

**JOHN BOLSTER TESTS THE RENAULT FRÉGATE**

# AUTOSPORT

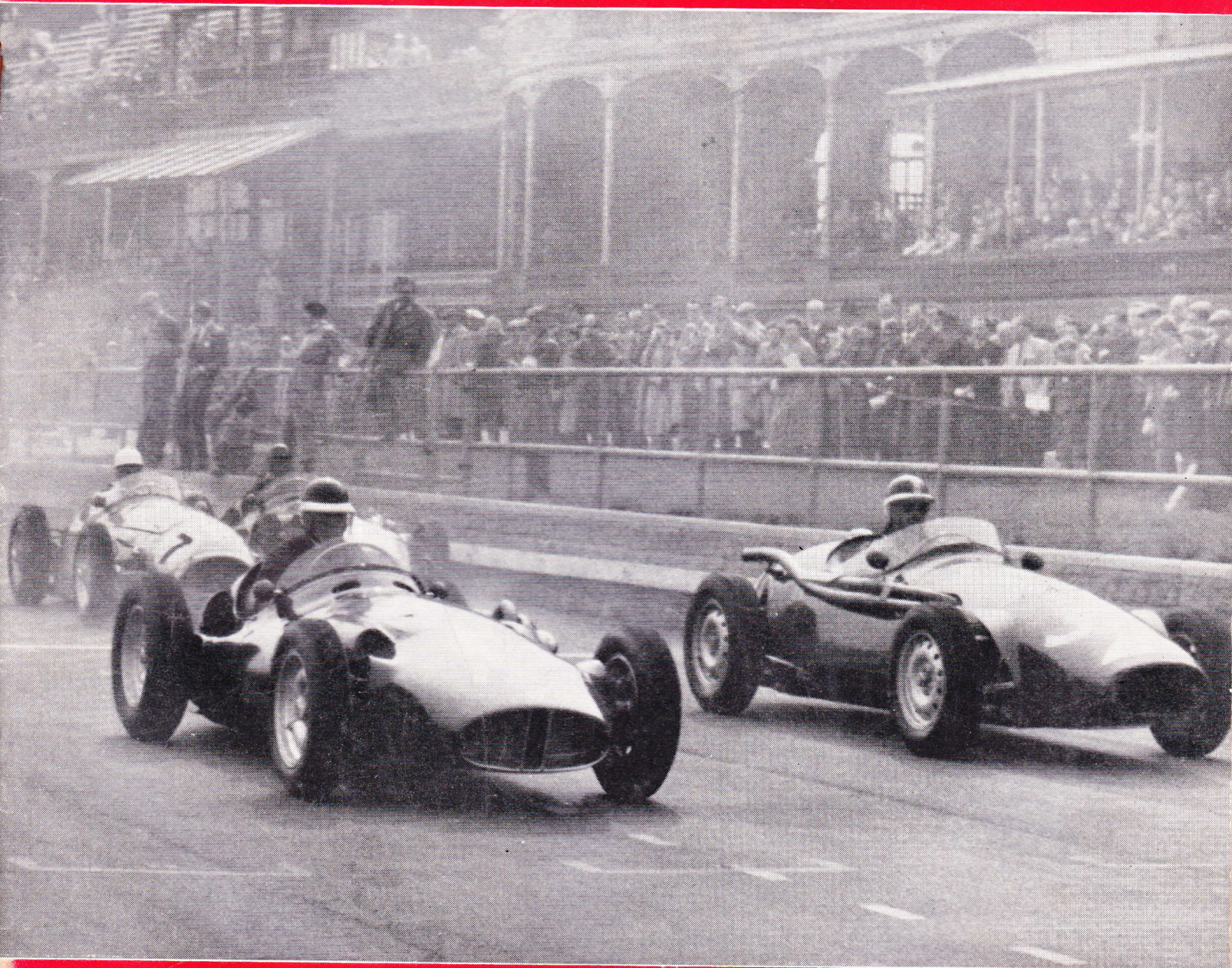
MAY 4, 1956

**1/6**

EVERY FRIDAY

Vol. 12 No. 18

BRITAIN'S MOTOR SPORTING WEEKLY



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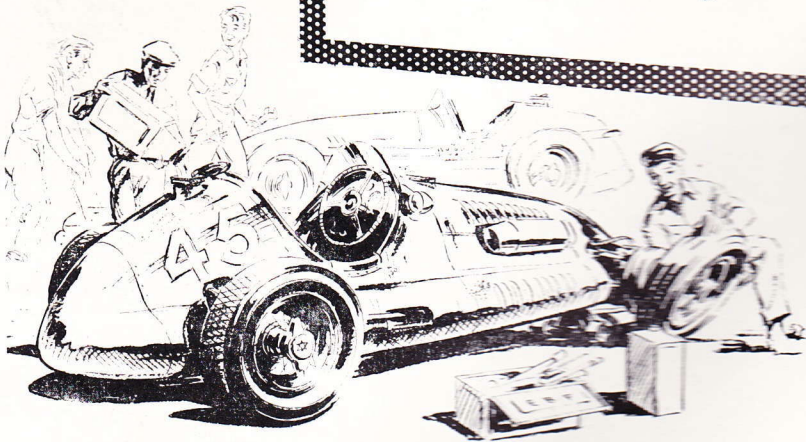
PETER CAVANAGH • GERARD CROMBAC • W. A. McMASTER • "AENEAS" • PETER EASTON



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*on the wheels and at the wheel*

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**DUNLOP** *"Road Speed"*

One of the first essentials of any motoring is for speed to be under complete and *confident* control. If you're a speed enthusiast who aims at maximum engine performance, through all the gears, the new Dunlop "Road Speed" will do much to help. Bred of Dunlop road and racing experience, designed, tested and proved to stand up to faster, sustained speeds and, at the same time, to give the *maximum degree of control* throughout the speed range, it brings new confidence to the handling of a powerful sports car—whether you are cornering, braking or flat out—on wet roads or dry!

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**AND THESE NEW FEATURES**

—new rounded tread shoulders—now *proved* best for carrying the load well down on the shoulder and maintaining more *positive* grip when cornering; new ribbed pattern; new specially angled knife cuts.





# Atomic detector proves 80% less engine wear with BP Energol 'Visco-static'

## Measuring wear while the engine is running

OVER and over again test results with BP Energol 'Visco-static' motor oil have shown 80% less wear on cylinder bores and piston rings. These tests have been made with a wonderful new radio-active wear-detector at The British Petroleum Company's Research Laboratories. By fitting radio-active parts, engineers measure wear while the engine is actually running.

## What is the main cause of engine wear?

Research has proved that engines wear out faster while warming up. The reason is that while the car isn't in use, acid products condense on the cylinder walls and attack the surfaces. In turn the products of this corrosion are abrasive and grind the piston rings and cylinders when the engine starts. This accounts for the greater part of all engine wear.

## How BP Energol 'Visco-static' reduces wear

BP Energol 'Visco-static' defeats starting wear in two ways. First because of its anti-corrosive additives, it leaves a strong, protective layer of oil on the cylinder walls when the engine is stopped. Secondly when the engine is started again BP Energol 'Visco-static' flows freely even in extreme cold. This ensures that the cylinders are flushed with adequate lubricant during the critical warming up period.

## Up to 12% saving in petrol

You cut down oil drag with BP Energol 'Visco-static' and so save up to 12% of petrol on start and stop running and up to 5% on longer runs.



**Danger Radio-active.** The radio-active piston ring from Harwell is being removed from its keep. The ring is used in a special wear detection rig at The British Petroleum Company's Research Laboratories. It has proved conclusively that BP Energol 'Visco-static' gives 80% less engine wear.

Starting is easier too in all weathers and your engine runs more freely and easily. BP Energol 'Visco-static' is for all the year round — another plus point.

## Do's and Don'ts with BP Energol 'Visco-static'

Don't mix it with other oils.

Drain and refill with BP Energol 'Visco-static', run for 500 miles, then

drain and refill again.

Don't change to it if your engine will shortly need an overhaul. You will do better to continue with the normal grades of BP Energol until it has been overhauled.

BP Energol 'Visco-static' is obtainable at garages where you see the BP Shield, in pint, quart and 1 gallon sealed containers.



ENERGOL 'VISCO-STATIC' MOTOR OIL IS A PRODUCT OF THE BRITISH PETROLEUM COMPANY LIMITED

*Visco-static' is a trade-mark of The British Petroleum Company Limited.*



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 18

May 4, 1956

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## EDITORIAL

### THE MILLE MIGLIA

THE "Prancing Horse" of Maranello is back in the forefront with a vengeance. This season so far has brought win after win for Ferrari, and the first five places in last Sunday's Mille Miglia is an achievement of which the Scuderia may indeed be proud. We, in our turn, may be proud of Peter Collins's part in this sweeping success, following on his Circuit of Sicily victory. Stirling Moss's luck was out this time, as was that of Maserati as a whole. Although they won the Argentine 1,000 kms. race, the "Trident"-bearing marque seems unable to achieve that degree of stamina which the Mille Miglia, above all, demands. The absence of Jaguar and Aston Martin was much lamented, and this year's race was of somewhat reduced International interest as a result, although the "production"-type 300SL Mercedes-Benz administered a shock or two to their opponents.

Marring the race was the appalling weather and the serious accidents brought in its train. Cries of "it ought to be stopped" have inevitably been raised against the Italian classic, and the future of the sole surviving town-to-town race lies uncertain. Undoubtedly the policing and marshalling of the unique 1,000-mile course is a formidable task, and although the organizers made every possible effort to safeguard the public, to the extent this year of closing the entire course, opportunities for carefree spectators to expose themselves to danger inevitably arise. And that danger was this year enhanced by the unavoidable hazards of teeming rain, ice-like road surfaces, and poor visibility.

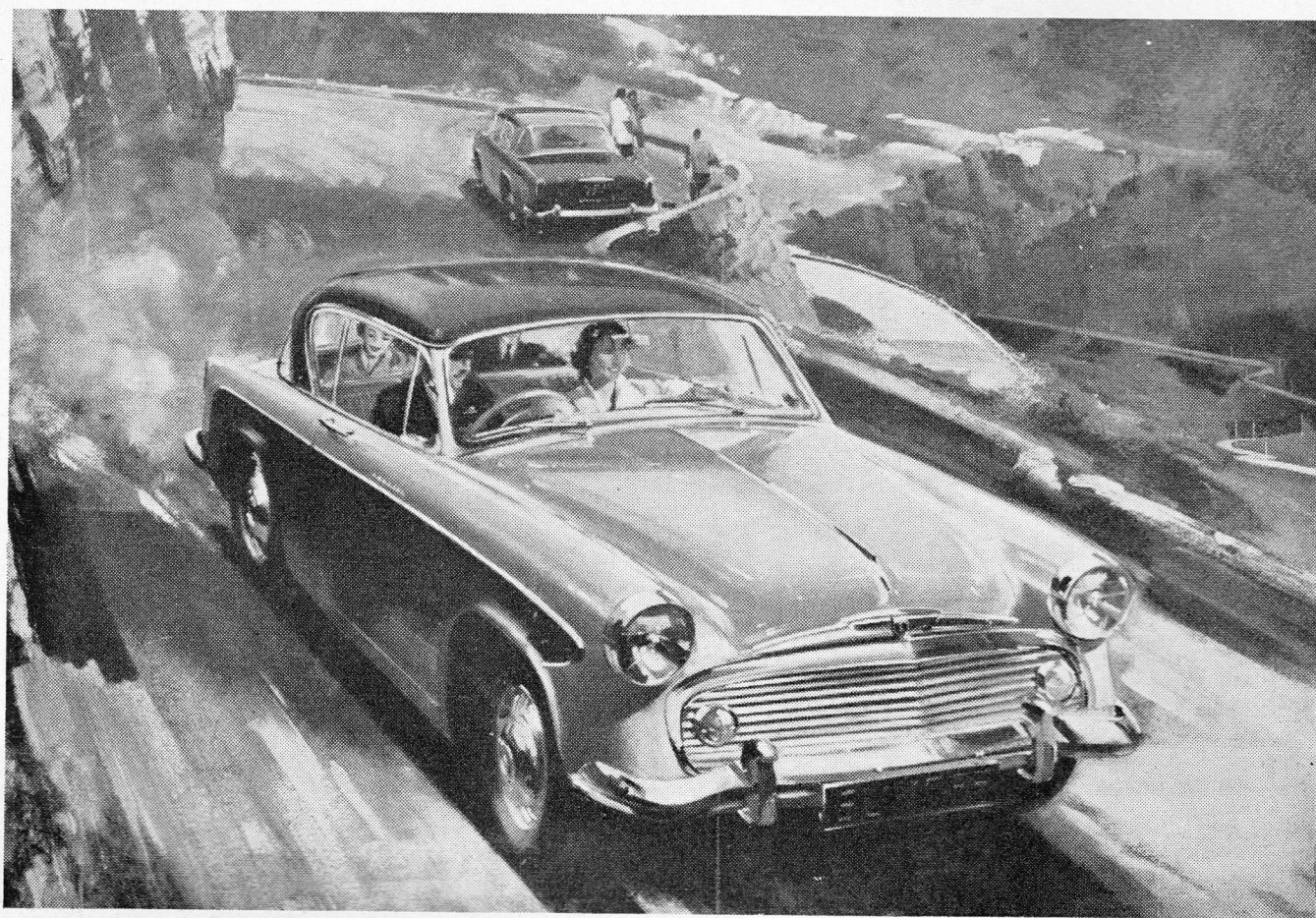
### CHALLENGING THE "RED"

TOMORROW the focus is on Silverstone. On paper it may be anticipated that Fangio and Collins in their Ferraris should between them scoop the Formula 1 race, but Britons have far more on which to base their hopes for a home victory than for many years. Our cars, Connaught, B.R.M., Vanwall, are fast, that much we know; our cars are brittle, that much we also know, from the results at Goodwood and Aintree. But Send and Bourne will have spared no efforts to remedy the shortcomings of their cars, and some day, soon, should achieve the success they merit. As to Vanwall of Acton, we must wait and see, knowing that they, too, are determined to succeed eventually. Never has Britain been able to field three first-line G.P. marques before—the situation is enthralling. Yes, tomorrow's International Trophy, and the supporting races, should be very good indeed.

### OUR COVER PICTURE

ONLY ONCE in seven years has a British car won the Daily Express International Trophy Race at Silverstone—the H.W.M. in 1952. At last year's meeting the G.P. Connaught showed signs that it was a potential winner, and recently the 2½-litre B.R.M. has demonstrated great speed. Both these cars are seen here leaving the grid at Aintree a fortnight ago; is it too much to hope that one or both of them will vanquish Ferrari at Silverstone tomorrow?





# Brilliant performance of Sunbeam Rapier in 1956 Mille Miglia race

## 2<sup>nd</sup>

Driven by Sheila Van Damm and Peter Harper. Average speed over course 66.37 m.p.h. (BRESCIA to ROME 72 m.p.h.).

## 3<sup>rd</sup>

Driven by W. Wisnewski and F. Bossmiller. Average speed over course 65.07 m.p.h.

## 1300-1600 c.c. class

*Special series Touring and Gran Turismo*

(Subject to Official confirmation.)

**Two cars entered—two cars placed!**

The two Sunbeam Rapiers entered for this gruelling 1,000 mile race have effectively demonstrated their outstanding performance and reliability.

Competing for the first time in an International Event, the results are in the true tradition of success for which Sunbeam cars have long been famous.

### Read what the Press says about this latest Sunbeam achievement:

"The two Sunbeam Rapiers, one driven by Miss Van Damm with P. Harper as co-driver, and the other by two Germans, put up an excellent display in their first race."

THE TIMES

"Miss Sheila Van Damm, of Britain, partnered by P. Harper, drove a fine race to finish second in her Sunbeam."

YORKSHIRE POST

"The two new Sunbeam Rapier saloons entered for their first race finished in perfect condition."

SPORTING LIFE

"Britain's Sheila Van Damm, who was driving a Sunbeam Rapier said: 'All the way there was a gale blowing and it poured with rain. There were times when it was like driving along on ice, so slippery were some of the mountain roads.'"

DAILY SKETCH

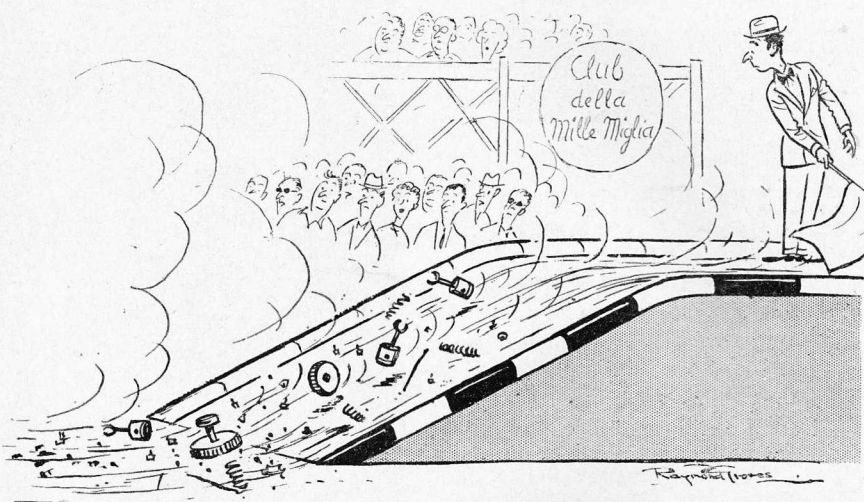
SUNBEAM-TALBOT LTD., COVENTRY. LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LTD., DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1



THAT Ferrari-Bardahl machine which Farina is to drive at Indianapolis has been giving 382 b.h.p. from its 4.4-litre six-cylinder engine at around 6,000 r.p.m., using three carburettors. An American system of fuel injection may be adopted when the car reaches Indianapolis, provided experiments prove successful.

SWITZERLAND'S Geneva Rally, counting for the European Touring Championship, has drawn a B.M.C. team, comprising John Gott/Shepherd, P. Wilson/M. Chambers, and J. Sears/K. Best, all in Austins, plus Nancy Mitchell in an M.G. Magnette. Rally dates are 25th-27th May.

OSCA will field a new 4-cylinder 1½-litre monoposto in Formula 2 events in 1957.



## PIT & PADDOCK

DAIMLER announce reductions in the prices of their 2½-litre Conquest Mk. II saloon of £186 (now £1,549 7s. total, P.T. inclusive), and of the Century Mk. II saloon of £198 (now £1,699 7s. total, P.T. inclusive).

FORD have substantially reduced prices of the Anglia and Prefect de Luxe models in Belgium. Sterling equivalents of the new prices are: Anglia, £483, and Prefect, £517.

PRESCOTT expert Peter Stubberfield has been working on a Type 51 Bugatti-engined Special for sprint and hill-climb work, collaborating with P. J. Green. With all-independent suspension, E.N.V. gearbox, a light and efficient single-seater body and dry weight of around 10 cwt., the P.J.S.-Bugatti, as it is called, should prove "quite something" in future events.

THAT Guzzi 500 c.c. V8 motor-cycle engine we mentioned last week has a bore and stroke of 44 mm. x 41 mm.; power output is 68 b.h.p. at 12,400 r.p.m.! Twin o.h.c. five roller-bearing crankshaft, four carburettors and "wet" cylinder liners feature in its specification.

DUTCHMEN Lex Beels and H. Hutchinson, formerly Cooper exponents in Formula 3, will probably switch to sports car racing with a pair of those popular and very rapid little 1,500 c.c. Maseratis.

A "MONOPOSTO" of a different kind—Reg Parnell, Derbyshire farmer, tries out one of the new Model 2D David Brown tractors while visiting the factory at Meltham, Yorks. With him are David Brown, Jnr., and F. Taylor, Parnell's farm manager.



LOU MOORE, a notable figure in American racing, particularly at Indianapolis, died after illness in hospital at Atlanta on 25th March at the age of 52. Moore raced on many occasions, competing in the 1934 Tripoli G.P. with a Miller, and later turned to the entry and preparation of racing cars.

CIRCUIT OF BRESSUIRE race, due to be held on 24th June, has been cancelled.

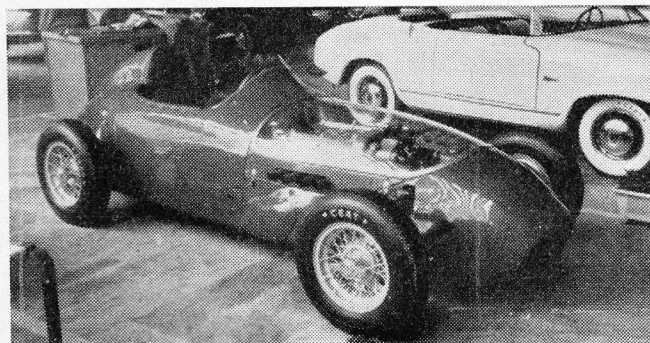
### TOMORROW'S SILVERSTONE TIMETABLE

Sports Car Race No. 1 (Up to 1,500 c.c.)	Start, 10.30 a.m.
Sports Car Race No. 2 (Over 1,500 c.c.)	Start, 11.45 a.m.
Daily Express Trophy Race (Formula 1)	Start, 2.00 p.m.
Touring Car Race	Start, 4.30 p.m.
Formula 3 Race	Start, 5.30 p.m.

