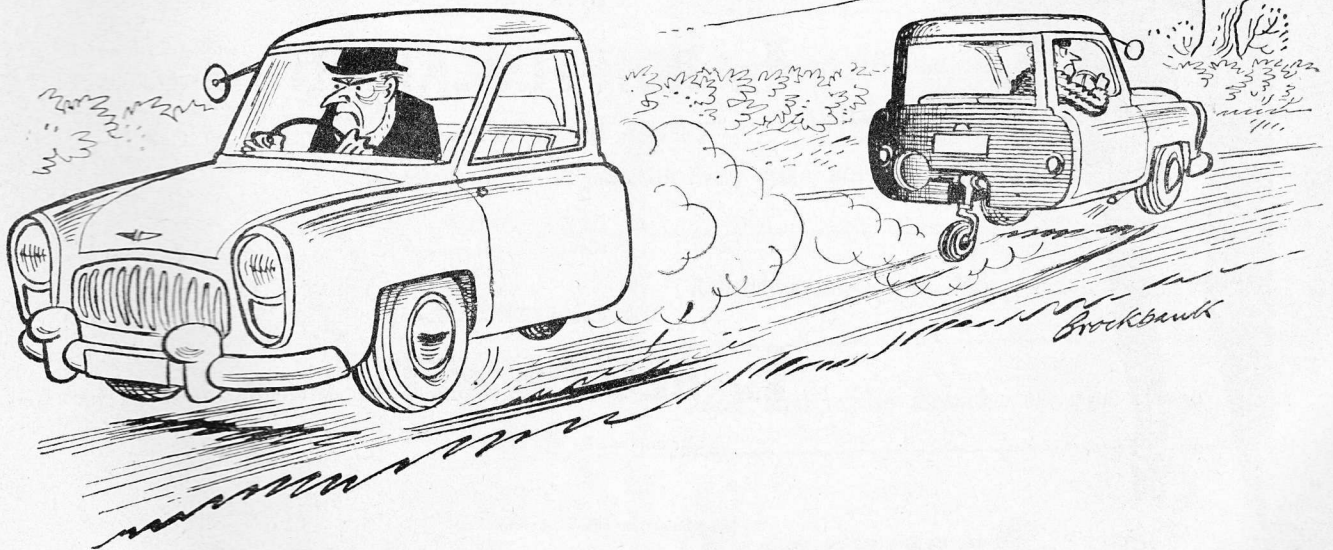
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 16

April 20, 1956

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EDITORIAL

HOPES FOR FORMULA 2

WHEN Wally Hassan and Harry Mundy developed the 1,100 c.c. Coventry-Climax engine from a unit originally designed as a fire-pump medium, few people would have forecasted the influence it would have in British small-capacity sports-car racing. Lotus and Cooper were quick to follow Cyril Kieft's lead in fitting the engine, and within a remarkably short space of time, the Coventry-Climax completely dominated this type of racing. Now the 1,500 c.c. version has arrived, with an even more powerful twin-o.h.c. unit in the offing. The results at Goodwood and Oulton Park rather indicate that both Lotus and Cooper are already in a position to challenge Porsche and Maserati in the important 1½-litre class. Prospects are more than good for the coming 1,500 c.c. unsupercharged F2 category. As is already evident there is no shortage of capable drivers to handle the green cars, but it would be far wiser to plan ahead for properly constituted works teams to represent this country abroad, making full use of the driver-power which Great Britain possesses to a degree far greater than that of any other country. One must admire the lone amateur who goes to the Continent to pit his skill against the top-liners, but his is mostly unrewarded effort. Success is invariably the result of careful organization, making maximum use of the resources available, and the one-man stable cannot possibly hope to compete against factories or even well-run *ecuries*. Naturally such enterprises require the wholehearted support of first-rate organizers; the David Murrays and John Heaths of this world are remarkably few and far between, but they have demonstrated that it is possible to form racing stables which, if the necessary finance is forthcoming, can do an immense power of good for British prestige.

ACCIDENTS IN RACING

WITH three fatal accidents recorded at this early stage in the British motor-racing season, the general public have been presented with the usual sensational photographs and reports, favoured by a section of the daily press. There will be, of course, calls to stop racing, but the fact remains that all who participate in any form of mechanized sport fully realize the dangers. Men will always risk their lives, and when one gets down to examine the mileages covered in racing, and the number of drivers involved in fatal accidents, one obtains a clear picture that the risks are nothing like as great as in one day of normal Sunday motoring during the summer. When disasters take place on land, sea or air, there is no call to stop travel, and the critics of motor-racing should realize that accidents will occur, which are part and parcel of the risks involved in any form of speed contest, from early chariot-racing up to the present time!

OUR COVER PICTURE

MOSS IN THE MIRROR: Roy Salvadori swings his Cooper-Climax round Esso Bend, with Stirling Moss's similar car close behind, during Heat 1 of the British Empire Trophy Race at Oulton Park, Cheshire.

Photo by Francis Penn.

BRITISH EMPIRE TROPHY

first six cars fitted with Ferodo linings

- 1st COOPER-CLIMAX — S. Moss
- 2nd LOTUS-CLIMAX — C. Chapman
- 3rd COOPER-CLIMAX — R. Salvadori
- 4th LOTUS-CLIMAX — M. Hawthorn
- 5th COOPER-CLIMAX — L. Leston
- 6th COOPER-CLIMAX — J. Russell

1st 1500 c.c. CLASS — COOPER-CLIMAX — S. Moss

1st 2700 c.c. CLASS — David Brown ASTON MARTIN — R. Parnell

FERODO

Anti-Fade BRAKE LININGS

First again

Results subject to official confirmation.





PIT and PADDOCK

HOMOLOGATED

THE following vehicles have been classed by the F.I.A. for competition as follows:—

Production Touring Cars
Renault "Dauphine", 845 c.c.; Saab 93, 748 c.c.; Sunbeam Rapier, 1,390 c.c.

Special Series Touring Cars
Alpine, Renault "1063", 747 c.c.

Grand Touring
Alpine Mille Miles, Renault "1062", 747 c.c.; Facel Vega, 4,770 c.c.; Alfa Romeo Giulietta Super Sprint, 1,290 c.c.; Moretti 750 coupé; Triumph TR2 and TR3 (with fixed windows).

Production Sports
Allard J2X (Cadillac), 5,420 c.c.; Fairthorpe Atom, 648 c.c.; A.C.-Bristol; Triumph TR3, convertible.

LE MANS, 1956

WITH a maximum of 52 cars permitted in the Le Mans 24 Hours race on 28th/29th July, the A.C. de l'Ouest will have a delicate task in apportioning the entries amongst the many marques which have made applications to take part. Although the closing date for applications is 30th April, over 55 have already been received, representing Jaguar, Aston Martin, Cooper, Triumph, Mercedes, Porsche, Talbot, Panhard, Ferrari, Osca, Stanguellini, etc.

ROAD-AIR-RAIL TO PARIS

A NEW trans-Channel service announced by Silver City Airways, and known as the Silver Arrow, will be quicker and normally cheaper than existing air or rail-sea services between London and the French capital, while offering fares of little more than half those for the direct flight. The service uses three mediums of transport, coach, air and rail. Leaving Victoria Coach Station, London, passengers will be taken to Ferryfield Airport by coach; thence to Le Touquet by air in 20 minutes, and the journey will be completed in a diesel rail-car, making the trip from Le Touquet to Paris in 140 minutes. The total travelling time from city centre to city centre will be 6 hours 50 minutes and the fares £4 5s. single or £8 10s. return. The Silver Arrow service will start with a daily return trip on 11th May. A similar and even cheaper coach-air-coach service between London and Brussels will also start on 11th May. All further particulars of this interesting new method of Continental travel may be obtained from any travel agent or direct from Silver City.

THE prize fund awarded by accessory manufacturers for this year's Indianapolis "500" is expected to exceed £12,000!

LEWIS W. WELCH, owner of the famous front-drive Novi cars which have set many records at Indianapolis during the last 10 years, has entered two new rear-drive, V8-engined Novi Specials for this year's 500-mile race.

KARL KLING will look after "unofficial" Mercedes-Benz entries in the Mille Miglia, under the eye of 65-year-old Alfred Neubauer.

THE first race in the new Formula 2 category (1,500 c.c. unsupercharged) to be introduced internationally next year will be staged by the B.R.S.C.C. at Brands Hatch on 14th October next.

THE manufacturers of the Kwik Midget Fire Extinguisher are moving to a new factory at Warrington, Lancashire, the output from which will be able to satisfy the great demand for this product from car owners all over the world.

THE 24-hour 500-mile Stanvac Economy Run, one of the main motor sporting events of South-East Asia and designed to find the car with the most economical performance-weight ratio, was won by a Sunbeam saloon driven by Y. K. Hin and K. Torenvlied, which averaged 74.63 m.p.g. and returned 133.17 ton-m.p.g.

"BLUEBELL" ROGERS would like to thank the many friends of the late Bert Rogers for their messages of sympathy.

LATE British entry for the Mille Miglia is Tommy Wisdom (Austin-Healey 100S), in the limited production car category.

FANGIO and Collins will probably drive Ferrari-Lancias at Silverstone on 5th May at the B.R.D.C. Daily Express meeting.

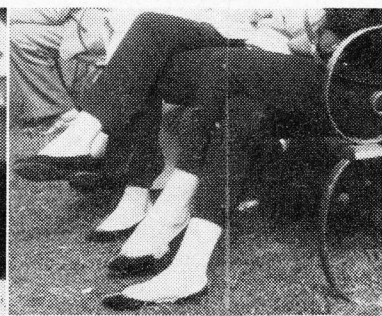
BERNE business circles say that a deficit of over £25,000 was the real reason behind the cancellation of the Swiss Grand Prix this year.

FERRARI, Maserati, Gordini, B.R.M., Vanwall and Connaught will be represented at Monaco on 13th May.

MASERATI'S preoccupation with the Mille Miglia and Monaco means that Stirling Moss may drive a Vanwall at Silverstone on 5th May. Behra drove the experimental "Goodwood" car at Syracuse.

ERIC BRANDON'S 1,100 c.c. Halseylec ran at Oulton Park with a "75" E.N.V. preselective gearbox.

HUMBER Super Snipe, with fully automatic transmission, costs £1,075 plus £538 17s. P.T. Super Snipes with normal transmission have been reduced in price to £950 plus £476 7s. P.T.



"AUTOSPORT'S" CAMERA, prowling round the paddock at the Goodwood Easter Meeting, shows what the well-dressed race-goer is wearing this year, from models Angela Lane and Jane Lovell, on the far left, to driver Mike Hawthorn on the far right.



SPORTS NEWS

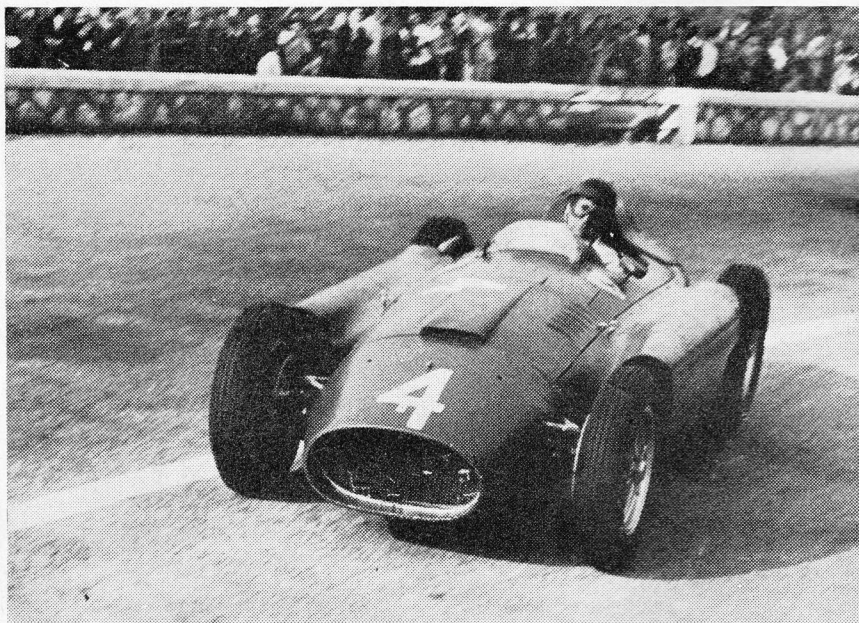
FANGIO (FERRARI) WINS AGAIN!
Exciting Close Finish in 1-2-3 Victory
for "Prancing Horse" at Syracuse—
Peter Collins Third—Brooks's Lap
Record Falls

JUAN MANUEL FANGIO scored his fourth 1956 victory for Ferrari by winning the Grand Prix of Syracuse with the V8 car, to average 97.07 m.p.h. for the 80 laps (440 kilometres). Fractions of a second separated the World Champion from Luigi Musso and Britain's Peter Collins as the three Maranello cars crossed the finishing line, having lapped the entire field. Among the retirements were Horace Gould (Maserati), Desmond Titterington (Connaught) and Jean Behra in Moss's experimental "Goodwood" fuel-injection Maserati. Although Brooks's 1955 race average speed of 99.04 m.p.h. was not approached, during the earlier part of the race his lap record of 2 mins. 2 secs. (102.357 m.p.h.) was broken by Fangio, Castellotti, Musso and Collins. New lap record (provisional) appears to have been put up by Fangio in 1 min. 58.9 secs. (166.526 k.p.h.).

In practice, Fangio was fastest with 1 min. 58 secs. (167.797 k.p.h.), followed by Castellotti (1 min. 58.9 secs.) and Behra (1 min. 59.9 secs.). Collins returned 2 mins. 2.1 secs., Titterington 2 mins. 6.6 secs., and Gould 2 mins. 9.1 secs.

Fifteen cars faced the starter: Castellotti took the lead, followed by Fangio, Musso, Collins and Villoresi (Maserati). However, Fangio was soon in front, and all four Ferraris gradually drew away from Villoresi's Maserati. At 30 laps Fangio had covered the 165 kilometres in 1 hr. 2 mins. 36.8 secs. All four were reported to have lapped under 2 mins. 2 secs.

Castellotti overdid things on his 40th lap and shot off course into a bank. His car was too badly damaged to continue. About this time, Villoresi, in fourth place, was lapped by the three leaders. On lap 63, both Musso and Collins passed Fangio, but seven laps later the Argentinian was back in his familiar role



HABIT-FORMING: World Champion Juan Manuel Fangio (V8 Ferrari) recording yet another victory—this time at Syracuse, last Sunday.

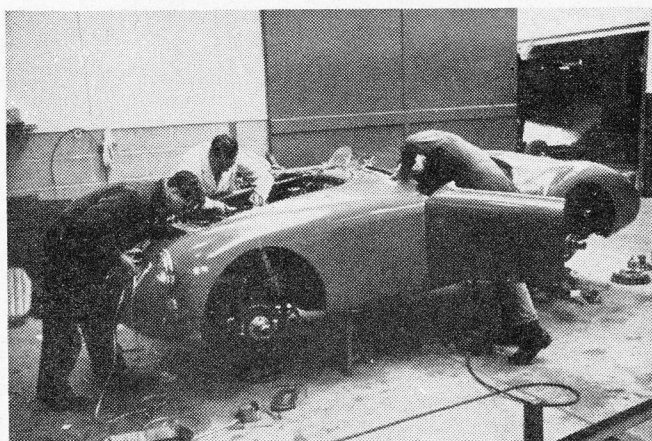
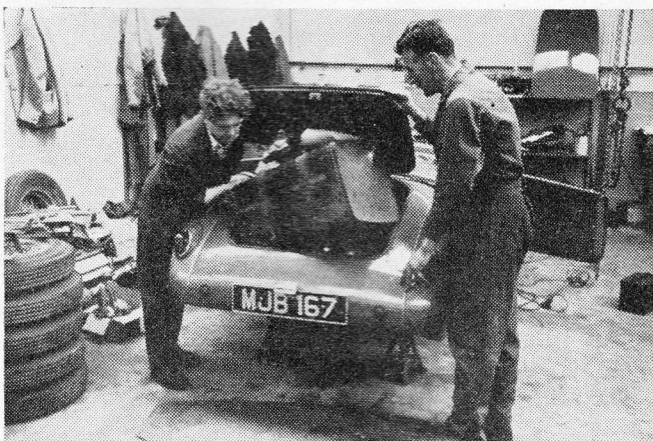
of race-leader. All three had been slowed down by their pits, but Musso and Collins kept so close to their No. 1 driver that he was menaced right up to the end of the race. On the last lap it looked as though Musso would forge ahead, but Fangio made a sudden spurt to cross the line one-fifth of a second in front of Musso, with Collins three-tenths of a second behind the Italian. Whether or not it was prearranged there could not have been a more thrilling finish. Villoresi came in two laps in arrears, one tour ahead of Gerini (Maserati), with Manzoni (8-cyl. Gordini) another lap behind.

Result

1. Juan Manuel Fangio (Ferrari V8), 2 hrs. 49 mins. 59.9 secs., 156.217 k.p.h. (97.07 m.p.h.).
2. Luigi Musso (Ferrari), 2 hrs. 49 mins. 0.1 sec.
3. Peter Collins (Ferrari), 2 hrs. 49 mins. 0.4 sec.
4. Luigi Villoresi (Maserati), 2 laps behind.
5. Gerini (Maserati), 3 laps.
6. Manzoni (Gordini), 4 laps.
7. Piotti (Maserati), 5 laps.

Fastest lap (awaiting confirmation): Fangio 1 min. 58.9 secs. (166.526 k.p.h.).
No other finishers.

M.G.s FOR MILLE MIGLIA: (Below) Tom Haig looks on while a long-range tank is fitted at Abingdon to the M.G. which he will co-drive with Peter Scott-Russell. (Right) Alec Hounslow supervises work on the engine of Nancy Mitchell's car.



