

AUTOSPORT

JUNE 15, 1956

1/6

EVERY FRIDAY

Vol. 12 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY



1956 BELGIAN GRAND PRIX

1st and 2nd Ferrari

Average Speed 118.43 m.p.h.

Subject to official confirmation

Both these Ferraris with V.8 Lancia engines were fitted with



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 24

June 15, 1956

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EDITORIAL

SIR ROBERT BOOTHBY "BOOBS"

IN truth, the reputation of Aberdonians for shrewd commonsense has suffered exceedingly by the outpourings of Member of Parliament, Sir Robert Boothby. Rarely has the House had to listen to such peculiar statements from an educated man, who as a representative of the people of this country, should be expected to have more than a little grasp of modern affairs. To refer to de Dion axles as being outdated since 1902 was a major bloomer, but to follow this up with the most remarkable allegations relating to builders of specials, was, to say the least of it, laughable. By standing up and uttering what can best be described as arrant rubbish, Sir Robert may indeed have done enthusiasts in general a favour. The angry reaction to his ill-timed remarks could quite easily lead to a complete reconstruction of Clause 6 of the Finance Bill, and so avert the needless penalization of persons who build cars as a means of relaxation. AUTOSPORT is proud to have been quoted in Hansard, and cannot quite believe that sensible Members can have taken Sir Robert Boothby's remarks in all seriousness. The majority of M.P.s drive cars, and quite a number of them take an active interest in motor sporting affairs. Just as the Army will take a skilled C.A. and turn him into a batman, so the Government seems to have permitted the least-informed Member of Parliament to air his views on motoring matters. It now remains for the Bill to be discussed in the House of Lords, where it can be expected to be studied by gentlemen who take the trouble to keep themselves in touch with the affairs of the present-day. It is to be hoped that the Peers will fully understand—and rectify—a clause which has all the makings of an act of sheer tyranny.

THOUSAND KILOMETRES

RECENTLY there appears to be a standardized event for sports-racing cars, over a distance of 1,000 kilometres. It is long enough to test high-speed reliability, yet the duration on a fast circuit is sufficiently short to hold spectators' interest. Le Mans will always be associated with a 24 hours race, and Rheims has become noted for its 12 hours events, both venues having the added attraction of racing by night. Yet in Great Britain there is no long-distance sports car race scheduled for 1956. With the abandonment of the Tourist Trophy, this country, most important exporter of high-performance and sports cars, has no race ranking with the 1,000 kilometres of Buenos Aires, Nürburgring, Montlhéry and Supercortemaggiore, the 12 Hours of Rheims and Sebring, and, of course, Le Mans. It is to be hoped that our classic T.T., older than the Targa Florio, will be revived in some form or other in 1957, so that Great Britain will once again be the scene of a true, long-distance road race.

OUR COVER PICTURE

PASSING THE GEN: Ferrari's chief mechanic gives the eventual winner of the Belgian Grand Prix at Spa, his position on the 24th lap, after Fangio had retired. His lead was actually 1 min. 52.1 secs., according to the official timekeepers.

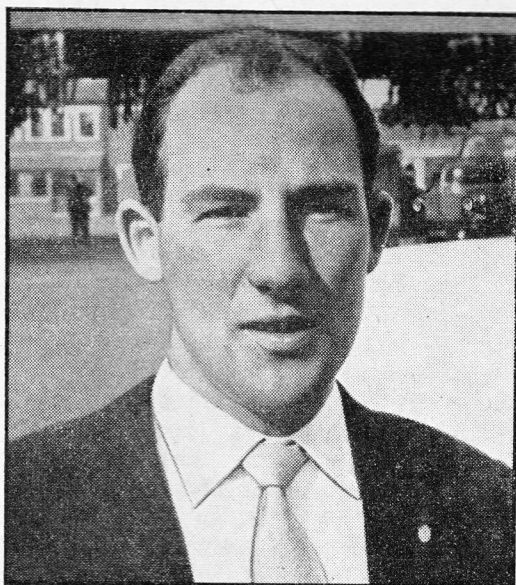
IT'S COMING!

BP Super Plus

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to give you a range of three BP petrols
to cover every motoring need

LET STIRLING MOSS EXPLAIN



"THIS IS FIRST-RATE NEWS for British motoring! There's going to be an *entirely new* petrol, BP Super Plus, which will be 100-octane. It will meet the special needs of today's high-compression engines and will no doubt influence the design of engines in the future. I wouldn't honestly recommend buying it for ordinary cars, as you would not get enough benefit for the extra cost. But in the engines for which it is intended the difference will be really something!

"The ordinary motorist would be wise to stick to BP Super. It really is a super petrol, and has always done me jolly well. In fact, I've had some of my best racing successes on this petrol—and I use it in my own 1954 Standard."



BP sets the pace

THE BRITISH PETROLEUM COMPANY LIMITED

PIT AND PADDOCK

ARCHIE SCOTT-BROWN is to drive a works Connaught in the Formula 1 race at Aintree on 23rd June.

AT least three works Connaughts will take part in the British G.P. (14th July); drivers will be Scott-Brown, Titterton and Fairman.

BRITISH Grand Prix grandstand seats are going fast; applications for those left, and other advance bookings, should be made to the Race Office, *Daily Express*, Fleet Street, London, E.C.4.

COMING up on 8th July is the Rouen G.P. meeting on the very pleasant Rouen-les-Essarts circuit. There are two races, one the Grand Prix for sports cars of over 1,500 c.c. and up to 3,000 c.c.; and the other the Coupe Delamare-Debouteville, for up to 1,500 c.c. sports cars.

PRINCE RAINIER and Princess Grace will be visiting Le Mans for the 24 Hours race, it is reported.

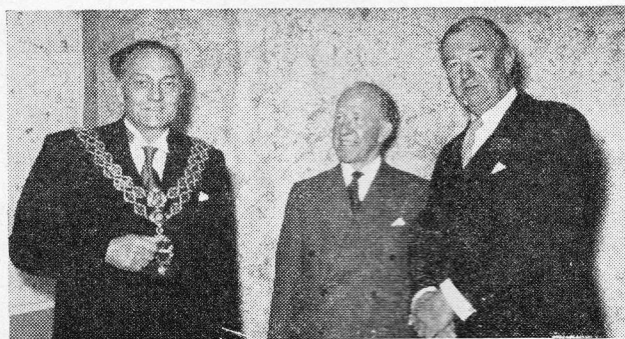
STUART LEWIS-EVANS won his heat in the Circuit of Castello di Teramo on 3rd June with his Cooper, and broke the lap record, but retired from the Final, which was won by Berardo Taraschi (Giaur). The German, Kuhnke (Cooper) was second, and Tinazzo (Giaur) third.

OF interest to competition motorists, using highly-tuned engines, will be the introduction in July of two new 100 octane fuels, Super Shell and B.P. Super Plus.