INTERESTING newcomers to Silverstone tomorrow are the two EMWs from Eastern Germany, and Raymond Flower's new Phoenix-Bristol from Egypt, to be driven by Gordon Bedson.

A TOTAL of £12,000 in prize money is available for the 1956 Mobilgas Reliability Trial round Australia, sponsored by the Vacuum Oil Pty., Ltd. The outright winner gains £3,000 plus an extra £1,500 if he/she undertakes to enter for the 1957 Monte Carlo Rally. The Trial starts from Sydney on 4th August, and should finish, again at Sydney, at about 20th August.

THE 1956 edition of the A.A.'s Foreign Touring Guide has just been published. Its 432 pages are a mine of information for motorists and motorists crossing the Channel; a 32-page atlas, and lists and details of hotels, motels, garages, etc., are features.



THESE, too, are "monopostos", seen at the Turin International Show. Above is Count Lurani's famous Nibbio 500, strikingly rebodied by Ghia. On the left is the twin o.h.c. 750 c.c. racing Stanguellini.



*BEFORE THE STORM: Ferraris and Maseratis in the main square at Brescia before the start of last Sunday's Mille Miglia, run in heavy rain.*

## SPORTS NEWS

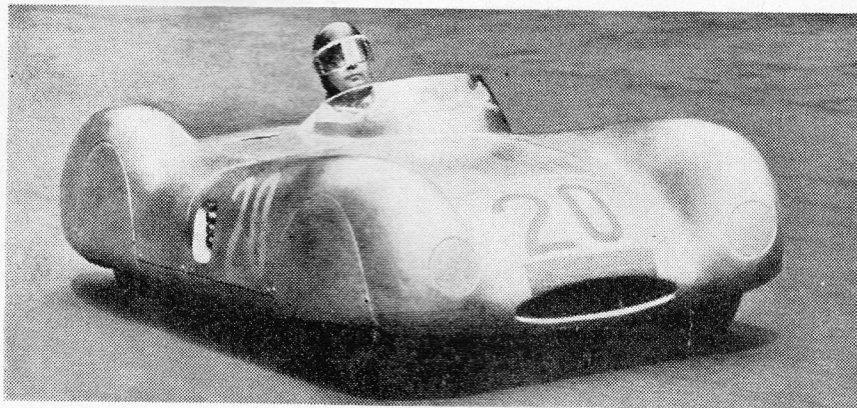
### TULIP RALLY

MAY 5th is not only "Silverstone" day; it marks the start of Holland's famous International Tulip Rally, for which no less than 78 British entries have been received. Starting points are London, Paris, Noordwijk, Munich, Milan, Hamburg, Brussels, Berne and Barcelona. All cars converge on Champagnole in France, then tackle a common 1,000-mile drive to Monte Carlo and back northwards through France and Luxembourg into Holland, the Rally ending on 12th May at Noordwijk, on the Dutch coast.

An R.A.C. Club team, comprising Jimmy Ray (Sunbeam Rapier), L. S. Stross (Jaguar) and R. Brookes/Frank Grounds (Austin A30) has been nominated, while the R.A.C.-selected team for the silver Interland Challenge Trophy comprises Lyndon Sims (Aston Martin), Bill Banks (Bristol), Gerry Burgess (Austin A90), Peter Harper (Sunbeam) and Derek Scott (Ford Zephyr). London starters total 30. They will leave the R.A.C.'s H.Q. in Pall Mall from 6.30 p.m. onwards on 5th May.

### MONACO GRAND PRIX

THE ferment caused amongst the Monegasques by the Grace Kelly/Prince Rainier wedding having died down, the next excitement in Monte Carlo should be the Formula 1 Grand Prix of Monaco around the famous 2-mile street circuit, on 13th May. Applications so far received include Fangio, Castellotti, Musso and that popular stand-in, A. N. Other (Collins or Gendebien) with Ferraris, Moss, Behra and Perdisa with works Maseratis, Trintignant and Schell with Vanwalls, Hawthorn and Brooks with B.R.M.s, Manzon, Da Silva Ramos and Bayol (Gordinis) and Chiron, Villoresi and Scarlatti with Maseratis entered by the newly formed Scuderia Centro-Sud. Gould and Rosier have also nominated, making a total of 19 cars so far. Of these only 16 will be allowed to compete in the Grand Prix, the practice periods serving as eliminating events.



## COUPE DE PARIS

Duncan Hamilton (D-type Jaguar) Wins Prix de Paris—EMWs from East Germany Shine

FOR the past three years, the Coupe de Paris meeting at Montlhéry has been Duncan Hamilton's happy hunting ground. Winner in 1954, he was only beaten by Pillette's Grand Prix Gordini last year; he avenged this in no mean manner last Sunday.

The race was run on a very slippery track, although the rain had ceased a little while before. The opposition consisted mainly of Nano Da Silva Ramos's 8-cylinder G.P. Gordini, Luigi Piotti's G.P. Maserati, and André Guelfi's 3-litre sports Gordini. From the drop of the flag, Hamilton in his old D-type Jaguar sailed into the lead, and at the end of the first lap he had already built up a 10 secs. lead over Da Silva Ramos. The latter strove hard to catch the Jaguar, however, and by lap 3 he was only 5 secs. behind. Then, on braking for the Couard hairpin, he spun off, and that was the last Hamilton saw of him, or any other opponents.

The Jaguar now led Piotti's Maserati by over 20 secs., while behind came Guelfi, trying hard in the sports Gordini in wet conditions unfamiliar to him; fourth and fifth came the visitors from the East German Zone, the 1,500 c.c. EMWs of Barth and Rosenhammer. Da

Silva managed to restart the 8-cylinder Gordini, and finished the race two laps behind.

Another of the day's races was won most convincingly by Rosenhammer's EMW, ahead of Barth's sister car, and this augurs well for the marque's appearance at Silverstone tomorrow. The two silver machines streaked their way round in close company, but their supremacy was imperilled when Rosenhammer spun on lap three, and was rammed by his team-mate. This let Storez's Porsche through, but not for long, for the EMWs were soon ahead again, battered or not.

These visitors made even a Cooper-Climax look like a sports car, and there was a peculiar smell coming out of their straight-through exhaust pipes. The six-cylinder engines, with twin o.h.c., twin ignition, and three double-choke Weber carburettors, were most impressive. The rev. counters read up to 10,000 r.p.m. and certainly the shrieking noise the cars made down the straight must have given the drivers an impressive revs. reading. Whether their handling will match that of the Coopers and Lotuses around the tricky bends of Silverstone remains to be seen.

Christopher Power, British national serviceman posted in Germany, was most unlucky with his Cooper-Climax, the gearbox of which packed up—an appropriate place to do so, being a French-built one! His absence was regretted, however, for practice times were eye-raising to the French spectators. The Ecurie Bullfrog had a bad day out, when the Lotus could not start, and Pozzoli's TR2 ran a big end after the driver had shown some of the boys the stock car way round the corners.

G. CROMBAC.

*SEE THEM AT SILVERSTONE: One of the interesting six-cylinder, 2-litre EMWs from the Eastern Zone of Germany, which finished first and second in the 2-litre International race at Montlhéry last Sunday.*



## AN AMERICAN GRAND PRIX

It is many years since America had a Grand Prix—or "Grand Prize" as the events early in the century were termed—while the last time Grand Prix-type cars took part in a road race on American soil was in 1937, when Rosemeyer (Auto Union) won the last Vanderbilt Cup race. The organizers of the new Los Angeles International Raceway now announce that, subject to F.I.A. approval, they will stage a *Formule Libre* race over 330 miles (60 laps) on a date in October yet to be finalized.

Ferrari and Maserati participation has been as good as promised, and a prize fund totalling 100,000 dollars will be put up, with 30,000 dollars for first place. Subsequent Los Angeles G.P.s will conform to the International Formula, and Raceway authorities hope for World Championship status.

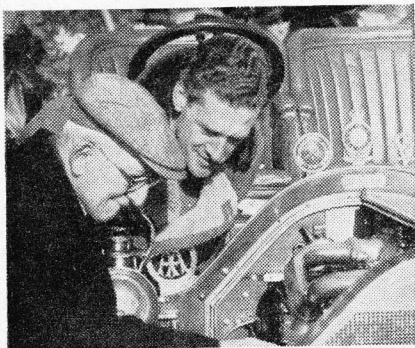
WALT FAULKNER AND  
ERNEST McAfee

We regret to record the deaths of two well-known American drivers in recent Californian events. While practising for a 100-mile stock car event at Vallejo on 22nd April, Walt Faulkner's car rolled over several times, the driver dying shortly after admission to hospital. Faulkner had raced consistently since 1938, running in four Indianapolis 500 Miles events and competing in the Pan-American road race.

On the same day, at Pebble Beach, Ernie McAfee was killed instantly when his Ferrari struck a tree during the Del Monte 100 Mile Trophy race. McAfee ran a showroom and tuning establishment in Los Angeles, and had raced with distinction in numerous Western events.

## OTTO MAYER

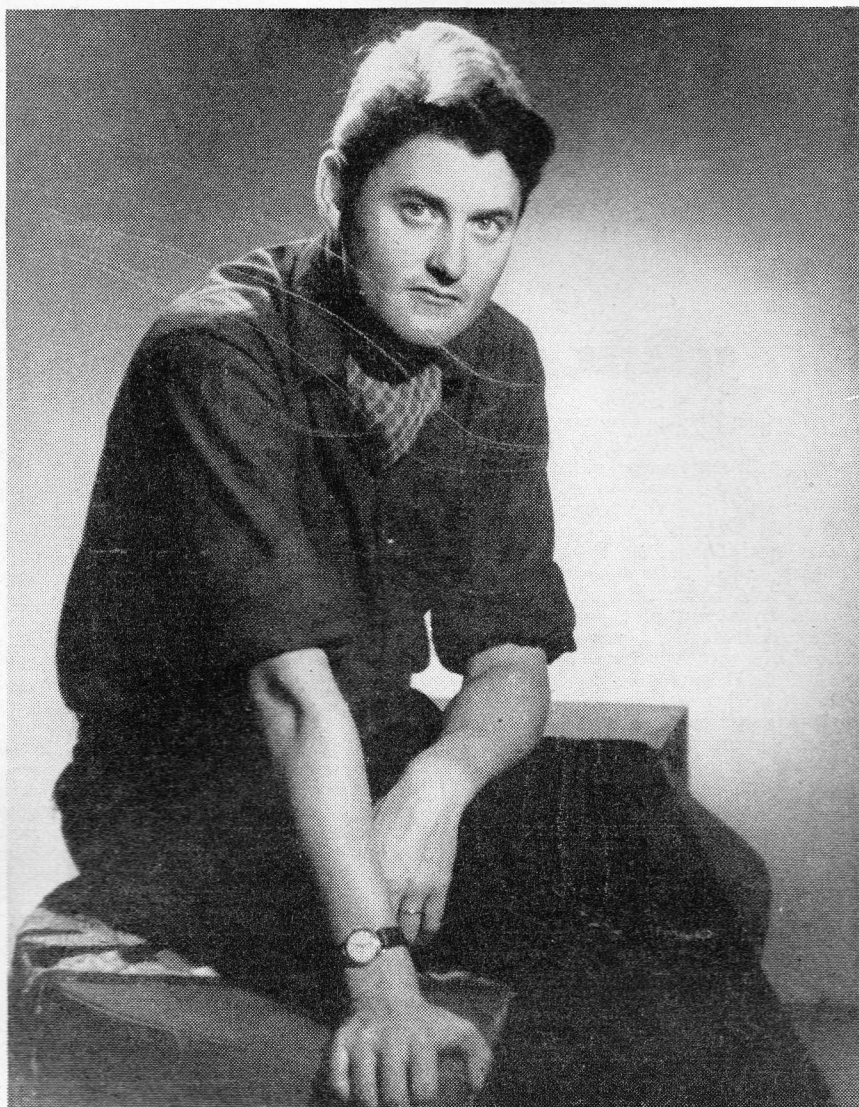
Two links with the pioneer days of the motoring movement were broken when Lincolnshire-born driver-engineer Otto Mayer died at Bristol on 19th April, at the age of 89. Not only was Mayer the last of the drivers who took part in the London-Brighton Emancipation Run of 1896, but he was also the



The late Otto Mayer with Peter Hampton during a recent veteran event.

only person remaining alive who had worked with Gottlieb Daimler. He started working at Daimler's Canstatt shops at 19, and subsequently helped in the founding of the English Daimler Company. It was Otto Mayer, too, who gave King Edward VII, then the Prince of Wales, his first ride in a motor car.

Later he became a consulting engineer, and in 1954 Otto Mayer at 87 was amongst those at Brighton to greet finishers in the Veteran Run.



Photograph by Patrick Benjafield

## PORTRAIT GALLERY

No. 50—R. D. STEED

THE half-century portrait of this series brings into focus one of the younger school of British drivers, who have already made their mark in Club and National sports car racing, and who hope to progress logically in due course to more senior events with larger cars. At the age of 24, Richard Steed, adopted son of the late Wickham Steed, looks back on four seasons of racing, which started in 1952, on leaving the R.A.F., with his driving a supercharged Ford Special in a couple of club events at Silverstone.

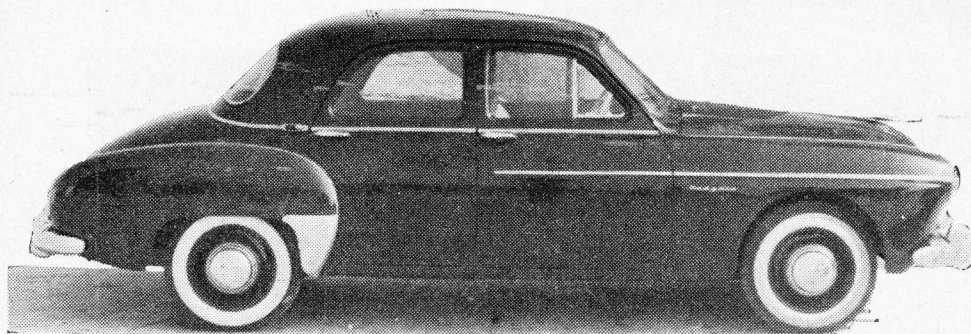
The following year he acquired the J.A.G.-Consul, raced in more club events, and turned it into the J.A.G.-M.G. for the Easter Goodwood meeting, 1954. In the same year, he drove a Mk. 8 Lotus in five events, but in each retired with mechanical trouble—a steering arm broke at Montlhéry, while a wheel came adrift during the T.T., when the car was leading its class, was third on Index of Performance and the only car gaining on the D.B.-Panhards. During this season, Steed also raced his own road cars, a Jaguar XK 120 and an Aston Martin DB2.

Nineteen-fifty-five gave Dick Steed his taste for road and mountain racing, one which he is keen to cultivate in future seasons. He did the Mille Miglia in a TR2, and the Dolomite Cup in a Porsche 1500 Super, finishing fourth in the Gran Turismo class, while the Monte Carlo and Lyon-Charbonnières rallies gave him further motoring over mountains. At home, he collected several firsts and seconds with a Lotus-Climax Mk. 9, and late in the year acquired a Porsche Carrera for use in 1956. Unfortunately a road accident at Easter, just before its first race, put paid to the Porsche for good, and Steed is now considering a rather larger sports car to replace it.

Married, with three children (including twins), and living near Oxford, Dick Steed spends his non-racing days looking after his property and a small motor business, and his leisure hours indulging an inherited taste for good living and playing traditional (he is careful to emphasize that word) jazz trumpet.

M. B.





Fourth speed is an overdrive, and is engaged by pressing the lever down against the spring and then round towards the dashboard. As the propeller shaft then turns faster than the engine, it is divided and has a steady bearing to avoid vibration. First and reverse are up towards the wheel, again engaged against spring pressure.

All Frégaes, except the cheapest model, now have a larger engine. It is 3 mm. bigger in the bore, and gives considerably improved low speed torque.

## JOHN BOLSTER TESTS THE RENAULT FRÉGATE

An Attractive Six-seater Saloon "Arrestingly different in a Mass-Production World"

THE Renault Frégate is a very interesting car. It is a highly individual machine with a most marked personality, and as a result it is impossible to be indifferent to it. You may either be enormously enthusiastic about it or be completely unmoved by its charms, but there is no middle course!

The whole conception of the car is different from that of a typical British machine, and we really have no equivalent vehicle with which to compare it. Broadly, the Frégate is a six-seater saloon which is designed from the outset to maintain very high speeds continuously over indifferent road surfaces. It will travel at 80 m.p.h. all day and will not tire its driver or passengers in doing so, negotiating deep pot holes, pavé, or excessively cambered roads as if the surface were uniformly flat.

Excellent suspension is thus a marked feature of the largest Renault, but its other characteristic is economy. This roomy machine really will record 30 m.p.g. when driven quite briskly, which is one of its most valuable merits. Its third good point is that it has really marvellous brakes, and roadholding that makes their use safe at all times. Against these shining virtues, it must be stated that the big four-cylinder engine is not so smooth, quiet, and flexible as are our "sixes" of equivalent capacity, particularly at low speeds.

Unlike the smaller cars of the same make, the Frégate has its engine in front. It does, however, conform in having independent suspension of all four wheels. As is usual these days, the body and chassis are one unit, welded up from

steel pressings. The front suspension is normal, with wishbones, helical springs, and an anti-roll torsion bar, but behind the geometry is unconventional.

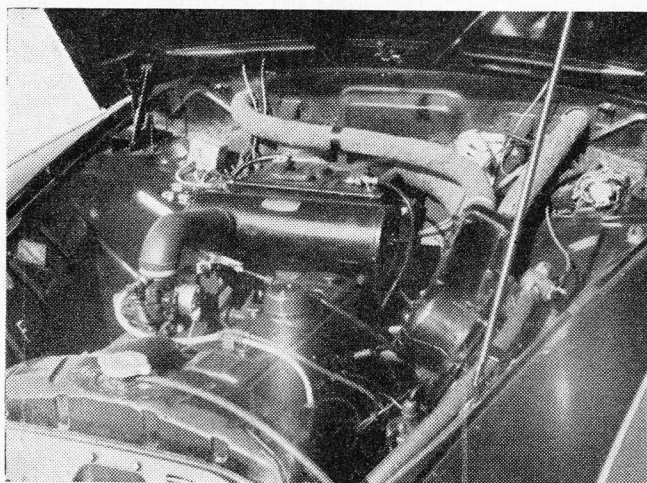
The rear suspension of the Frégate bears no relation to swing axle layout; instead the hub bearings are carried on immensely rigid, fabricated trailing arms. These are located on bearings which are bolted to the main bulkhead-cum-cross member behind the rear seat. The pivot line of these bearings has a few degrees of inclination, presumably to avoid tyre scrub, and there is an anti-roll torsion bar. Again, the suspension medium is helical springs and telescopic dampers. The differential unit is chassis-mounted on rubber, and the half-shafts have two universals and a slip joint.

The gearbox is in unit with the engine, and all four speeds are indirect. As the layshaft is beneath the mainshaft, this permits the propeller shaft to be carried exceptionally low, and avoids the deep floor wells that would otherwise be obligatory. The steering column lever has an unusual movement, for it is spring loaded to the central position which commands second and third speeds. As one can approach 70 m.p.h. in the latter gear, it is the highest ratio that is used on winding roads or in traffic. Second is directly opposite and synchronized, so that it may be snatched with ease for rapid acceleration from 30 to 45 m.p.h.

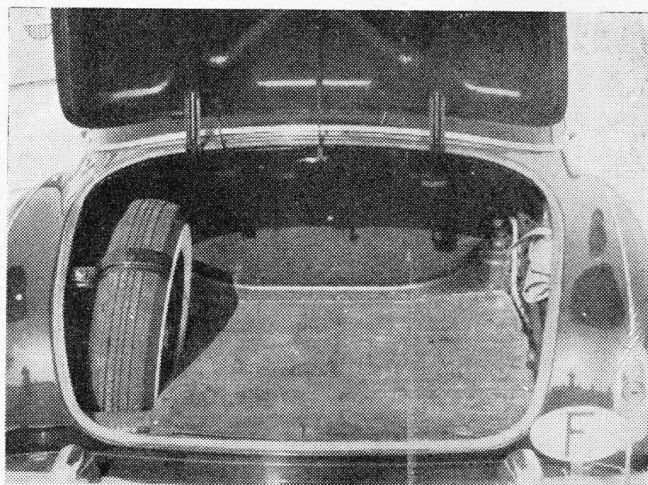
The maximum speed, however, has been deliberately restricted to about 85 m.p.h. in the interests of economy and long life. The unit is conventional, with pushrod-operated valves in a light alloy head, but it is designed for continuous full-bore operation. It has a "square" stroke-bore dimension of 88 mm., and produces 77 b.h.p. from 2,141 c.c.