RALLYE BORDEAUX-SUD-OUEST

RENÉ COTTON/JACQUES LECLÈRE (2.3 Salmson) were first in general classification in the 1st Rallye Bordeaux-Sud-Ouest. Out of 68 starters 45 finished and all were penalized during the very difficult 1,396 kilometres course. The Jaguar XK 120 coupé of Le Guezec/Hébert was fourth. Class winners were Clérou/Joly (4CV Renault), Fredmersch/Mme. Mechain (Porsche), Cotton/Leclère (Salmson), Bercut/Lamarque (DKW), Mather/Jolivet (Peugeot) and Lemasson (Vedette). Coupe de Dames went to Mmes. Meunier/Cluzan (D.B.).

RALLYE DE LAVAL

CLAUDE STOREZ (Porsche) won the 2nd Rallye de Laval, and also made best time in the l'Huissierie hill-climb from Georges (Jaguar). The touring category was won by Masson (Panhard).

RALLYE DES FORÊTS

TRUMATIS (Panhard), of Ecurie Picardie, was first in general classification in the 3rd Rallye des Forêts, organized by l'A.C.I.F. and the Senlis clubs. Mme. Moore (Simca) won the Coupe des Dames.

THE MILLE MIGLIA

FERRARI are fielding a strong entry for Italy's classic Mille Miglia. Fangio, Castellotti, Musso and Collins will drive four sports/racing cars, and two Gran Turismo class Ferraris will also run, one being driven by Gendebien.

Amongst the many makes so far entered (not necessarily works entries) are Mercedes, Porsche, DKW, BMW, and Borgward from Germany; Renault, Panhard, Citroën, Simca, D.B. and Peugeot from France; Studebaker from America, and Sunbeam, Triumph, Jaguar, M.G., H.W.M. and Austin-Healey from Britain.

FARINA FOR "INDY"

"NINO" FARINA'S entry for Indianapolis of the Bardahl-Ferrari Experimental has duly been accepted by the Speedway authorities, subject, of course, to the car qualifying as one of the 33 fastest cars in the preliminary time trials beginning on 19th May. The same car was entered for last year's 500 Miles Race, but was not ready. The Ferrari unblown six-cylinder engine was installed in the Kurtis-Kraft chassis during the winter by the Osca company, and Farina gave the car its first test runs at Monza recently. At the age of 49, the Italian is the oldest entrant for this year's event.

MOTOR RACING POOLS

LIVERPOOL, home of football pools, will see an entirely new pool launched tomorrow, on the Aintree "200". This venture is the first of a proposed series of pools on the principal motor and motor cycle events of the season, in which investors will be required to forecast in the correct order the first four places in the race. The sponsors of the scheme, Eric W. Dobell and Jack Byrne, and their company, the Aintree Pool Co., have obtained rights to operate pools on race tracks throughout the country and have the active support of the principal race promoters, who will receive 5 per cent. of the gross stakes.

NEW MUSEUM AT BEAULIEU

THE existing Montagu Motor Museum at Beaulieu Abbey, Hampshire, is to be augmented by the addition of a motorcycle museum which will be opened by Geoff Duke next Sunday, 22nd April. The exhibits will range from the 1½ h.p. Beeston tricycle built in Coventry in 1897 to recent winners of the Isle of Man T.T. At the same time, the car museum is to be greatly extended to include the oldest, the latest, and the most curious—from the late Lord Austin's first Wolseley tri-car built in 1895 to a B.R.M. racing car, and an 8 ft. high Unic London taxi.

CRYSTAL PALACE WHITSUN MEETING

REGULATIONS and entry forms are available from 35 Strand, London, W.C.2, for the B.R.S.C.C.'s race meeting at Crystal Palace on Whit Monday, 21st May. The five races include events for sports cars under 1,500 c.c. and unlimited, racing cars unlimited and Formula 3. The latter race, for the Redex Trophy, will be run in three heats and a final, with a consolation final, the Petit Prix, while the main event will be the London Trophy for racing cars, run in two finals of 10 laps each, the winner being decided on aggregate times. Entries close on 30th April.



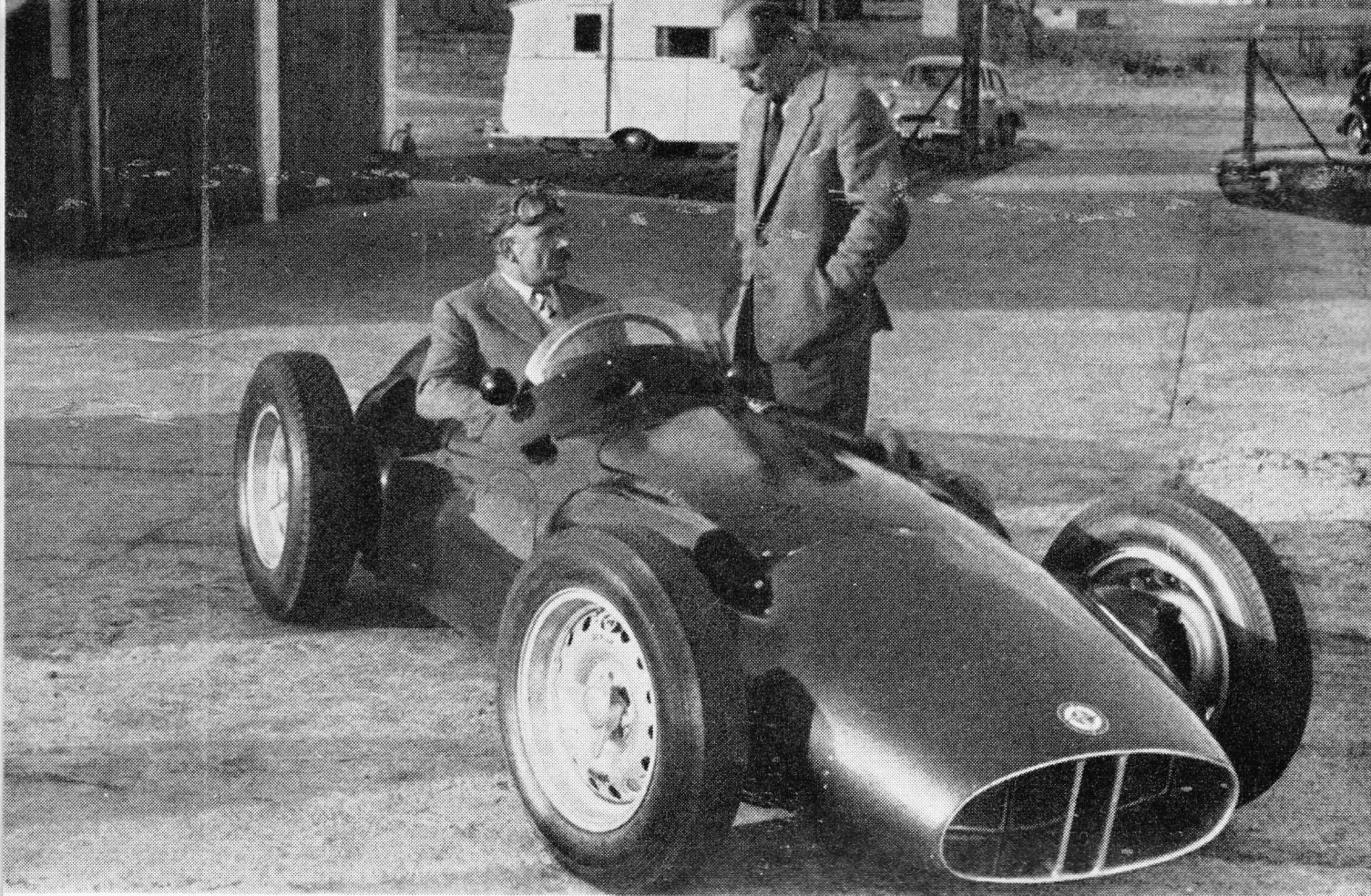
Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 49—W. E. WILKINSON

FEW people in motor-racing circles are so well known and well liked as W. E. Wilkinson, Chief Mechanic to "Ecurie Ecosse" and wizard tuning expert. "Wilkie" started his motor-racing career in 1928, when he joined the O.M. concern and went to Ireland as passenger to R. F. Oats. In 1930 he was travelling mechanic to Ramponi (O.M.) in the Ulster T.T., and the following year accompanied Oats and H. Widengren (Maserati) in the Brooklands "Double-Twelve", George Eyston (Maserati) in the Irish G.P., and Widengren (Maserati) in the T.T. In 1932 he joined Dennis and Kenneth Evans at Bellevue Garage, and drove Kenneth's Monthéry M.G. Midget to victory in the Lewes Speed Trials—his début as a racing driver. He scored several victories at Brooklands with Bellevue M.G.s, and in 1937 became a director, celebrating that appointment by taking third place with Billy Cotton (M.G.) in the J.C.C. International Trophy race. In 1938 the same pair, this time in an E.R.A., were third in the British Empire Trophy, and in 1939 "Wilkie" made B.T.D. at Shelsley with a 2-litre Riley, and also won a Brooklands race. Came the war and he was in charge of Rotol's Test Hanger at Cheltenham. "Wilkie" returned to motor-racing in 1947, when he flew out to Sweden to prepare Reg Parnell's E.R.A. For the next year or two, he tuned and prepared cars for Parnell, David Murray and the Ashmore brothers, and tried hard to make the E-type E.R.A. go, nearly meeting disaster in the French G.P. at Lyons (1947) when a steering column pin sheared. In 1950 he began his present association with David Murray in Edinburgh, taking time to win Scotland's first road race at Winfield with E.R.A. RIA. In 1952 "Ecurie Ecosse" was formed, with "Wilkie" in complete charge of preparations. No one can deny that the remarkable success of the Scottish Jaguar team has been due in no small measure to the outstanding preparation of these immaculately turned-out blue cars. In truth "Wilkie" has become so much a part of "Ecurie Ecosse", that he has been described as Wilkie MacWilkinson, Laird of Merchiston.

G.



JOHN BOLSTER TRIES

THE B.R.M.

RECENTLY, at the invitation of Raymond Mays and Peter Berthon, I had an opportunity of examining the new Grand Prix B.R.M. racing cars, both complete and partly dismantled. I was also able to put one of the machines through its paces. This was such an enthralling experience that it is only with great difficulty that I am able to condense it into a normal short article. However, here are a few brief notes.

As readers are aware, the B.R.M. is a new 2½-litre unsupercharged car, built for the current G.P. formula. The car is extremely small, low, and light, having a multi-tubular frame with a stressed-skin body scuttle to reinforce the centre section. The front suspension is by unequal length wishbones, with a de Dion axle at the rear, and small pneumatic suspension units are employed all round.

The engine is conventionally mounted ahead of the driver, and is connected through a multi-plate clutch to a central shaft, which passes low down beneath the seat. An all-indirect, constant-mesh four-speed gearbox is in unit with the final drive, and transmits the power upwards to the limited-slip differential. Each half shaft has one de Dion pot joint and one Hooke's joint.

The power unit is phenomenally light for a 2½-litre. It has a most unusual four-bearing crankshaft, with a large counterweight in the centre between the second and third big end journals. There are narrow spur gear drives for auxiliaries both at the front and at the rear.

In front, the gear train runs upwards to drive the two forward mounted mag-

netos, and downwards for the water pump and two scavenge oil pumps. The pressure pump is on the side of the engine. At the rear is the camshaft timing gear train, which also operates the fuel pump, kept away from the engine by a heat insulating mounting.

The two camshafts are very light, having thin tubular shafts and lightened cams. The cam followers are in the form of very light rockers, and each valve has two hairpin-type springs, lying in a fore and aft direction. The inlet valve is larger than the exhaust, but both are simply enormous. The ports are also so big that one cannot understand how gas velocity is maintained. Obviously, entirely new ground has been broken here, and B.R.M. have some "know how" that is quite incomprehensible to the layman. Peter Berthon assures me that gas velocity is a thing of the past! I must find out more about these new theories.

As the engine has a very short stroke, the bore is correspondingly large. The pistons look about the same size as those of a vintage 4½-litre Bentley, and have steeply domed crowns, which are not symmetrical, and are deeply cut away for valve clearance. The big ends have four bolts, and the four main bearing caps slide upwards into slots in the crank-case, and are secured by two studs each, after which long bolts, right across the

crank-case beneath them, ensure that they are tightly pinched laterally. This is an aero-engine feature to ensure maximum rigidity of the light alloy structure. The bearings are plain steel-backed shells, and the only flywheel is a light splined casing for the clutch plates. There are two very large twin-choke Weber carburettors, and an interesting exhaust system in which the four separate pipes eventually blend into a tail pipe of heroic diameter. So much for technicalities.

When I took my seat in the car, it seemed very small, and the bonnet extremely low. I turned on the fuel, switched on the magnetos, and engaged second gear. After a short push, I let in the clutch and the engine fired, whereupon I snapped in first speed and got a clean blare from the exhaust. With such enormous valves, ports, and carburettors, I expected a lack of bottom end performance, but instead the motor gave colossal urge all the way up the scale.

It should be explained, at this point, that Folkingham aerodrome, where the B.R.M. tests take place, is far from being an ideal circuit. The surface is breaking up badly, and there is a lot of loose grit on the road. Yet, as I gave her full throttle on the gears, the car simply sped away in a dead straight line. Thus early, it was obvious that excellent traction was a feature.

The gear lever is on the left side of the cockpit, and unlike most racing cars, it has no gate. When stationary, the gear positions appear somewhat indeterminate, but once on the move, one selects the ratios without conscious thought. Most modern Grand Prix cars

LIKE IT, JOHN? J. V. B. makes acquaintance with the very compact cockpit of the B.R.M., watched by the Owen Organization's designer, Peter Berthon.

have five speeds, but the B.R.M. has four. Yet, the engine is so flexible, and has such a punch at low speeds, that except for starting off two gears suffice! In this respect, it is about as different from the old B.R.M. as it could possibly be.

Astonishingly Controllable

There have been one or two suggestions that the new B.R.M. does not appear to hold the road as it should. I must say that, from the driver's seat, it at once seems astonishingly controllable. I had never driven at Folkingham before, and the flat landscape makes the corners extremely hard to judge. In consequence, my choice of line was somewhat variable, but I was never in any difficulties. The machine is particularly fast away from a slow bend, for full power can be applied without any tendency to skate sideways. Naturally, there is enough power to create bags of drama if one deliberately spins the wheels, but the two lowest gears need rarely be used,

so great is the useful range of third speed.

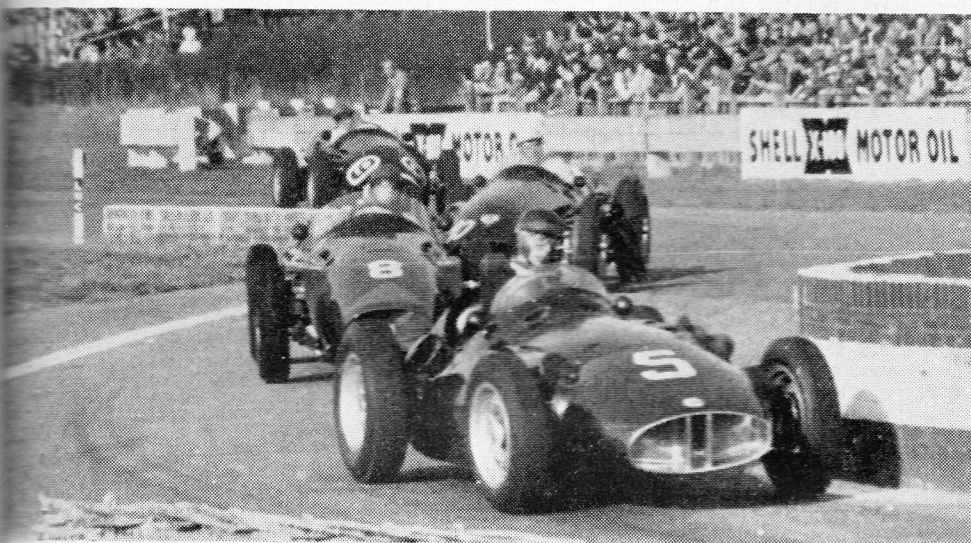
On changing into top gear, the acceleration continues in a most impressive manner. As the needle flashed past the 8,000 r.p.m. mark, the car was still accelerating strongly, though this represented about 145 m.p.h. In spite of the loose and bumpy surface, I had a very comfortable ride, and did not have to fight the wheel at all. As this 2½-litre car only weighs some 11½ cwt., the disc brakes have an easy task, and fairly grab hold of the little projectile and pin it down to the road.

The car was already prepared for its next race when I drove it, so naturally I was careful not to over-rev the motor. Even if one restricts oneself to 7,500 r.p.m. in the gears, however, the performance is very vivid indeed. In a Grand Prix, one would probably go up to 8,000 r.p.m. in the gears and 8,500 in top. Nine thousand r.p.m. has, in fact, been recorded, which is a staggering figure

for a big four-cylinder unit. The engine is rigidly mounted in the chassis, and its vibration is consequently transmitted to the car. When accelerating hard, it definitely feels rough, particularly in about the 6,500 r.p.m. range. Above this speed it smooths out somewhat, and feels perfectly happy at 8,000 r.p.m. The vibration is not sufficient to annoy the driver, and gives a pleasantly "fierce" sensation that one associates with highly tuned "fours".

It is certain that the engine of the B.R.M. has a greater useful speed range than any other racing unit. It does, in fact, embody new developments which are ahead of the rest of the world in this respect. It has enough performance to win races, if it can be made to maintain its full power output for the duration of a Grand Prix. The preliminary lubrication difficulties have been completely overcome, and certainly all the road-holding problems have been pretty well whacked, judging by my delightful experience.