A CERTAIN racing driver, recently out of hospital following an accident, managed to get two bottles of Guinness per day on the National Health Scheme. Purely medicinal, old boy . . . !

PETER SCOTT-RUSSELL, seen in the Steering Wheel the other day with a pint pot planted firmly in his right hand, is out and about again, though still a little stiff in the joints, after his crash at the Silverstone meeting in May. He would like to thank all callers and well-wishers, during his sojourn in hospital.

NEW R.A.C. office in Birmingham was opened recently by the Lord Mayor, E. W. Apps (left), seen here with R.A.C. chairman, Wilfred Andrews (right) and John Howell, Midland manager.



TEACHING STIRLING to drive. Stirling Moss receives expert tuition, at Spa, in a rather less energetic form of propelling an object over a measured distance.

MACKAY FRASER (Ferrari) did not start in the Sardinia Trophy race because the organizers decided to delete the over 2,500 c.c. class owing to lack of entries. But they did not make this decision until they had accepted Fraser's entry, and the driver was on his way to the island.

SPECTATORS at Brands Hatch last Sunday may have wondered what happened to the P.A. commentary half-way through the Lotus/750 Club meeting. Answer is, the amplifier literally exploded; the rest was silence.

ANOTHER name to add to the list of builders of Formula 2 cars for next season is that of Lister. The Cambridge concern's appearance in out-and-out racing events will be particularly welcome.

THE Elva concern, whose team of 1,172 c.c. Ford saloons went so impressively at Brands Hatch last Sunday, are also more than a little interested in this new branch of racing.

AN M.G. and two Austin-Healeys will probably go out to the salt flats at Bonneville, Utah, U.S.A., for record attempts in July.

DR. DUDLEY BARKER, 17 Prentis Road, Streatham, London, S.W.16 (STreat-ham 1414) is looking for a navigator to compete with him in the Alpine Rally.

CONNAUGHT CARS, LTD., of Send, Surrey, are opening a new sales department in conjunction with Ford and Jaguar.

"AUTOSPORT" SERIES- PRODUCTION SPORTS CAR CHAMPIONSHIP

Provisional Placings—11th June, 1956.

Races held—Goodwood (B.A.R.C.) and Oulton Park (North Staffs M.C.)

Up to 1,200 c.c.

1. E. J. B. Mitchell (Ford Anglia) 1*

1,201-1,500 c.c.

1. Alan Foster (M.G.A) 11*
2. D. J. Calvert (H.R.G.) 9*
3. S. F. Wilder (Porsche) 6
4. R. W. Fitzwilliam (M.G.A) 4
5. W. P. U. Constable (M.G.A) 3
6. P. Simpson (M.G. TD) 1

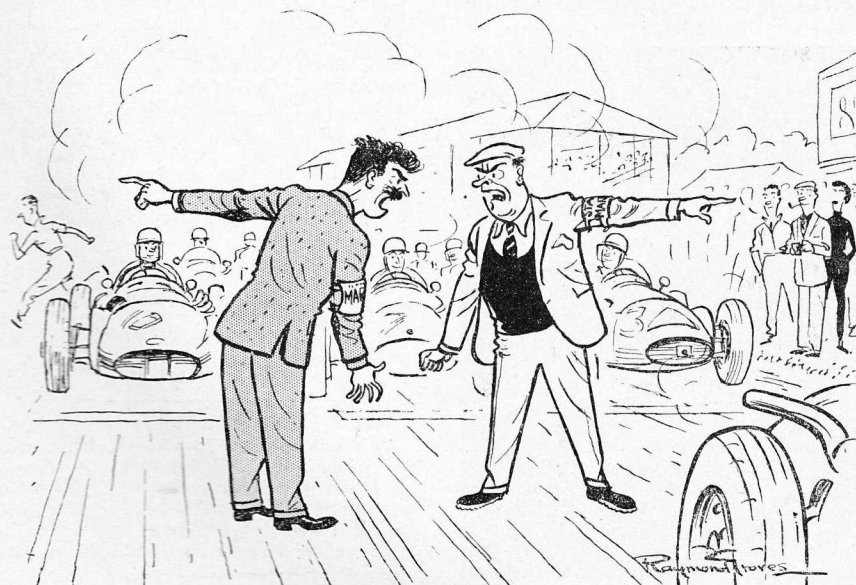
1,501-2,500 c.c.

1. K. N. Rudd (A.C. Ace) 18*
2. S. A. Hurrell (Triumph TR2) 8
3. R. N. Robinson (A.C. Ace) 6
R. J. W. Utley (Frazer-Nash) 6
5. D. F. Sidnell (Swallow Doretti) 3
J. K. McKechnie (Morgan) 3
7. M. D. Mainwaring-Evans (A.C.) 2
8. R. P. Standbridge (A.C.) 1

Over 2,500 c.c.

1. John Dalton (Austin-Healey) 18*
2. Graham Maude (Jaguar XK 120) 6
R. C. Green (Austin-Healey) 6
4. Earl of Northesk (Jaguar XK 120) 4
P. M. Salmon (Jaguar XK 120) 4

* Includes points for fastest laps.



"Off the starting grid you!"

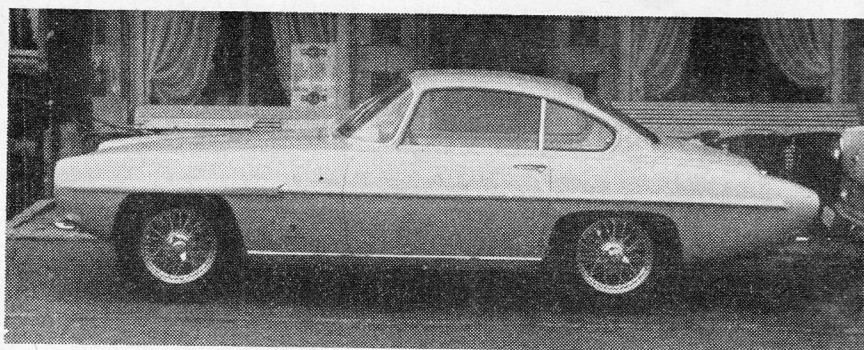
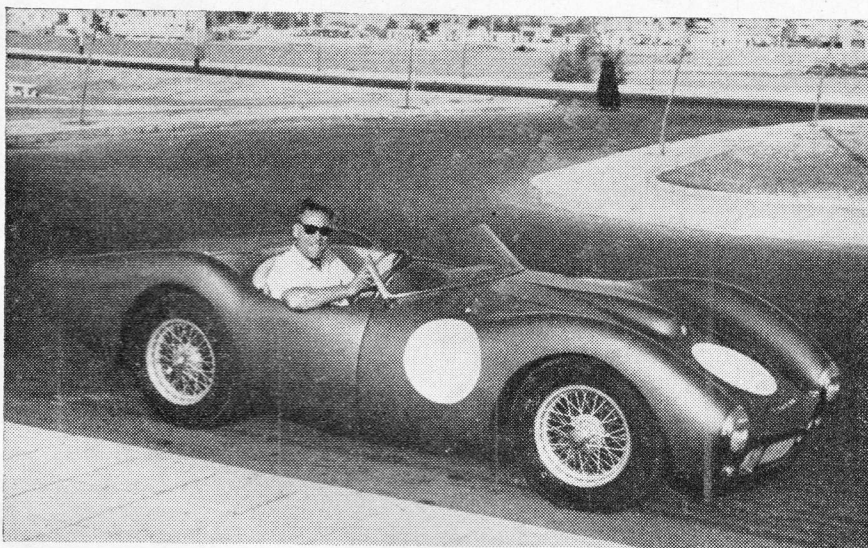
SPORTS NEWS