As one approaches the Frégate, the appearance at once appeals. It has beautiful lines, which derive from copious wind tunnel research rather than from the drawing board of the stylist. On taking one's seat, the car feels exceptionally spacious, and one folds down the arm rest to position oneself on the bench-type seat. If a car must carry six people, then such a seat is necessary, and so is a steering column gear lever. Let me say, straight away, that I much prefer the short, central levers of the 4CV and the Dauphine, but under the circumstances a column shift is the only possible choice.

The automatic carburetter gives an instant start, and the engine can be felt idling. It revs freely, and as much as 30 m.p.h. comes up on first speed. The car is noticeably livelier than last year's model, and the acceleration is creditable, bearing in mind the large body and moderate engine size. Second and third gears are higher than those of many sports cars. They are sufficiently quiet



**BIG "FOUR":** The 88 mm. x 88 mm. pushrod o.h.v. engine of the Frégate is installed conventionally at the front. Note the air cleaner, mounted laterally.



**LUGGAGE ROOM** is adequate, despite the spare wheel installation to one side of the boot. Body and chassis of the Frégate are in one welded-up unit.



for continuous use, and the engine does not become fussy at high speeds.

The change into top gear should be done deliberately, for a rapid movement, though feasible, is audible. It is just possible to hear that an indirect ratio is in use, but that is all. The car swings along fast in a most effortless manner, seeming to have a very long stride. This is the gear for the straight roads of France, and the kilometre stones fly past with surprising rapidity.

Only those who have driven badly sprung cars on French roads know what a misery it can be. The axle crashes against the frame, the wheels seem to dance madly as they bounce over pot-holes and cobbles, and the driver works overtime keeping the brute straight as it slithers down the camber. The Renault suspension is designed for such surfaces, and it gets absolutely full marks.

Curiously enough, the springing does not feel at all "soft", and yet the bumps simply disappear. The car corners very fast with little roll, and steers particularly well. The steering is fairly low geared, but this is only apparent on hairpin bends. Even when corners are taken at the absolute limit of adhesion, the worst bumps do not cause the car to deviate from its line. This suspension system is certainly more complex than a conventional rear axle, but it gives no trouble to its many thousands of users. Whatever the extra cost, it is abundantly worth it. It allows the extra large brakes to be employed to the full, and this makes the Frégate one of the safest cars on the road.

In the past, there have been many arguments against the independent suspension of all four wheels. There have also been cars with unpleasant vices which tended to confirm such theories.

#### VETERANS AT WOBURN

THERE is no more enjoyable way of spending a day than driving in a Veteran Car Club rally. Unfortunately, most weekends are full of racing, and so one is too busy to savour these pleasures often. It was thus with particular enjoyment that your scribe set forth from Kent early on 22nd April, with a party of six in the 1911 Rolls-Royce. It was bitterly cold in the big open touring car, but later the sun broke through.

The rally was held at Woburn Park, Bedford, and as the journey progressed, veterans of various ages were overtaken. As most of the early machines run best at about 30 m.p.h., our 60 m.p.h. allowed us to see many of them in action. On arrival, it was found that the Park was ideal for the occasion. The Veterans were in two parks, within hurdles, so that the enormous crowd could examine without touching. Wives wandered off to "do" Woburn Abbey, the home of the Duke of Bedford, while children rushed to the boating lake or the zoo. Fathers, of course, nattered to their friends while examining the cars, and were blissfully happy.

It is incredible that at every V.C.C. outing "new" cars, fully restored, make their bow. It is almost like going to Earls Court to see the latest models! Most admirable was J. Crabb's 6-cylinder 15.9 h.p. Delage 2-seater, a pretty car with a neat side-valve engine and even an electric starter, not to mention that recent novelty the twin-choke carburetter. Then there was the incredible Rollo cyclecar of R. M. S. Long. It had a

Now, all the difficulties have been overcome, and one gets better suspension, cornering, and braking, with no disadvantages at all. On smooth British roads, it is still possible to get away with an old-fashioned design. On the Continent, the argument has been settled once and for all, as anybody who has driven a Frégate must agree.

For the rest, the car is attractively furnished and pleasantly turned out, with a large luggage boot and very full equipment. The British version, up-

holstered and finished in this country, appears to be even nicer than the one I had in France. Mine was the type known as "L'Amiral", but there is also a super de luxe version called "Grand Pavois", with Concours d'Élégance styling, and a station wagon called "La Domaine", which is as beautiful as it is useful.

The Frégate is a car which is arrestingly different in a mass-produced world. It is certainly not everybody's car, but it may easily be yours.

#### Specification and Performance Data

**Car Tested:** Renault Frégate saloon, price £829 (£1,244 17s. 0d. including P.T.).

**Engine:** Four cylinders 88 mm. x 88 mm. (2,141 c.c.). Pushrod operated overhead valves, 77 b.h.p. at 4,000 r.p.m. 7.1 to 1 compression ratio. Solex downdraught carburetter. Delco coil and distributor.

**Transmission:** Single dry plate clutch. Four-speed all indirect gearbox with overdrive on 4th speed and steering column lever. Ratios 4.08, 5.64, 8.21, and 15.01 to 1. Open propeller shaft to chassis-mounted spiral bevel final drive unit. Articulated shafts to independently sprung rear wheels.

**Chassis:** Combined pressed steel body and chassis. All four wheels independently sprung on helical springs with telescopic dampers, anti-roll torsion bars front and rear. Front suspension by unequal length wishbones, worm and sector steering box. Rear suspension by trailing arms with slight outward inclination. 6.40-15 ins. tyres on bolt-on disc wheels. Bendix-Lockheed hydraulic brakes, total area 194.5 sq. ins.

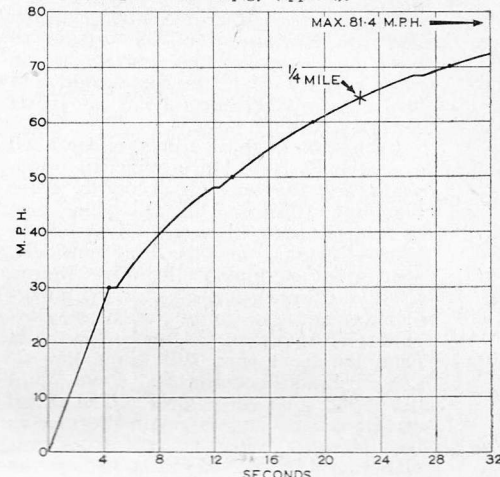
**Equipment:** 6-volt lighting and starting. Speedometer, ammeter, water temperature and petrol gauges, oil warning light, clock, heater and demister, radio (extra).

**Dimensions:** Wheelbase, 9 ft. 2 ins.; track, 4 ft. 7 ins.; overall length, 15 ft. 5 ins.; width, 5 ft. 7½ ins. Weight 1 ton 4 cwt.

**Performance:** Maximum speed, 81.4 m.p.h. (Montlhéry lap, equivalent road speed 85 m.p.h. approx.). Speeds in gears, 3rd 68 m.p.h., 2nd

48 m.p.h., 1st 30 m.p.h. Standing quarter-mile 22.6 secs. Acceleration, 0-30 m.p.h. 4.4 secs.; 0-50 m.p.h. 13.2 secs.; 0-60 m.p.h. 19.4 secs.; 0-70 m.p.h. 29 secs.

**Fuel Consumption:** 30 m.p.g. (approx.).



**Acceleration Graph**

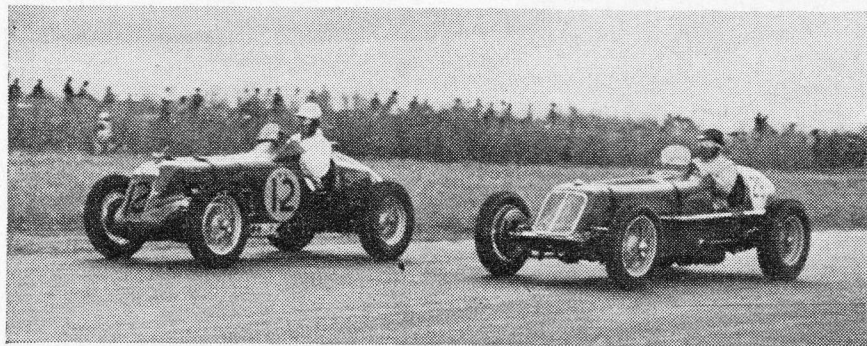
J.A.P. 760 c.c. V-twin engine, driving by chain to a Jukes gearbox and then by another chain to a countershaft. Thence, long belts take the drive to the rear wheels, and an enormous lever on the driver's right actually moves the axle to tension the belts. Oh, by the way, this 1913 car has independent front suspension.

Speaking of modern developments, there were as many de Dion axles at Woburn as at a 1956 Grand Prix. Mrs. Franklin brought along the 1911 five-speed Delage racing car that the late Lord Charnwood used to handle so beautifully. It stood beside a very sporting 16/20 h.p. Hotchkiss that P. C. Waring had polished till it literally dazzled. Rare now, that one-time racing

firm, Th. Schneider were represented by vast four-cylinder cabriolet with the radiator behind the engine and a reputed consumption of 8 m.p.g. Renaults abounded, and Model "T" Fords, with several big Rolls and the luxurious chain-driven Mercedes that Bill Cook cherishes. Benz, a separate name in historic times, were also on view, in the form of a couple of solid-tyred dog carts and the slightly less primitive two-cylinder version.

It was a grand day, and at the end the Duke made a gracious speech, followed by a presentation of plaques by the Duchess. The old cars then mingled with the Sunday traffic, and another successful V.C.C. event was over.

JOHN V. BOLSTER.



**NOT VETERANS—YET**, but getting on that way. Two famous vintage racing cars, seen at the Marlborough Stadium, East Africa—Sam Tingle's 1935 750 c.c. R-type M.G. and J. MacPhee in an ex-Bob Gerard E.R.A.



INTO THE LEAD of the 1,200 c.c. race goes Grahame Hill's Lotus as he slips past Peter Gammon (Cooper) on the inside of Druids Corner.

## Hill's Day at Brands

Hill, Russell, Bicknell and Iszatt win at B.R.S.C.C. Meeting

OF an unusually interesting B.R.S.C.C. meeting at Brands Hatch last Sunday, one of the highlights was the fast and polished driving of Grahame Hill, a 27-year-old member of Lotus Engineering, who, driving one of the "guy'nor's" 1,100 c.c. cars, won the first sports car race, was runner-up in the second and broke Colin Chapman's 1,500 c.c. sports car lap record by .4 sec.

In the first of these events, under 1,200 c.c. over 12 laps, Hill's principal opposition was the odds-on favourite, Peter Gammon (Cooper-Climax), while also to be reckoned with was P. H. Ashdown (Lotus-Climax), and the best outsiders, speedway champion Ronnie Moore (Cooper-Climax), Keith Greene (Cooper-Climax) and the Lotuses of Frost, Barnard and Lumsden. After a poor start from the front row, Hill found himself third behind Gammon and Frost, until the latter spun off after Paddock Bend on the second lap, to rejoin the race in last place. Thereafter the order was Gammon, Hill, Ashdown and Moore, the last having passed Greene. The leader was motoring extremely quickly and had lapped the tail-end (by this time A. P. Vacca (Vacca Spl.)) before half-distance. But it became apparent on lap 7 that Hill was catching Moore, the Lotus picking up distance on the bends, although losing it slightly on the straights. By the ninth time round, Gammon had become entangled with one or two more "also-rans" and Hill was sitting on his tail, looking very determined. Ashdown's Lotus started to fall back on the penultimate lap, leaving a thick trail of smoke behind it, but there was sufficient distance between himself and Moore to prevent him losing third place, providing the engine held together. Gammon and Hill went into the last lap, each determined to win the race. They sped up the hill to Druids in very close company, but in the corner Gammon went wide. Hill saw his

chance and slipped through. Down the slope, they were just as close, but with the order reversed, and although the Lotus driver took the bottom corner on the limit plus, he held on and scored a convincing victory.

The field for the 1,500 c.c. sports car event saw most of the faster 1,100 c.c. cars out again, the only full 1½-litre machines being Dennis Taylor's Cooper and Reg Bicknell's Lotus, both with Climax engines, R. N. Prior's Lotus-M.G. and N. R. Hick's Leonard-M.G. From the front row of the grid, and for the first four laps, Taylor and Bicknell led Peter Gammon and Grahame Hill. Then Bicknell took the lead from the Cooper by a rather unorthodox manoeuvre at the bottom of Druids Hill, and shortly afterwards Hill passed Gammon once again, when the rear suspension of the latter's car started to give trouble. With the order Lotus-Cooper-Lotus-Cooper on the seventh lap, Gammon fell back while Hill, well in the mood to make a real motor race out of it, promptly took on the 1,500s, with Taylor in particular in his sights. Then, on the 10th lap, Taylor did as Gammon had done before him and slid wide on a corner. Hill took the hint and went through on the inside to hold second place behind Bicknell. Meanwhile, during the chase, he had broken the 1,500 c.c. lap record with an 1,100 c.c. car, although the actual, higher, record for lower class still stood.

These two races apart, the rest of the meeting was made up of Formula 3 events, the principal one being run in three heats and two finals. The first heat was dominated by Jim Russell (Cooper), who pulled out an 18 secs. lead after only five laps, while Henry Taylor (Cooper), having climbed to second place

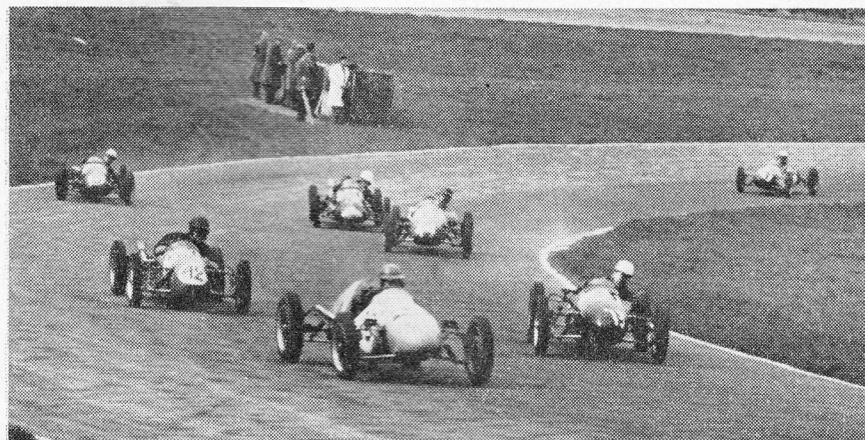
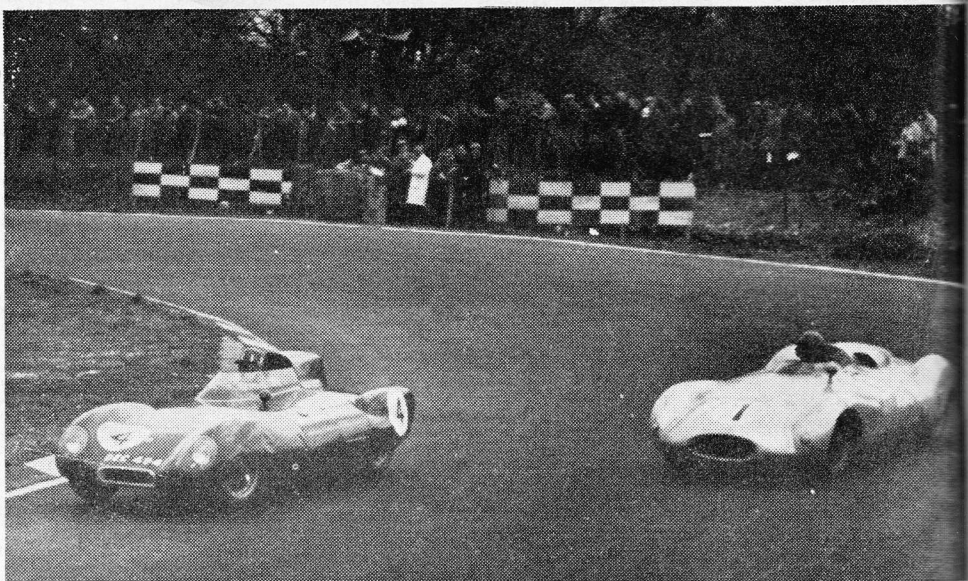
on R. Barrett's retirement, was finally dismissed on the last lap but one by R. E. Harrison (Cooper). In the Hard Luck Dept. was "Pop" Lewis-Evans, whose Cooper's carburettor fell off during the last lap.

From the fall of the flag, Heat 2 saw Don Parker driving his Kieft with all his old form. But close behind and pressing him all the time was Tom Bridger (Cooper), while Ken Tyrrell (Cooper) held station in third place for the entire 10 laps. After circulating for the first half of the race, virtually bracketed together, Bridger made a real effort to get past Parker. He effectively slipstreamed the Kieft, and on lap 8 dodged through into the lead. This only made Parker drive more furiously and on the final lap he tried to regain his position in any way possible, on the inside, outside, almost over the top! They left Clearways neck-and-neck, the final short straight to the chequered flag becoming the deciding factor and, in as nearly a photo-finish as is possible in motor racing, Parker won, simply because his right foot could go a little flatter than Bridger's.

Apart from the first lap, the running order of Heat 3 remained identical and became the finishing order. Out in front was the Cooper of George Wicken, followed by Stuart Lewis-Evans's Beart-Cooper, a considerable distance separating them from A. V. Cowley's Petty, with de Dion rear suspension, and E. Hall's Cooper, painted in the white and blue of the U.S. racing colours. Wicken, too, was well in form and once in front, no one could make any impression on "C'est Si Bon". It all promised well for the Final.

But before the Final proper came the J.A.P. race and the Consolation Final, in both of which shone "Lucky 13", Don Iszatt, who must have one of the fastest Cooper-J.A.P.s ever built. Driving very quickly in the J.A.P. event, and staying put during the opening laps while most of the rest of the field were using all the road, plus a good deal of the grass and spinning off right, left and centre, Iszatt tucked himself in behind the leader, E. V. Koring (Smith 500). On the eighth lap Koring fell out and retired, and Iszatt took over to finish well in front of S. Foreman (Cooper), who displaced G. M. Jones (Kieft) from second position on the last lap.

Having got into the right mood, Iszatt



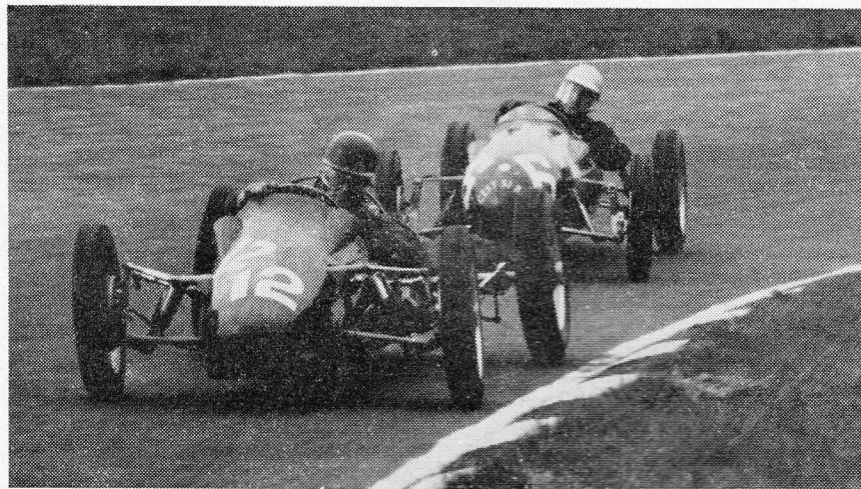
FIRST LAP of the Second Final at Kidney Bend. In the front rank are R. H. Ham (left) and L. A. Schofield, slightly ahead of No. 13, the eventual winner, Don Iszatt.



climbed from fourth place on the opening lap of the Consolation Final to the lead on lap 4, continued to increase the gap between himself and R. F. Mayne (Cooper), and passed the chequered flag at the same moment as he lapped the last of the tail-enders. Someone, unidentified, got tangled up with a rear wheel of Foreman's Cooper on the way up to Druids, causing the latter to go off course and crash head-on. Happily, Foreman was unhurt, although the car suffered considerably.