Racing car development is a nightmare in this country, for so many special materials are in short supply. Nevertheless, work is proceeding apace at Bourne, and continuous research and experiment are making the B.R.M. a better car all the time. Even if troubles mar its first few races, lessons will be learned that no other form of testing can give. This car really has a new kind of engine, which combines the advantages of the four-cylinder unit with many of the attributes of the "eight" and the "twelve". Its performance against its more conventional competitors will be one of the most interesting features of this Grand Prix season.



NOT BOLSTER but Brooks. One of the two B.R.M.s in action at the Easter Goodwood, with Tony Brooks leading Bob Gerard's Connaught and Roy Salvadori's Maserati through the Chicane.

CORRESPONDENCE

Roadworthy Sports-Racing Cars

I NOTE that Mr. Ken Miles, of Hollywood, couples my name with that of Tony Rolt regarding "true sports cars". Now Tony is quite able to look after himself, but I must make my position clear.

I have personally used a works-racing D-type Jaguar and a production model DB3S Aston Martin under normal touring and town driving conditions. They were both admirable shopping and every day use cars, though the passenger seat of the Jaguar was more "sporting" than "courting". Mr. Miles's suggestion that a Monza Ferrari can be used for the same purposes is frankly absurd, as it is both noisier and less tractable than the majority of current Grand Prix machines. It may be possible to *modify* the car for road use, but as turned out by the works it makes a noise that would never be tolerated in England, and would even make one conspicuous in Hollywood!

Of course, the Mercedes-Benz 300SL is a superb sports-touring car, though now more suitable for rallies than racing. The 300SLR, on the other hand, has a roller-bearing engine that cannot be used for road work, owing to its very short life, and is at least as noisy as the Ferrari. But then, the 300SL engine is a developed touring unit, in spite of what Mr. Miles says. The SLR is directly derived from the G.P. motor, so Tony Rolt is right after all!

JOHN V. BOLSTER.

WROTHAM, KENT.

Not So Lightly!

IN your report on the Easter Monday Brands Hatch meeting, you refer to my leaving the course at Kidney Bend, the car catapulting end over end, throwing me out—from which (it was reported) I was only stunned.

Fair do's, but may I now ask you to spare a small part of your valuable print, to thank the many well-wishers who made inquiries on my behalf. I was, unfortunately, admitted to hospital unconscious for two days, and with severe back injuries, and only arrived home on 11th April. So I did not get off so easily as you were led to believe! However, I am making good progress now, and hope to be back behind the wheel very soon.

BOWDEN, CHESHIRE.

DEREK STRANGE.

The B.R.D.C. Says "Thank You"

AS it has been impossible for us to write to each of the many officials who rendered us invaluable assistance during both practising and the race itself for the British Empire Trophy at Oulton Park on Saturday, 14th April, the President and Committee of the British Racing Drivers' Club would be grateful if all officials will accept this letter as an expression of the Club's thanks.

JOHN EASON GIBSON,
SECRETARY, B.R.D.C.

LONDON, W.1.

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



AUTOSPORT, APRIL 20, 1956

HIS AGAIN: Winner, with his wife Sally, for the second year, Robin McKinney brings his Triumph to a halt in the braking test at Bangor Castle on Easter Tuesday—final day of the 1,000-mile Circuit of Ireland.

is said to infer that drinking also ceases at that hour). So the rally took on a serious note at once, as competitors found that they would be forced to read their maps by the light of sundry and decorative auxiliary interior lighting fitted to the cars. It was all most unfair on the part of the organizers.

And the organizers had not finished yet. They called upon the Weather Clerk to deliver a really rotten yellowish fog in the area of the navigation test, and to so reduce the air temperature as to cause this nasty mush to freeze on the windscreen. The Clerk was caught

IRELAND'S BIG RALLY

Robin and Sally McKinney Win Circuit of Ireland for Second Successive Year—Triumphs 1-2-3

THAT amazing husband-and-wife team, Robin and Sally McKinney, registered their second successive victory in the Ulster A.C.'s Circuit of Ireland Rally, held during Easter (30th March to 3rd April). The McKinneys used the same Triumph TR2 as last year. Throughout the whole of the trial, they were pressed by yet another "couple", namely Ernest and Alma McMillen, who, driving a Triumph TR3, were, with McKinney and Ronnie and Eileen Adams (Triumph TR3), members of a team entered by Jasper Johnstone. A second team by the same entrant consisted of Cecil Vard and Lance Young (TR3), Paddy Hopkirk and J. A. Garvey (TR2) and Brian McCaldin and Norman Conway (TR2). McCaldin and Adams used hardtops, the latter's cream car being particularly attractive.

Offering greatest opposition to these teams were two M.G. MGA teams entered by Ernie Wilkinson. A trio of cream cars sent over for the rally were given to Derek Johnston/George Bryson, Billy Chambers/Harvey McWhir and Paddy Newel/C. R. Hannigan. Newel was a last-minute nomination to replace Gordon McNally, rushed to hospital with appendicitis a few days before the rally. The second MGA team was Ernie Wilkinson/Jim Kennedy, Barney Hull/Mrs. Hull and D. A. Henderson/A. M. Gamble.

These were the only "semi-works" entries in the 158 cars which started, but, just to add to the possibilities, a formidable trio of Dellowes appeared, driven by Mervyn Glover/Tommy Lynd, Billy Chesney/W. A. E. Chesney and Sammy Moore/D. Moore. Then, looking for potentials, there was an individual entry from A. G. "Goff" Imhof (5420 Allard).

In the closed car classes the chief interest lay in the class for 1,001 c.c. to 1,300 c.c. motors. The entry was full of Prefects and Anglias, with such well-known drivers as Ernie Robb, Jim Dowling, Brian Emerson and motorcyclist Terry Hill, but it was impossible to overlook the Volkswagens of M. J. O'Mahoney, J. D. O'Leary, A. G. Ryan and T. P. O'Connell. In the "baby" class, a galaxy of Austin A30s was faced with opposition from DKWs and a strong team of Fiat 600s.

The trial started from Belfast and

Dublin on the evening of Good Friday. The first Belfast starter, Marcus Graham (Standard Eight) pulled out of the control at 8.42 to set the rally in motion. He was followed at intervals of one minute by the remainder of the 107 who

BY W. A. McMASTER

had elected to start from the Northern Capital. The first Dublin starter, Lyl Collen (Fiat 600) pulled out of Collins-town Airport at 10.42 to head north and join a common route at Newry.

What a pity that some enthusiastic characters don't arm themselves with International Competition Licences just in case! In Belfast, a proper flap developed when R. J. Skelly (Triumph TR2) was refused permission to start on the grounds that he had no co-driver. Appeal after appeal was made over the loudspeaker for anyone—just *anyone*—who held the necessary document and was free for Easter to accept the vacant seat. No valid response and one more non-starter. Thousands of youngsters who *had* responded could not understand why officials must be so stuffy about formalities.

The road section of the rally was to last 1,100 miles and 158 crews set out in hope and confidence. Less than 100 miles later the total of potential winners was reduced to 32 crews!

With great and traditional craftiness, the organizers had said nothing at all about when or where the navigation test would be held. At the Ballygawley Control the secret came out—each car being handed a sealed envelope containing map references for the start and finish of the navigation test, plus three intermediate controls. There was no time for a careful study of the maps—and it is not beyond the bounds of possibility that the organizers had taken note that, in previous years when the fatal envelopes were handed over at the starting-point, competitors had, upon starting, made a bee-line for well-lighted and provisioned hostelrys and there, almost by the light of arc lamps, noted the location of the controls on the maps.

But in Ulster you don't get well-lighted hostelrys in rural areas after nine o'clock at night (note that nothing

slightly off-balance and one or two of the early starters nipped through before the curtain could be draped—the lucky fellows.

The stories of that navigation test are still being collected—and may yet be bound and preserved in an Ulster museum as a reply to a future generation who may question the courage and adventurousness of their forefathers. Around the Ballygawley area during the wee small hours of Easter Saturday there was a greater volume of noise from bending metal than from any of the big companies who make a living bending steel.

It was freezing outside the cars and horribly torrid inside as drivers and navigators told each other what they thought of the organizers. Tales, as already stated, printable and otherwise. Like, for example, Ernie Robb, peering owlishly through his frozen Anglia screen, cursing the fact that his demister had gone on strike until, with the test almost over, he remembered that he had disconnected the demister the day before. Like Paddy Newel, who remembered that navigator Hannigan had a tremendous reputation as a map-reader, so told him to sing out instructions—and pressed his right foot hard down—and kept it there. Like Mervyn Glover, in the open Dellow, who, raising a hand to wipe his eyebrows, found that his spectacles were still in place, then remembered that he didn't wear spectacles and that the projection was caused by eyebrows solidly frozen.

Like "ships in the night" the cars sailed past, or into, stout Ulster hedges and banks, the similarity heightened, in the case of open cars, by the navigator standing on the seat to see over opaque windscreens. One by one the cars, mostly no longer sound, limped into the final control of the test, to find themselves preceded there by the craftier ones, who had realized that while the potential loss of time and marks looking for the intermediate controls might well mean astronomical penalties, the maximum penalty for failure to complete the test was a mere 100 marks—so they accepted the "devil they knew".

And they were more fortunate than they may have realized, for those who completed the test found that they had precious few minutes in hand in which

to reach a time control at Gortin. Now this raised a very interesting query. There was a time control at the end of the navigation test, there was a time control at Gortin. Thus the officials could quite easily check as to whether or not a competitor had exceeded the permitted maximum speed. This might be another trap. Further, the regulations were specific that time lost in reaching one control need not be made up before reaching the next.

The road leading to the Gortin control still bears the marks of the passing of the rally cars and tons of rubber lie on every bend. It was, for most, a fruitless scramble, for the hard-hearted officials showed their black hearts by extracting from each and every late arrival a penalty of 10 marks per minute, as compared with one mark per minute at the end of the navigation test. What had been done, in effect, was to arrange a very nice little rally section from Ballygawley (time control) to Gortin (time control) and, within that section, insert a nice little test all on its own and carrying no relation to the times of the other controls.

Many of the leading drivers dropped heavily. Ronnie Adams, having lost 12 marks in the navigation, dropped another 140 at Gortin—and if Adams can't reach a control on time what chance had some of the others?

One driver visited the Gortin control so often that he became like an old friend. This was Ronnie Martin (750 Renault). Ronnie had crashed his car during the navigation test—the door had swung open and, among other things, his Road Book had dropped out unnoticed. This was discovered when he arrived at the finish of the navigation test and, more by way of occupying his time than in hope, Martin went to Gortin to see if, by some miracle, a well-disposed competitor had picked up the missing book and, instead of tearing it into shreds in true sporting fashion, had delivered it to the officials.

Martin was lucky—the book had been spotted by kind Jim Dowling, who resisted the plea of his co-driver George Alton that it should be set on fire and used to unfreeze the windscreen of Dowling's Prefect. The book was delivered to the control—and in good time to Martin and thus was recorded the Most Amazing Act of Kindness In Motoring History.

An apology is due for dwelling at length on the night navigation test, but from the fact that only 32 cars escaped

unpenalized, and in view of what was to happen next day—that test is worth every mention that can be squeezed in.

It was a sombre party which headed for Sligo, some hoping for breakfast, others convinced that they would never again eat a meal. Here occurred more "incidents" as competitors could not find out whether or not they could take advantage of additional time arising from the extra mileage of the navigation test. One competitor was seen being hustled from the hotel dining-room by his co-driver, with poached-egg-and-toast in one hand, the bill in the other and with an outraged waiter in hot pursuit. A request for an explanation of this unseemly conduct produced the curious story that the competitor had first been granted an extra 30 minutes but, when seated at breakfast, his co-driver had been informed that this extension was not now permitted.

Just outside Sligo lay the first real driving test of the rally. This was a forward and reverse around a triangle of pylons. Best time went to Mervyn Glover (Dellow) in 22.6 secs., with teammate Billy Chesney (Dellow) one second slower. Robin McKinney put in a useful 24.2 and McMillen gave indication of the tight scrap to come by recording 24.8. Imhof was handicapped by the size of his car but got in a reasonable 28 secs. Incidentally, of the real potentials in the sports car class only McMillen, McKinney and Imhof had escaped penalty in the navigation test, although Derek Johnston (M.G. MGA) and M. D. Heather (Triumph) had escaped with only one penalty mark.

Imhof's chance came in the timed hill-climb at Lisdoonvarna on Saturday afternoon. He took it in both hands, climbing in 65.4 secs., far and away the best. McKinney got up in 71.2, Adams in 71.4 and McMillen in 72. Johnston was the best of the MGAs in 74.2, with Newel next in 74.6. Glover's 79.6 was best of the Dells and it was here that Sammy Moore's Dellow "died" with electrical bother, giving Sammy his third abortive attempt to reach Killarney.

The rest of the run to Killarney was uneventful, even though a secret check was encountered only two miles from home. The sight of the notice-board "Secret Check" provided controversy in the Killarney hotels that evening, for the more studious of the competitors pronounced that there was "no sich animal" named in the regulations. Instead of "secret checks", the regulations spoke frequently of "regularity

controls" and the discussion centred around which of the officials had slipped up in not seeing to it that the notice-boards concurred with the regulations. Much was to come of this point later.

At the end of the first stage, the outright leader was Imhof, with 93.4 marks lost. The order behind the leader was: McKinney, 95.4; McMillen, 96.8; Johnston, 101.6; Glover, 106.2.

Next morning (Easter Sunday) came a rude shock for 16 competitors. During the night the Road Books had been marked up and the unfortunate 16 were found to have been more than an hour late in reaching the Gortin control. They were declared excluded from the rally. In addition, five others had started, but failed to arrive in Killarney and the rally total was now down to 137 cars.

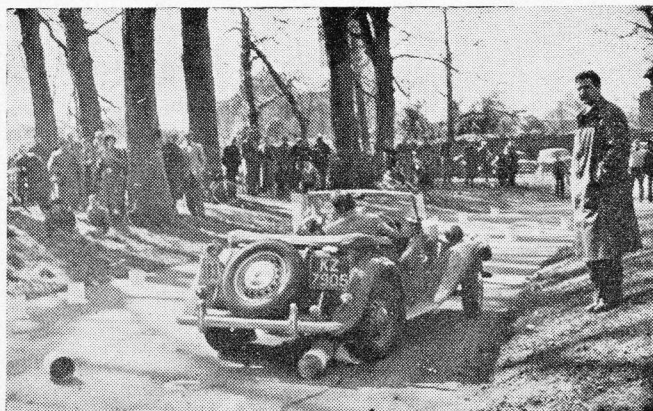
The Sunday run was relatively easy, being confined mainly to the Bantry peninsula. After calling at the Garda (police) Station at Inchigeela, the rally took to the hills and climbed a tortuous path to Derreenacrinig. A few were caught as a result of dallying too long in fear of secret checks and, upon striking the rough path, unable to catch up on time.

At the summit began that most "dicey" of motoring capers—a downhill speed event. The surface was wickedly loose, the path twisted in a shocking manner and the whole business looked most awe-inspiring.

But, if nothing else, the test at least gave the closed cars an opportunity of matching the performance of the sports cars. Among the "babies", MacCarthy (DKW) got down in 24.2 secs., while Stewart (Renault) and O'Donoghue (Fiat) were only one-fifth second slower. George Hurst got his A30 down in 24.6. O'Leary's time of 23.6 was best in class 2, but only fractionally from Kidney (Ford), Dyer (Ford) and Connolly (Volkswagen) who all tied in 23.8.

But for sheer excitement, the best performance was that of T. P. O'Connell (Volkswagen), who shot down the hill, rounded the bends until reaching the last one, overturned, landed on all four wheels and completed the test in a remarkably good time. Incidentally, O'Connell had lost marks on time owing to late arrival at the control caused by extricating the front end of another competitor's car from the rear end of his own following a "shunting operation". So, by the end of the test the Volkswagen was looking very sorry for itself, but motoring happily.

The Hillman team of Houston, Esdale



M.G. TD: Dr. S. T. Armstrong scatters the marker tins during the Bangor test.



MGA: Derek Johnston in the same test. He was a member of Ernie Wilkinson's winning team.



★
*VALIANT VW:
T. P. O'Connell's
battered Volkswagen
at Bangor. O'Con-
nell rolled it over in
the Derreenacinnig
downhill test on the
last corner; landed
back on all four
wheels and com-
pleted the test in
good time!*
★

Dowling and Peile monopolized the large saloon times, Houston going down in 24.8 secs., Dowling in 25.4 and Peile in 25.6. When the sports cars had their turn Hopkirk's Triumph set b.t.d. in 23 secs., but this was equalled by Manthorpe in another Triumph, while Chesney (Dellow) clocked 23.2 secs.

After a visit to Mount Gabriel the rally headed for Barnagheehy and an orthodox test. This consisted of a forward drive along one side of a triangle and round the base, reverse to the apex and forward over a finishing line. Glover's time of 17.6 secs. was unbeaten, next best being Hopkirk in 18.2 and the indomitable O'Connell in 18.4. Jimmy Millard brought the Fiat 600s into the picture with a run in 20.2 secs., a time equalled by R. E. Newell (DKW).

At the end of Sunday the order of leaders was: McKinney, 138.2 marks lost; McMillen, 139.2; Glover, 147.2; Howe (Morgan), 148; Heather, 149.8; Newel, 151. MacCarthy (DKW) led class 1 with 155.6 from Hurst (Austin), 158.6. Dyer (Ford) led the medium saloon class with 150.8 from O'Mahoney (Volkswagen), 155.4, and Peile (Hillman), class 3, with 159.4 from Crawford Little (Austin A90), 162.4.