SHELSLEY WALSH NATIONAL

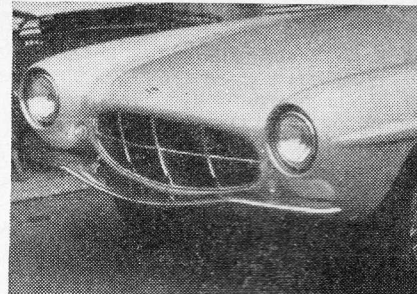
AN excellent entry has been received for the Midland A.C.'s National hill-climb at Shelsley Walsh tomorrow. Competition in the class for racing cars up to 1,500 c.c. will be extremely keen between the blown and unblown Coopers and the five E.R.A. entries (D. R. Good, J. Stuart, John Broad, Lord Ebury, A. Pitts). Ken Wharton's E.R.A. entry, incidentally, is the car which holds the all-out record for the hill, and as it has recently been fitted with a new supercharger, it should be even faster. There will be equal rivalry, too, no doubt, in the up to 1,500 c.c. sports car class, between the Lotus and Cooper teams. The meeting is a qualifying event for the R.A.C. British Hill-climb Championship, the AUTOSPORT Series Production Sports Car Championship and the Midland A.C.'s Junior Hill-climb and Sprint Championship; 13 entries have been received for the first-named, 10 for the second and 17 for the last. Among the famous names in the entry list are those of Ken Wharton, Mike Christie, Tony Marsh, Don Parker, George Abecassis, Lord Ebury, Peter Stubberfield, Tom Sopwith, Cyril Wick and Bill Knight, who recently broke several records at Montlhéry. Practising takes place today from 10 a.m. to 6 p.m., and the hill-climb itself starts at 1 p.m. tomorrow afternoon.

THE FAIRTHORPE "ELECTRON"

DELIVERY is offered from mid-July onwards of the Fairthorpe "Electron", a new 2/3-seater sports car, details of which have just been released. Built by Fairthorpe, Ltd., Chalfont St. Peter, Bucks, and designed by Air Vice-Marshall D. C. T. Bennett, the Electron is powered by the 1,100 c.c. Coventry Climax engine and has a glass fibre body, with wrap-round windscreen. Stripped for competition work, the top speed is approximately 112 m.p.h., and the price of the car being £699 basic, with a total of £1,049 17s., including purchase tax.



Ghia-ASTON: Seen at Spa was this most attractive Aston Martin, the DB2/4 chassis having glass-fibre bodywork by Ghia of Turin. The clearly styled front (right) has an unusual flat bumper. The car was built for Harry Schell.



BRITISH GRAND PRIX—14th JULY

IN addition to the 11th R.A.C. British Grand Prix, organized by the B.R.D.C. and the *Daily Express* on 14th July at Silverstone, there will be a 17-lap F3 event, a 25-lap sports car race, and a 25-lap event for cars conforming to the new 1,500 c.c. Formula 2. Official practising will take place on 12th and 13th July.

Among cars to be seen in the F2 race will be the new F2 Cooper (see centre pages), and Amedée Gordini's single-seater. For the Grand Prix there will be full-strength teams from Ferrari, Maserati, Gordini, Vanwall, B.R.M. and Connaught.

A "1500" WINS THE TARGA FLORIO!

Maglioli/Von Hanstein (Porsche) First—Collins/Castellotti (Ferrari) Retire with Broken Rear Axle

THE 40th Targa Florio resulted in a surprise victory for Maglioli and Von Hanstein in a 1½-litre Porsche. Over 80,000 spectators watched this race. After one lap Castellotti/Collins (Ferrari) led, followed by Cabianca (1½-litre Osca), Maglioli (Porsche), Scarlatti (Maserati) and Taruffi (Maserati).

Gendebien was delayed when he hit a rock and had to change a wheel on his Ferrari on lap 2. Castellotti appeared

pushing the 3.5-litre Ferrari up towards the pit area. Peter Collins rushed to see what had happened. A broken rear axle had eliminated the favourite and Collins never got a drive.

Maglioli, mountain racing expert, took the lead with the little Porsche, chased by Taruffi. However, the last named had to stop at his pit to try to cure a serious water leak and dropped right back. The race was now being disputed by a couple of 1½-litre cars, with Maglioli having a lead of 2 mins. 18 secs. over Cabianca on lap 5—half-distance. Gendebien was then 11 mins. 40 secs. behind the German car and Taruffi 19 mins. Gendebien's engine sounded very rough and he gradually became slower and slower, letting Taruffi into third place. Maglioli went on to win at over 90 k.p.h. with Cabianca second.

Results

1. Maglioli/Von Hanstein (Porsche 1,500), 7 hrs. 54 mins. 52 secs., 90,770 k.p.h.
2. Cabianca (Osca 1,500), 8 hrs. 7 mins. 40 secs.
3. Taruffi (Maserati 3,000).
4. Gendebien (Ferrari).
5. Zampierro (Mercedes 300SL).

CAIRO-BUILT: This is the new Phoenix 2SR6 competition sports car, sponsored by Raymond Flower and built in Egypt. It has a 4-cylinder, 1,960 c.c. twin o.h.c. engine, and a de Dion rear axle and inboard rear brakes feature. It is due to race at Rheims in the 12 Hour race on 30th June.

1,000 KMS. OF PARIS

ANOTHER SPORTS CAR VICTORY FOR MASERATI

DRIVING the same 3-litre Maserati which Stirling Moss drove to victory in the 1,000 kilometre races at Buenos Aires and Nürburgring, Jean Behra and Louis Rosier won last Sunday's 1,000 Kilometres of Paris, run on the Montlhéry road circuit in appalling weather. This event was staged for the first time in its new form, following the failure of the 1955 24 Hours Race which succeeded the famous Bol d'Or.

Only 16 finished out of 40 starters, and, although there were many incidents due to the slippery, rain-soaked circuit, there were no accidents in any way serious.