As might have been expected on form, the winner of the 15-lap first Final was Jim Russell, who led from start to finish. But this time Russell did not have it entirely his own way, having to work very hard indeed, because of the ever-present threat of Wicken, sitting on his tail, just waiting for the slightest chance of slipping through. Behind the leaders were fought out two further duels, between Parker and Bridger, and Hall and H. Taylor. The first six places remained unaltered until the 13th lap, when things happened quickly. Bridger passed Parker, Taylor passed Hall, who then retired and Wicken spun off, after trying to use the tail-enders confusing Russell to gain the lead. Bridger thus found himself in second place, while Wicken rejoined the fray fourth behind Parker. However, in the space of half a lap, Wicken regained himself a place, making the hard-fought final order Russell-Bridger-Wicken-Parker. Stuart Lewis-Evans, incidentally, is not amongst those mentioned because he had the misfortune to stall on the line and so missed his race.

MAXWELL BOYD.



#### Results

**Formula 3 Race. Heat 1:** 1, J. Russell (Cooper), 70.72 m.p.h.; 2, R. E. D. Harrison (Cooper); 3, H. C. Taylor (Cooper). **Fastest lap:** Russell, 61.4 secs. (72.70 m.p.h.).

**Heat 2:** 1, D. Parker (Kieft), 70.26 m.p.h.; 2, T. Bridger (Cooper); 3, R. K. Tyrrell (Cooper). **Fastest lap:** Parker, 61.4 secs. (72.70 m.p.h.).

**Heat 3:** 1, G. Wicken (Cooper), 71.72 m.p.h.; 2, S. Lewis-Evans (Beart-Cooper); 3, A. V. Cowley (Petty). **Fastest lap:** Lewis-Evans, 61.0 secs. (73.18 m.p.h.).

**Second Final:** 1, D. F. Iszatt (Cooper), 66.85 m.p.h.; 2, R. F. Mayne (Cooper); 3, R. H. Ham (Cooper). **Fastest lap:** Iszatt and J. Brown (Staride), 64.2 secs. (69.53 m.p.h.).

**First Final:** 1, J. Russell (Cooper), 71.05 m.p.h.; 2, T. Bridger (Cooper); 3, G. Wicken (Cooper); 4, D. Parker (Kieft); 5, H. C. Taylor (Cooper); 6, R. E. D. Harrison (Cooper). **Fastest lap:** Wicken, 61.6 secs. (72.47 m.p.h.).

*WELL IN FORM were Don Parker and George Wicken, both winning their heats and placed fourth and third respectively in the Final.*

**1,200 c.c. Sports Cars:** 1, G. Hill (Lotus), 69.75 m.p.h.; 2, P. D. Gammon (Cooper); 3, P. H. Ashdown (Lotus); 4, R. A. Moore (Cooper); 5, D. G. Addicott (Elva); 6, J. Harris (Lotus). **Fastest lap:** Hill, 62.4 secs. (71.54 m.p.h.).

**1,500 c.c. Sports Cars:** 1, R. G. Bicknell (Lotus), 70.43 m.p.h.; 2, G. Hill (Lotus); 3, D. Taylor (Cooper); 4, P. D. Gammon (Cooper); 5, P. H. Ashdown (Lotus); 6, P. J. Lumsden (Lotus). **Fastest lap:** Hill, 61.8 secs. (72.23 m.p.h.). **New 1,500 c.c. Sports Car record.**

**The J.A.P. Race:** 1, D. F. Iszatt (Cooper), 67.88 m.p.h.; 2, H. C. Taylor (Cooper); 3, S. Foreman (Cooper); 4, G. M. Jones (Kieft); 5, R. F. Mayne (Cooper); 6, G. F. Meharey (Cooper). **Fastest lap:** Iszatt, 63.6 secs. (70.19 m.p.h.).

## OPENING OF MONTAGU MUSEUMS

ON a sunny, warm, spring Sunday, 22nd April, the world's first motor-cycle museum was opened at Beaulieu Abbey, Hampshire, by the motor-cycle racing champion, Geoff Duke. At the same time, the existing motor car museum, formed in 1952, was reopened in greatly extended form and in its own building. Lord Brabazon of Tara performed the ceremony, and also unveiled a memorial plaque to John, second Lord Montagu of Beaulieu, in whose memory both museums have been established by the present Lord Montagu, himself an enthusiastic collector of veteran machines and competitor in veteran car events.

Housed in the delightful surroundings of the Abbey of Beaulieu, built in 1204 at the time of King John, the museums contain machines which cover the development of the car and motor-cycle from the earliest days to the present time, and include several examples of "curiosity" value. Among the latter is a 52-year-old 4 h.p. Charlton-Buchet, a French-powered motor-cycle believed to have been assembled near Cheltenham, and a 1909 Experimental-J.A.P. tricycle built by a railway engineer, which has almost every component duplicated against mechanical failure, has no fewer than 14 controls, and, with its tubular frame, is almost as long as a modern 8 h.p. car. In the car museum is the 1908 Austin racing car, which Lord Brabazon drove in the French Grand Prix of that year, and which he drove again on the opening day, while at the other end of the scale is a 1½-litre V16

B.R.M. Also of some historic value is the chassis of the 1898 Daimler, in which the late Lord Montagu gave King Edward VII his first drive in a car, and which caused some consternation at Westminster by being the first car to be driven into the House of Commons Yard. In addition, there is a 1920

Daimler lorry, a 60 h.p. Mercedes of 1903 and a 2 h.p. Wolseley three-wheeler, which dates back to 1895, and is the earliest machine in the exhibition.

In all there are 24 exhibits in the car museum, 41 in the motor-cycle museum, and the entire collection can be strongly recommended to all enthusiasts who have any interest in the history of two- or four-wheeled transport and who wish to spend an enjoyable and instructive day in most agreeable surroundings.



*Lord Brabazon in the 1908 G.P. Austin. On the left: Geoff Duke and Lord Montagu, and on the right, Graham Walker.*



**ACCLAIM:** To the cheers of the rain-soaked crowd, Eugenio Castellotti (3.5 Ferrari) takes the winner's flag at Brescia.

**EMBRACE:** (Below) The damp, weary but happy winner is congratulated by Renzo Castagneto, organizer of the great Mille Miglia road races.



## 23rd MILLE MIGLIA . . .

# FERRARI GRAND SLAM

Castellotti Wins from Collins, Musso, Fangio and Gendebien—Race Marred by Many Accidents in Pouring Rain

CONTESTED under appalling conditions, with teeming rain and slippery, wet roads, the 23rd running of Italy's world-famous Thousand Miles sports car race will not rank amongst the most successful or enjoyable events of the long series. The serious accidents, which marred it, and which cost the lives of two drivers and three spectators, with several others injured, coming so close to last year's Le Mans tragedy, may seriously affect the future of road racing in Italy and elsewhere. Undoubtedly it was the atrocious weather and resultant perilous road conditions, which engendered these accidents, and not any neglect in safeguarding of the circuit. For the first time in the history of the Mille Miglia, the roads were completely closed to outside vehicles, while the course was as thoroughly policed and guarded as 973 miles of public roads could possibly be.

The race proved an overwhelming triumph for Ferrari, who certainly are having a wonderful run of successes. They took the first five places, 24-year-old Eugenio Castellotti winning in a 3½-litre 12 cylinder car from Britain's Peter Collins in a 3.4-litre, four-cylinder Ferrari. Luigi Musso, Juan Manuel Fangio and Olivier Gendebien—Italian, Argentinian and Belgian respectively—followed in. Behind them came a formation of 300SL Mercedes-Benz occupying 6th, 7th, 8th and 10th positions, with Cabianca's 1,500 c.c. Osca saucily intruding in 9th place.

Other categories brought distinguished French successes, Michy's Renault Alpine carrying off the 750 c.c. Grand Touring class, while Grand Prix driver Robert Manzon (D.B.) headed French girl Gilberte Thirion and Grand Prix drivers Trintignant and Rosier, all in Renault Dauphines, in the 1,000 c.c. class. British cars were overwhelmingly successful in the limited price category, Frenchman

Guyot's Jaguar winning, with Triumphs taking the first four places. Porsche and Alfa Romeo Giulietta also gained class wins, while fifth finisher Gendebien won the over 2-litre Grand Touring section with his Ferrari.

Apart from Peter Collins's fine second place, and a grand drive by Sheila Van Damm and Peter Harper in the Sunbeam Rapier, British competitors fared poorly. Last year's winner, Stirling Moss, now in a Maserati, retired after lying fifth, John Heath (H.W.M.) crashed, suffering a broken leg and ribs, and Leslie Brooke (Austin-Healey) also crashed, he and co-driver Stan Asbury escaping unhurt.

It was teeming with rain at Brescia during the starting period, but enormous crowds, clad in every variety of waterproof, stuck it out doggedly to watch the entire entry of over 300 cars depart. Most eyes were on the "big stuff"—the

Ferraris and Maseratis, and a remarkable number of Mercedes-Benz 300SLs from Germany. Castellotti got into his stride rapidly, taking an early lead, followed by Musso and, surprisingly, Graf Von Tripps and Fritz Riess in 300SLs, heading Fangio, Taruffi, Moss, etc. Taruffi's 3-litre Maserati went out early, while Stirling Moss was unhappy in the only 3.5-litre Maserati running, and lay well back behind a resolutely calm Fangio.

The Germans provided more surprises along the first, fast sections, when Von Tripps, warm and dry in his 300SL coupé, took the lead from Castellotti and Musso after about 250 miles. As Ancona was approached, however, Castellotti re-established himself at the head, and by Pescara his lead was substantial—and Italy breathed again. Then Tripps's magnificent effort ended in a crash, due, it was said, to another car



*HALF-WAY to a brilliant second place, Peter Collins of Britain brings his Ferrari into Rome. Behind is H. Retter (Mercedes-Benz 220).*





ON THE RAMP and ready to go are Stirling Moss and Denis Jenkinson, last year's winners. In a 3½-litre Maserati this time, they retired near Aquila.

braking suddenly on glutinous roads and sending him off-course.

Another Mercedes, that of Fritz Riess, stayed firmly second, however, until Aquila came up, when Peter Collins went past. By now Stirling Moss was out, reportedly hitting a bank and finishing up close to a ravine edge, his car too damaged to carry on. That "the leader into Rome never wins", was belied by Stirling last year, and this time Castellotti dealt the adage another blow by reaching and leaving that half-way control with a comfortable lead over his opponents, being now practically 20 mins. ahead of Fangio and Musso.

In the mountains, despite the incessant rain, Castellotti pulled out even more from Collins, doubtless well content with holding second place. Riess's heavier 300SL Mercedes was losing ground. Musso spiritedly passed Fangio, and next he passed the flagging Riess, and as Bologna drew near, Gendebien in the Grand Touring Ferrari also caught the Mercedes, to establish Maranello triumphantly in the first five places. The unlucky Riess, meantime, dropped still farther back, yielding to the compatriot 300SLs of Metternich, Seidel and "Jacky" Pollet, and subsequently to

Cabianca's remarkable little Osca.

Waiting at Brescia, the soaked but undaunted crowds gave Eugenio Castellotti the great reception he deserved as he tore across the line in clouds of spume and spray. This 23rd Mille Miglia, so depressing in its weather and resultant accidents, was remarkable as a race in which youth triumphed overwhelmingly, with only the shrewd, heady Fangio coming in amongst the leaders—and the Italians could rejoice again that their great race was won by an Italian in an Italian car.

**MILLE MIGLIA MINIMS:** Sheila Van Damm, driving the Rootes-entered Sunbeam Rapier with Peter Harper, was highest placed of 20 women competitors, finishing in 72nd place. . . . John Heath is in hospital at Ravenna after his accident; on Tuesday evening he was reported to be "greatly improved", although not yet out of danger. . . . Interviewed in Rome after the race, Fangio gave it as his opinion that over-enthusiastic crowds, "forming human fences on dangerous bends", were primarily to blame for many of the accidents.

(Full story of the Mille Miglia will be published next week)

## PROVISIONAL RESULTS

**General Classification:** 1, E. Castellotti (Ferrari), 1,597 km. in 11 hrs. 37 mins. 10 secs., 85.40 m.p.h.; 2, P. J. Collins (Ferrari), 11 hrs. 48 mins. 28 secs.; 3, L. Musso (Ferrari), 12 hrs. 11 mins. 49 secs.; 4, J. M. Fangio (Ferrari), 12 hrs. 26 mins. 50 secs.; 5, O. Gendebien (Ferrari), 12 hrs. 29 mins. 58 secs.; 6, Metternich/Einsiedel (Mercedes-Benz 300SL), 12 hrs. 36 mins. 38 secs.; 7, Seidel/Glockler (Mercedes-Benz 300SL), 12 hrs. 38 mins. 24 secs.; 8, Pollet/Flandrac (Mercedes-Benz 300SL); 9, Cabianca (Osca); 10, Riess/Eger (Mercedes-Benz 300SL).

### Sports Cars Class Placings

**Up to 750 c.c.:** 1, Capelli (Osca), 15 hrs. 41 mins. 45 secs., 101.8 k.p.h.; 2, Martoglio (Stanguellini); 3, Faure (Stanguellini).

**751-1,100 c.c.:** 1, Brandi (Osca), 14 hrs. 48 mins. 42 secs., 107.2 k.p.h.; 2, Mangini (Ermini).

**1,101-1,500 c.c.:** 1, Cabianca (Osca), 12 hrs. 57 mins. 11 secs., 123.26 k.p.h.; 2, Behra (Maserati).

**1,501-2,000 c.c.:** 1, Scarlatti (Maserati), 13 hrs. 19 mins. 2 secs., 119.9 k.p.h.

### Special Production and Grand Touring

**Up to 750 c.c.:** 1, Michy (Renault "Alpine"), 14 hrs. 34 mins. 55 secs., 109.52 k.p.h.; 2, Thiele/Storzini (Abarth); 3, Cotton (Panhard).

**751-1,000 c.c.:** 1, Manzoni (D.B.), 14 hrs. 36

mins. 13 secs., 109.356 k.p.h.; 2, Mlle. Thirion (Renault Dauphine); 3, Trintignant (Renault Dauphine).

**1,001-1,300 c.c.:** 1, Sgorbati (Alfa Romeo Giulietta), 13 hrs. 6 mins. 42 secs.; 2, Becucci (Alfa Romeo); 3, Bonnier/Bobecsen (Alfa Romeo).

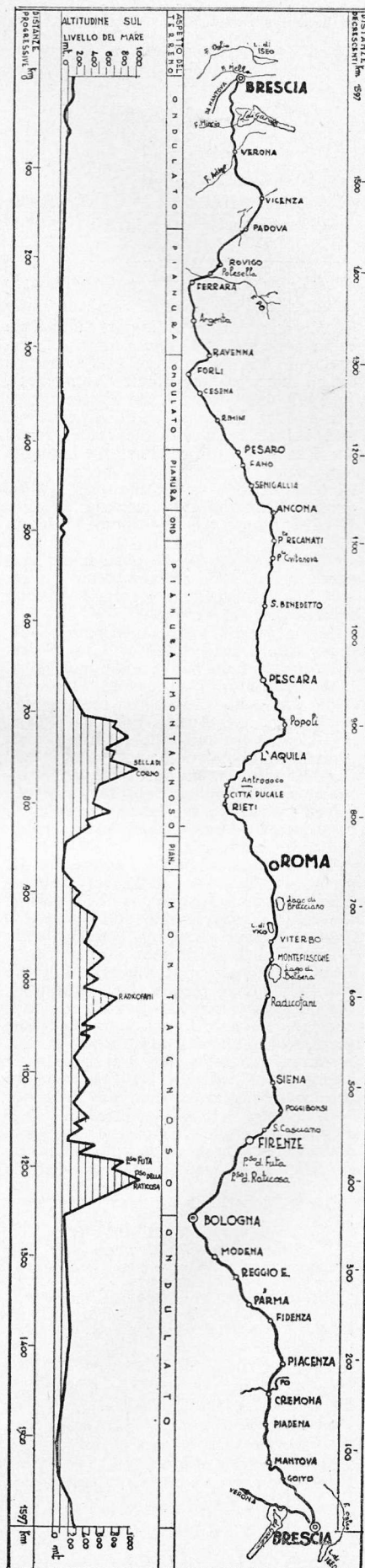
**1,301-1,600 c.c.:** 1, Persson (Porsche), 13 hrs. 32 mins. 54 secs., 117.87 k.p.h.; 2, Nathan (Porsche); 3, Lissmann (Porsche).

**1,601-2,000 c.c.:** 1, Toselli/Canaparo (Fiat), 13 hrs. 19 mins. 20 secs., 119.87 k.p.h.; 2, Magiorelli/Parenti (Fiat); 3, Sassoli (Fiat).

**Over 2,000 c.c.:** 1, Gendebien (Ferrari), 12 hrs. 29 mins. 38 secs., 127.76 k.p.h.; 2, Metternich/Einsiedel (Mercedes-Benz); 3, Seidel/Glockler (Mercedes-Benz).

**Price Category:** 1, Guyot (Jaguar), 14 hrs. 7 mins. 15 secs., 113.09 k.p.h.; 2, Gottgens (Triumph); 3, Fauvel (Triumph).

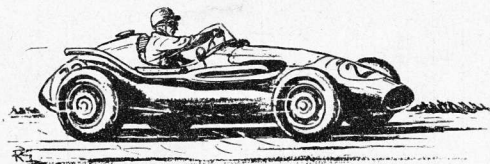
**GUIDE (right) to the long and gruelling Mille Miglia course over the roads of Italy, with comments in the centre on its ever-changing gradients. "Ondulato" means undulating, "pianura" level, and "montagnoso" mountainous.**





## TOMORROW—

## BRITAIN versus ITALY at SILVERSTONE



No less than five works Connaughts are running. . . .

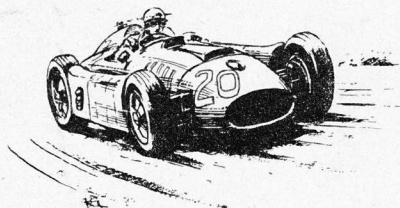
EVERY year the B.R.D.C. and the *Daily Express* manage to impart "that little extra something" to their annual International Trophy meeting at Silverstone which many of "the others haven't got". In 1949 they brought the Ferraris here for the first time; in 1950 Alfàs came, and walked away with the Trophy, with the B.R.M. on the sideline. Perhaps the less said of that the better, also of the freak tropical storm which drowned out the 1951 meeting; in 1952 H.W.M. scored the first "home" win; in 1953 Mike Hawthorn did his stuff in a works Ferrari; in 1954 Gonzalez did likewise; and in 1955 we saw Peter Collins and Roy Salvadori in Maseratis battling mightily for the Trophy.

In that race, Connaught began to show that Britain really had a Grand Prix car worthy of the name, and consolidated that promise in later events. Now, in 1956, the focus will be even more on the performance of British Formula 1 cars, and Connaught and B.R.M., protagonists already at Goodwood and Aintree, will fight a third round at Silverstone tomorrow. All being well, they will be joined by two of the latest Vanwalls, to be driven by Harry Schell and probably Maurice Trintignant.

These three marques, all wearers of the green, will face two of the very formidable V8 Lancia-Ferraris, in the hands of the master Juan Fangio and last year's *Daily Express* Trophy winner Peter Collins; the Maseratis of Stirling Moss, Roy Salvadori and others, and the Gordinis. The prospect is enthralling, for the British cars are undoubtedly fast, and are numerically stronger than the first-line Continental opposition. So far, however, reliability has not been their strong point, whereas the Ferraris have already demonstrated their staying power with Grand Prix victories in the Argentine and at Syracuse this season.

Connaught have twice suffered piston trouble, which should be remedied in

Connaught, B.R.M. and Vanwall face Ferrari, Maserati and Gordini in Formula 1 Race at 8th Daily Express Meeting — Very full supporting programme



Formidable indeed will be the Ferraris, driven by Fangio and Collins. . . .

time for *Daily Express* day; B.R.M.'s disc brakes failed under the circuit conditions at Aintree; can they get these vital components functioning properly—and for race duration—by tomorrow? If Bourne have got their car really right this time, Mike Hawthorn should certainly not be amongst the also-rans. And the Vanwalls? They are newer, untried, but they are reported to be very light and fast, the engine is a known sound performer, and the Chapman miracle hand has been waved over the chassis design, so their future should promise well.

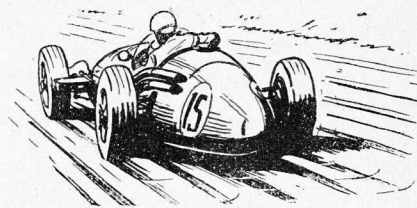
Who will win the International Trophy? Our particular "fancy" is Peter Collins in the V8 Lancia-Ferrari, but if Moss's works Maserati, Scott-Brown's Connaught, and Mike Hawthorn's B.R.M. are on top form—and hold it—it could be several people's race—not forgetting Juan Manuel Fangio's, of course!

The remaining events in an energetic day of motor racing have drawn brilliant entries. Bueb, Russell, Davis, Lewis-Evans, Parker, Boshier-Jones and many others will doubtless wage the usual inter-cine struggle for Formula 3 honours—always a tense and exciting affair, this race is the finale of the day, starting at 5.30 p.m.