On Easter Monday, with the weather showing no sign of changing from the brilliant conditions which had prevailed throughout the rally, the entry streamed north for Belfast. The first test of the day was a navigation test, but this was so easy that few could believe that there wasn't a catch somewhere. But there wasn't and the cavalcade moved onwards. A second test was held near Birr and a third as the rally reached Nutt's Corner, seven miles from the Belfast control.

At this latter test, under conditions of darkness, a surprising number of competitors failed completely by travelling in the wrong direction round a dispersal point which was intended to be circumnavigated in a clockwise direction.

Thus to the Belfast control and the end of the most serious part of the road section. At the Birr test McKinney's time of 29.4 secs. had given him a distinct advantage over McMillen, who had taken 32.4, while Heather, with 31 secs., had held a leading place. Newel had also moved up with a good test in 30 secs. at Birr and Nutt's Corner. The order, then, with only 25 miles to go and three tests, was McKinney, 212; McMillen, 217; Glover, 223.2; Heather, 227. Poor Hopkirk, moving steadily closer to McKinney, had atrocious luck to break a rear spring before reaching Belfast. He planned to fit a new spring before setting out for Kirkistown and the speed test next morning, but even-

tually decided that time would not permit this.

The final stages were fought out on Easter Tuesday. First came the run to Kirkistown, 30 miles away, with a speed test over four laps of the circuit, then a run to Bangor and the last two tests of the rally.

Imhof was much the fastest at Kirkistown, but had gradually dropped out of the leaderboard and everyone was concentrating on the McKinney-McMillen battle. So evenly matched were the Triumphs that McMillen gained only one mark on this test, despite more extensive racing experience, and was still a clear margin in arrears as the cars headed for Bangor. Hopkirk's crippled car made only a token run before limping off to Bangor in the hope of qualifying for a finisher's award. Heather overtook Glover at Kirkistown by picking up $7\frac{1}{2}$ marks on the Dellow.

Now, for McMillen, matters were critical as, indeed, they were for McKinney. Only four marks divided them as they entered the "garaging" test at Bangor. McKinney was exceptionally neat in 23.2 secs., a time which gave him another three marks over McMillen, who took 26.2. Somewhat rashly, in view of his unfettered rear axle on the nearside, Hopkirk sallied into this test with all his usual verve, recording 23.2 secs. Glover tried to make amends for his loss at Kirkistown by recording b.t.d. 21.6 as against Heather's 32.6 and thus the Ulsterman was back into third place. Imhof again found his big Allard a handful in this tight test and required an extra reverse and forward to get clear. The Fiat 600s of Millard and Collen were good here, as were the Volkswagens of O'Connell and O'Mahoney. Poor Newel (M.G. MGA), desperate for marks, touched a pylon in this test, to collect a penalty.

So the rally moved to the final braking test; a test in which hamfistedness could bring a penalty of 15 marks for each tin struck by a slewing car or, worse, a penalty of 150 marks for entering the channel at too low a speed.

Undoubtedly the brake test can sort out the cars. Poor Dyer, after holding his Ford in the lead in class 2 for most of the rally, threw it away by entering the channel too cautiously, while another leader in this class, J. D. O'Leary (Volkswagen), collected two cans. Luckiest man in the rally was Roger McBurney (Volkswagen) who collected a can or two in his braking, and was then informed that, as the electrical timing had not functioned, he could make another attempt, which he did, faultlessly.

Imhof went to pieces here, entering the channel at little more than walking pace to collect the maximum penalty. Hopkirk got his car stopped swiftly enough, with the rear axle doing queer things. Heather made a brilliant test which, when compared with Glover's, put the Triumph firmly into third place, while good efforts were made by Johnston (MGA) and Newel (MGA).

But the drama rested upon the McKinney-McMillen attempts. McKinney came first—a slowish run at about 35 m.p.h., brakes hard on and then released as the front end swung slightly to the right, the driver's face registering his apprehension as the front wheels came dangerously near the tins, then a perfect stop. On the formula used this gave a figure of 55 as the loss of marks, below the average of the best men but indicative of the caution shown by McKinney at this critical stage.

Now came McMillen—more vigorous in approach and much firmer with his brakes. Once more a slight swing to the right, once more a momentary danger of striking the cans, then it was all over. McMillen's figure of merit was 48.2 and had he succeeded in clipping off that fraction, he would have won the rally as his score would have equalled that of McKinney, whereupon the best showing in the brake test would have been used to decide the winner.

It was a great performance by both drivers—and by both crews—for even yet less successful competitors are finding difficulty in answering queries as to how they, motorists of great sporting experience, could get lost in a navigation test when two women, one of whom, Alma McMillen, is virtually a new hand at the game, could do the job without fuss or bother, and do it correctly.

Alas, it wasn't quite all over. The provisional results were declared on Tuesday evening and it was seen that the MGA team of Johnston, Newel and Chambers, who had been in a strong position for the sports car team award, had vanished from the scene and the prize awarded the Triumph team of McKinney, McMillen and Adams.

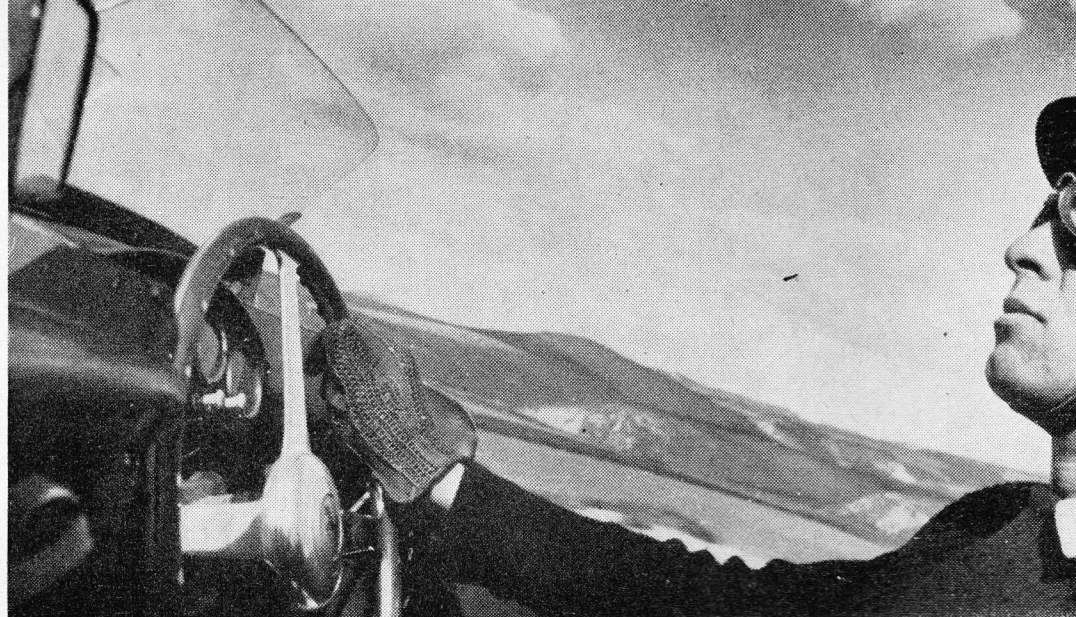
It was the secret checks, or, more especially, one secret check on the run from Killarney to Cahir. Here, said the official sheets, the M.G.s had passed at a time which showed that the maximum speed had been exceeded—100 marks each! No jolly fear, said the M.G. drivers through their entrant, Ernie Wilkinson (the appropriate fiver having been passed over), and we have six men and as many watches to prove same. Besides, what's a secret check anyway? We've been through these regulations and we see no mention of a secret check, so please explain.

That called for a meeting of the stewards who paid more attention to the absence of any chat about secret checks in the regulations than to other points mentioned and, there being no Thesaurus which could prove that regularity control meant secret check, it was decided to rule out all penalties at all secret checks used in the rally—and 26 drivers in all were very pleased to hear this news.

In the annual inter-team contest between the Irish Motor Racing Club and the Ulster A.C. the I.M.R.C. won by 96 marks lost as against 114 by the U.A.C. team.

Results published last week.

These three pictures were taken by photographer Louis Klemantaski from the passenger's seat of the winning Ferrari when he rode...

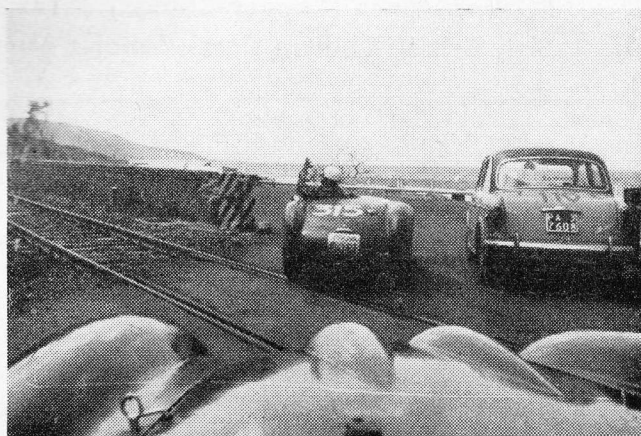


...with Peter Collins on the Tour of Sicily



TIGHT CORNER on the way to Ragusa, with the usual swarm of fearless spectators (above).

OVER THE LINE goes Collins, closely following an Osla and a Fiat 1100 TV before overtaking (below).



★
AND ONE that "Klem" did not take—the winning Ferrari crosses the finishing line at Palermo, just 53 secs. ahead of last year's winner, Taruffi (Maserati), at the record speed of 65.86 m.p.h. for the 671-mile circuit.



THE WINNER: Stirling Moss entering Lodge Corner in the new 1½-litre Climax-powered Cooper.

Fastest car on the circuit was the Swiss motor-cycle racing champion Benoist Musy's 3-litre Maserati, with which he set up a new sports car record lap in 1 min. 56 secs. (85.68 m.p.h.). However, both Moss and Chapman returned 1 min. 57 secs. Chapman won the first heat by a comfortable margin, from Salvadori, Mike Hawthorn (Lotus) and Moss. Reg Parnell (2.5-litre Aston Martin) won Heat 2 from Archie Scott-Brown (Lister-Maserati), while Musy staved off the D-type Jaguars of "Ecurie Ecosse" and Bob Berry to win the big car heat.

Unhappily a tragedy occurred in this heat, when Commander Arthur Bryant (Aston Martin) went off course at Druid's Corner on his last lap, and succumbed to injuries.

TALKING point when practice finished was the pace of Colin Chapman's

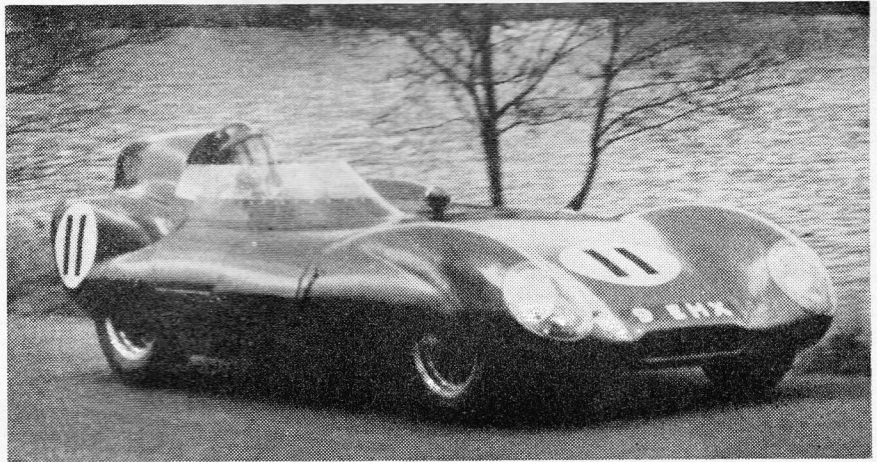
The British Empire Trophy

Stirling Moss (Cooper-Climax) Wins at Oulton Park—Remarkable Speeds of New British 1½-litre Cars—Benoist Musy (Maserati) Sets Sports Car Lap Record

by GREGOR GRANT

Photography by FRANCIS PENN

COVENTRY-CLIMAX-POWERED 1,500 c.c. cars proved to be so fast in the preliminary heats of the B.R.D.C.'s British Empire Trophy race that handicaps for the final had to be drastically altered. As it was, the 1½-litre machines had it all their own way, Stirling Moss (Cooper-Climax) leading from Colin Chapman (Lotus-Climax) and Roy Salvadori (Cooper-Climax) to win at the remarkable speed of 83.72 m.p.h. In actual fact, had the final been a scratch event, the small cars would still have won; as it was, they filled the first six places.



LAKESIDE LOTUS (above): Colin Chapman at Island Bend in the Mark 11 Lotus, on his way to win Heat 1.

STARS AND STRIPES (left): Wharton's Alfa Romeo pursuing American McKay Fraser's Ferrari at Lodge Corner.



Lotus. After Ken Wharton had made the fastest lap on a wet course (2 mins. 7 secs.) with Bonnier's 3.5-litre Alfa Romeo, Chapman went out on a dry circuit to return 1 min. 58 secs. Next best was Les Leston (Cooper) with 2 mins. 1 sec., while Hawthorn (Lotus), Salvadori (Cooper), Bueb (Cooper) and Musy (Maserati) all did 2 mins. 2 secs. Tony Brooks (Connaught) left the road at Old Hall Corner, bending the car more than considerably, but George Boyle and his men worked all night to straighten it out. Joakim Bonnier broke the gearbox on his 1½-litre Maserati, and had to run without a third gear.

On race day, while rain fell nearly

FORCEFUL: Benoist Musy (Maserati) takes Ron Flockhart (Jaguar D) on the inside at Lodge Corner during Heat 3.

everywhere else, dry weather prevailed at Oulton Park. When the first heat began over 20,000 people were present, and dozens of cars were still arriving. Ivor Bueb streaked into the lead, but crashed at Druid's Corner. The Cooper was wrecked, but Ivor escaped with a cut nose. Not long afterwards Hayles (Lotus) spun off at the same spot without doing himself harm.

Chapman tore round, pursued by Moss, Russell and Salvadori (Coopers); Mike Hawthorn, after a fairly gentle start, began to close up on the leaders, and passed Les Leston. On lap 4, Chapman equalled Parnell's existing sports car record of 1 min. 58 secs. At half-distance (8 laps), the Lotus had averaged 82.48 m.p.h.; behind, a tremendous tussle had developed featuring Salvadori, Moss, Hawthorn and Russell. Bicknell (Lotus) caught the last-named, and to the great excitement of the crowd, Hawthorn closed right up on Moss.

Chapman was going like the wind, and after 12 laps had a clear 7 secs. lead on Salvadori. With about two laps to go Hawthorn caught and passed Stirling Moss, and set out to try to take Salvadori. On the last lap, he was right on the tail of the Cooper, but Roy pulled out again at Lodge Corner, swept up Deer's Leap with Hawthorn trying desperately to draw level. Only one second separated them, with Moss just 2 secs. behind the silver Lotus. During this breathtaking struggle, Hawthorn equalled the lap record no less than seven times, Chapman five, Salvadori four, and Moss three.

After the battle of the "1,500s", the up to 2,700 c.c. race was nothing like as interesting. For the first few laps Reg Parnell (Aston Martin) was challenged by Archie Scott-Brown (Lister-Maserati), but the last-named's car lost its tune and gradually dropped back, to form a procession, followed by Kasterine (Lotus-Bristol) and Scott-Russell (Lotus-Bristol). Quite the most intriguing feature was the 16-lap duel between John Dalton (Austin-Healey) and Colin Murray (Frazer-Nash) at the tail-end, the former finishing 1 sec. ahead of his rival. Alan



Moore (Lister-Bristol) had an ignition lead come adrift on his last lap, but still finished sixth. Reg Parnell won as he pleased at 80.68 m.p.h., considerably slower than the 1½-litre brigade.

Maserati v. Jaguar

Now came a really exciting dice; Musy's Maserati faced the Jaguars of Berry, Flockhart and Sanderson, with Wharton's Alfa Romeo a more or less unknown quantity. There were others, too, but the first-named were the acknowledged faster stuff. Bob Berry, who improves with each outing, out-accelerated his rivals, with the red Maserati on the tail of the green Jaguar, and the blue Ecurie Ecosse cars ahead of Hamilton's D-type and Graham Whitehead's DB3S. Ron Flockhart forced his way past Musy with a second lap in 2 mins. dead.

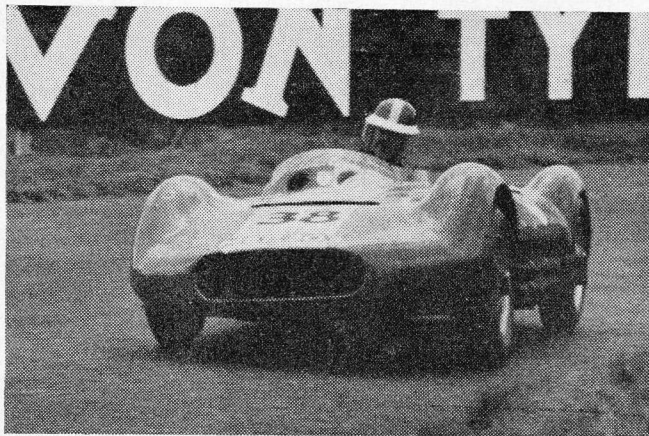
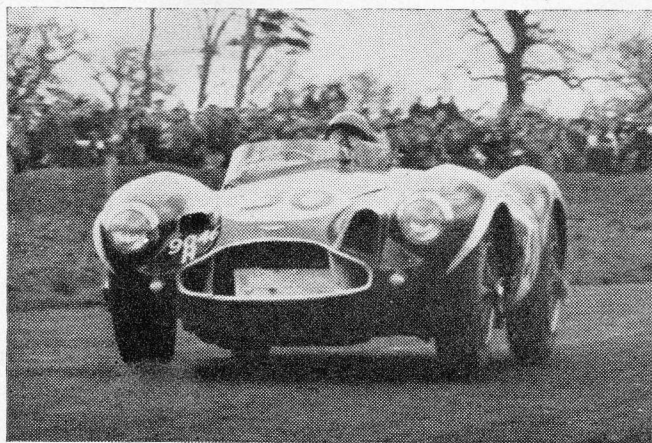
Berry was being hard pressed, and after four laps Flockhart was almost level, but the former did 1 min. 59 secs. to keep his lead. Both Flockhart and Musy equalled this. On lap 7 Flockhart made a tremendous effort, and, in taking Berry, set up a new lap record of 1 min. 57 secs. Musy was also speeding up, and he too equalled this time to snatch second spot from Berry. Behind Sanderson, Blond (Jaguar), Whitehead (Aston Martin) and Wharton (Alfa Romeo) were battling it out, and at the tail-end the two Americans, Mackay Fraser and

Bryant, were engaged in a 750S Ferrari-DB3S duel. Wharton's brakes squealed loudly as he approached his cut-off points, but the Alfa was being pushed round under 2 mins.