The entire race was a duel between the Maserati driven by Jean Behra and shrewd, long-distance expert Louis Rosier, and a horde of "Monza" Ferraris driven by Harry Schell/Jean Lucas, Trintignant/Picard, Pilette/Milhoux, de Portago/Phil Hill and Megret/Munaron. The last-named turned his car over, suffering a dislocated shoulder, but apart from that, the Ferraris finished in that order behind the Maserati, and leading another Maserati driven by Landi/Gerini. Mike Hawthorn, originally listed to drive a Ferrari, did not race.

British hopes were seldom high; the lone entry was the "Équipe Devone's" DB3S Aston Martin, driven by Ken Wharton and Tom Kyffin. The car was plainly outpaced by the Italian machines, and the foul weather conditions made it difficult for the Britishers who lacked a ZF differential. However, they put up a gallant show only to retire after three hours with a broken gearbox.

The 2-litre category was won by Gilberte Thirion/Anna Maria Peduzzi in one of the new "Testa Rossa" Ferraris—a most popular feminine victory. Nevertheless, one had to sympathize with the unfortunate Sra. Filipis who retired less than an hour from the end; she co-drove with Carlo Tomasi in a Maserati. During the early stages of the race, Nano da Silva Ramos put up a tremendous show at the wheel of a 2-litre Gordini only to spin off after revolving in oil dropped from Munaron's crashed Ferrari. As was expected, the circuit was littered with elderly 2-litre Maseratis in various stages of disintegration.

To add to the excitement of Belgian visitors, a Belgian crew won the 1,500 c.c. class in a Porsche Spyder (Harris/Goethals). The German car came ahead of Loyer/Rinen in one of the old 1,100 c.c. Gordinis, fitted experimentally with the "Sorcerer's" new Formula 2 1,500 c.c. engine. It was highly diverting to watch this admittedly old-fashioned-looking machine travelling at a speed far higher than Gordini ever dreamed possible when he designed it so many

Victory at Montlhéry for Jean Behra/Louis Rosier—Class Wins for Harris/Goethals (Porsche), Mlles. Thirion/Peduzzi (Ferrari) and Laureau/Hechard (D.B.)

By GERARD CROMBAC

years ago. Anyway, this new engine is certainly very promising.

The East German-built AWE machines impressed all with their tremendous speed. In fact, they kept up with the 3-litres until their clutches packed up. A minor panic was created in the pits when the first cars came in to refuel. To their horror, AWE and Aston Martin mechanics found that someone had omitted to turn on the fuel supply taps. Drivers had to be sent off to do another couple of laps while a "plombeur" was sent for to do the needful; imagine what would have happened if such a thing had occurred at Le Mans!

The 750 c.c. class finally went to a D.B., after the two Monopole Panhards retired, and Stempert's last year's winning Panhard shot off the road, the driver cracking his jaw hard against the windscreen. The lovely little Ferry-Renault finished second, sufficiently fast to prove to the Le Mans organizers that the entry should have been accepted.

In the opening lap, two Ferraris driven by Trintignant and Schell led Behra's Maserati, but on the second tour Behra went in front. He increased his lead over "Trint" from 6 secs. to 16 secs. in six laps; was 40 secs. ahead on lap 16 and 1 min. 14 secs. in front by the 40th lap.

Behind the two leaders, a fantastic battle developed between Schell (Ferrari), de Portago (Ferrari), Manzon (Gordini), Pilette (Ferrari), da Silva Ramos (Gordini) and Barth (AWE). The speed of the 2-litre Gordini and the 1½-litre AWEs was remarkable.

After two hours (around 35 laps) Behra was 1 min. 38 secs. ahead of Trintignant. Lauga's little Moretti stopped at the pits with serious internal trouble. Other retirements included the Maseratis of Cornacchia and Cotton. Both Munaron and Dernier (Ferraris) shot off the road. By now Rosenhammer had taken over from Barth in the rapid German car. The second German car was abandoned with clutch trouble after 2½ hours of racing. It was then leading the 1½-litre class. The Glockler/Seidel 1,800 c.c. Porsche now moved up, while the Chancel brothers retired with their little Panhard.

Behra's 40th lap was covered in 3 mins. 5.1 secs., 151.400 k.p.h.—a remarkable speed considering the terrible weather conditions. He came in to refuel and hand over to Rosier at 45 laps; 2 hours and 22 mins. from the start of the race. Positions at 50 laps were:—

1. Behra/Rosier (Maserati), 2 hrs. 42 mins.
2. Schell/Lucas (Ferrari).
3. Trintignant/Picard (Ferrari).
4. Manzon/Guelfi (Gordini), 1 lap behind.
5. de Portago/Hill (Ferrari), 1 lap behind.
6. Pilette/Milhoux (Ferrari), 2 laps behind.
7. Landi/Gerini (Maserati), 4 laps behind.
8. Wharton/Kyffin (Aston Martin), 4 laps behind.
9. Mlles. Thirion/Peduzzi (Ferrari).

The second AWE retired, and the Rinen/Loyer F2-engined Gordini became involved in a stern battle with the Porsches. Phil Hill turned in a lap at 2 mins. 58.2 secs.—157.262 k.p.h., then proceeded to better this no less than six times, finally recording 2 mins. 54 secs. (160.413 k.p.h.). Then Harry Schell took a hand, returning 2 mins. 53.7 secs. (161.336 k.p.h.). However, Behra had the last word: his 90th lap was in 2 mins. 52.4 secs. (162.455 k.p.h.), then he turned in a tour of 2 mins. 51.5 secs. (163.025 k.p.h.). This was on his 105th lap.

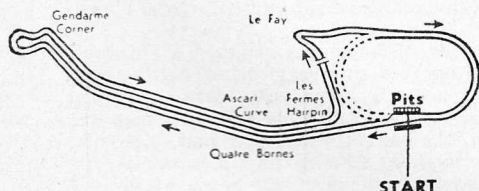
During this time, Manzon's 3-litre Gordini was retired with engine trouble. After 110 laps Behra lapped Trintignant and had 1 min. 26 secs. in advance of the second man, Harry Schell. The retirement of the de Filipis/Tomasi Maserati gave the lead in the 2-litre class to the feminine crew of Thirion and Peduzzi. It seemed as if Behra would be quite content to rest on his laurels but towards the end, in fact the last lap but one, he recorded 2 mins. 50 secs., a speed of 164.848 k.p.h.—a remarkable performance! Behra had, of course, dominated the race from start to finish and he was ably supported by that wily veteran Louis Rosier.

As soon as each car had completed the full distance, it was flagged in. By a freak of chance the last car to appear in the winners' enclosure was the victorious Maserati which ran out of fuel during its complementary lap. Hard lines indeed on "eternal second" Harry Schell: it could so easily have happened during the last lap! Altogether a most enjoyable meeting which seems to have attracted much of the pre-war crowd which used to flock to the circuit. Possibly there will now be a chance of a revival of a full scale Grand Prix in Paris!