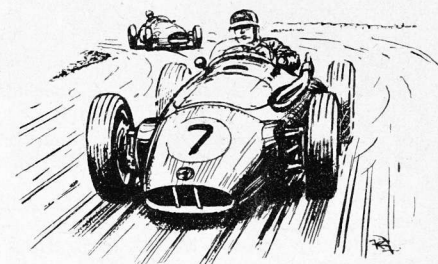
Lotus-Cooper rivalry will undoubtedly feature with equal zest in the first sports car event, run in 1,100 c.c. and 1,500 c.c. classes concurrently. With names like Moss, Hawthorn, Chapman, Bueb, Leston, Salvadori, Brooks and Russell sprinkled amongst the entry list, it should prove a tremendous race. Similarly, Jaguar and Aston Martin machines will wage war in the larger capacity sports event, with full works teams of both to intensify the struggle, and with several Ferrari and Maserati entries (one to be driven by Bob Gerard) and two H.W.M.s and an Alfa Romeo around to spur them on.

Run in a silence broken only by the shrill of tyres under cornering stress, the Touring Car race is ever-illuminating, when it comes to a study of cornering capabilities of rival marques and drivers. Watch the little DKWs (Scott-Brown in one), the M.G.s, Fords, Austins, Rileys, and the 2.4 and Mark VII Jaguars.

Five long races between 10.30 a.m. and 6 p.m., with interesting interval demonstrations, promises an exciting and very full day—but the B.R.D.C./*Daily Express* "Silverstone" comes but once a year, and offers spectator value which it would be very hard to beat.



Seven Maseratis are down to run. . . .



Only one B.R.M. is entered, to be driven by Mike Hawthorn. . . .

## SILVERSTONE ENTRIES

**Formula 3:** Cooper, I. Bueb, J. Russell, H. C. Taylor/A. E. Marsh, D. Truman, I. E. Raby, G. Wicken, D. Boshier-Jones, D. Taylor, S. Lewis-Evans, J. Higham, J. F. Westcott, Sir T. Beevor, G. H. Symonds, C. Allison, R. K. Tyrrell, D. J. Strange, T. Bridger, E. Hall, J. F. Denley, H. S. Howlett, A. Zains, E. Dawson; **Beart-Cooper,** C. C. H. Davis; **Kieft,** D. Parker; **Revis,** R. Bicknell; **Emeryson,** J. P. Fergusson; **Grose,** W. L. Grose; **Staride,** E. Fenning.

**First Sports Car Race. Up to 1,100 c.c.:** Lotus, C. Allison, T. P. Barnard, P. H. Ashdown, W. H. Ellis, W. S. Frost; **Cooper,** A. J. C. Mackay, P. Jackson, G. Nixon, R. A. Moore, P. Gammon, M. McDowell; **Elva,** R. Mackenzie-Low, W. A. MacMillan; **Beart-Rodger,** I. A. Forbes; **Tojeiro,** J. L. Ogier. **1,100-1,500 c.c.:** Cooper, I. Bueb, A. E. Marsh, S. Moss, D. Taylor, L. Leston, R. Salvadori, J. Russell; **Lotus,** J. M. Hawthorn/I. Bueb, C. Chapman, R. Bicknell, J. Higham; **Lotus-Connaught,** C. A. S. Brooks; **E.M.W.,** A. Rosenhammer, E. Barth; **Maserati,** J. B. Naylor, J. Bonnier; **Porsche,** R. M. de Lemos.

**Second Sports Car Race. 1,500-2,000 c.c.:** Lotus, P. Scott-Russell, C. Davis, M. Anthony; **Lotus-Connaught,** M. Young (reserve); **Lister,** A. J. Nurse; **Lister-Bristol,** A. Moore; **Lister-Maserati,** W. A. Scott-Brown; **Tojeiro-Bristol,** C. H. Threlfall; **Phoenix,** G. Bedson. **2,000-3,000 c.c.:** Aston Martin, S. Moss, R. Parnell, P. Collins, R. Salvadori, H. Davids, B. Bexter, T. Kyffin (reserve); **Ferrari,** K. Wharton, A. Pilette, A. Milhoux, H. Mackay Fraser; **Maserati,** B. Musy, P. Whitehead. **Over 3,000 c.c.:** Jaguar, J. M. Hawthorn/J. D. Hamilton, D. Titterton/I. Bueb, J. E. G. Fairman/P. Frere, R. Flockhart, N. Sanderson, A. Brown, R. E. Berry, P. Blond, W. A. McMillan; **H.W.M.,** N. Cunningham-Reid, G. Abecassis; **Tojeiro-Jaguar,** J. L. Ogier; **Alfa Romeo,** J. Bonnier; **Maserati** (entrant J. du Puy), F. R. Gerard.

**Production Touring Car Race. Up to 1,500 c.c.:** M.G., G. Gelberg, J. M. Sparrowe, J. R. Waller, A. T. Foster; **DKW,** W. A. Scott-Brown, P. Hughes, R. J. W. Utley; **Ford,** R. E. Owen, J. Hayles; **Renault,** J. Richard Alecy; **Austin,** N. W. Graham, Standard, W. Bradley; **Fiat,** P. R. Easton; **Borgward,** R. Parnell. **1,500-2,000 c.c.:** Alfa Romeo, G. Malavasi; **Ford,** V. W. Derrington. **2,000-3,000 c.c.:** Jaguar, J. D. Hamilton/I. Bueb, J. M. Hawthorn/D. Titterton, J. Coombs; **Riley,** P. Scott-Russell, P. J. Simpson, G. H. Grace; **Ford,** R. Carnegie; **Austin,** K. Wharton. **Over 3,000 c.c.:** Jaguar, P. Frere/D. Titterton, I. Bueb/J. E. G. Fairman.

**International Trophy (Formula 1):** Ferrari, J. M. Fangio, P. J. Collins; Maserati, S. Moss, R. Salvadori, L. Rosier, J. Brabham, K. Wharton, L. Pionti, B. Halford; **B.R.M.,** J. M. Hawthorn; **Connaught,** A. Scott-Brown, D. Titterton, J. E. G. Fairman, R. M. Oliver, P. Scott, R. Parnell, E. W. Holt, J. Young/J. Coombs, R. Gibson; **Vanwall,** H. Schell, M. Trintignant; **Gordini,** A. Pilette, H. Da Silva Ramos; **Cooper-Bristol,** F. R. Gerard, A. W. Birrell.

## SILVERSTONE ON THE AIR

Saturday, 5th May, Light Programme

Commentators: Robin Richards, John Bolster and Eric Tobitt.

12.15-12.30 p.m. Over 1,500 c.c. Sports Car Race, final stages.

2.0-2.15 p.m. International Trophy Race; the Start.

2.30-2.35 p.m. International Trophy Race; Progress Report

3.50 p.m. (approx.). Result to be given out during Cup Final broadcast.

5.45-5.58 p.m. The Day's Events; Commentary.

## SILVERSTONE ON THE TV SCREEN

Saturday, 5th May

1.45-2.30 p.m. International Trophy Race; commentary by Raymond Baxter.

3.45-3.55 p.m. International Trophy Race; the Finish.

4.50-5.10 p.m. Touring Car Race; the Finish.



**ON HISTORIC CONCRETE:** Weybridge "pilgrims" John Langrishe and Peter Cavanagh with their Healeys on the Members' Banking at Brooklands, where many a 130 m.p.h. battle was fought in the past.

"NOSTALGIC beyond description" is a phrase occasionally used by one who finds himself in a situation where mere words fail to record his personal feelings; where the "sword" of memory has proved itself for once mightier than the "pen". It is with such feelings that I have attempted to record my day's visit to what remains of the Brooklands we once knew. I make no attempt to portray the events in the easily flowing style of the seasoned journalist, but have merely put on paper my thoughts on this experience as they have come to me, and if they, in turn, convey to the reader something of the satisfaction that this visit gave me,



# PILGRIMAGE TO BROOKLANDS

Two Arch-Enthusiasts Revisit the World's First Racing Track, Fifty Years After its Construction

coupled with the burning desire that the "Cradle of British Motor Racing" shall not be forgotten, I shall be more than happy! That it *will* not be forgotten, I am delighted to report, is almost an accomplished fact, as later paragraphs show.

It was on a warm spring morning last month that I set off, and having collected John Langrishe (hon. sec., Healey D.C.), turned the nose of the Healey towards Weybridge and the rendezvous that I had resolved to make for such a very long time. Turning into Brooklands Road, the whole scene came back with such a bang, that it was impossible to believe that time had elapsed at all, let alone the 16 years since I last saw that road. Hitherto I had purposely avoided the area, vowing that I would not return until I had made preparations for an official "pilgrimage" as near to the Jubilee year as my professional engagements would allow. (The 50th year commences on 17th June, terminating on the official opening day of the same date next year.)

Turning into Vickers' car park (one almost went past from force of habit)

By PETER CAVANAGH

"The Voice of Them All"

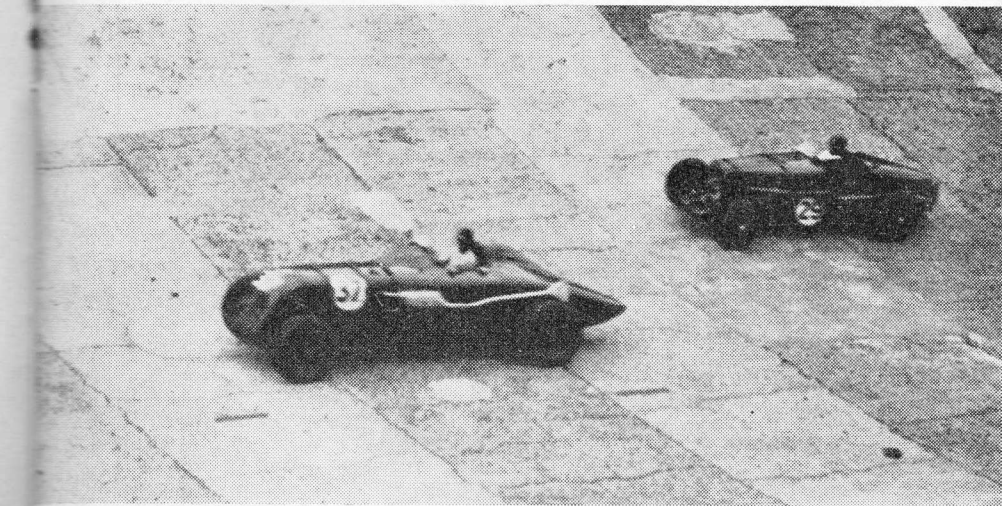
we were met, and despatched to Charles Gardner who was to "look after us", a thing which he did in no uncertain manner, with charm and friendliness that surpassed a Knight Errant. We were to lunch with the directors, but as there was half an hour to go, our resistance to having a "peek" collapsed completely and away we went, conveyed by Charles, from one corner to another, making a lightning "recce", and mental diary, of the best points to see after lunch.

During the most excellent lunch we had hinted that perhaps a snapshot or two (under supervision) of the old bankings, with maybe a glimpse of the Healeys in the foreground, would be rather wonderful souvenirs to be treasured. Not only was our request granted, but an official photographer was laid on complementarily. Needless to say, a dash for the Healeys ensued, and we were then ready for "Our Day", my car containing

Charles and self, and John's containing photographers and tripods.

Passing the main block, we came upon a joyous sight, for there stood the old Club Building, complete with balconies as ever was, and still in perfect repair (now being used as offices), and in the paddock the original shelters that had once housed the "gleaming monsters" now protected a mass of workers' bicycles; with above them, still visible, the faded words "Dunlop" and "M.G." The Positions Board gantry was still there, and even some of the old boards attached to it. The concrete pits of the Campbell Circuit are more or less complete (now small workshops) as were the rows of little buildings where Parry Thomas once abided. The large wooden shed housing part of the "Ancient Aircraft" collection is intact, and in fact a telephone call came later in the day from a gentleman who wished to fly an S.E.5 away.

How delighted we were, to see that the Test Hill had been cleared of undergrowth and looked almost "as new". (Charles said he had had this done as he felt that he "ought to".) Then we drove up the Campbell Circuit hill to behold a glorious, but oh, so sad, a picture. Before us stretched the dear old Home Banking or, I should say, most of it, overgrown with young birch trees which had seeded themselves between the crevices in the concrete. Closer examination showed that only the centre section was thus affected, the top and bottom sections being clear. We ran the cars around, gazing upwards as we went to see the railway-sleeper barriers still round the lip, complete with rusted steel facings. We paused to take our first photos and climbed the steep slope to the top, our feet slithering on the patches of moss, and surveyed the places where poor Percy Lambert and Clive Dunfee had been so tragically killed. Somebody had said



AS IT WAS: A Bentley and an Aston Martin on the banking during one of the classic B.R.D.C. 500 miles races.





*GREEN BELT: The Members' Banking in 1956, with Nature determinedly reclaiming her own from the works of man. Near this point the Campbell Road circuit joins the outer circuit.*

at one time that a cross had been erected along the edge of the trees, but we searched in vain.

Returning to the cars we rounded the base of the curvature, making for the "Members' Bridge". At the first sight of it, silhouetted against the blue sky, one's heart leaped, only to sink again at the sight of an enormous workshop built underneath it, leaving only about 18 feet of concrete at the top passing through to the other side. A tragic sight, believe me, to one who well remembers cars like the "Napier Railton" rushing under that bridge a yard or two from the top at around 130!

We retraced back via the Campbell gradient, round the base of the "Members' Hill" and joined up with the banking again on the "Railway Straight" side. Here we could observe the bridge more closely and hoped that it would survive the rigours of many more winters to come. We decided to take what we hoped would be our best photos. I chose this spot for reasons both sentimental and historical. Lambert had been photographed thereabouts making his successful 1913 record attempt, driving his Talbot as the first man to exceed 100 miles in the hour. It was the spot depicted on the old B.A.R.C. badge, showing two cars passing under the bridge. It was always a tricky spot for drivers when there was any wind about, for on the banking behind the Members' Hill one was completely sheltered until one emerged under the bridge, and then it was a case of hang on the wheel or be blown over the 30-ft. top. Disbelievers could pay 10s. on a non-race day, take their latest sports car round and find out for themselves. I didn't believe it in 1934 and although it only cost me 5s. for a two-wheeler, I'll never forget my experience there on a Douglas motor-bike as long as I live!

Beyond where we stood, towards the Railway Straight, the track was almost clear of shrubbery, and in fact as one approaches the river (where the banking goes over the Wey), the surface is quite good for nearly a quarter mile, for some of it has a tar dressing which has prevented the growth of greenery. What was therefore the wavy part is now about the smoothest, although the "Bump" is there still (we know because we tried it!). Charles had suggested some last snaps

slightly panned, to give an effect of motion as the cars came on to the straight, and that we go back towards the Members' Bridge as far as the surface was clear and return at some pretence of "speed". "Pretence?"—I fear "full chat" would have been nearer the definition. I was forced to take my foot off as we swept off the banking, firstly, to stop showering stones over John's bonnet, and secondly, to enable me to pull up in the space available, for a large hangar now sits across the Railway Straight. John declared that two mechanics, finally convinced that we were not "ghosts", were about to slide back the doors so that we could carry straight through and out the other side. However, we soon saw a sad aspect to his joke, for the Straight did carry on to the "Byfleet Banking" and then ended abruptly into nothing, with runways and green grass now cutting it in half.

It is now 17 years since Brooklands was raced upon, but I estimate that a half to two-thirds of the track remains, this including the finishing straight, the course of which is difficult to follow owing to large buildings of sundry types sprawled over its surface. Though some folk may have sentimentally hoped or wondered if Brooklands could ever be used again, that, I fear, would be impossible. About all one could squeeze out of the existing surfaces would be a quarter-mile sprint or a dash up the "Test Hill" for a cup of tea on the old lawns.

With such conditions prevailing, many would take for granted that the memory of Brooklands is dead or dying, but as stated earlier, its memory is not to be allowed to die, or even lie down. A committee, including several "names" of the pre-war days, has been formed under the eye of Vickers, and I was privileged and delighted to see the drawing of a magnificent memorial, to be erected in the Railway Straight vicinity for all to see. No longer will train passengers wonder about those strange concrete banked areas as they sweep by; they will be able to read in large letters "BROOKLANDS 1907-1939". A map of the track in detail, with badges of the B.A.R.C., J.C.C., Flying Club and Vickers will surmount a list of record holders and sundry data, all engraved in bronze to be imperishable—and, who knows, but that if we all wish strong enough, the adjacent part of



*TEST HILL TODAY: Where Archie Frazer-Nash, J. A. Joyce and others rent the air and split the seconds in days gone by.*



*★*  
*LOOMING LARGE beneath the famous Members' Bridge (right) is an aircraft hangar, erected there during the war.*

the track might be kept in fair condition to go with it.

A wonderful book is also being compiled by Vickers containing scores of splendid photos, many hitherto unpublished. Charles decided with us that a good title would be "Fifty Years of Brooklands".

I wonder if there stands a monument, anywhere, to the memory of Mr. Lock-King, that indomitable man who gave us the track—spending over £150,000 of his own money in doing so, and who, supported by the devotion and enthusiasm of his wife, overcame endless obstacles to provide the world's first motor track? (At the termination of the visit we discussed preliminary arrangements for a memorial plaque to be presented to his family.)

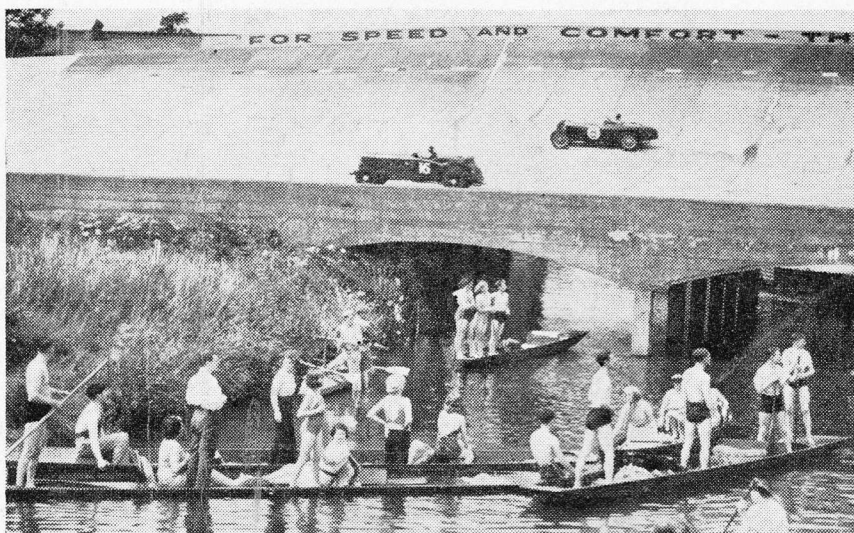
Looking back, I am sure few would disagree that the atmosphere of Brooklands made it an irresistible magnet to all who knew it. Even today that atmosphere has not diminished. As we



stood by the Club House gazing at those pine trees, with the spring sun shining on their red-brown stems, the air seemed filled with the sounds of everything we knew—the gay colours, the chatter of voices, the revving of highly-tuned engines, the whine of the “blowers” on the distant bankings, the buzzing of bees, the rattle of tea cups, the gay dresses of the ladies swishing past the enclosure gates, the feeling of heat reflected off the dazzling concrete and a feeling of being completely and gloriously carefree. We have many excellent tracks today, but there can never be another Brooklands, ever!

But I think that the dubious rumour which has floated around from time to time of “nasty, horrid Vickers pinching our track” should be put in proper perspective. Let me put it this way. Racing at Brooklands ceased in 1939 due to a war which lasted six years. During that time the track was Ministry-requisitioned, cut about, built upon, suffered bomb damage and the like. Shareholders had not seen a penny in that time and at the end of the war were confronted with the prospect of not seeing any for another three years, since the track would not be released until 1949.

If Brooklands were to be retained, Vickers would have had to be moved, for there just was not room as things



*HAPPY DAYS: A summery scene on the River Wey, which afforded opportunities of free spectating where it passed beneath the banking. Mid-point on this bridge was the “Big Bump”. Passing are a Jensen and a Riley.*

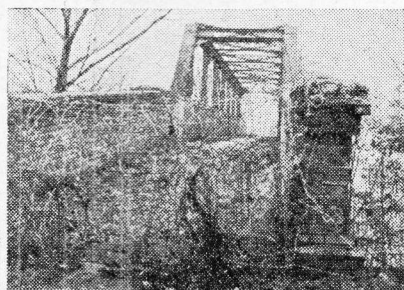
were. Heaven knows what the cost of restoring the track to first-class order would have been. But the Ministry quickly realized it was cheaper to buy the track for industrial development than to reinstate it as a motor racing venue.