Musy now had the bit between his teeth. His driving was, to say the least of it, forceful, and it was getting results. Time and time again he tried to take Flockhart, but the blue car barred the way. With 12 laps gone, the Swiss just managed to cut in front, and one tour later set up an all-time sports car record in 1 min. 56 secs., which he equalled one lap later. From there on the Maserati increased its lead to win from the "Ecurie Ecosse" car by 10 secs., with Berry and Sanderson in third and fourth places, and Wharton one sec. behind Blond's red D-type. Poor Bryant, who had won his tussle with the Ferrari, went off the road at Druid's Corner, and was killed instantaneously.

Notwithstanding Musy's record lap, his time for the 16 laps was only 15 secs. better than that of Chapman in Heat 1. Revised handicaps gave the small cars 40 secs. start, the 2.7-litre brigade 25 secs., and the bigger machinery remained on scratch. Thus it appeared almost certain that 1,500 c.c. cars would run away with the event, with their ability to lap as fast as the large cars, and, in fact, far quicker than the majority. Also, the drivers had the advantage of a clear run through, with little chance of being

REG Parnell (Aston Martin), seen at Cascades, easily won Heat 2, for cars up to 2,700 c.c., ahead of . . .



. . . **ARCHIE Scott-Brown**, whose Lister-Maserati did not seem to be in the very best of health.



overtaken by cars in other categories. The field lined up as follows:—

Starting Grid—Final

Moss (Cooper)	Hawthorn (Lotus)	Salvadori (Cooper)	Chapman (Lotus)
Taylor (Cooper)	Russell (Cooper)	Bicknell (Lotus)	Leston (Cooper)
(all above, 40 secs.)			
Scott-Russell (L.B.)	Kasterine (Lotus)	Scott-Brown (L.M.)	Parnell (A.M.)
	Moore (Lister)	Threlfall (Tojeiro B.)	
(all above, 25 secs.)			
Sanderson (Jaguar)	Berry (Jaguar)	Flockhart (Jaguar)	Musy (Maserati)
Whitehead (Aston Martin)	Wharton (Alfa Romeo)	Blond (Tojeiro)	Fairman (Aston Martin)
	Baxter (Aston Martin)	Fairman (H.W.M.)	
(all above, scratch)			

Right from the start the 1½-litre cars fought it out. Moss made a magnificent getaway, followed by Salvadori, Dennis Taylor (Coopers), Chapman (Lotus) and Hawthorn (Lotus). Reg Parnell (Aston Martin) led his group, while Musy forged ahead in the big car section. Stirling Moss kept in front, his second lap occupying 1 min. 58 secs., but Colin Chapman had moved up into second place, gradually drawing away from Salvadori.

Scott-Russell stopped to change plugs with his Lotus-Bristol; Scott-Brown seemed unhappy with the Lister-Maserati. Musy was revving his Maserati to the limit in the hopeless task of getting to grips with the 1,500s, and also shaking off the tenacious D-type Jaguars. Wharton was pushing round the Alfa to good purpose, the brakes apparently having been fixed.

Chapman relentlessly began to overhaul Moss, and after 10 laps there was just one second between them. Bicknell spun his Lotus at Lodge Corner, bending a wheel and also losing all his oil pressure. On lap 12, Chapman's Lotus went into the lead, and thereafter began picking up more than a second a lap from Moss's Cooper. With 15 laps on the board, Chapman was 5 secs. ahead

of Moss who, in turn, led Roy Salvadori by 7 secs. and Hawthorn by 14 secs. Lotus; Cooper; Cooper; Lotus. These Climax-powered projectiles were certainly shaking the populace. Colin Chapman's race average was 83.62 m.p.h.

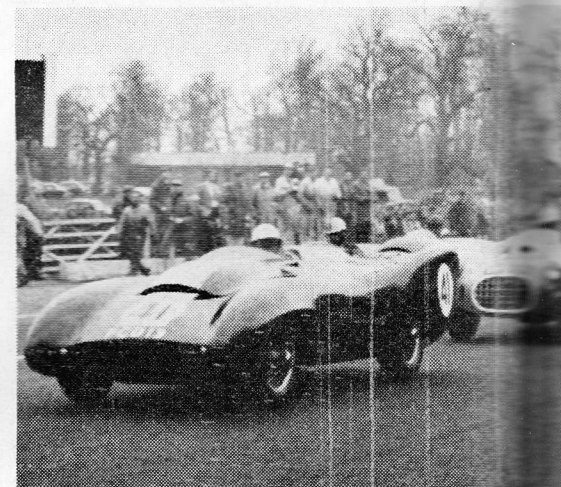
Meanwhile Musy's race was run; his engine blew up at Knickerbrook, and the Swiss shot off course, leaving Flockhart to lead the class. Whitehead went out with axle trouble; Wharton streaked past Blond, the Alfa looking extremely safe and steady. It now looked as if Chapman would walk away with the race, but it was not to be. On his 18th lap, and with a 7 secs. lead, the Lotus revolved at Druid's, and Moss went through before Chapman could re-start. The latter now had to work hard to hold off Salvadori and Hawthorn, in fourth place, was also going much quicker. Scott-Brown made a 14 secs. halt to check on over-heating.

It was now Moss all the way. Driving in his usual immaculate manner, cool as a cucumber, and knowing exactly where he stood in relation to his rivals, he went on to win the British Empire Trophy at the remarkable speed of 83.72 m.p.h., exactly 10 secs. in front of Chapman, with Salvadori 4 secs. behind the Lotus. The big cars were, as anticipated, never

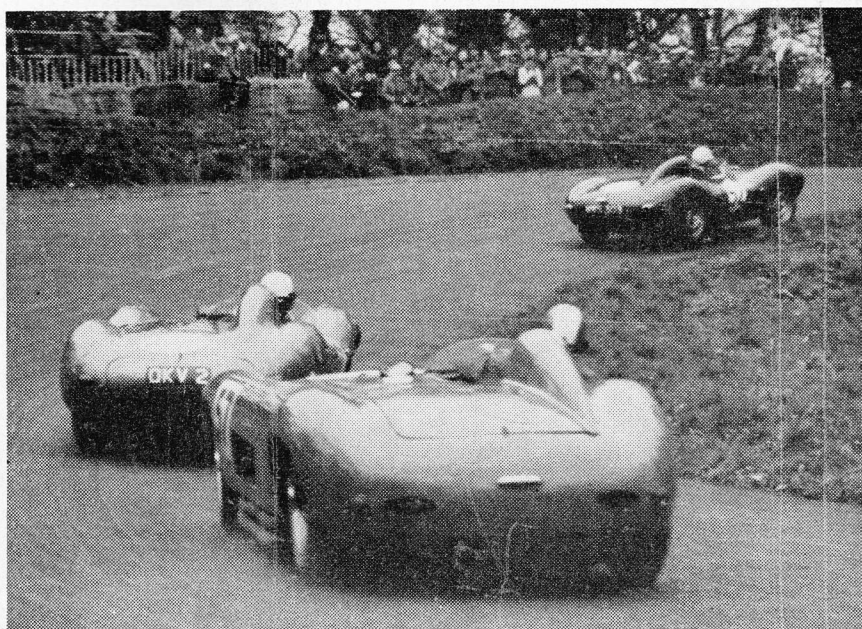
RECORD BREAKER: Benoist Musy, new holder of the Oulton Park sports car lap record, at 1 min. 56 secs. He is seen at Old Hall.

in the hunt. In fact, Flockhart finished 46 secs. behind the winner, considerably down on handicap, with Bob Berry another 10 secs. under. Sanderson did the last few laps with a broken rear suspension radius arm, and Wharton was as pleased as Punch to have overtaken Reg Parnell's Aston Martin, leader of the 25 secs. group.

Altogether a first-class meeting in ideal surroundings. One must congratulate the B.R.D.C. for a superb information service, and again I left Oulton Park with a feeling that nothing is too much trouble for all who are responsible for running the race. However, as things are going, it would appear that the British Empire Trophy's days as a handicap event are numbered, unless someone brings out something to match the ever-increasing speed of the 1½-litre cars on tricky circuits.



START of the 1,500-2,700 c.c. class in the... Archie Scott-Brown is in the second...



TAILVIEW of Ron Flockhart leading Bob Berry and Musy around Lodge Corner, before the latter retired, leaving Flockhart to win the big car class.

LINE AHEAD, with Leston, Salvadori, Hawthorn and Taylor in the lead, coming out of Esso Bend.

Results

Heat 1

1. Chapman (Lotus), 31m. 56s., 83.00 m.p.h. (133.57 k.p.h.), 16 laps.
2. Salvadori (Cooper), 32m. 01s., 82.78 m.p.h. (133.22 k.p.h.), 16 laps.
3. Hawthorn (Lotus), 32m. 02s., 82.74 m.p.h. (133.15 k.p.h.), 16 laps.
4. Moss (Cooper), 32m. 04s., 82.65 m.p.h. (133.02 k.p.h.), 16 laps.
5. Bicknell (Lotus), 32m. 31s., 81.51 m.p.h. (131.17 k.p.h.), 16 laps.
6. Russell (Cooper), 32m. 44s., 80.97 m.p.h. (130.31 k.p.h.), 16 laps.
7. Taylor (Cooper), 32m. 47s., 80.85 m.p.h. (130.11 k.p.h.), 16 laps.
8. Leston (Cooper), 32m. 57s., 80.44 m.p.h. (129.46 k.p.h.), 16 laps.
9. Gammon (Cooper), 33m. 38s., 78.81 m.p.h. (126.83 k.p.h.), 16 laps.
10. Brooks (Connaught), 33m. 53s., 78.22 m.p.h. (125.88 k.p.h.), 16 laps.
11. Marsh (Cooper), 32m. 30s., 76.46 m.p.h. (123.05 k.p.h.), 15 laps.
12. Brandon (Halsey), 32m. 43s., 75.95 m.p.h. (122.23 k.p.h.), 15 laps.
13. Naylor (Maserati), 32m. 53s., 75.57 m.p.h. (121.62 k.p.h.), 15 laps.
14. Moore, R. (Cooper), 33m. 07s., 75.03 m.p.h. (120.75 k.p.h.), 15 laps.



15. Bonnier (Maserati), 33m. 16s., 74.69 m.p.h. (120.20 k.p.h.), 15 laps.
16. Barnard (Lotus), 33m. 18s., 74.62 m.p.h. (120.09 k.p.h.), 15 laps.
17. Nixon (Cooper), 32m. 03s., 72.36 m.p.h. (116.45 k.p.h.), 14 laps.

Fastest lap: Hawthorn, Chapman, Salvadori and Moss, all 1m. 58s., 84.23 m.p.h. (135.56 k.p.h.).

Heat 2

1. Parnell (Aston Martin), 32m. 51s., 80.68 m.p.h. (129.84 k.p.h.), 16 laps.
2. Scott-Brown (Lister-Maserati), 33m. 03s., 80.19 m.p.h. (129.05 k.p.h.), 16 laps.
3. Kasterine (Lotus-Bristol), 33m. 08s., 80.00 m.p.h. (128.75 k.p.h.), 16 laps.
4. Scott-Russell (Lotus-Bristol), 33m. 15s., 79.71 m.p.h. (128.28 k.p.h.), 16 laps.
5. Threlfall (Tojeiro-Bristol), 33m. 54s., 75.94 m.p.h. (122.21 k.p.h.), 16 laps.
6. Moore, A. (Lister-Bristol), 36m. 45s., 72.12 m.p.h. (116.07 k.p.h.), 16 laps.
7. Nurse (Lister-Bristol), 32m. 57s., 75.41 m.p.h. (121.36 k.p.h.), 15 laps.
8. Dalton (Austin-Healey), 34m. 06s., 72.87 m.p.h. (117.27 k.p.h.), 15 laps.
9. Murray (Frazer-Nash), 34m. 07s., 72.83 m.p.h. (117.21 k.p.h.), 15 laps.

* No. 37, Moore, A. (Lister-Bristol), took four minutes 15 seconds for his last lap, due to a distributor lead which came adrift. This accounts for his race average being lower than the car that finished immediately behind him.

Fastest lap: Parnell, Kasterine, Scott-Brown and Scott-Russell, all 2m. 02s., 81.47 m.p.h. (131.20 k.p.h.).

Heat 3

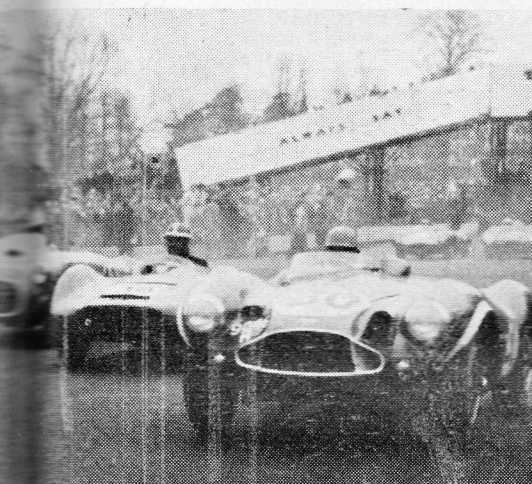
1. Musy (Maserati), 31m. 44s., 83.54 m.p.h. (134.45 k.p.h.), 16 laps.
2. Flockhart (Jaguar), 31m. 54s., 83.09 m.p.h. (133.72 k.p.h.), 16 laps.
3. Berry (Jaguar), 32m. 09s., 82.44 m.p.h. (132.67 k.p.h.), 16 laps.
4. Sanderson (Jaguar), 32m. 19s., 82.02 m.p.h. (132.00 k.p.h.), 16 laps.
5. Blond (Jaguar), 32m. 47s., 80.85 m.p.h. (130.11 k.p.h.), 16 laps.
6. Wharton (Alfa Romeo), 32m. 48s., 80.81 m.p.h. (130.05 k.p.h.), 16 laps.
7. Whitehead, G. (Aston Martin), 32m. 54s., 80.56 m.p.h. (129.66 k.p.h.), 16 laps.
8. Fairman (H.W.M.), 33m. 20s., 79.51 m.p.h. (127.96 k.p.h.), 16 laps.
9. Baxter (Aston Martin), 33m. 38s., 78.80 m.p.h. (126.82 k.p.h.), 16 laps.
10. Fraser (Ferrari), 31m. 57s., 77.77 m.p.h. (125.16 k.p.h.), 15 laps.

Fastest lap: Musy (Maserati), 1m. 56s., 85.68 m.p.h. (137.90 k.p.h.).

FINAL

1. **Stirling Moss** (1.5 Cooper-Climax), 49m. 28s., 83.72 m.p.h. (134.74 k.p.h.), 25 laps.
2. **Colin Chapman** (1.5 Lotus-Climax), 49m. 38s., 83.44 m.p.h. (134.28 k.p.h.), 25 laps.
3. **Roy Salvadori** (1.5 Cooper-Climax), 49m. 42s., 83.33 m.p.h. (134.11 k.p.h.), 25 laps.
4. **Mike Hawthorn** (1.5 Lotus-Climax), 50m. 13s., 82.47 m.p.h. (132.72 k.p.h.), 25 laps.
5. **Les Leston** (1.5 Cooper-Climax), 50m. 33s., 81.92 m.p.h. (131.84 k.p.h.), 25 laps.
6. **Jim Russell** (1.5 Cooper-Climax), 50m. 35s., 81.87 m.p.h. (131.76 k.p.h.), 25 laps.
7. Ron Flockhart (3.5 Jaguar), 50m. 42s., 82.77 m.p.h. (133.21 k.p.h.), 25 laps.
8. Bob Berry (3.5 Jaguar), 50m. 52s., 82.50 m.p.h. (132.77 k.p.h.), 25 laps.
9. Ninian Sanderson (3.5 Jaguar), 50m. 58s., 82.34 m.p.h. (132.51 k.p.h.), 25 laps.
10. Ken Wharton (3.5 Alfa Romeo), 51m. 11s., 81.98 m.p.h. (131.93 k.p.h.), 25 laps.
11. Reg Parnell (2.5 Aston Martin), 51m. 20s., 81.07 m.p.h. (129.76 k.p.h.), 25 laps.
12. Dennis Taylor (1.5 Cooper-Climax), 51m. 22s., 80.63 m.p.h. (129.76 k.p.h.), 25 laps.
13. Archie Scott-Brown (Lister-Maserati), 24 laps;
14. Jack Fairman (H.W.M.), 24 laps;
15. Peter Blond (Jaguar), 24 laps;
16. N. Kasterine (Lotus), 24 laps;
17. Berwyn Baxter (Aston Martin), 23 laps;
18. Chris Threlfall (Tojeiro), 23 laps;
19. Alan Moore (Lister), 23 laps;
20. Peter Scott-Russell (Lotus), 22 laps.