Results

1. Jean Behra/Louis Rosier (3.0 Maserati), 6 h. 41 m. 3.1 s. (150.239 k.p.h.).
 2. Harry Schell/Jean Lucas (3.0 Ferrari), 6 h. 43 m. 44.4 s.
 3. Trintignant/Picard (Ferrari), 6 h. 44 m. 22.3 s.
 4. Pilette/Milhoux (Ferrari), 6 h. 53 m. 20.3 s.
 5. de Portago/Phil Hill (Ferrari), 6 h. 58 m. 51.8 s.
 6. Landi/Gerini (Maserati), 7 h. 6 m. 36.6 s.
 7. Harris/Goethals (1.5 Porsche), 7 h. 17 m. 22.3 s.
 8. Rinen/Loyer (1.5 Gordini), 7 h. 18 m. 49 s.
 9. Veuillet/Storez (1.5 Porsche), 7 h. 33 m. 36.2 s.
 10. Mlles. Thirion/Peduzzi (Ferrari), 7 h. 41 m. 46.9 s.
 11. Glockler/Seidel (Porsche); 12. Cornet/Mougain (1.5 Maserati); 13. Laureau/Hechard (D.B.-Panhard); 14. Blaché/Pons (Ferry Renault); 15. Faure/Foury (Stanguellini); 16. Dumazer/Campion (V.P.).
- Fastest lap:** Behra, 2 m. 50 s. (164.848 k.p.h.).



129 LAPS of this 4.83-mile circuit at Montlhéry had to be covered.

IV GRAN PREMIO SUPERCORTEMAGGIORE

Superb Entry Assured for Monza Race

THE 4th Gran Premio Supercortemaggiore will be run at Monza over 100 laps (1,000 kilometres) of the full road-cum-track circuit. As the event is run in conjunction with a Milan lottery, a fabulous amount of prize money is being offered—in the region of £25,000. To the constructor of the winning 2-litre car goes about £8,000, and to that of the leading "1,500", nearly £3,000.

Among the entries are Juan Manuel Fangio/Eugenio Castellotti (2.0 Ferrari), and the very strong Ferrari contingent also includes Peter Collins/Olivier Gendebien, Maurice Trintignant/Marquis de Portago, Franco Cortese, Piero Carini, Crepaldi, Staraba and others.

Stirling Moss/Jean Behra will either drive a 2-litre Maserati, or a Maserati-powered Lotus. Robert Manzon will be in a Gordini; Cabianca and Louis Chiron in 1½-litre Osca's.

A full report of this important event will appear in AUTOSPORT, 29th June issue.

TOMORROW AT CRIMOND

TWO special prizes—one of them a dozen bottles of whisky—are to be awarded in the car classes at tomorrow's Crimond race meeting, organized by the Aberdeen and D.M.C. This will be the first of two meetings this year at the famous two-mile circuit, the second one being scheduled for 28th July. The whisky will go to the best competitor in the production car race, and the other prize—presented by Rossleigh, Ltd.—will be awarded to the best TR2 Triumph.

Ecurie Ecosse are, unfortunately, unable to take part owing to intensive car preparation for Le Mans and Rheims, but Ecosse driver John Lawrence will have J. K. Hunter's Jaguar C-type. Jock McBain, of the Border Reivers, is coming North with a Lotus-Climax and a Cooper-Bristol, and other competitors include J. L. Fraser (Lotus-Climax), J. D. Williamson (Cooper-Bristol), I. MacDonald (Jaguar XK 140 and Triumph TR2), B. Allan (Jaguar XK 140) and W. P. S. Melville (Citroën).

Car events include races for sports cars of 1,500 c.c., 2,700 c.c. and Unlimited, *Formule Libre* and Production Cars. Practice takes place this evening (Friday) and tomorrow morning, and the meeting starts at 2 p.m.

AND SUNDAY AT SNETTERTON

A GOOD entry has been rolling in for the Eastern Counties National race meeting at Snetterton on Sunday. The main event is, of course, the "100-miler"—the 37-lap scratch race for sports cars. Berwyn Baxter will be driving a works Kieft, J. Crowley will be at the wheel of Tommy Sopwith's Mk. XI Lotus and other names include Cunningham-Reid (H.W.M.), Ogier (Tojeiro-Jaguar), Blond (D-type Jaguar) and Stacey (Lotus). Late entries include Archie Scott-Brown with Manduca's C-type Jaguar, and Les Leston with a 1,500 Cooper-Climax.

In other events Patsy Burt will be driving her Aston Martin DB2-4, Peter Wooley will have the big Allard, Ogier will drive an XK, Iszard-Davies has entered an Alfa Romeo Giulietta, and Jack Sears will drive the "boat-built" wooden-bodied F.C.B. Special. The first race is at 2 p.m.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 51—JOHN YOUNG

MEET a driver who goes motor racing just for the fun of it. He has no string of successes to his name, he has no great ambitions to fulfil, his eye is not always turned towards better and faster cars and he is quite content to finish third, fourth, or even fifth. He is, in fact, quite a rare bird in this commercialized day and age. But, as John Young says, "If you only race for the fun of it, you're better off, and safer, not trying to catch the big boys". Aged 29, and a motor dealer, Young started racing in 1949, using an M.G., H.R.G. and a Healey Silverstone. He drove in the "Tony Brooks country", at club meetings and sprints, until 1953 when he bought A10, the ex-works ("it was Rodney Clarke's favourite"), ex-Bill Whitehouse, Hilborn Travers fuel-injection 2-litre Connaught. With this car, and the encouragement of Roy Salvadori, he entered for National meetings, and scored among others a "fifth" at Aintree last year, a "third" at Ibsley, behind Salvadori and Riseley-Prichard, and a "third" at the last Boxing Day Brands Hatch, while at Snetterton, having blown up the Connaught, he quickly substituted his Fiat 1100 TV, and promptly came in third in that! He also co-drove a Lotus-Connaught with John Coombs in the 1955 Goodwood Nine Hours, and was co-driver to Bill Smith, so tragically killed, in the Tourist Trophy.

John Young's experience of the sport, however, also includes rallies. A "Monte", with Bill Lambert, in a Prefect in 1955, and another this year, in an Anglia, with Coombs and Salvadori. But he would rather not talk about that. After all, what would you say if you had qualified for the "select 100" to do the regularity test, and then, when you turned up at the start, found the rest of your crew had overslept? But, then, if you don't take things too seriously, that sort of thing also comes into the category of "the fun of it". As for the future, well, he *might* buy a Maserati—but he doesn't, somehow, think it will be his friend Salvadori's. . . .

M. B.

Dear Sir Robert Boothby

LAST week the notorious "Specials" clause in the proposed Finance (No. 2) Bill reached the Committee stage in Parliament. While a number of sound arguments for amendments were put forward by members, evidently prompted by many letters from alarmed constituents, the observations of a well-known politician have aroused John Bolster to write this OPEN LETTER . . .