The B.R.D.C. held a meeting of violent protest but, alas, the shareholders, having in mind the facts stated, and with the temptation of seeing £330,000, sold out to Vickers. Thus, on a miserable winter's day in 1946, the curtain came down.

It has been argued that the motor industry should have got together and saved it when shares were offered for sale, but the fact remains that Brooklands is a long way from Coventry, Birmingham and Derby where the bulk of British motor manufacture takes place, and this may have influenced such a thought, had it crossed their minds. Many have expressed agreement with the late John Cobb (who so loved the track), when he said that “such action should bring shame upon those responsible” and that he was glad he had no part in the desecration. Shall we say that, in our opinion, the majority of those shareholders, having been given an option, proved that they were not the

enthusiasts we would have wished them to be—and leave it at that! Let us not forget, however, that Cobb also declared that “The memory of Brooklands would remain immortal” and it is grand to see his wish being realized.

**N.B.** On a recent visit to Goodwood I was delighted to be able to arrange with His Grace The Duke of Richmond and Gordon that the walls of the new Members' Restaurant (the old flight control building) shall become a pictorial memorial to Brooklands, along with the section of the banking which can, as many know, be seen on the other side of the track in the paddock. His Grace, as many will remember, was one of the foremost drivers at Brooklands, partnering Sammy Davis to win the 500-mile race and winning the J.C.C. “Double Twelve” in 1930 and 1931 respectively; a truly great driver and gentleman whose enthusiasm for the past and present of the sport knows no bounds. At the time of the visit in question three people were heard to remark that Goodwood is taking on some of the old magical atmosphere of Brooklands. Let us hope that as time goes on this will become an ever increasing fact.



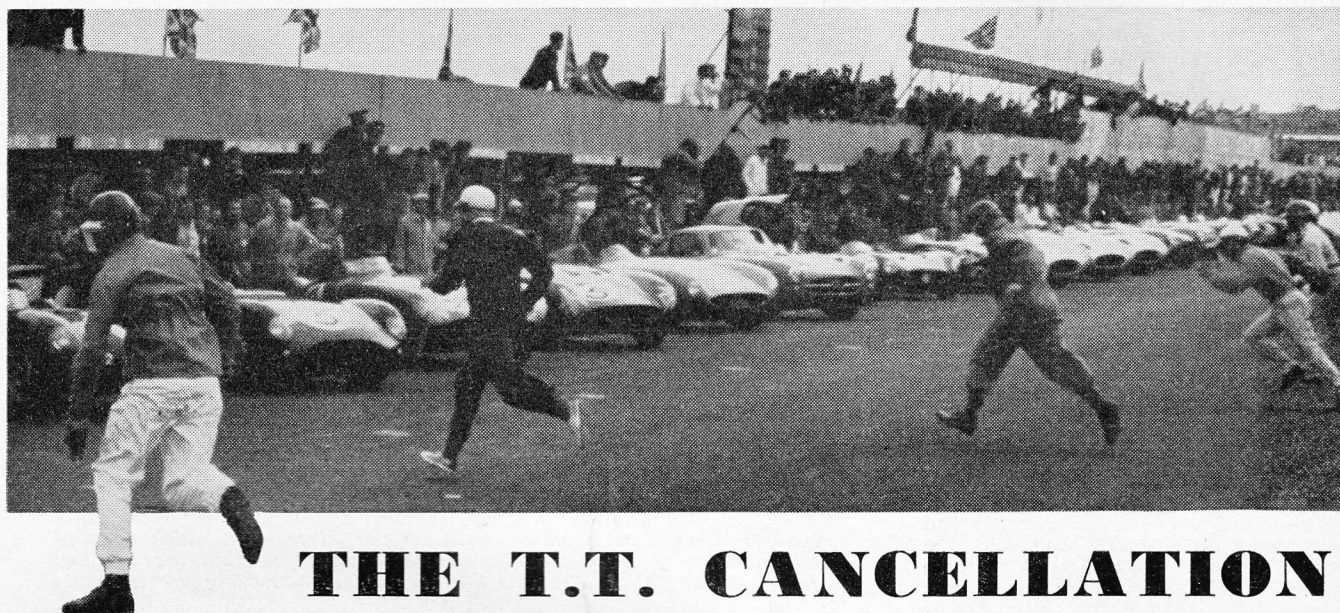
*MELANCHOLY glimpse of the Members' Bridge, so familiar to spectators on the Hill in pre-war days.*

★

*DOWN IN THE FOREST: (Right) The two Healeys halt in a miniature wood on the banking.*







## THE T.T. CANCELLATION

*Is Dundrod Considered Unsuitable for Motor Racing?—*

*Asks W. A. McMaster*

IT would be a difficult task to describe, in any sort of printable language, the shock with which Ulster enthusiasts heard the news that the R.A.C. had decided to cancel this year's Tourist Trophy Race.

Of course there had been an element of doubt, ever since last year and the three fatal accidents which had marred the 1955 T.T.; of course, there had been concern that the opening of the 1956 season showed the symptoms of yet another black season; of course, there had been an undercurrent of muttering among members of the Ulster Automobile Club about the poor look of club finances since, in 1952, they had shouldered the burden of running the T.T. and, of course, despite two "annual meetings" on the subject, there had been an almost mysterious air about the future of the race.

Nevertheless, I doubt if anyone really thought that the T.T. would be cancelled. Indeed, I even believe that some members were looking forward eagerly to "speaking their mind" in the conviction that club stalwarts like Gordon Neill, Commodore Shillington, aye, and even the president, J. Wilfred Haughton, were pressing ahead with the organization of the 1956 T.T. in advance of the sanction of the members to undertaking the race.

### "A Bolt from the Blue"

Be that as it may, the fact remains that the announcement, received in Belfast late on the evening of Wednesday, 18th April, came as a great surprise. And why not? Only two days earlier, Gordon Neill had attended a meeting of the Competitions Committee of the R.A.C. in London and there, he believed, had succeeded in convincing the Competitions Committee that adequate steps would be taken to ensure the safety of all concerned at Dundrod.

He returned to Belfast late on Monday evening, satisfied that the C.C. approved the measures proposed. On Tuesday (although I am prepared to admit that it was probably an unfortunate coincidence) there was delivered to the U.A.C. a bill for £15 due to the R.A.C. for the inscription of the T.T. on the International Calendar—and on Wednesday the cancellation was announced.

The first intimation of the R.A.C. decision was given to Gordon Neill by telephone from Dean Delamont on Wednesday evening, followed almost immediately by hordes of newspapermen as the story was received in Belfast offices from a Press agency.

Now we are all wondering if the embargo on the T.T. is an even wider embargo—in other words, do the R.A.C. consider that the Dundrod Circuit is unsuitable for motor racing? If so, it is goodbye to real road racing in Great Britain—and a natural road circuit, maintained by a county council and encouraged by a Government, falls victim to the cult of airfield racing, where the competitor must have yards of "extra grass" for manoeuvring space in the event of error.

Unless someone can write to prove that he organized a race meeting on an R.A.F. airfield prior to November, 1945, I lay claim to having been the first man ever to obtain the use of an R.A.F. airfield for racing. It looks as if the pride I once had in that little achievement was a bit misplaced—and that I have in reality dealt true motor racing a sad blow.

### The "Poor Relation" of the Classics

We are also wondering if the cancellation of the T.T. means that the R.A.C. will not consider the promotion of this historic race in the foreseeable future. Truly, since 1905 this poor race, which ought to have been a real classic in that half-century, has not had its sorrows to seek.

Throughout its history it has been dogged by uncertainty and blighted by abandonments. Looking no further back than to the post-war series, it was indeed a very weak patient as recently at 1953, after an abandonment in 1952. Then came 1954 and a really international event—followed by an even better one in 1955. At last the Ulster A.C. could see the hope of some return for the vast efforts expended on keeping the race alive; at last they could go to the county council concerned and to the

Ulster Government and answer most of the criticisms of the constant requests for financial aid. They were promoting a very successful show—and the prudent businessman does not shut shop when success is in sight. I need no reminding of the responsibility which faces the R.A.C., as the governing body of motor racing in Britain, and I need no reminding of the accident toll of last year's T.T., or of last year's Le Mans race. By the same token, I need no reminder of the strenuous effort which Antrim County Council took to ensure that the Dundrod Circuit was made reasonably safe for racing in the light of the Le Mans tragedy.

### And now the "Airfield Touch"?

More recently, I was reliably informed that the R.A.C. had requested that the Dundrod Circuit be further modified so as to have a grass verge, six feet wide, bordering each side of the seven-miles circuit. That ought to have warned me of what was coming—and I remember being very annoyed at hearing of this demand.

It is because of this that I have suggested that Dundrod has fallen victim to the cult of airfield racing and if the R.A.C. intend that our races of the future shall be conducted under such conditions then I, for one, will seek other diversions. I am not in favour of subjugating any race regulation to that of saying to the drivers—"There is the course, now race on it—if you can!" It is within the province of any prospective entrant to elect not to race if the course is (to him) unsafe—or unsuitable for his car, but it cannot have escaped notice that every race held, at Dundrod or elsewhere, has produced winners and finishers, leaving spectators to draw their own conclusions.

And if ever I have the misfortune to hear that the T.T. is being organized on an airfield, or ersatz road circuit—then I will know that I really am out of date, as much so as those who first instituted what should be the greatest sports car race in the British Isles!





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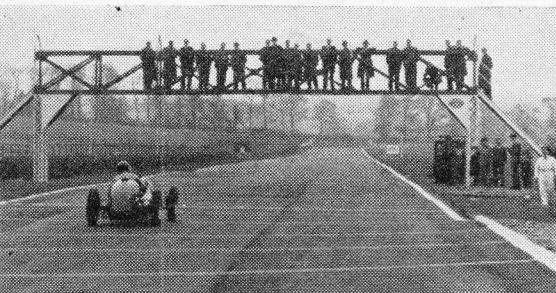
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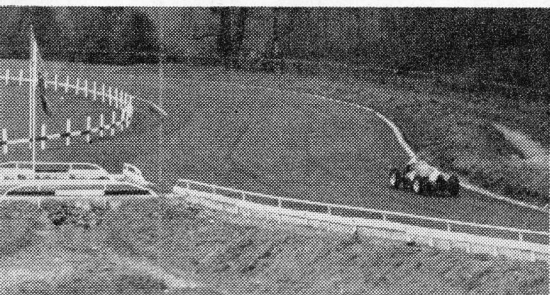




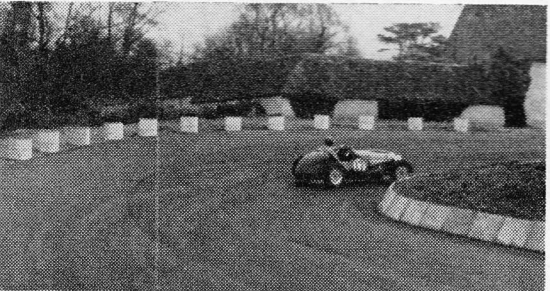
**COURSE CHRISTENING:** (Right) Bob Gerard (Cooper-Bristol) and Maurice Cann (Guzzi motor-cycle) on the line and "rarin' to go" on opening day, 25th April.



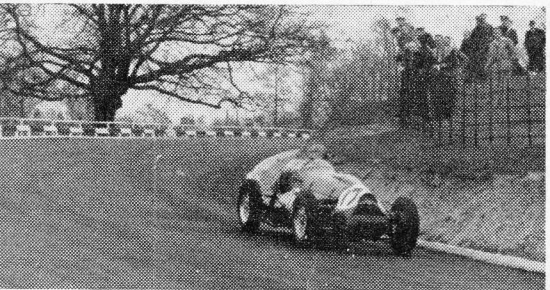
**FOLLOWING GERARD ROUND:** (Above) Leaving the start, a straight leads to a long right-hand bend, after which comes . . .



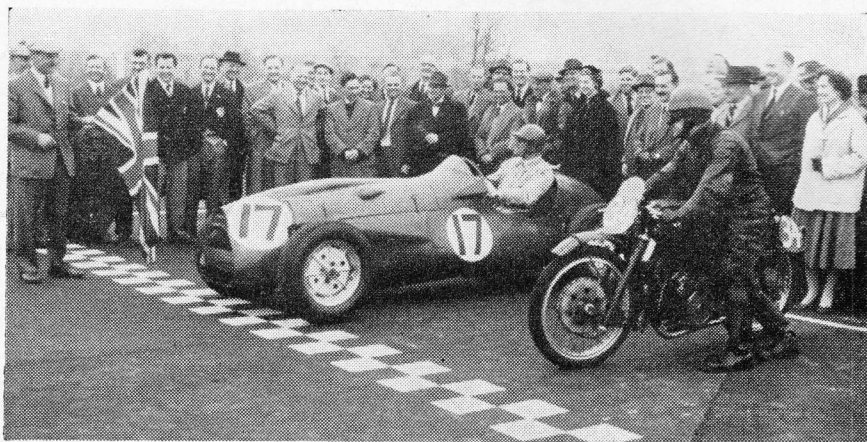
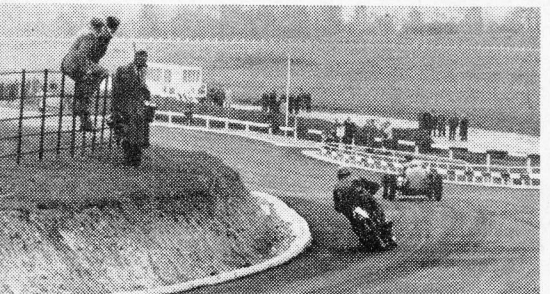
**THE LAKE ESSES,** a shallow S bend preceding . . .



**SHAW'S CORNER,** a very tight, banked hairpin.



**DEVIL'S ELBOW,** an inviting left-hander, comes next, after which (below) competitors head back to the starting straight again.



## THE OPENING OF MALLORY PARK

Promising New Short Circuit for Leicestershire

A BIG step towards fulfilling the motor racing needs of people living in the Midlands was taken on Wednesday, 25th April, when the new road racing circuit at Mallory Park, Leicestershire, was opened.

Laps of honour were reeled off by Bob Gerard in a Cooper-Bristol and Maurice Cann on a 250 c.c. Moto-Guzzi and it was apparent that the track is more readily mastered by the car driver than the motor-cyclist.

Gerard worked up to a lap time of 60 secs.—just over 80 m.p.h.—while Cann was several seconds slower. Roughly oval in shape, the circuit leaves the starting grid with a useful straight, ending in a long, sweeping right-hander which turns through 180 degrees and opens into another straight on the opposite side of the park. This leads into a shallow "S" bend which precedes an extremely tight, full-lock banked hairpin. Then comes an inviting downward left-hander which ejects the car on to the starting straight again.

"This is not an easy course", commented Gerard afterwards. "The long right-hander is extremely hard to master—you don't know quite what to do for the best. If you are over-cautious you think you should be going much faster, but if you put on any power the tail is inclined to break away".

Cann commented: "It is even more difficult for motor-cyclists. That bend

should really sort out the riders". The Nottingham Sports Car Club is to hold four short distance club events this season, the B.R.S.C.C. is organizing a National meeting on 7th July, and there will be regular motor-cycle meetings at the track.

### PRESCOTT ON SUNDAY

HARD on the heels of the Silverstone B.R.D.C./Daily Express meeting comes the Prescott International hill-climb of the Bugatti O.C. Prominent amongst the entries are Ken Wharton (Cooper 1,100), Austen May (Cooper 500), Michael Christie and Tony Marsh (Cooper 1,100s) and David Boshier-Jones (Cooper 500)—all one-time B.T.D. holders—Tommy Sopwith (Cooper-Climax), Jerseyman Arthur Owen (Cooper-Climax), Ken Rudd (A.C.-Bristol), Don Parker (Kieft), Henry Taylor (Cooper), A. F. Rivers Fletcher (Cooper), E. P. Scragg (H.W.M.), Paul Emery (Emeryson) and Air Vice-Marshal Bennett with his new 1,090 c.c. Fairthorpe sports car. The meeting begins at 11 a.m.

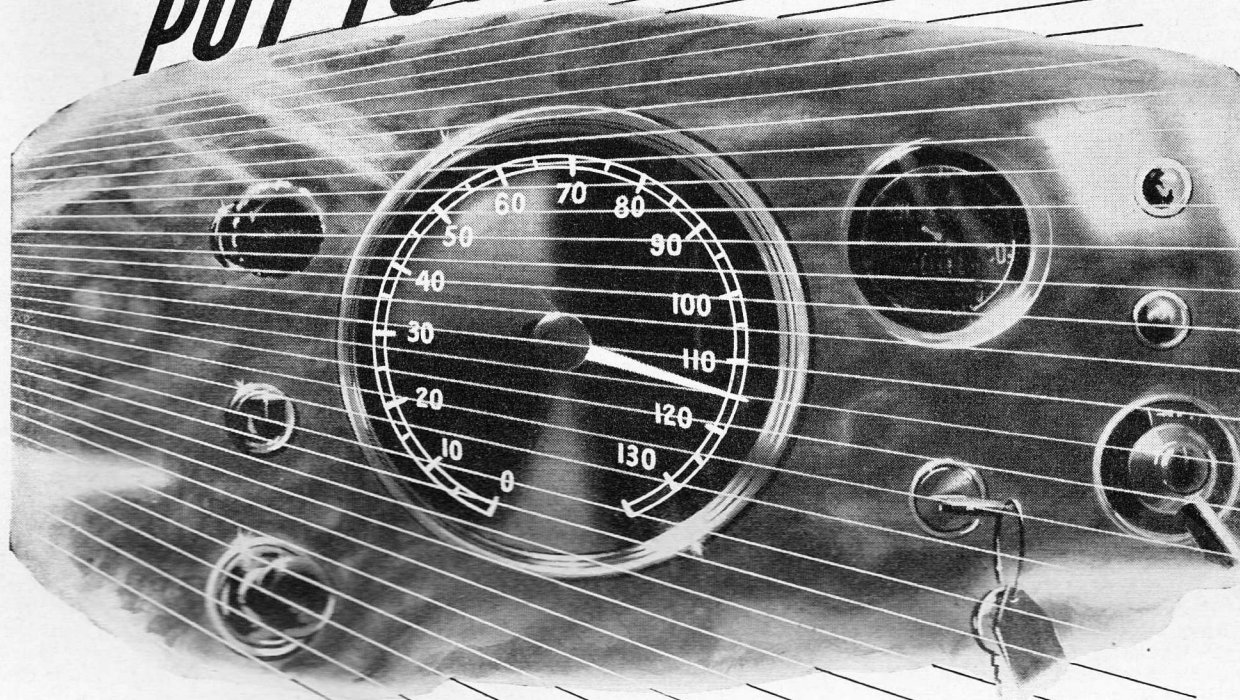
GIULIO CABIANCA carried off the recent Consuma hill-climb event in Italy, driving a 1,500 c.c. Osca. His speed of 98.105 k.p.h. closely approached Scotti's 1954 record with a larger Ferrari of 98.274 k.p.h., and beat Gerini's 3-litre Maserati and Bordoni's 3-litre Gordini.



**MEN WHO MATTER:** Bob Gerard, the B.B.C. commentator, Clerk of the Course Merrill and Clive Worme-Leighton, sponsor of the project, seen on opening day, 25th April. Mallory Park, eight miles west of Leicester, measures 1.35 miles per lap.



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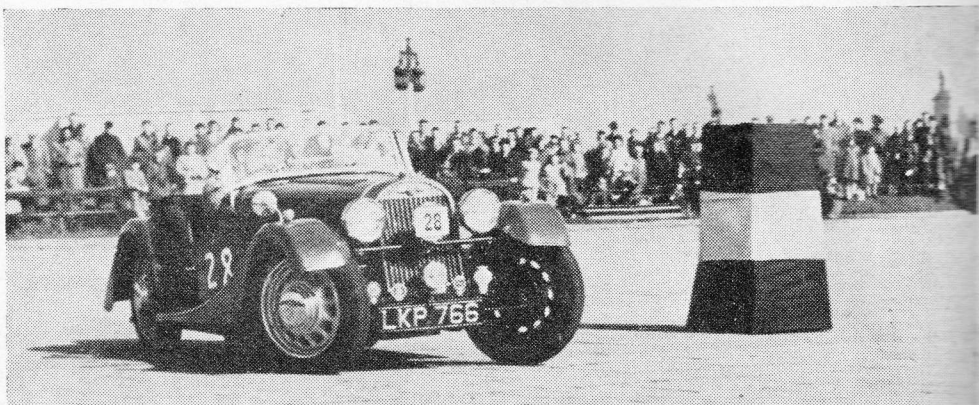


# Club News

By STUART SEAGER

HERE'S an idea! The Oxford University Motor Drivers' Club are trying out a new "course marshal service" for racing circuits in various parts of the country. The first contingent turned out to the Vintage S.C.C. meeting at Silverstone the other week and it is intended that the service will operate in vacation as well as term time, and if successful may be extended to major rallies and trials. Any organizing club who may care to recruit this band of enthusiasts should contact A. David Cooper, St. Peter's Hall, Oxford.