Fastest lap: Moss, Musy and Chapman, 1m. 57s., 84.96 m.p.h. (136.72 k.p.h.).



On the extreme left is Kasterine's Lotus, and Reg Parnell on the right.



TRYING HARD: Salvadori heads Russell and Hawthorn at Esso Bend, with what appears to be a strangely conservative poster in the background!

AINTREE TOMORROW

*B.R.M., Connaught and Vanwall to
Fight for Top Honours at Liverpool*



OWNER AND DRIVER: Tony Vandervell, sponsor of the Vanwall, with Harry Schell, who will drive one of the cars at Aintree tomorrow.

THE first long Formula 1 race of the 1956 season takes place tomorrow at Aintree during the International meeting organized by the B.A.R.C. The field for this event, the Aintree "200" and the principal race of the day, will be made up of 17 British and Italian cars, the former varied, the latter entirely Maserati.

A repetition of the Scott-Brown-Moss-Hawthorn battle, which was the feature of the Easter Monday meeting at Goodwood, may recur, since all three drivers are appearing again. Scott-Brown and Hawthorn will have a "Syracuse" Connaught and B.R.M. respectively, while it is hoped that Moss will be driving one of two Vanwalls making their first 1956 appearance, the other being handled by Harry Schell. Failing the Vanwall, Moss will probably drive his own Maserati, and a second Connaught and B.R.M. will be driven by Titterington and Brooks. The five other Maseratis are to be driven by Roy Salvadori, Horace Gould, Australian Jack Brabham, Bruce Halford and French veteran Louis Rosier. Reg Parnell will have Rob Walker's Connaught, Bob Gerard his old-faithful Cooper-Bristol and Paul Emery the Emeryson.

The big sports car race looks like being a battle-royal between Jaguar and Aston Martin, with the advantage of sheer weight of numbers ranged on the side of the Coventry concern. There will be eight D-types and five C-types against four DB3S. Of the D-types, three are Ecurie Ecosse entries (Sanderson, Titterington and Flockhart), Bob Berry is driving Broadhead's car, while Hamilton, McMillan, Baillie and Blond have private entries. With Aston Martins will be Graham Whitehead, Berwyn Baxter and Roy Salvadori, the latter's being the car with which Moss won at Goodwood at Easter. Of the remaining seven entries, all are Jaguar-powered except the Bonnier-entered Alfa Romeo.

Of the 33 entries in the under 2-litre sports car race no less than 29 are Lotus or Cooper-built and Climax or Bristol-engined, the exceptions being Naylor's and Bonnier's Maseratis, Scott-Brown's Lister-Maserati and the Porsche of de Lemos. The works teams of Lotus (Chapman, Bicknell and Allison) and

Cooper (Salvadori, Russell and McDowell) will have as opposition the private entries of Stirling Moss, in his British Empire Trophy-winning Cooper-Climax, and Mike Hawthorn in Ivor Bueb's Lotus, substituted for Bueb's own Cooper entry, following the latter's crash at Oulton Park last Saturday.

For the saloon car event Rob Walker has entered his Mercedes-Benz 300SL, to be driven by Reg Parnell, the principal opposition being Joakim Bonnier's two Alfa Romeos, one of them to be driven by Ken Wharton and the other by the Swede himself.

Coopers as usual dominate the Formula 3 race with 28 cars out of 34, and all the well-known names will be present. On form, Stuart Lewis-Evans and Colin Davis (Beart-Coopers) and Jim Russell and Ivor Bueb can be expected to be up in front, while Bridger and Allison are not likely to be far behind.

The day's programme: 11 a.m., Saloon Car Race, 8 laps (24 miles); 11.45 a.m., Sports Cars under 2-litres, 8 laps (24 miles); 12.30 p.m., Formula 3, 10 laps (30 miles); 2 p.m., Sports Cars, unlimited, 10 laps (30 miles); 3 p.m., Aintree "200" Formula 1 Race, 67 laps (201 miles). The meeting will end at approximately 5.30 p.m.



AN ARTIST'S impression of the new circuit described above.

INTERNATIONAL "200" (FORMULA 1)

Entry List

Maserati: R. Salvadori, L. Rosier, J. Brabham, B. Halford, H. H. Gould. **B.R.M.:** J. M. Hawthorn, C. A. S. Brooks. **Connaught:** W. A. Scott-Brown, J. D. Titterington, R. Parnell, J. A. Young, R. Gibson. **Vanwall:** H. Schell, S. Moss. **Cooper-Bristol:** F. R. Gerard. **Emeryson:** P. R. Emery. **To be nominated:** K. Wharton.

Formula 3: 34 entries, including S. Lewis-Evans, C. C. H. Davis (Beart-Cooper); H. C. Taylor, C. Allison, I. L. Bueb, J. Russell, T. Bridger, S. Bloor (Coopers); A. V. Cowley (Petty); D. Parker (Kieft).

Sports Cars up to 2,000 c.c.: 33 entries, including S. Moss, L. Leston, D. Taylor, I. Bueb, R. Salvadori, J. Russell, M. G. H. MacDowell, P. D. Gammon, A. E. Marsh, R. A. Moore (all Cooper-Climax); C. Chapman, R. Bicknell, C. Allison, D. Piper, P. H. Ashdown, T. P. Barnard, F. C. Davis, M. Anthony, D. Kasterine (all Lotus); J. Bonnier, J. B. Naylor (Maserati); W. A. Scott-Brown (Lister-Maserati); N. Cunningham-Reid, A. J. Nurse, A. Moore (Lister-Bristols).

Sports Cars over 2,000 c.c.: 25 entries, including J. D. Hamilton, N. Sanderson, J. D. Titterington, R. Flockhart, R. E. Berry, P. Blond (Jaguars); J. Bonnier (entrant of Alfa Romeo); R. Salvadori, A. G. Whitehead, B. Baxter (Aston Martins); M. W. Head (Cooper-Jaguar); N. Cunningham-Reid (H.W.M.).

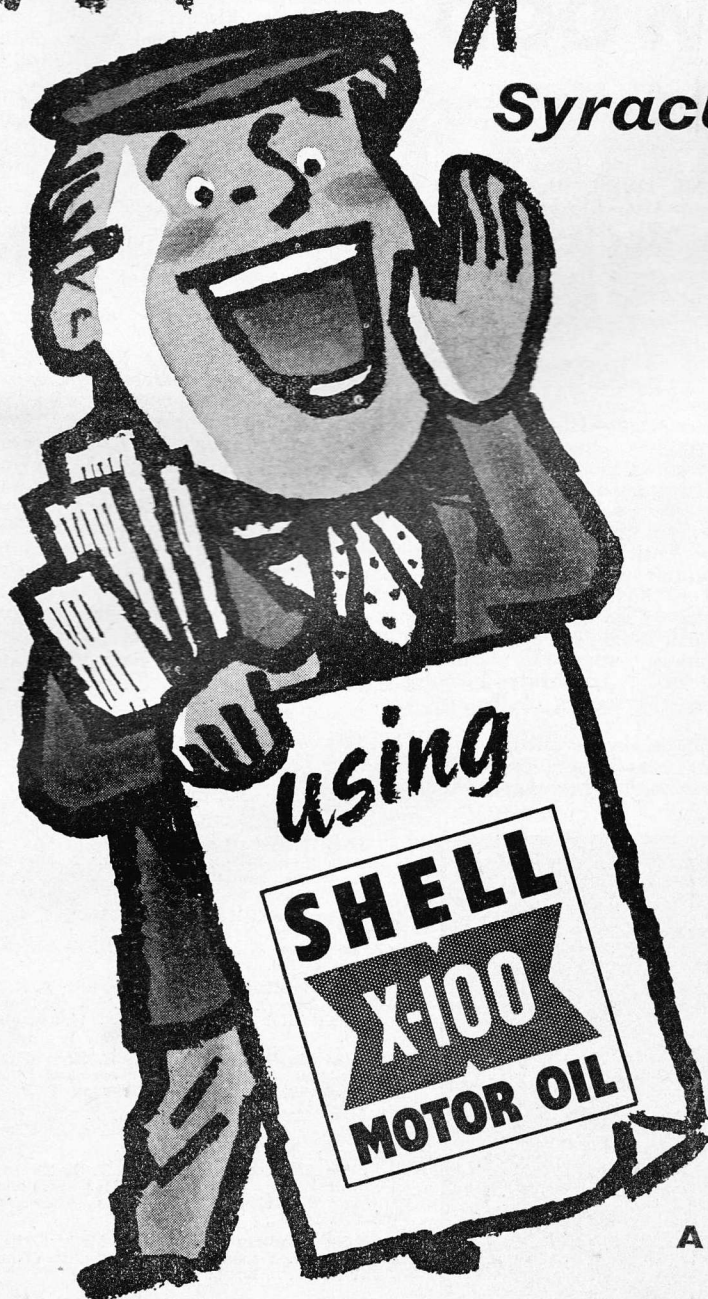
Saloon Cars: 16 entries, including I. Bueb (XK 140 Jaguar); R. Parnell (Mercedes-Benz 300SL); P. Scott-Russell, G. H. Grace, G. Gelberg, D. Piper (Riley Pathfinders); J. Bonnier, K. Wharton (Alfa Romeos); L. Potter (Porsche).

AMERICA'S NEW CIRCUIT

AN hour's drive from the centre of Los Angeles, work has started on a multi-million dollar racing circuit project, which will have two true road circuits, one 4.5 miles in length and the other of 5.5 miles. These are designed to accommodate the world's fastest Grand Prix and sports cars, allowing for speeds of 200 m.p.h., with an estimated average lap speed of 90 m.p.h. and have all types of corners and bends together with two straights of approximately one mile and a half-mile each. There will also be two oval tracks of a mile and a half-mile, which will be used by stock, midget and sprint cars, and a straight quarter-mile acceleration track. Spectator facilities are very comprehensive, accommodation being provided for crowds of some 250,000, while their safety has been catered for by protective bankings, a "slip area" and chain fencing. It is estimated that the circuit will be open by mid-summer this year, although the whole project will be completed over a four-year period.

SHELL *All the Winners!*

Syracuse Grand Prix



1ST FERRARI

J. M. FANGIO

2ND FERRARI

L. MUSSO

3RD FERRARI

PETER COLLINS

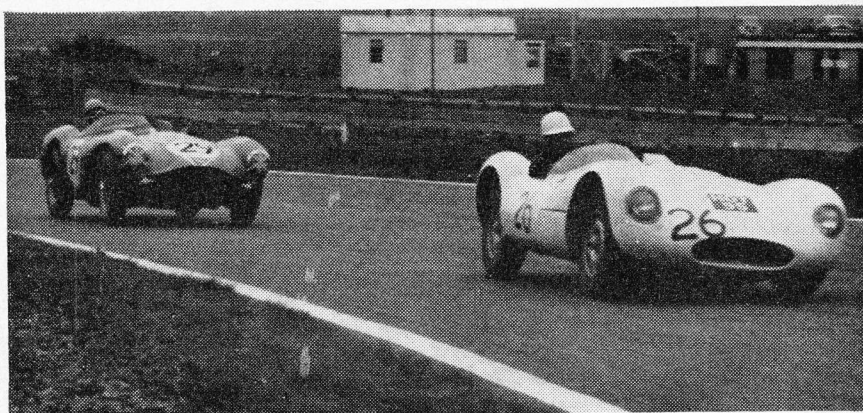
Subject to official confirmation

ALSO USING SHELL FUEL

PURSUIT of Michael Head's Cooper-Jaguar by Tom Kyffin's Aston Martin DB3S was the highlight of the big sports car race.

LEAVING London rain-soaked for the day on 14th April, we were delighted to find Goodwood completely dry for the 22nd Members' Meeting of the B.A.R.C., and although spectators had to withstand a bitterly cold wind instead, the pace of the racing was hot enough to keep them well entertained.

The first event packed as much incident as the rest of the meeting together, including a relentless dice between R. F. Bloxam and P. J. S.



B.A.R.C. GOODWOOD

Lumsden in Lotus-M.G. and Lotus-Climax respectively. In fact, they were not really in the same event, for this first five-lap scratch race was in two classes—up to 1,250 c.c. and up to 1,500 c.c.—but Lumsden pursued Bloxam hard all the way, and even got past him briefly on the last lap, only to drop back again and cross the line four-fifths of a second behind, but, of course, won his class. Apart from E. Pool turning over at South Tower in the little Lester-Climax coupé, fortunately without hurt, the big incident of the race was the consequence of S. G. Young's Weldangrind jettisoning its oil on the approach to the chicane on the last lap. He crossed the line at reduced speed to take second place in the 1½-litre class, but behind him the rest of the field spun off one after the other on the oil, some half a dozen cars ending up in a bunch on the grass, all mixed up with the wattle fencing. As they had all reduced speed, no harm was done, but for some extraordinary reason, while this circus was going on, although a yellow flag was waved furiously, the proper oil flag was not displayed at all!

After this initial excitement, we settled down for the Ladies' Race, but this, too, was livelier than expected.

A race-long duel took place between Mrs. Jean Bloxam in her husband's Lotus-M.G. (incidentally, the ex-Colin Chapman SAR 5) and Patsy Burt in her powder-blue DB2-4. Both started on scratch, and Mrs. Bloxam won by only 1.2 secs., while they both shared the fastest lap at 73.85 m.p.h.

The "big" race on the programme was the 10-lap scratch race for 1,500-3,500 c.c. cars. There was one D-type and one C-type Jaguar, a Cooper-Jaguar and four DB3S Astons among the cars and no less than four titles among the drivers, of whom the Earl of Suffolk and Berks subsequently turned his TR2 over at Fordwater, luckily without serious hurt. A welcome visitor from Holland was Hans Davids, whose DB3S was painted in Holland's national colour of orange; he drove a very good race to finish third to Michael Head's comfortable win in the Cooper-Jaguar and Tom Kyffin's second place in the Equipe Devone DB3S. A creditable fourth amongst a deal of bigger machinery was D. Shale's Austin-Healey 100S, its fruity boom contrasting with the scream of the six-cylinder cars.

A saloon race is always worth watching and Event 4 was a good one. The little 'uns were in evidence here, with

a neck-and-neck dice at the end between K. W. Moore's Renault 750 and J. K. Bell's Alta-headed Morris Minor, the latter squeezing into the lead on the last lap. This event also saw the first racing appearance of one of the new Zephyrs in the enterprising hands of visitor from West Africa, Vic Preston. The new car certainly seems to handle well.

The programme was completed with four more sports car handicap races. The first one started with the frightening sight of seven TR2s all trying to get to Madgwick first, but they couldn't catch M. C. Sleep in his Silverstone Healey, who had set off 20 secs. earlier and took the lead on the fourth lap. The second one, mainly composed of Climax- and M.G.-engined cars, produced a handicapper's delight for a finish, for although M. J. Clay (Lotus-Climax) had a clear lead, the next seven cars came in in a fighting mob, Keith Greene shouldering his way through in the Gilby Cooper-Climax, headlights flashing; but he had to take third place to J. Fisher's second in a Kieft-Climax.

After his performance in the earlier scratch race, Michael Head was
(Continued on page 366)

Results

5-lap Scratch Race (A), up to 1,250 c.c.: 1, P. J. S. Lumsden (Lotus-Climax), 78.26 m.p.h.; 2, K. Greene (Cooper-Climax); 3, W. S. Frost (Lotus-Climax). **(B) 1,251-1,500 c.c.:** 1, R. F. Bloxam (Lotus-M.G.), 78.37 m.p.h.; 2, S. G. Young (Weldangrind); 3, N. R. Hicks (Leonard-M.G.).

5-lap Ladies' Handicap Race: 1, Mrs. Jean Bloxam (Lotus-M.G.), 71.69 m.p.h.; 2, Miss Patsy Burt (Aston Martin DB2-4); 3, Mrs. M. Seed (Frazer-Nash).

10-lap Scratch Race, 1,501-3,500 c.c.: 1, M. W. Head (Cooper-Jaguar), 81.20 m.p.h.; 2, T. T. Kyffin (Aston Martin DB3S); 3, H. Davids (Aston Martin DB3S).

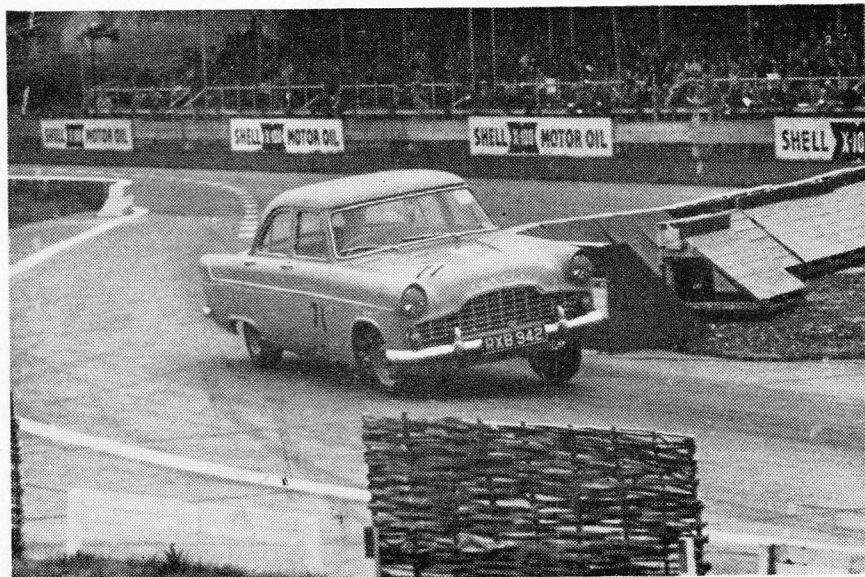
5-lap Handicap Race, closed cars: 1, J. K. Bell (Morris Minor), 60.66 m.p.h.; 2, K. W. Moore (Renault 750); 3, D. F. Cornell (Aston Martin DB2).