DEAR SIR ROBERT BOOTHBY,—It gives me great pleasure to write this open letter to you.

I suppose that you are now quite proud of yourself because of the efforts you have made to impose a tax on amateur car builders. As I feel nothing can do you more harm than to quote your speech in full, here is the relevant extract from Hansard:

"Sir Robert Boothby (Aberdeenshire, East): I think it is extremely undesirable that anybody should build any experimental or special cars in their back gardens out of old parts with De Dion axles, which were all the rage in 1902 but, as far as I know, have been obsolete ever since.

"The whole of this project is fraught with danger. Our roads, which are in all conscience small enough in relation to the traffic which they have to carry, were never intended to be laboratories for experiments—explosive experiments according to the Hon. Lady the Member for Coatbridge and Airdrie (Mrs. Mann)—of the kind that are now envisaged by Hon. Members on both sides of the Committee.

"The whole question opens up a hideous prospect of danger to everybody concerned, and I hope that my Right Hon. Friend will stand absolutely firm in the interests of the safety of the public."

It seems utterly incredible that anybody, even a politician, could be sufficiently ignorant to talk such arrant nonsense. May I suggest, Sir Robert, that you ask any intelligent ten year old schoolboy to put you right? He will tell you that the de Dion axle—all the rage in 1902—is now fitted to almost every Grand Prix racing car and to quite a percentage of the world's best sports cars. It may even form a part of the next saloon you buy; in fact it is not nearly so obsolete as you think.

The point is that it is an insult to the House of Commons, and even more to the voters who put you there, to get up and perpetrate a series of misleading statements on a subject that you have been too lazy to prepare. I suppose you think you know it all, but if you had been sufficiently humble to ask, you would have found out that the public roads are not used for "explosive experiments".

It is true that such research is carried out by amateurs, and many of the worthwhile improvements to the cars of the future will stem from their devoted efforts. However, these "explosions" take place on closed tracks, such as Brands Hatch and Silverstone, so your precious hide is not in any danger. As for your revoltingly snobbish reference to back gardens, I laud the men who build cars there, and in back yards and kitchens too. Royce was once of their number and so was Nuffield. How excellent it is that you were born too late to

destroy their initiative with a punitive tax!

In your whole speech, Sir Robert, I have only been able to find one sentence that is accurate. "Our roads, which are in all conscience small enough . . .", you say, which is as fine an understatement as I have yet read, but true nevertheless. I admit that I worked to put the present Government in power, but I have been bitterly disappointed with their roads programme, or lack of it. Certainly, they could not have done less than their predecessors, but they have done very little more.

I recently drove right across France, and was lost in admiration at the progress the French are making in road construction. Who cares if the surface is sometimes less than excellent? It is up to the car manufacturers (assisted by the inventions of brilliant amateur constructors) to develop better suspension systems to cope with that. Let us have a similarly imaginative policy to give us miles of new roads, and quickly. Is it possible, I wonder, that the lucky Frenchmen are so often without a Government that they are able to get on with the job, without interference from political busybodies?

This country is a democracy, Sir Robert, and it is the duty of a Member of Parliament to carry out the will of the people. As you know, M.P.s in all parts of the House have been receiving numerous letters pleading for the amendment of this cruel clause. I challenge you to prove that you have received a mandate from your constituents to destroy the amateur car builder.

It was Sir Winston Churchill who said that the members of the Government are not the masters of the people but their servants. If one has a servant who proves himself to be completely unreliable, one has an obvious remedy. One sacks the fellow, and takes on a more efficient replacement. These are harsh words, but we have our votes and we shall use them. If, as a result, you find yourself with a good deal of spare time on your hands, you could do worse than read a magazine such as AUTOSPORT; you might then find out what a de Dion axle is, for instance.

You might also find out about two young men called John Cooper and Colin Chapman. You ought to, you know, because not so long ago they started by building up cars from bits and pieces, and now their products are winning races all over the world. You may care nothing for national prestige, but if you do, you will want to shake these chaps by the hand. After all, British victories against German and Italian opposition are the very finest sort of advertisement for our motor industry as a whole. Besides, you had better praise them while you may, for your precious Bill is no help to them, and would virtually prohibit anybody else from following in their footsteps.



Perhaps you should have considered that before displaying your ignorance, even if you did get a couple of cheap laughs.

Later in the debate, you referred to "phoney" cars built in backyards. I can only assume that your obvious contempt for the skill and hard labour of impecunious young men arises from the fact that you are wealthy yourself. If that is so, I would rather not soil myself by discussing further anything so odious.

I await your reply with interest, but I suggest that this time you read up the subject a little before you rush in. In particular, you might study the other speeches which were made during the proceedings. Mr. D. Howell delivered an excellent and well-informed speech, and did me the honour of quoting from my article in AUTOSPORT. Mrs. Jean Mann had much to teach you, too, if you had listened, and Sir Ian Clark Hutchison, Mr. Anthony Kershaw, Mr. T. I. Iremonger, Mr. Reader Harris, Mr. Jay and Mr. Drayson, also spoke well on behalf of the "Specialists". In fact, it was one of those cases where all the others were out of step except our Bob. Oh, well!

Yours, etc.

John U. Bolster

RACING IN CANADA

THE Sports Car Club of British Columbia held another successful race meeting at Abbotsford Airfield, Vancouver, recently. More than 4,000 people—a fair-sized crowd for an event of this kind in Western Canada—turned out to watch a programme of six races over a 1.6-mile runway circuit that enabled spectators along the straight to see the cars twice on each lap.

There was an assorted entry of Jaguars, Austin-Healeys, TR2s, M.G.s, Porsches and Mercedes. The race for production cars over 1,600 c.c. was won by Jim Rattenbury (XK140MC); under 1,600 c.c., Leroy Caveley (Porsche Speedster); up to 1,600 c.c., modified, Jim Clelland (Porsche Speedster) and over 1,600 c.c., modified, Tom Fox (Jaguar Spl.). An "all-in" 15-lap race with a Le Mans start fell to Roy Rairdon (Mercedes-Benz 300SL) with Dean Johnson (Porsche Spyder) second, while a relay race (just for fun!) went to a team comprising a 300SL, a Porsche 1500 and a VW.