LOOKS like being a busy day for the Munster M.C. and C.C. on 14th July. The revived Munster "100" car race will be held on the same day as two motorcycle events, the whole adding up to a total of 218 miles of racing on two wheels and four. The car race will be run on handicap, over 16 laps (100 miles) of the Carrigrohane circuit, near Cork; full details may be had from A. M. Canty, 33 South Terrace, Cork, Eire. . . . An old favourite is the Radcap Rally of the North London Enthusiasts' C.C., which this year will be run on 12th/13th May and will cover between 250 and 300 miles. Invited clubs are the A.C.O.C., B.A.R.C., Combined Universities, Herts County, London, M.G. (S.E. Centre) and South Essex M.C. George Bance, 11 Bath Road, Reading, Berks, will close the entry list next Monday, 7th May. . . . The same week-end brings the Cambridge '50 C.C.'s annual "classic"—the 200-mile May Rally, which starts from Cambridge at 9.30 a.m. (ugh!) on Sunday, 13th May; entry closing day is next Tuesday, 8th May, and the Secretary of the Meeting is R. P. Bowyer, 141 Cherryhinton Road, Cambridge. . . . On May 19th the Oxford University M.D.C. and the Combined Universities M.C. get together for a driving test meeting at Merton, near Bicester. Regs. may be had from A. David Cooper, St. Peter's Hall, Oxford. . . . The Oxford University club will also combine with the Oxford M.C. on 1st June for the Twilight Rally, details of which will be available shortly. . . . Horrifying thought; "No limit is imposed on the number of drivers . . . carried", say the regs. for the Edinburgh University M.C.'s Murray Cup Rally on 13th May. Be that as it may, the course is 150 miles in length and the invited clubs are the Scottish Sporting, Lothian, Combined Universities, Falkirk, Berwick, Lanarkshire, and Fifty-Five Car Club (which sounds like a new one to me). Entries, please, to the Secretary, Edinburgh U.M.C., c/o The University Union, Park Place, Edinburgh 8, by Wednesday, 9th May. . . . Entries close next Monday, 7th May, for the Little Rally of the Shenstone and District C.C., and should be sent to M. F. Finne-more, 122 Colmore Row, Birmingham, 3. This, a 70-mile afternoon event, starting and finishing at the Bull's Head Inn, Shenstone, on 12th May. . . . Members of the Bridgnorth, Mid-Cheshire, English Electric, Midland Motoring Enthusiasts, Severn Valley, Walsall, and Wolver-



WINNER of the recent Morecambe Driving Tests, C. Hall, takes his Morgan round one of the pylons on the sea-front.

hampton and South Staffs M.C. are invited to enter for the Stafford and D.C.C.'s Economy Rally on 27th May. Full details from D. P. McIntee, 132 Lichfield Road, Stafford. . . . Nearly a hundred enthusiasts have formed a London section of the Triumph Sports Owners' Association. Owners of TR2/3s in London and the outer suburbs are eligible for membership. The show-rooms of L. F. Dove, Ltd., Wimbledon, are being used as H.Q., and the first business meeting will be held there on 23rd May at 8 p.m. when plans for the club will be announced. These include a "get together" rally on 3rd June. Club details from 69 The Broadway, S.W.19. . . . Elsewhere in this issue is a note about the opening of the Montagu Museums at Beaulieu, at which location the Sunbeam Motor Cycle Club will hold a rally for veteran and vintage (pre-1931) two- and four-wheeled vehicles on 17th June. Regulations are available from S. P. Turner, 3 Bonneville Gardens, London, S.W.4, and entries close on 5th June. . . . Address of Mrs. P. H. Bellamy, Rally Secretary of the De Lacy M.C., is 70 Ferrybridge Road, Castleford, Yorks, not Derbys, as we said before. Apologies.

## A NIGHT IN THE NORTH

THE organizers of the "Night Navigation Rally" held by the North-Eastern Centre of the M.G. Car Club were worried as the competitors started on the last of the event's three loops.

Of the 35 starters, three were clean at that point and the position looked even closer as the first three men to finish the last loop did so unpenalized. But it all worked out in the ideal fashion—only one man managing the whole course clean—proving that it was possible.

The rally, held on Saturday/Sunday, 21st/22nd April, consisted of three loops centred on the Red House Café at Pool-in-Wharfedale. The first loop of 114 miles had to be navigated only on a marked "Esso" map supplied by the organizers. This lay principally in the flat country of the West Riding around Church Fenton and then North to Coxwold near Thirsk.

The next loop, after a three-quarter hour break, was a 69-mile route-carded circuit to the North around Fountains Abbey, which involved rapid motoring through narrow twisting lanes as the positions of the controls were secret. The final loop was on six-figure map references and although over 50 miles in

length, was never more than 10 miles away from the start.

All three sections were cleaned by some competitors, but the last loop caught most. Three of the starters retired before the finish, and three more were excluded after entering a control from the wrong direction.

### Provisional Results

**Best Performance:** E. Batte (M.G. Magnette), 0 marks lost.  
**Up to 1,510 c.c.:** 1, Dr. T. Harrington (Magnette), 10 marks lost; 2, A. Silcock (Commer Van), 20.  
**Over 1,510 c.c.:** (tie) P. W. Strawson (Sunbeam-Talbot) and Dr. D. Sutcliffe (Ford Zephyr), each with 30 marks lost. **Team Award:** D. Butterwick (M.G. 1½), Dr. Armstrong (A90-Westminster), and E. K. Whitehead (Magnette), 160. **Novice Award:** E. K. Whitehead (Magnette), 30. **Navigator's Award:** A. Egglestone.

## DUSK 'TIL DAWN

NOVICES did extremely well in the Fifth Annual Dusk 'til Dawn Rally held by the Huddersfield Motor Club on 14th/15th April.

First and third places in the general classification went to novice drivers. Second place went to John Mitchell, who last year startled many people at local sprint meetings and in the Six Hour relay race at Silverstone with the rapidity of his Ford Anglia. He was one of the many members of the organizing club who figured among the award winners.

P. C.

### Provisional Results

**Best Performance:** B. Hirst (Austin-Healey), 68 marks lost.  
**Up to 1,510 c.c.:** E. J. B. Mitchell (Ford Anglia), 71. **Over 1,510 c.c.:** P. W. Kirk (Sunbeam), 78.  
**First Class Awards:** Mrs. Anne Hall (Standard), 98; A. Rayner (Sunbeam), 102; J. R. Hall (Peugeot), 134; K. N. Lee (M.G.A.), 312; A. Birkett (Triumph TR2), 315.  
**Navigators' Awards:** J. Sykes, W. Turner and J. Garnett.

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the steering  
wheel*

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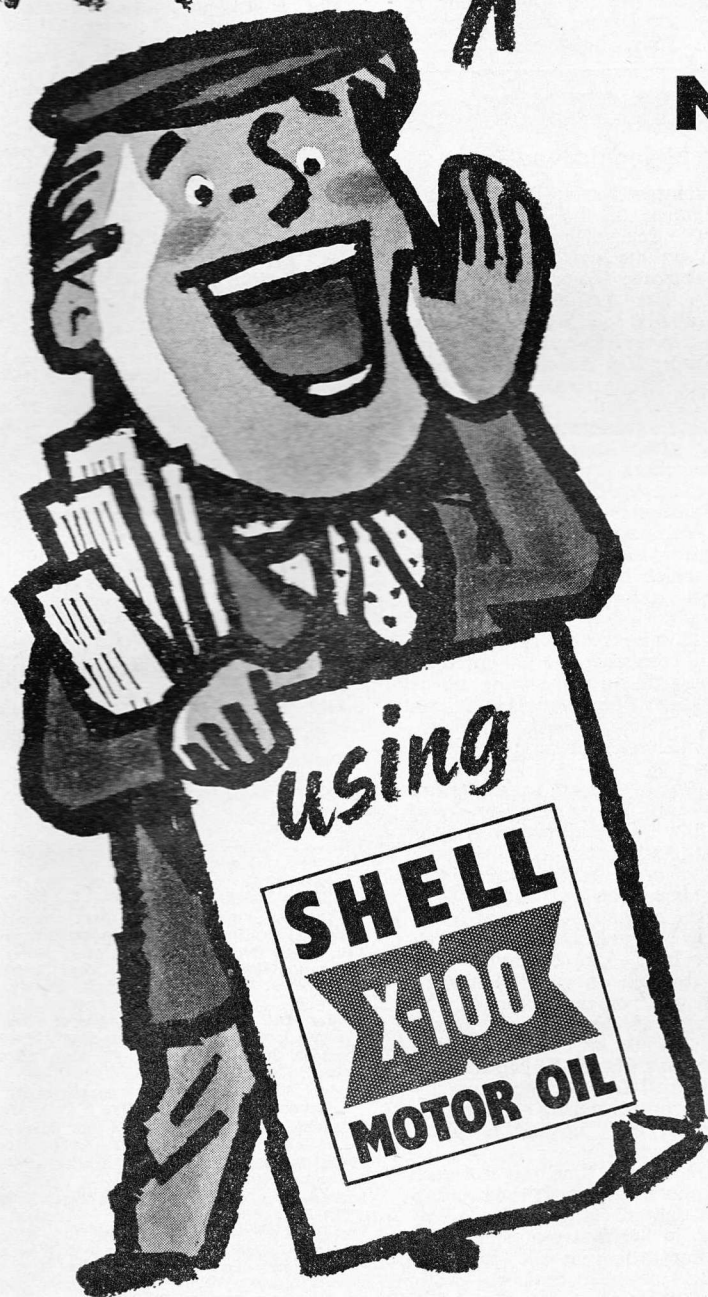
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### Coming Attractions

**May 5th. B.R.D.C. "Daily Express" International Trophy Meeting, Silverstone, near Towcester, Northants. Start, 10.30 a.m.**

**Veteran C.C. Spring Rally and Run. Arrive Madeira Drive, Brighton, 10.30 a.m.**

**May 6th. Bugatti O.C. International Hill-climb, Prescott, near Cheltenham, Glos. Start, 11 a.m.**

**Cemian M.C. "President's Meeting" (Driving Tests), Heston Aerodrome, Middlesex. Start, 11 a.m.**

**Taunton M.C. Driving Test Meeting, Norton Manor Camp, Taunton, Som. Start, 1 p.m.**

**May 12th. Maidstone and Mid-Kent M.C. Race Meeting, Silverstone. Start, 1 p.m.**

**West Hants and Dorset C.C. Hill-climb, Blandford, Dorset. Start, 1.45 p.m.**

**Harrow C.C. Driving Test Meeting, Frinton-on-Sea, Essex. Start, 2 p.m.**

**May 13th. Grand Prix of Monaco (F1).**

**Vintage S.C.C. Hill-climb, Prescott, near Cheltenham, Glos. Start, 1 p.m.**

**Herts County A. and Ae.C. Speed Trials, Tempsford Aerodrome, near Biggleswade, Beds.**

**East Anglian M.C. Driving Test Meeting, Lavenham Aerodrome, Suffolk. Start, 1.30 p.m.**

## A NOT-SO-LITTLE RALLY

### R. B. James (TR2) Wins London M.C.'s Event for Second Year

ONCE again, Clerk of the Course "Goff" Imhof, assisted by his wife, Nina, managed to combine perfect weather conditions with smooth and faultless organization to make another big success of this year's "Little Rally". Once again, too, the entry of 430 cars could by no means be considered little, although numbers did not quite reach last year's record. The route had, however, been changed, starting from the Barrack Square opposite the Queen's Hotel, Farnborough, and returning there after a 200-mile road section, mainly through country lanes of the New Forest region. As always, the eight driving tests *en route* were to decide results, but there was general agreement that this year's road section required some fairly smart motoring if the 30 m.p.h. overall average was to be maintained.

But back to the start. Rarely will the spick-and-span R.A.S.C. parade ground have seen the sight of hundreds of motor cars of all sizes, shapes and ages performing the snappy acceleration test—forward, all four wheels over a line, back again, the same repeated and a flying finish. Indeed, the line-up presented quite a motor show in itself; there was a beautifully equipped Borgward Isabella TS entered by D. S. Harris; Major Macleod sported a fine old 3-litre Bentley; whilst two Sunbeam Rapiers and quite a number of 2.4 Jaguars represented the latest generation. This opening test was watched by a large crowds of soldiers, and amongst the comparatively few to perform the test in under 20 secs. were A. C. Westwood (Dellow) and Pat Moss (modified M.G. Magnette). The writer also had the satisfaction of keeping below this time in one of the fastest standard saloon car times, but his luck ran out shortly afterwards, being involved in a slight affray with another competitor and a van on a very narrow section of the course.

From Test 1 the route wound westwards through a maze of minor roads, carefully route-carded, to the next three controls at each of which a further driving test took place. These were now of the "forward-reverse, around a line and forward again" variety, the main difficulty being the impossibility

of seeing backwards around the corner, making judgment of the lock required quite difficult. Several competitors were already late on the road section for a variety of reasons; Tony Bray, whose "T.E.S.T. 1" was obviously a serious contender for the specials class, found his mileage-trip stuck quite early on. As a result it let him down on his navigation, and a late arrival on the first section was the result. One or two seemed to be in trouble with the route card shortly after leaving the Wheely Down route check and reported late farther on; these included Paul Steiner's M.G. TD and the very "hot" Ford Prefect of Mr. and Mrs. Ian Walker. The latter crew also disliked a very slow goods train which held them up, on this same section, at two quite different points.

Test No. 5 was probably the most complicated, consisting of a multiple back-and-forward sprint, ending in a sharp left-hand bend. D. Nixon (M.G. A) had difficulties with his reverse gear, and seemed none too happy with his new sports car.

The most amusing test, to spectators and drivers—well, some of them—was No. 7, entailing a short downhill section, a fast right-hand bend and a flying finish plus foul-line. With much rubber deposited, a great deal of sliding took place, and there were some neat ways of mastering this tricky test. Ian Walker's Prefect, for example, was manoeuvred through on a full left-hand lock! On the other hand, T. N. Blockley (Austin-Healey) just slid across the foul-line, while at the final test, S. A. K. Bennett's Mark VII Jaguar provided a real thrill for the spectators by getting out of control during some rather hectic reversing, and finished up sideways across the road.

It was dark by the time the last cars reached Farnborough, and time-keeping became even tighter. Among the ladies, Helen Eisner, in her first motoring competition, in her little Fiat 600, was late as a result. Some criticism—well-founded it would seem—arose from the fact that there were not enough classes for such a large entry. Thus in Class 1A—standard saloons up to 1,500 c.c.—there were over 120 entries, ranging

from the little 2c.v. Citroëns to potent 1½ litres like the Magette, Riley or Isabella. Obviously somewhat outclassing the small ones! In fact, this year's Little Rally was no doubt favourable to the more powerful vehicles, as is indeed confirmed by the results. The latter, incidentally, were worked out with the usual fantastic London Motor Club efficiency, and announced in the course of the evening's gathering at the Queen's Hotel. In view of the frequent mention of the word Allard on the honours list, it was suggested that Sydney should buy a round of drinks for all present, but alas, this remained only a suggestion! Anyway, congratulations to Mr. and Mrs. James—quite an achievement in the face of such strong opposition.

PETER EASTON.

### Provisional Results

**First in General Classification and London Challenge Trophy:** R. B. James (Triumph TR2), 151.7 secs. Total Test time.

**Best Performance Group 1:** D. Burke-Collis (Allard), 171.8.

**Best Performance Group 2:** C. Girling (Allard), 174.0.

**Best Special (Class 4):** M. Crabtree (Singer), 168.6.

**Coup des Dames:** Miss P. Moss (M.G. Magnette), 176.5.

**Club Trophy, Class 1A:** C. Rumsey (M.G. Magnette), 173.3. **2A:** J. M. Uren (Ford Anglia), 175.5. **3A:** A. C. Westwood (Dellow), 164.7.

**Second Place, Class 1A:** G. E. Todd (Ford Anglia), 176.0. **1B:** D. B. Haynes (Ford Zephyr), 172.0. **2A:** G. E. Collinson (Ford Anglia), 178.8. **2B:** J. Casewell (Austin A90), 177.1. **3A:** J. P. Hellings (M.G.), 165.2. **3B:** R. Wheeler (Triumph TR2), 154.1. **4:** J. Fisher (M.G.), 173.9.

**Novices' Award, Class 1A:** W. G. S. Penny (Austin A50), 185.2. **1B:** C. H. Dexter (Porsche 1600), 176.2. **2A:** P. A. Hallgarten (Morris Minor), 200.7. **2B:** B. H. Ross (Ford Zephyr), 191.1. **3A:** Capt. Venn (M.G.), 175.4. **3B:** G. M. Bayliss (A.C. Ace), 160.9. **4:** E. D. Delaney, 234.5.

**U.S. Trophy:** Major S. S. Minton (Allard), 167.3. **Teal Award (Team):** Team 22 (Cars No. 291-293-259), total test time 478.7 secs.

More Club News on page 435.

### Club Fixtures

**O.R.M.A.—A.G.M.,** 7th May, Waldorf Hotel, Aldwych, London, W.C.1, 7 p.m.

**Glossop and D.C.C.—Social meeting,** 7th May, Royal Oak, Sheffield Road, Glossop.

**Bexley L.C.C.—Open Forum,** 7th May, Club Room, 8.30 p.m.

**Singer O.C.—Social Meeting,** 7th May, Horse and Groom, Lincoln.

**Oxford M.C.—Social Run,** 7th May, finishing at Fleur de Lys, Cothill.

**750 M.C.—Social meetings:** 8th May, Railway Inn, Patchway, Bristol; 9th May, Neville Arms, Kinoulton, Notts.

**Sussex C. & M.C.C.—Social meeting,** 8th May, Southwick & Fishersgate Community Centre, Southwick.

**Billerica M.C.—Social meeting,** 8th May, Duke's Head, Laindon Common.

**Aberavon M.C.—Social meeting,** 8th May, Welcome to Town Hotel, Aberavon.

**Club Lotus—Film show,** 8th May, Abley Hotel, North Circular Road, Stonebridge Park, London.

**Lea Francis O.C.—A.G.M.,** 8th May, Albert Hotel, Kingston Hill, Kingston, 7.30 p.m.; Social event, 13th May, Watermill Roadhouse, Dorking, start 11 a.m.

**Bentley D.C.—Bexley Spring Supper,** 9th May, King's Head Inn, Old Bexley, Kent, 8 p.m.

**Plymouth M.C.—Film show,** 9th May, Elfordleigh Hotel, Plympton, 7.30 p.m.

**Hagley & D.L.C.C.—Social meeting,** 9th May, Lyttelton Arms Hotel, Hagley.

**Romford E.C.C.—Social run,** 10th May, Start, 7.45 p.m., from White Hart, Collier Row.

**Surrey Sporting M.C.—Social meeting,** 10th May, Chequers Hotel, Horley.

**Sunbac—Social meeting,** 10th May, Boat Inn, Catherine-de-Barnes.

**Vintage S.C.C.—Social meetings,** 10th May, Red Lion, Church Street, Birmingham; Greyhound Inn, Fenny Bridges, Devon; The Bell, Seend, near Devizes, Wilts.

**Buckingham & D.M.C.—Social meeting,** 10th May, Swan Inn, Great Horwood, Bucks.

**Cambridge '50 C.C.—Social meeting,** 11th May, Ancient Shepherds, Fenditton.

**Alvis Register.—Annual Social Rally,** 12th May, Phoenix Hotel, Hartley Wintney, 6.30 p.m.





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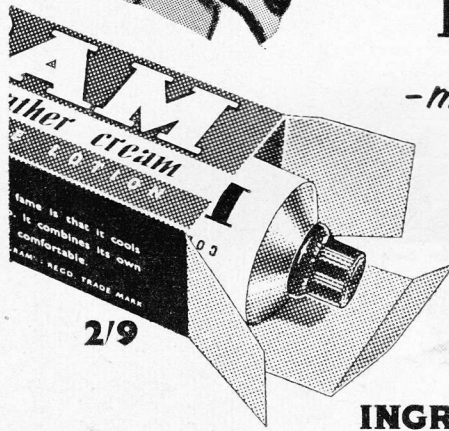


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# DAVID MURRAY'S DAY OUT

Ecurie Ecosse Jaguars Ascendant at Charterhall

LAST Sunday's race meeting on the Charterhall circuit was the opening event of Scotland's racing season. Organized by the Winfield Joint Committee the day's sport provided an excellent opportunity for David Murray's drivers to show their merits on home ground. This they proceeded to do with much verve, and the three beautifully prepared D-type Jaguars cleaned up the main sports car race and the 15-lap event for racing cars of unlimited capacity. There were also two very fine drives by B. Naylor in a 1½-litre Maserati, which went very quickly indeed in the smaller capacity sports car races.