5-lap Handicap Race: 1, M. C. Sleep (Healey-Silverstone), 68.55 m.p.h.; 2, Miss Hazel Dunham (M.G.A.); 3, F. O. Munns (Triumph TR2).

5-lap Handicap Race: 1, M. J. Clay (Lotus-Climax), 73.44 m.p.h.; 2, J. Fisher (Kieft-Climax); 3, K. A. Greene (Cooper-Climax).

5-lap Handicap Race: 1, T. T. Kyffin (Aston Martin DB3S), 80.96 m.p.h.; 2, J. M. Trimble (Jaguar XK 120C); 3, H. Davids (Aston Martin DB3S).

5-lap Handicap Race: 1, R. McG. I. Ireland (Riley), 70.52 m.p.h.; 2, D. L. Buss (Triumph TR2); 3, R. S. Benson (Morgan).



FIRST APPEARANCE in a speed event of the new Ford Zephyr was this example driven very briskly by Vic Preston in the saloon car handicap race.

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THE MASTERPIECE IN OILS



THIRD in the saloon car handicap was Pat Ozanne, whose Ford Prefect is pictured at Coram curve.

which seems to indicate that the two carburettors and raised compression were doing their stuff. The day ended with a half hour speed trial, in which all the competitors except two managed to qualify, although in one or two cases it was a near thing and despite the Regs. insisting that this was not a race, some pretty hectic motoring appeared to be taking place on the circuit. The only two failures were N. Dunton's blown TC M.G. which had been giving trouble all day and finally boiled like a kettle before expiring, and poor Louis Bonet who rolled over his Anglia in a very frightening manner that resulted in a much lower roof line and a shaken but unhurt driver.

J. RICHARD ALEY.

Eastern Counties at Snetterton

H. P. Deschamps (Lotus-Climax) wins two events

EACH year in addition to their National event the Eastern Counties Motor Club open their season with a closed to club meeting for the "boys", keeping up the traditions they set in the early days of motor racing after the war in East Anglia, when they held the first Fersfield race meetings. On 15th April this meeting took place at Snetterton and the members who entered really enjoyed themselves, in a series of short scratch and handicap events in the bright sunshine. The day's racing started with scratch races for the up to and over 1,500 c.c. sports cars. The first of these proved an easy victory for Harley Deschamps in his Lotus Mk. 6 Climax, although behind him some keen racing was taking place between an assortment of M.G.s. An interesting car in this event was the new F.C.B. driven by Bill Bunbury. This car consists mainly of Standard Ten parts, but is fitted with a most shapely laminated wood aerodynamic body, which had been built by a local boat builder. The bigger class was dominated from the start by Bert Westwood, who for this meeting had brought out his Healey Silverstone, but, alas, on lap three he tried too hard and spun into the safety fence, doing his tail no good at all, and on the next lap while trying to make up time he spun again. On the same lap there was some more good strong drama when the floorboards and carpets of Derek Sneezum's TR2 caught fire. In the next two events most of the same cars again appeared together, with a few more to take part, this time in handicap events. Both of these events were victories for the timekeepers, who had arranged the handicaps so that in both races the whole field finished within 100 yards of each other, although in the first event the limit car, "Tish" Ozanne's Prefect, had over a lap

start in five, over the Lotus-Climax on scratch. The last lap of this was particularly exciting when on the run in to the finish the Lotus just passed Bill Beedie's TC, after the latter had been delayed by a door that would not keep shut. The saloon car race proved an expensive victory for Neville Graham's A30, for he crossed the line with what sounded like all his bearings run, and disappeared home behind a breakdown truck. However, for the three laps of the race he had averaged over 60 m.p.h.,

Results

Race 1. Up to 1,172 c.c. 1, H. P. Deschamps (Lotus-Climax); 2, M. H. Baker Muntton (D.B.M.); 3, J. W. M. Bunbury (F.C.B.). **Up to 1,500 c.c.:** 1, K. Laverton (Lotus-Ford); 2, M. G. Hofman (Lester-M.G.); 3, K. P. Tomei (M.G. TC).

Race 2: 1, E. T. Davis (Triumph TR2); 2, A. G. Cochrane (Morgan); 3, A. C. Westwood (Healey Silverstone).

Race 3: 1, H. P. Deschamps (Lotus); 2, W. E. Beedie (M.G.); 3, K. P. Tomei (M.G.).

Race 4: 1, K. Cotterell (Healey); 2, E. T. Davis (Triumph).

Race 5: 1, N. W. Graham (Austin A30); 2, D. J. Morley (Riley Pathfinder); 3, Miss P. Ozanne (Ford Prefect).

High Speed Trial. Qualified: J. Sears (F.C.B.), K. P. Tomei (M.G.), A. C. Westwood (Healey), G. Bradman (Anglia), P. Wren (Anglia), D. J. Morley (Riley).

Goodwood—continued

effectively rehandicapped for the next event for the big boys, and victory went to Tom Kyffin (DB3S) with J. M. Trimble (XK 120C) a fighting second. At the start, as he flagged away Shale's Austin-Healey, the starter stepped back and was bowled over by the Hon. S. Plunket (DB3S) in the next row, who inadvertently jerked forward at that moment! Happily, he was unhurt and retained hold on chronometer and Union Jack in time to flag away his assailant 15 secs. later!

The last race of the day was won by R. McG. I. Ireland in a very rapid near-vintage Brooklands Riley, which took the lead on the second lap and finished 36 secs. ahead of second man, D. L. Buss (TR2), who just led a bunch comprising Benson's Morgan and Blundell's Austin-Healey.

STUART SEAGER.

HERTS COUNTY A. & Ac.C./NORTH LONDON E.C.C. HESTON DRIVING TESTS

15th April

Up to 1,000 c.c., open: 1, J. M. Muston (Morris Minor); 2, I. Cox (Austin); 3, J. Hobson (Austin). **Up to 1,000, closed:** 1, G. N. Woolf (Standard 10); 2, S. P. Seager (Standard 8); 3, B. V. Sylvester (Morris Minor). **1,001-1,700 c.c., open:** 1, A. F. Bray (T.E.S.T. 1); 2, A. Wood (Dellow); 3, J. G. Fenwick (M.G. TF). **1,001-1,700 c.c., closed:** 1, S. M. Actman (Anglia); 2, R. Randall (Anglia); 3, J. Bekaert (Anglia). **Unlimited, open:** 1, A. J. Blair (Morgan); 2, N. N. Bentley (TR2); 3, L. T. Cornish (TR2). **Unlimited, closed:** 1, M. Phillips (Velox); 2, R. A. Watkinson (F.N.-BMW); 3, R. W. May (Allard P1).



WOODEN WONDER: Bill Bunbury's new Standard 10 Special has an aerodynamic body of laminated wood. Jack Sears is seen driving the car during the high-speed trial.



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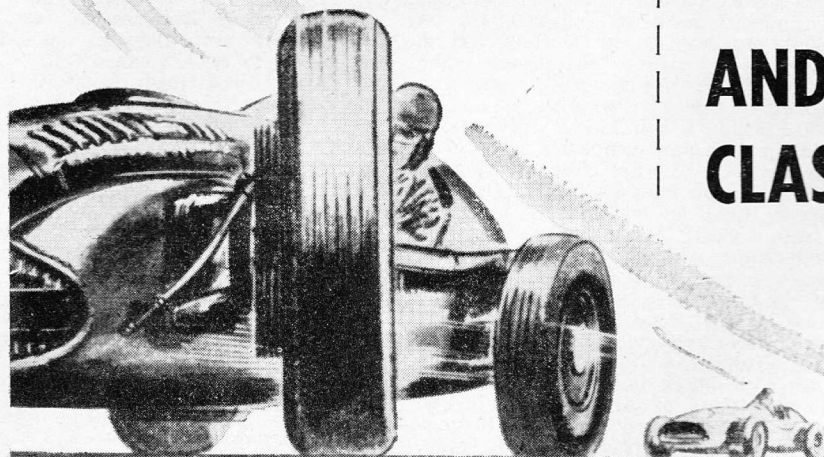
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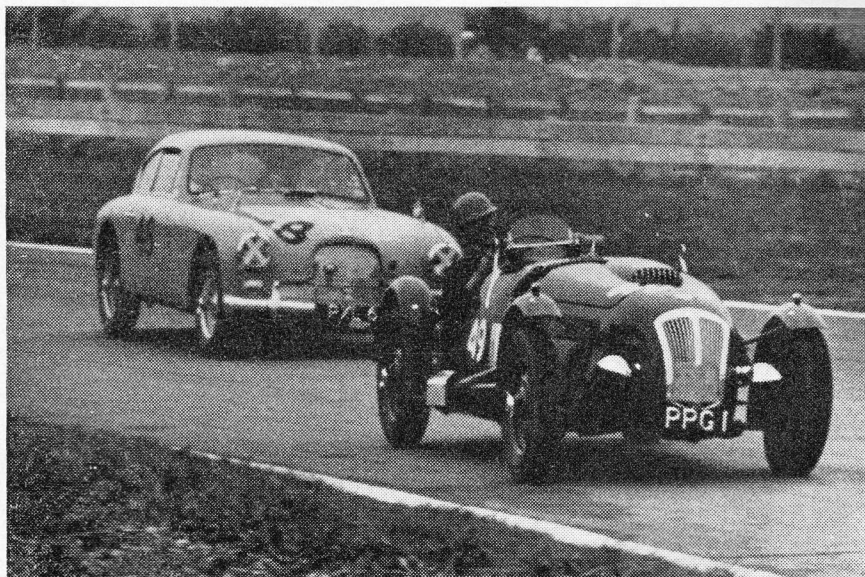
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Club News

BY STUART SEAGER

AN interesting contact with motor racing history is being preserved by the West Essex Car Club. In 1929 the Junior Car Club began the series of races at Brooklands known as the "Double Twelve". As racing was not allowed on that circuit after sunset, instead of running a 24-hour race they ran two 12-hour events, with the cars in a *parc fermé* during the night between. In 1930 the Double Twelve Trophy was won by W. Edmundson in an M-type M.G. and this year he has donated this trophy to the West Essex C.C. (of which his son J. M. A. Edmundson is an enthusiastic member) for presentation at the Club's Snetterton race meeting on 19th May, to the winner of the newly instituted "Double Twelve" Handicap race. Not hours this time, however, but laps: two 12-lap handicap events, in which to qualify to compete in the second, one must have completed at least one lap in the first. Details of this and of the other events on the programme—including Jaguar-only and Lotus-only races—may be obtained from A. J. Beagle, 2 The Leas, Avon Road, Upminster, Essex.

AFTER the Circuit of Ireland, there is the Circuit of Munster, which takes place on 20th/21st May, run by the **Limerick M.C.** It is open to any holder of R.A.C. or R.I.A.C. competition licence, and there will be three starting points: Limerick, Cork and Dublin. Further information may be obtained from Noel Thompson, Castlemungret, Co. Limerick, Ireland. . . . On the calendar for members of the **Vintage S.C.C.** are the Edwardian and Light Car Rally on 12th May, from Cheltenham to Prescott; Prescott Hill-climb on 13th May; and Oulton Park Race Meeting on 23rd June. T. W. Carson, Brooks Cottage, Bishop's Green, Newbury, Berks, will supply details. . . . On Sunday, 13th May, the **Herts County A. & Ae.C.** will hold a speed trial at Tempsford Aerodrome, near Biggleswade, Beds. The course will be 900 yds. long with a variety of bends and straights. There will be classes for racing and sports cars of all capacities and the following clubs are invited: West Essex, Bugatti Owners, North London Enthusiasts, 750, B.A.R.C. and B.R.S.C.C. Entry forms are available from D. A. Wilcocks, The Cottage, Faircross Way, St. Albans, Herts. . . . Regulations are now available for the Catterick Speed Hill-climb to be run on 20th May by the Darlington and Newcastle clubs on behalf of the **Association of North-Eastern and Cumberland Car Clubs.** The event is open to members of any clubs in the Association or anyone registered for the Junior Hill-climb and Sprint Championship. The course is about $\frac{1}{2}$ mile long, with one hairpin and six other bends, and there are classes for touring, sports and racing cars. Secretary of the meeting is R. B. Horn, 3 Westwood Road, Brunton Park, Newcastle-upon-Tyne 3, and entries close on 10th May. . . . The **Cemian M.C.** will be holding a closed driving test meeting at Heston Aerodrome on 6th May. Inquiries should be addressed to



LADIES ONLY: Contrasts in transport seen during the Ladies' five-lap handicap race at Goodwood last Saturday. Patsy Burt's DB2-4 is hard on the (high?) heels of Mrs. Mary Seed's Frazer-Nash.

R. E. Reynolds, 83 Woodcote Valley Road, Purley, Surrey. . . . The Public Schools M.C. are promoting a rally on 22nd April and a Gymkhana at Chipping Ongar, Essex, on 6th May. Details of membership and of both events may be obtained from J. Blunsden, 48 Glebe Way, West Wickham, Kent. . . . Yet another Irish circuit is the Circuit of Down, which is to take place in that county on 12th May, organized by the **Newry and D.M.C.** It runs for 200 miles and is open to members of the Joint Committee of Northern Ireland Car Clubs, the **Leinster M.C.**, **I.M.R.C.**, **Connacht M.C.**, **M.G.C.C.** (Irish Centre) and **Irish Trials Drivers' Club.** There are two starting points, Belfast and Newry, entries close on 9th May and the one to write to is Mrs. E. Atkinson, 17 Sandys Street, Newry. . . . Members of the **B.R.S.C.C.** will be competing in the Formula 3 races at Cadwell Park on Whit Monday, at the meeting run in conjunction with the **Louth and D.M.C.C.** Entries close on 1st May and should be addressed to Chas Wilkinson, 140 Eastgate, Louth, Lincs. Incidentally, the circuit is now completely surfaced in tarmac. . . . Entries close on Monday (23rd) for the **West Essex C.C.** National Speed Trial to be held at Matching Green airfield, near Harlow, Essex, on 29th April, over a straight timed kilometre, cars running in pairs. Secretary of the meeting is A. J. Beagle, 2 The Leas, Avon Road, Upminster, Essex. . . . The **Caernarvonshire and Anglesey M.C.** Palferman Rally takes place on 12th/13th May, over a 200-mile route on the island of Anglesey, the invited clubs are the North Staffs, South Caernarvonshire, Rhyl, Liverpool, 750, M.G. and B.A.R.C. The event starts from Bangor, entries close on 5th May and regs. may be obtained from A. McDermid, "Colwyn", Lon y Bryn, Bangor, Caernarvonshire. . . . Entries close on Monday (23rd) for the **Morgan 4/4 Club's** Spring Rally on 29th April, which is open to the Evesham, Herefordshire, London, M.G., Northampton, Wolverhampton and South Staffs and B.A.R.C. The two starting points for

the 175-mile route are near Oxford and Bromsgrove and the Secretary of the event is R. E. Meredith, 152 Worcester Road, Bromsgrove, Worcs. . . . The address of H. Mackinlay, Secretary of the **Anglia and Prefect O.C.**, is now 83 High Street, Westerham, Kent. . . . Secretary of the **North Midland M.C.** is now D. J. J. Carter, "Snaithfield", Millhouses Lane, Sheffield 11. . . . Entries close on 25th April for the **Leeds University Union M.C.** night navigation rally on 28th/29th April. The invited clubs are the Sheffield and Hallamshire, De Lacy, Huddersfield, B.A.R.C. (Yorks), C.U.A.C., M.G.C.C. (N.E. Centre) and B.R.S.C.C. The route is of some 400 miles, starting and finishing at Pool-in-Wharfedale and the Secretary of the Meeting is J. D. Hurlbatt, c/o University Union, University Road, Leeds 2. . . . Regular monthly meetings of the newly formed **Special Builders C.C.** are now being held and enquiries should be addressed to K. J. Kennedy, 102 Grove Road, Chadwell Heath, Romford, Essex. . . . Regulations are available for the **B.R.S.C.C.** closed race meeting at Brands Hatch on 20th May. There will be events for F3 and *Formule Libre* racing cars, and for 1,200 c.c. and 1,500 c.c. sports cars. Entries close on 30th April, with Ken Gregory, 35 Strand, London, W.C.2.

M.G.C.C. APRIL RALLY

7th/8th April

Premier Award: G. W. Freeman/P. Morgan Evans (M.G., Magnette). **Expert Category:** (open) J. J. Palmes/M. Hay-Hills (M.G.A.); (closed) H. R. Harvey-Moffat/R. Cook (M.G., Magnette). **Novice Category:** (open) J. L. Brind/P. J. Money Penny (M.G. TD); (closed) J. Dalton/D. J. Gillingham (M.G. Magnette). **Ladies' Award:** Miss J. Axtell/Miss A. Axtell (Triumph TR2).