RALLY TO THE MIDNIGHT SUN

Swedish Drivers Unbeatable on Their Home Ground—Volkswagens 1st and 2nd—Peter Harper (Sunbeam Rapier) Best of the Outside Competitors

By HANS FRIES

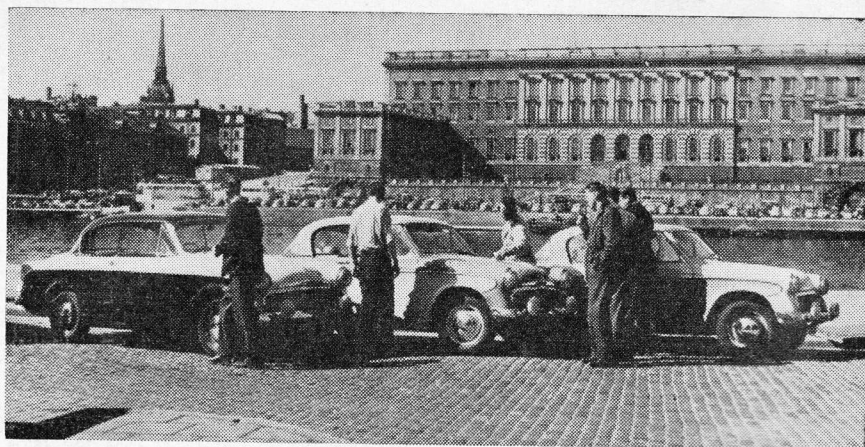
ONCE again an intimate knowledge of local terrain has secured a "home" win for Sweden in her Touring Championship qualifying event, the Rally to the Midnight Sun. The outright victor was Harry Bengtsson of Stockholm, with a Volkswagen, second was Berndt Jansson, also in a VW, and third Carl-Magnus Skogh, driving a Swedish-built SAAB 93. Small cars occupied the first ten places, in an event favouring compact dimensions and general agility.

British competitors had mixed fortunes. Highest placed was Peter Harper (Sunbeam Rapier) who placed fifth in the up to 1,600 c.c. production car class with a loss of 15.8 marks to the Rally winner's 8.2. In the Series Production Sports class, won by a Porsche, Paddy Hopkirk of Ireland was fifth in a Triumph TR3, with Ken Richardson and Annie Bousquet in similar cars eighth and 13th respectively. Yet another fifth in class went to the Ford Zephyr of Ted Harrison and Per Malling in the over 1,600 c.c. standard class with Cuth Harrison following in seventh, and Ian Johnston (Vauxhall Velox) 14th.

On Tuesday and Wednesday, 29th/30th May, the rally cars set forth from Stockholm, Gothenburg, Oslo, Lundswall, Rättvik and Umea, in an assembly drive towards Ostersund, starting point for the Rally proper. On Wednesday evening the route was announced as follows: Ostersund, Stromsund, Hoting (the turning point southwards), Solleftea, then Ostersund again, Vemdalen, Sveg, Orsa, Rättvik, Falun, Hofors, Gävle, Harg, Enköping, Lindsberg, Karlskoga, Laxa, Eskilstuna and Sodentälje, to the finish at Saltsjöbaden.

On Thursday at 10 a.m., the first of 182 cars, representing six nations: Britain, Denmark, Eastern Germany, Finland, Norway and Sweden, left the starting line for the 2,000 kilometres run towards Saltsjöbaden. And this year, as it happened, the Arctic Circle and the Midnight Sun were never reached, as the route turned south well below this region. Contrary to earlier years, a real summer sun graced the start, but soon prospects were clouded for many, as the first timed section, reached after about an hour's driving, offered a surface of the hop, skip and jump kind, and only 78 cars got through without loss of points.

Gearboxes and transmission suffered in this stage, and the seeds of many future retirements were sown. Mille Miglia class winner Olle Persson (Porsche) was one who ran into trouble, but he effected a brief repair, and went on to make best time in the second test, a hill-climb at Solleftea. This, too, was an arduous affair, with a surface which disintegrated badly as car after car made the climb. One Norwegian driver with not very much left in his gearbox had no choice but to make the ascent in reverse gear!



POSED before the Royal Palace at Stockholm, where H.M. the Queen and H.R.H. the Duke of Edinburgh stayed during the State visit to Sweden, is the Sunbeam Rapier team of Peter Harper, David Humphrey and Gunnar Fadum. Harper finished fifth in the 1,600 c.c. standard car class.

Back, then, to Ostersund, and away again, to the south-east during Friday, when incidents were less frequent, although Sweden's best-known racing driver, Joakim Bonnier, retired his Alfa Romeo Giulietta during this stage for reasons unknown. A timed section at Harg offered no great difficulties, and then the route turned westwards, with relaxing crews, until the next speed test at Karlskoga circuit, well known to several British Formula 3 exponents. In heats of five or six cars, each class was run separately, and each second down on the class winner meant .2 of a point debited. Best time of all recorded during this test was by last year's Midnight Sun Rally winner, Allan Borgefors, in a Porsche Speedster.

After that, the by now weary crews had still to face more timed sections, another speed test at that other well-known racing circuit, Skarpnack, and finally, the braking/acceleration test at Saltsjöbaden, welcome finishing point. The two timed sections proved decisive for the final Rally placings, smaller cars getting the better of the larger ones on the winding roads. The final test, held in warm sunshine at Saltsjöbaden, which is a well-known resort to the south-east of Stockholm, was largely instigated to settle ties, but the placemen had already virtually been decided. Gruen/Eriksson in a 403 Peugeot clocked best time, with Borgefors close, but Harry Bengtsson's hold on the lead was not threatened, his Volkswagen giving the ideal combination of nippiness and rugged structure for this hard event, with its particularly rough roads in the northern sections.

Sweden's own SAAB's finished third, fourth, fifth, ninth and 10th, and won the up to 750 c.c. production class and the Ladies' Cup. The drivers in this were the Stockholm ladies Cecilia Koskull and Monica Kjerrstadius, who surprisingly beat Greta Molander and Helga Lundberg in a Peugeot. Three Volkswagens, driven by Bengtsson, Jansson and Kallstrom, won the team prize.

Results

General Classification: 1, H. Bengtsson (Volkswagen); 2, B. Jansson (Volkswagen); 3, C. M. Skogh (SAAB); 4, E. Carlsson (SAAB); 5, H. Kronegard (SAAB); 6, A. Borgefors (Porsche); 7, S. Gruen (Peugeot); 8, B. Johansson (Peugeot); 9, O. Swahn (SAAB); 10, B. Johansson (SAAB).

Classes, Series Sports Cars: 1, A. Borgefors/L. Sjoberg (Porsche 1600); 2, S. Elkund/P. Nilsson (Mercedes 190); 3, G. Kaiser/H. Ericsson (Porsche Carrera); 4, G. Bengtsson (Alfa Romeo); 5, P. Hopkirk (Triumph TR3); 8, K. Richardson (Triumph TR3); 13, Mlle. A. Bousquet (Triumph TR3).

Standard, over 1,600 c.c.: 1, R. Ericsson/I. Wemmerud (Alfa Romeo); 2, U. Lundstrom/A. Westerlund (Chevrolet); 3, T. Ericsson/I. Franzen (Ford); 4, M. Carstedt (Ford); 5, E. Harrison/P. Malling (Ford Zephyr); 7, T. C. Harrison (Ford Zephyr); 14, I. Johnston (Vauxhall Velox).