Fine weather graced the meeting but the general enthusiasm was damped by a most unfortunate accident in which John C. Bain, the very likeable Kilmarnock driver, well known in both active competition and in the organizing of Scottish motor sport, lost his life.

Racing opened with a 10-lapper for sports cars up to 1,500 c.c. From the fall of the flag B. Naylor's bright red Maserati brooked no opposition and by the fourth lap he had gone through the field like the proverbial dose of salts. J. L. Fraser's Lotus-Climax held second place but was not so fast as we have seen it. J. Mackay (Lotus-Ford) kept after Peter Jackson (Cooper-Climax) throughout the race and in the last lap pipped him for third place while Ian Munn showed his latest concoction, the T.V.R.-M.G., to have a fair amount of promise and J. B. G. Campbell proved himself the best of a gaggle of M.G.A.'s.

The 10-lapper for sports cars was a very busy affair indeed and Lodge Corner as crowded as a city centre at rush hour. G. A. A. Johanson was definitely erratic in a TR2 and drawing Alex McGlashan, similarly mounted, was obviously sighing to be at the wheel of a 500 again. John Somervail knocked one of the marker drums for six at Kames Curve with his Austin-Healey in the first lap and Peter Hughes (Porsche) seeing the drum in a pall of dust wisely took to the escape road, dodged the drum and got back on to the circuit.

In the fifth lap John Bain's Frazer-Nash went off the track and into the plough at Kames. In trying to get the car back on to the circuit smartly John was unlucky enough to have it overturn. It spun over twice and, though thrown

clear, Bain's head hit the ground and he was killed instantly. Trying to avoid a TR2 the Austin-Healey driven by Ted Evans struck the Frazer-Nash and turned over but fortunately Evans escaped unhurt.

Meanwhile B. Naylor (Maserati) had passed both N. Campbell Blair (Cooper-Bristol) and Ron Flockhart (Austin-Healey) after Flockhart and Blair had been putting up some first class racing for the lead. In the eighth lap Blair managed to get out in front of Flockhart and followed Naylor home for second place.

In a 10-lapper for sports cars of unlimited capacity it was the shining blue D-type Jaguars of Ecurie Ecosse against each other and the rest of the field seldom in the hunt but for a very gallant try by Keith Hall in a C-type Jaguar. Ninian Sanderson and Peter Hughes dickered for first place. Hughes finally got there in the eighth lap, was still in the lead in the ninth and then Sanderson took over again. Jimmy Gibbon drove well but his Rover Special still sounds rough and appears to miss occasionally and he and Ray Fielding (H.W.M.) had a bit of a tussle in the three closing laps while John Lawrence, in the third car

of David Murray's team, stayed ahead of Keith Hall and N. Campbell Blair in the Cooper-Bristol.

In the final event—a 15-lapper for racing cars of unlimited capacity—no one could live with the D-types and we thought it a bit daft of the organizers in permitting "500" drivers to have a go, though we must admit that Tom Dickson, in a Mk. 9 Cooper, never stopped trying. Ray Fielding (H.W.M.) was forced to pack up at the end of the ninth lap when his clutch gave up but again no one had eyes for anything but the Murray Jaguars. And again Peter Hughes wanted to win, this time from Ron Flockhart. He did take the lead in the fifth lap and held it till the ninth when Flockhart took over once more. Three blue flashes took Dick Peddie's chequered flag and the day's sport was over.

"AENEAS".

## RESULTS

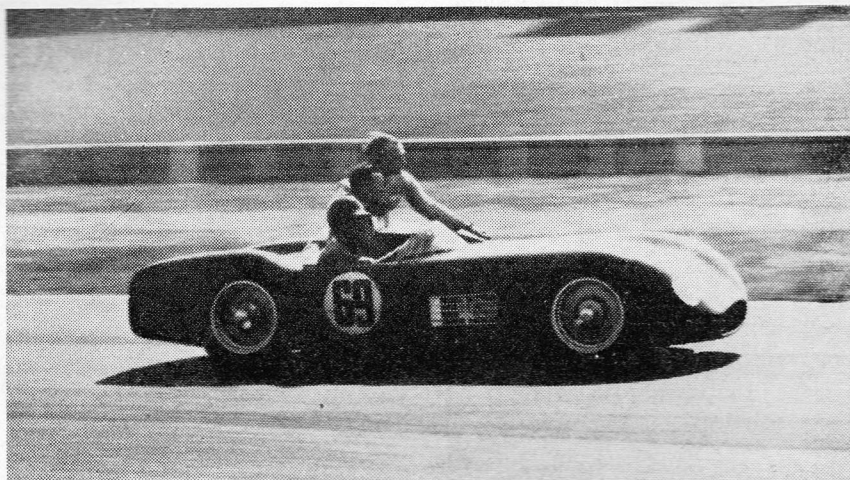
**Sports Cars up to 1,500 c.c.:** 1. B. Naylor (Maserati 1,484), 78.0 m.p.h.; 2. J. L. Fraser (Lotus-Climax 1,097); 3. P. Jackson (Cooper-Climax 1,097).

**Sports Cars up to 2,700 c.c.:** 1. B. Naylor (Maserati 1,484), 77.0 m.p.h.; 2. N. Campbell Blair (Cooper-Bristol 1,971); 3. R. Flockhart (Austin-Healey 2,660).

**Sports Cars, unlimited capacity:** 1. N. Sanderson (D-Type Jaguar 3,442), 80.1 m.p.h.; 2. P. S. Hughes (D-Type Jaguar 3,442); 3. J. Lawrence (D-Type Jaguar 3,442).

**Racing Cars, unlimited capacity:** 1. R. Flockhart (D-Type Jaguar), 81.0 m.p.h.; 2. P. S. Hughes (D-Type Jaguar); 3. J. Lawrence (D-Type Jaguar).

More Club News on page 440



OCCASIONAL THREE-SEATER: Brian Naylor's newly acquired 1½-litre Maserati demonstrates its seating capacity after a practice session at Aintree recently. Naylor won the 2,700 c.c. sports car race at Charterhall with this car.

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ACE.—Rudds offer choice of two from £950.

ACECA.—Rudds offer 1955, radio, heater, taxed, £1,399.

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RUDDS offer tuning, spares, accessories. Showrooms adj. Central Station, Service 41 High Street, Worthing 7773/4.

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FACTORY SERVICED used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—(BRIXton 6431), 24-28 Clapham High Street, London, S.W.4.

1952 MODEL MX2 convertible, reconditioned engine, heater, excellent throughout. £385.—Richards & Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BELgravia 3711.

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ALVIS S.E. 2-seater Beetleback, finest in the country, immaculate B.R.G., magnificent chrome, knock-ons, close wings, heater, filters, Windtones, foldflat, washers, cigarette lighter, new Lucas battery, Rumbaken oilcoil (guaranteed), steering wheel, excellent hood, screens, tonneau, rebuilt radiator (Sereck), rebuilt mechanically. £160 o.n.o. Must sell.—Rock Hotel, Bowyer Road, B'ham, 8. East 1681.

ALVIS Speed 25 sports saloon, 1937, in very good condition. £165.—Blackburn's Sales & Service, Albany Road, Coventry 60825.

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EX-LORD HOWE "500" Topolino 1939, fitted S.I.A.T.A. o.h.v. conversion and many extras. Duo-tone blue/black with silver wheels, 75 m.p.h. with 50 m.p.g., perfect throughout. £325.—D. C. Pitt, Rodborough Common, Stroud, Glos.

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ONE ONLY FIAT 600. Delivery mileage, unused, reg. 1956, £590.—Nixon's Garage, Hassell Street, Newcastle, Staffs. Tel. 69154 and 64367.

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1951 HEALEY Tickford saloon, black, works maintained by fastidious owner. 34,000 miles genuine, high compression pistons, 110 m.p.h., radio, heater, windscreen washers. Mint condition. £675.—Dick Henderson, Bull's Head Inn, Shenstone, Staffs. Tel.: Shenstone 214.

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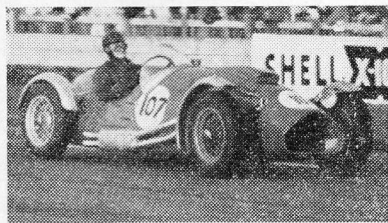
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**PROBABLY** the fastest RILEY saloon in existence. 1953 model R.M.F. 2½-litre. Around £750 has been spent on this car to make it a winner in club events. H.C. pistons, head flowed by Barwell, racing clutch, balanced crank and rods. About 120 b.h.p. Special aluminium body saves 2½ cwt., but appearance indistinguishable from standard town carriage. Since last race complete check by specialists, who fitted new brake drums, shoes, master and wheel cylinders, kingpins, etc. Mass of spares including set of refined brakeshoes, two sets shock absorbers, anti-roll bar, four wheels and nearly new tyres, crown wheel and pinion. Car ideal for man wishing to learn motor racing, or as ultra-fast family road car, or a combination of the two. Now in semi-racing trim, but radio, heater, air silencer, standard dampers, etc., all available. £850.—Jack Fairman, Holly Lodge, Pound Hill, Sussex. Tel. 3128.

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**RILEY** 1934, professionally rebuilt 1953, lowered 2-seater, telescopic shockers, clean, solid. £165 o.n.o.—Erith 4266, evenings.

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**1939 4.3-LITRE ALVIS COUPÉ.** Heater, radio, immaculate condition. £345.

**1934 ASTON MARTIN TOURER.** Short chassis Le Mans. £295.

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Phone: Loughton 6262.

**1948 SPORTS/RACING RILEY**, 1,100 c.c., 9 to 1 compression ratio, hydraulic brakes, close-ratio gears, alloy racing shell body, exceptional condition throughout, £185. **MORGAN** 4/4 2-seater, Climax engine, very good condition, all-weather equipment, £175.—Underwood Sports Cars, Ltd., 28 Queensberry Road, Kettering. Phone 3351.

(Continued overleaf)

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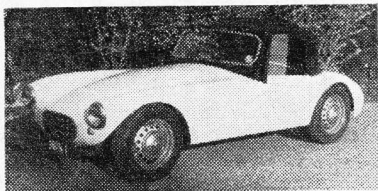
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Full Range of Standard Eights and Tens.  
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Your Present Car in Part Exchange.

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**L**ATEST H.R.G. 1500 twin cam model with  
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"Pinewood" Trophy

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Admission Prices: 3/-, 4/6, 6/-, 7/6  
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Special Reserved Enclosure 10/-

Extensive covered accommodation. Huge car park. Direct trolleybus service 699 to Stadium. Nearest station Plaistow.

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Send for details of Aquaplane and other modifications for these cars.

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**R**OWLAND SMITH, The Car Buyer. Highest cash prices for all makes. Open 9-7 weekdays and Saturdays.—High Street, Hampstead (Tube), N.W.3. HAM 6041.

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**500 C.C. RACING CAR CHASSIS**, up to £100, any condition, bits or complete car considered, also trailer.—Lamble, "Denham", Berks Hill, Chorleywood, Herts.

**1931/34 ASTON MARTIN** 1½-litre, 2-seater, short chassis. Must be in good condition.—David Dove, 98 Lower Addiscombe Road, Croydon (ADD 3131).

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## WEST ESSEX C.C.

## Matching Green Speed Trials, 29th April

**B.T.D.:** J. Ogier (Toyota-Jaguar), also Best W.E.C.C. Member. **Best Sports Car:** P. Blond (Jaguar D). **Best Standard Open Car:** J. S. Bradley (Frazer-Nash). **Best Racing Car:** B. Baxter (Jaguar C). **Best Unsupercharged Car:** C. T. Atkins (Mercedes-Benz 300SL). **Best Standard Saloon:** W. A. L. Crook (Mercedes-Benz 300SL). **Ladies' Trophy:** Mrs. J. Bloxam (Lotus-M.G. Mk. 8). **Mill Trophy:** W. Constable (M.G. TD). **Best Time in each Class:** 1 (S), Dr. A. W. Hagger (DKW); 2 (S), K. S. Richardson (Porsche Spyder); 3 (S), P. Woosley (Aston Martin DB2/4); 4 (S), Maj. A. Esson-Scott (Jaguar XK 120); 2 (O), S. G. Cabban (M.G. TF); 3 (O), E. Braine (Austin-Healey); 4 (O), G. A. Smart (Jaguar XK 120); **Class 5:** E. V. Waddington (A.W.A.) and J. W. N. Bunbury (F.C.B.); **Class 6:** R. Bloxam (Lotus-M.G. Mk. 8); **Class 7:** M. Harding (Aston Martin DB3S); **Class 8:** P. Woosley (Allard J2X); **Class 11:** B. Rood (Elva Maserati); **Class 12:** C. T. Atkins (Connaught A3); **Class 13:** J. Trimble (Jaguar C).

## NORTH LONDON ENTHUSIASTS' C.C.

## Spring Members' Meeting, 15th April

**Award Winners:** J. M. Muston (Morris Minor), G. V. Woolf (Standard 10), A. F. Bray (T.E.S.T. 1), A. Wood (Dellow), J. G. Fenwick (M.G. TF), S. M. Actman (Ford Anglia), R. Randall (Ford Anglia), A. J. Blair (Morgan Plus 4), N. N. Bentley (Triumph TR2), M. Phillips (Vauxhall).

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COVENTRY & WARWICKS M.C.  
NATIONAL BENZOLE TROPHY RALLY

22nd April

**Best Performance:** D. A. O'Clarey (TR2), 8 marks lost. **Navigation Award:** D. A. Newman. **First Class Awards:** M. B. Warbreck-Howell (TR2), 9; A. Baillie (Zodiac), 12; R. P. Rollason (Velox), 13; A. Bayliss (Ford), 14. **Second Class Awards:** S. Keen (Morgan), 13; R. E. Cheney (Zephyr), 16; M. J. Kirby (Vanguard), 18. **Team Award:** P. P. Brayshaw, S. Keen, D. A. O'Clarey, 35.

## MORECAMBE C.C. DRIVING TEST RALLY

15th April

**Outright Winner:** C. Hall (Morgan); 2, J. Waddington (TR2); 3, A. W. Chalmers (Lotus). **Class 1:** T. A. Gold. **Class 2:** A. Newsham. **Class 5:** C. Hall. **Class 6:** J. Waddington. **Class 7:** A. W. Chalmers. **Team Award:** Morecambe C.C. **Highest placed Westmorland M.C. member:** C. Hall. **Highest placed Furness & District M.C. member:** J. A. Ashall. **Novices' Award:** E. Fishwick (Ford Anglia). **B.T.D. (Carburetor Trophy):** J. Waddington.

## PLYMOUTH M.C. MANOR TROPHY RALLY

15th April

**Premier Award:** Miss H. Britton (Triumph TR2). **Best in opposite class:** B. K. Harper (Ford Consul). **Team Award:** G. H. Turnbull (Vauxhall Cresta), L. B. Fredman (Morgan Plus Four), F. Gibbons (Jaguar XK 120). **Runners-up:** Mrs. J. M. Hussell (Austin A30), Walter C. Marett (Singer Sports).

## MAIDSTONE &amp; MID-KENT M.C. HOPPER RALLY

7th/8th April

**Best Performance:** 1. A. Firmin/S. Fletcher (TR2); 2. S. Hitch/L. Wilson (Jowett Javelin); 3. G. K. Farmer/N. Farmer (Ford); 4. J. T. Liddell (Morris Minor); 5. T. V. Barner (Riley); 6. A. J. Ellis (Weyman); 7. A. W. Taylor (Standard 10); 8. L. E. Davey (M.G. Magnette); 9. D. D. Slatyer (Morris Minor); 10. D. J. Chappell (Austin A40). **Team Award:** J. T. Liddell, A. J. Ellis, L. E. Davey.

## AUTOSPORT

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★

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## AUTOSPORT (Binding Dept.)

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## EAST SURREY M.C. NIGHT NAVIGATIONAL RALLY

7th/8th April

**Premier Award:** H. E. J. Skinner (Ford Consul). **First Class Award:** F. W. Burgess (Austin A30). **Second Class Award:** J. Richards (Lancia). **Navigators' Awards:** G. H. Procter, D. Parker, Mrs. F. W. Burgess.

## TAUNTON M.C. ALLEN MEMORIAL TRIAL

15th April

**Premier Award:** Dr. J. T. Spare. **Saloons under 1,000 c.c.:** B. Bowles. **Saloons over 1,000 c.c.:** E. R. Shillabeer. **Sports cars under 1,500 c.c.:** K. Gordon James. **Sports cars over 1,500 c.c.:** T. D. Warren. **Specials Award:** J. Wensley.

## LEICESTERSHIRE C.C. DRIVING TESTS

22nd April

**Best Performance:** L. H. Pole (M.G.). **First Class Awards:** Class A (Spis.), P. H. Wing (Phizz Spl.); Class B (Open Sports), K. M. Law (M.G. TF); Class C (Saloon), J. M. Taylor (XK 140). **Second Class Awards:** Class B, K. Gayton (M.G. TC); Class C, M. Lord (Morris Minor). **Team Prize:** B. Hercock (Dellow), M. Taylor (TR2) and O. Williams (A30).

## LAGONDA CLUB

April Social, 22nd April

**Winner:** Dr. R. Abel. **Runner-up:** W/Cdr. H. C. Randall.

## SHEFFIELD &amp; HALLAMSHIRE M.C.

Spring Sporting Event, 15th April

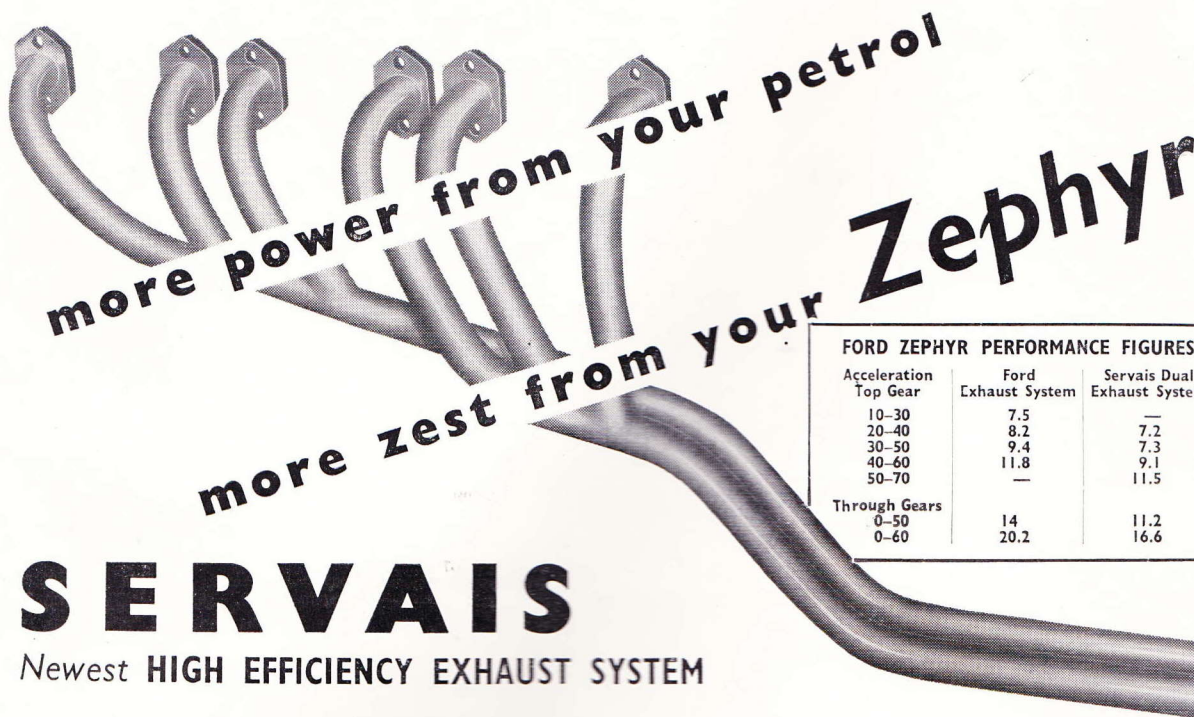
1, A. D. Alldred; 2, A. Hopkinson; 3, S. Jenkins.

## BEXLEY L.C.C.

Travellers' Rally, 29th April

1, D. W. Sutch (Austin A30); 2, G. M. Kerr (Standard 8); 3, J. P. Ripper (Morris Minor).





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30-50	9.4	7.3
40-60	11.8	9.1
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Through Gears		
0-50	14	11.2
0-60	20.2	16.6

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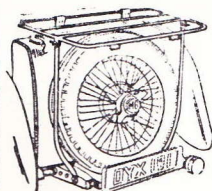
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Morgan, Jupiter,

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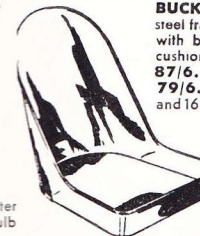
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