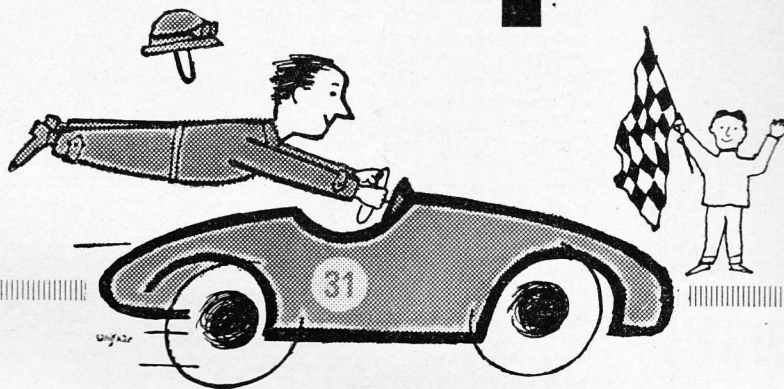
MIDLANDS M.E.C. CAMBRIAN RALLY

6th/7th April

M.M.E.C. Cup: A. T. Fisher/Miss V. Domleo (Austin A30). **Committee Cup:** I. B. McLaughlin/J. Steele-Nichols (Standard 10). **Class 1:** P. G. Towers/A. G. Newman (Jowett Jupiter). **Class 2:** 1. R. W. Best/R. Satterthwaite (Austin A40 Sports); 2. V. R. Rowe/M. R. H. Adams (Standard 8). **Class 3:** K. N. Ballisat/W. E. Fry (Triumph TR2). **Class 4:** A. H. Aliso/N. Willets (Standard Vanguard).

More Club News on page 370

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Northern Notes

by WILSON ROGERS

WORKING off the backlog of events in the North means that only a sketchy report will have to suffice for some very interesting events.

Take the Bolton-le-Moors Blackpool Driving Tests, for example. Sixteen of the most interesting tests you could imagine: 150 competitors; a beautiful day; and the slickest bit of organization you could desire both to see the runs through and produce a most exhaustive result sheet which appeared on everybody's chair at dinner the same evening.

There were the usual stories which accompany any motoring affair. Such as J. S. Nightingale working on his Dellow until the wee sma' hours and then practising in and out the cat's eyes! There was Denis Scot having a fling in his M.G.A. and enjoying himself in spite of the gear stick coming off in his hand. . . . Joe Hill getting the feel of his Ford before the Circuit of Ireland. . . . Jimmy Ray swiping his Sunbeam in the Open Air Baths and spectator Bill Gledhill doing a bit of unanticipated tin-bashing to get James cracking again. But, of

SPRING SONG of a hard-working 1,172 engine can be heard as R. C. Needham tackles Wright's Meadow in the Mid-Cheshire M.C. Wilshire Trophy Trial.

course, all honours to Pete Baldam, who handled the TR2 in a most competent manner. Never showy, he went through the lot without a penalty and well deserved the outright win.

Arthur Whatmough collected a whole armful of awards which included an innovation in the Index of Performance award based on results last year. Arthur certainly handles the Sunbeam well and was not let down in the team event, for those two young enthusiasts Paddy Smith and Mike Watson-Smyth drove TR2 and M.G. TF respectively and showed a lot of promise in so doing.

Easter week-end brought the Wilshire Trophy Trial, and the Mid-Cheshire Motor Club had as strong an entry as they have ever had for this fully sporting trial. The event ranked in the B.T.D.A. Trials Star, and organizer Dr. "Jim" Lilley left nothing to chance when he picked the sections which lay quite near to Terry Warburton's delightful Egerton Arms at Broxton. The weather was kind and Jim Lilley's hills made the whole thing well worth while. Stan Jenkins went out of his way to say how much he had enjoyed the event and it really wasn't because Stanley won it! It was good to see the Sheffield man upholding our Northern honour and particularly so since Stan had a bad illness last year. But he'll be the first to tell you he has never been better than now.

Y Rali Gogledd Cymru may sound pretty difficult to say but believe me it's more difficult to do! At all events that is what everyone said at the Kinmel Park Camp on Sunday, 8th April, while they were doing the final test. 320 miles at 30 m.p.h. over tricky going and reading even trickier place names caught most on the hop. In fact, only John Waddington in his hardtop TR2 managed the whole run without loss of marks on the road which speaks volumes for Mike Wood's navigating.

Two near misses in this way were Tommy Gold (Triumph TR3) partnered by Mrs. Gold, and Cyril Bold (Ford Popular) making a welcome return to competitive motoring. Mike Hinde navigated Cyril and even the three minutes they did lose may have been saved had the farmer reversed instead of making the rallyists go back. But that is the way of it, so that Tommy Gold and

Cyril Bold both lost three minutes. Each, however, had some consolation. On the rather long test laid out around the perimeter of the parade ground Tommy Gold swung his TR3 around in a magnificent 95 secs.—2 secs. better than the Waddington wiggles. But then, in his Ford Popular Cyril Bold completed the manoeuvre in an incredible 102 secs.—whole slices of time better than the next in his class. The Bold hands seem to have lost none of their cunning either at turning or tuning!

The Lanes and Ches. Club contrive to keep its 300 members happy mainly through the continued exertions of Len Clarkson. What with "Frolics" and "Madnesses", Club Nights and Midnight Matinees this club never has a dull moment. And, of course, one of its more glorious moments is the Derbyshire Trial on 22nd April. This year Jack Sivey has had to give up the editorship of *Out and About* owing to pressure of business. Peter Attwood will have to work hard to equal the excellent results Jack has produced through the years.

Racing Briefs

The Hon. Edward Greenall is putting a Cooper-Climax together as fast as his spanners can carry him. . . . Ken Wharton was trying the Peter Bell Connaught at Oulton Park recently. . . . David Hisking is busy bedding in the Lester-M.G. . . . Horace Porteous still has the sleek Cooper-M.G., but not for long it would seem. Many covetous eyes are being cast. . . . Kenneth Neve has got a lot of weight off his Twin Ariel-4 engined special during the "recess". . . . Eddie Sibbalds is still using the Wolseley engine the Bugatti purists deplore. But he says he'll try to put a proper engine in it next year. . . . Rodney and Warwick Bloor have taken unto themselves a Lotus.

No doubt most of these boys will be pleased to know that although the spring event was not held, Rhwymwyn will be on as usual in October.

ROMFORD ENTHUSIASTS' C.C. STAPLEFORD DRIVING TESTS 8th April

1, I. Murchison (Dellow); 2, J. Templeton (Dellow); 3, M. Cavenagh (M.G.-Ford); 4, C. Singleton (M.G. TC). **Class A:** 1, L. Turtle (M.G. J2); 2, M. Reed (Morris 8). **Class B:** 1, I. Murchison (Dellow); 2, J. Templeton (Dellow). **Class C:** 1, A. Gordon (Triumph TR2); 2, S. Wilcox (Triumph TR2). **Class D:** 1, J. Brindley (Morris Minor); 2, O. Whitehead (Morris Minor). **Class E:** 1, R. Hutchinson (Ford Prefect); 2, B. Hills (Austin). **Class F:** 1, S. Greenfield (Ford Zodiac).

More Club News on page 376

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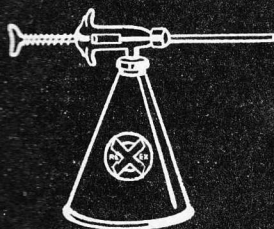
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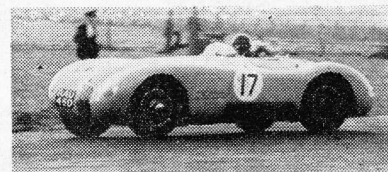
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JOWETT Javelin saloon March 1952, in silver grey, engine just completely stripped down and reconditioned, car has not been used since, absolutely first-class mechanically, fitted heater, bodywork and interior like new £475

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Coming Attractions

April 21st. B.A.R.C. International Race Meeting (F1, F3, S, T), Aintree. Start, 11 a.m.

Vintage S.C.C. Race Meeting, Silverstone. Start, 12.15 p.m.

April 22nd. Lancashire and Cheshire C.C. 15th Derbyshire Trial. Start, 11 a.m. from New Inns Hotel, Alsop-en-le-Dale, near Ashbourne, Derbys.

Veteran C.C. Woburn Park Rally, Woburn Park, Beds. Arrive, 10-11.30 a.m.

Thames Estuary A.C. "Day of Dicing" (Driving Tests), Matching Green Airfield, near Brentwood, Essex. Start, 10.30 a.m.

Brent Vale M.C. Driving Test Meeting, Heston Aerodrome. Start, 2 p.m.

April 28th-29th. Mille Miglia (S, T), Italy.

April 29th. West Essex C.C. National Speed Trial, Matching Green Airfield, near Brentwood, Essex. Start, 11 a.m.

Border M.R.C. Race Meeting, Charterhall, near Berwick-on-Tweed. Start, 2.30 p.m.

Gosport A.C. Speed Trial, Ferry Road, Eastney, Portsmouth, Hants.

Ilkley and D.M.C. Pennines Trial. Start from Otley Chevin, 1 p.m.

News from Wales

SINCE the printing dispute, which has prevented the coverage of most of major club events, the highspots in Welsh motoring sport have been the ninth Welsh Rally of the South Wales A.C., the first Night Rally of the Welsh Counties C.C. and the first of the season's hill-climbs of the S.W.A.C. at Castel Hill. This latter, held on Easter Monday, was the first qualifying event of the Junior Hill-Climb and Sprint Championship, recently inaugurated by the Midland A.C., the aims and regulations for which have been reported hitherto.

Despite very little publicity—unfortunate, especially, for the first "round" of the Championship—the event was particularly well supported, with 59 entries. The weather was excellent and, according to the number of tickets sold, there were over 300 cars in the car-park and spectators numbered over 2,000.

Many interesting cars took part, including the ex-Angela Brown DB35 Aston Martin driven by C. Sgonina, who took B.T.D., a very special S.S. Jaguar 100 (A. E. Guy), a Lester M.G. (A. Hesp, the Club's Chairman), a 37A Bugatti (Hon. J. Somerset), a Lotus (M. Clay), an H.R.G./Leaf special (P. Cottrell) a Sapphire and several TR2s and Austin-Healeys. Lyndon Sims did do a run up the hill in the works Aston Martin, loaned to him by David Brown, but did not, however, compete. Jack Williamson, unfortunately, did not appear in his Vintage 4½ Bentley—a pity, as he is the present holder of the Bailey

Trophy. Maurice Charles entered a barely-completed 3½-litre Jaguar-engined special which sounded very sick—again a pity, knowing this driver's ability.

Apart from some little trouble with the P.A. system, the event ran very smoothly and Peter Collins, Sport Secretary of the S.W.A.C., has, justifiably, received many letters of congratulation for his efforts.

J. WHITEHEAD.

Results

B.T.D.: C. Sgonina (Aston Martin), 32.2 secs.
Class 1. Up to 1,000 c.c.: 1. M. Clay (Lotus), 32.9; 2. P. Town (Morris), 46.4. **Class 2. 1,001 c.c.-1,500 c.c.:** 1. A. Hesp (Lester M.G.), 33.2; 2. P. Cottrell (H.R.G./Leaf), 33.9; 3. R. Rumble (M.G.), 37.0. **Class 3. 1,501 c.c.-2,500 c.c.:** 1. W. Morgan (TR3), 33.1; 2. R. Lewis (TR2), 33.3; 3. M. Seal (TR2), 33.4. **Class 4. Over 2,500 c.c.:** 1. A. E. Guy (Jaguar), 32.4; 2. M. Parker (Austin-Healey), 34.0. **Saloons. Class 5. Up to 1,000 c.c.:** 1. D. Hayman (DKW), 41.1; 2. G. Houston (Morris), 43.3. **Class 6. 1,001 c.c.-1,500 c.c.:** 1. T. Pascoe (Porsche), 37.4; 2. M. Rogers (Volkswagen), 40.4; 3. G. Turner (Volkswagen), 42.1. **Class 7. 1,501 c.c.-2,500 c.c.:** 1. C. Davies (Bristol), 36.1; 2. P. Chorley (Standard), 40.1. **Class 8. Over 2,500 c.c.:** 1. M. Charles (Jaguar), 36.6; 2. J. Cowland (Sapphire), 39.1. **Class 9:** 1. C. Sgonina (Aston Martin), 32.2; 2. A. Hesp (Lester M.G.), 33.5.

Inter-Team Competition: 1 (S.W.A.C.), M. Clay, C. Sgonina, A. Hesp, 99.8 secs. 2 (Bugatti O.C.), A. Guy, M. Dodds, M. Seal 101.0 secs. **Bailey Trophy Marks:** C. Sgonina 5, M. Clay 3, A. Hesp 1.

"ALL FOOLS" RALLY

THE "All Fools" Rally, organized by the B.A.R.C. (Yorkshire Centre) on the week-end of 24th/25th March was an early victory for the M.G.A. driven by local M.G. exponent Bob Dack.

It was the first competition outing for his green "A-type", but he showed the car to be as potent as his TD to share

first place in the rally with Jack Rycroft with a loss of only 58 marks.

The rally started from the Victoria Hotel, Bradford, on the Saturday night and finished there on the Sunday morning. The course, of just over 200 miles, lay in the Wharfedale and Airedale area. Most of the rally was route-carded but a short section on six-figure references sorted out the entry.

Provisional Results

Best Performance (tie): R. J. Dack (M.G.A.) and J. M. Rycroft (Jowett Javelin), each 58 marks lost; 3. R. Godsmark (Standard 10), 64; 4. K. N. Lee (M.G.A.), 78; 5. (and best in opposite class) P. B. Townsend (Sunbeam), 101.

Novice Award: H. O. Holliday (Morris Minor).
Team Award: J. M. Rycroft, G. A. M. Baxter and E. G. Jackson.

Club Fixtures

Bentley D.C.—Social Meetings: 21st April, Three-Legged Cross, Warfield, near Bracknell, Berks; 24th April, Hautboy Hotel, Ockham, Surrey; 26th April, Bull's Head, Shenstone, Staffs; 28th April, Halfway House, Aylesbeare, Devon; 29th April, Rasmartin Hotel, West Linton, Peebles. A.G.M., 28th April, Bear Hotel, Woodstock, Oxon, 3 p.m.

Guildford M.C.—Social Run, 21st April. Start, 5 p.m. from Hautboy Hotel, Ockham.

B.A.R.C. (Yorks).—Social Run, 22nd April. Start, 2 p.m. from Hook Moor.

Bexley L.C.C.—Social Meeting, 23rd April, Traveller's Home, Long Lane, Bexleyheath.

Sevenoaks & D.M.C.—A.G.M., 23rd April, Bligh's Hotel, Sevenoaks, 8 p.m.

Lagonda Club.—Social Meeting, 24th April, Red Lion, Holme-on-Spalding Moor.

London M.C.—Social Meeting, 24th April, Pavlovs Arms, Page Street, Westminster.

Romford E.C.C.—Quiz with Billericay M.C., 24th April, Duke's Head, Landon Common; Talk by Lotus Engineering, 26th April, White Hart, Collier Row, 8.15 p.m.

Aberavon M.C.—Social Meeting, 24th April, Welcome to Town Hotel, Aberavon.

Northampton & D.C.C.—Evening Run, 24th April. Start, 7.30 p.m. from Victoria Promenade, Northampton.

B.A.R.C. (S.W.).—Film Show, 25th April, Little Testwood Country Club, Totton, Southampton.

Cirele C.C.—Social Meeting, 25th April, Preston Hotel, Preston Road, Wembley.

Yorkshire S.C.C.—Social Meeting, 25th April, Windmill Inn, Shelf.

Hagley & D.L.C.C.—Social Meeting, 25th April, Lyttelton Arms, Hagley.

A.C.O.C.—A.G.M., 25th April, Marlborough Head, North Audley Street, London, 8 p.m.

Sunbac.—Talk on Team Management, 26th April, The Boat, Catherine-de-Barnes, Solihull, 8 p.m.

Vintage S.C.C.—Social Meetings: 26th April, Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Ches.

750 M.C.—Social Meeting, 26th April, Windmill Inn, Shelf.

Hants & Berks M.C.—Navigation Practice, 27th April, New Inn, Eversley, 8 p.m.

Aston Martin O.C.—Social Meeting, 27th April, The Cock, Epping.

Healey D.C.—Social Meeting, 27th April, The Plough, Bletchingley, Surrey.

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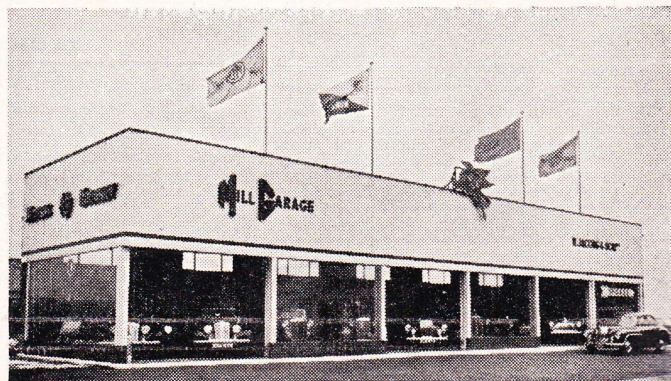


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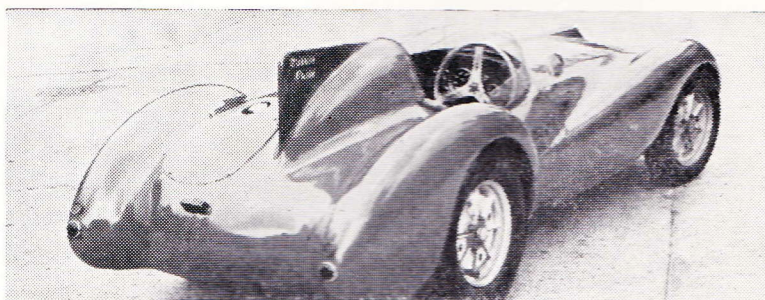
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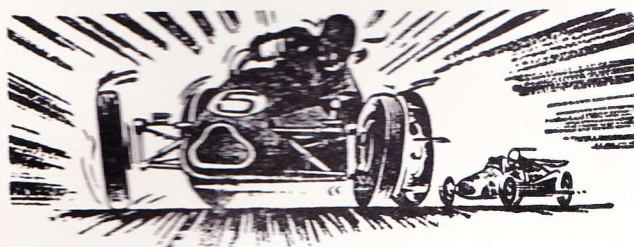


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