1,600 c.c.: 1, S. Gruen/Sven Eriksson (Peugeot); 2, B. Johansson/V. Klockare (Peugeot); 3, N. Carlsson/G. Fallstrom (Ford Taunus); 4, U. Strindlund (Peugeot); 5, Peter Harper (Sunbeam Rapier); 17, Miss Nancy Mitchell (M.G. Magnette).

1,300 c.c.: 1, H. Bengtsson/A. Righard (Volkswagen); 2, B. Jansson (Volkswagen); 3, G. Andersson/E. Jacobsson (Fiat); 4, A. Kilden (Volkswagen); 10, J. Bengtsson (Ford Anglia).

1,000 c.c.: 1, S. Isacson/C. Franzen (DKW); 2, O. Kalpalä/E. Kalpalä (DKW); 3, G. Axelryd/O. Carlsson (Orion); 4, V. Karlsson (DKW).

750 c.c.: 1, C-M. Skogh/R. Skogh (SAAB); 2, E. Carlsson/S. Trothatten (SAAB); 3, H. Kronegard/G. Palmgren (SAAB); 4, O. Swahn (SAAB).

Ladies: 1, Cecilia Koskull/Monica Kjerrstadius (SAAB); 2, Greta Molander/Helga Lundberg (Peugeot); 3, Margareta Melin/Barbro Brandt (—); 4, Nancy Mitchell (M.G. Magnette); 10, Annie Bousquet (Triumph TR3).

Team Award: 1, Volkswagen (H. Bengtsson, B. Jansson, G. Kallstrom); 2, SAAB 1; 3, SAAB 2; 4, Volkswagen.

REST-AND-BE-THANKFUL

APART from two changes, the regulations for this year's Rest-and-be-Thankful International Hill-climb, on 7th July, are similar to last year. The points of variation are that the classes have been completely recast, sports cars and racing cars competing separately in various capacity classes, and that it will be a one-day event this year, practising taking place on the morning of the event. Regulations and entry forms are available from A. K. Stevenson, Secretary, R.S.A.C., Blythswood Square, Glasgow.

FORTRESS INDIANAPOLIS

By SKIP LANGE

AGAIN this year the foreign challenge proved unable to conquer the Indianapolis 500 Mile Race. Bad luck, and more, kept "Nino" Farina and the Bardahl-Ferrari from even attempting qualification.

Indianapolis, undeniably, is out of step with the world as far as racing formula is concerned. The old 3-litre blown and 4½-litre unblown formula persists. Yet, it is the premier race of the U.S. and the prestige attaching to a foreign winner here would be tremendous.

Consider, too, the purse offered. This year the winner, Pat Flaherty, took away over \$93,000 for his day's work. Next year the Speedway is shooting for a total purse of \$300,000. How does this compare with the average Grand Prix, or even the two or three that would have to be missed to compete at Indianapolis in May?

There is now a new and intangible laurel which must probably wait to be won by a foreign entrant. The honour of being the first to defeat the all-powerful Meyer-Drake engines on their home grounds would be, perhaps, the greatest of all.

Not since the great Wilbur Shaw put his Maserati across the line first in 1940 has a European car won the 500. The best post-war showing for foreign car and driver was in 1946, when "Gigi" Villorosi placed a Maserati seventh. Alberto Ascari showed his perseverance and skill in 1952 by qualifying a very unwilling Ferrari, but retired, spectacularly, after 40 laps with a collapsed wheel.

This year's invasion started promisingly enough. The Bardahl-Ferrari Experimental consisted of a Kurtis 500-D roadster chassis and body, plus a specially-built Ferrari six-cylinder engine of just over 269 cubic inches. The Indianapolis engine, the four-cylinder, 270 cubic-inch Meyer-Drake, develops about 330 b.h.p., and the Ferrari engine was reported to be doing as well or better.

Chassis and engine were supposed to have been wedded in time for the 1955 race, but were not ready. Some time during the ensuing year, the work was turned over to Osca by Ferrari and the assembled machine was finally delivered in Indianapolis early in May.

Nino Farina, elected as driver, made an immediate hit with drivers, sports writers and the public. He started immediately taking his driver's tests and familiarization runs in Chinetti's old 12-cylinder Ferrari and did very well indeed. Driver's tests at Indianapolis involve four phases at 110, 115, 120 and 125 m.p.h., with five laps required at each speed. Critical officials observe each lap and a "thumbs down" verdict is not unusual. Farina breezed through his tests with flying colours.

Meantime, back in the garage, all was not well. Short on time, and long on bright ideas offered by everyone who happened by, the crew of the Ferrari-Bardahl were beginning to worry. Osca

LATIN TEMPERAMENT? Dr. Giuseppe Farina looks as if he wants to fight somebody, but is probably just having fun with the Bardahl mechanics at Indianapolis after completing a "familiarization" run.



had evidently disassembled the Kurtis chassis completely and reassembled it, for Indianapolis, incorrectly. Ches Bean, Kurtis specialist, had to rework the chassis from front to back. Subsequent test rides by veteran Fred Agabashian and former winner Bill Holland both produced the verdict that the chassis, as reworked, was finally "right".

Engine chiefs were Italians Monari and Parenti, and it must be imagined that this divided authority, complicated by the language difference, did nothing to smooth operations.

The engine was originally set to run with carburetors (Weber) on gasoline. With this set-up Farina was unable to lap at much above 130 m.p.h. His best lap of the entire practice period was 133 m.p.h., more than 5 m.p.h. slower than the slowest four-lap qualifying speed.

Naturally distressed at this state of affairs, the Americans urged installation of the standard Speedway set-up; Hill-born injectors and a straight alcohol (methanol) fuel.

Injectors were duly installed. After a surprisingly short amount of running time, however, excessive smoking developed. It was decided that the alcohol was creating a wash, preventing proper lubrication of the upper cylinder, and unduly wearing rings and piston walls. At this point, with practice time almost run out, Nino stomped away in a well-deserved rage. There was not much else left to do.

During the "injector period", first-year driver Earl Motter delivered the best lap ever from the Bardahl-Ferrari at 136 m.p.h. If rains had not prevented qualification attempts in force on the last week-end before the race, the Bardahl-Ferrari probably would have been tried. Whether Farina, Motter, or another would have been the pilot is problematical.

The detail problems encountered by Farina, Ferrari, Bardahl & Co. on this latest venture will probably prove of less importance, in the long run, than the

general observations that can be drawn from their experience, and that of other recent invaders of the 500. Perhaps these points should be considered:—

1. Performance of an Indianapolis car is significant only in a speed range of from 130 m.p.h. to about 170 or 180 m.p.h. The four turns can be negotiated at near 130 m.p.h. It remains for acceleration on the short (¼-mile) straights to set the records. Engine torque characteristics and gear ratios must be carefully examined in the light of this requirement.

2. Any crew hopeful of success must be equipped with adequate spares. A team of two or three cars would certainly be preferable. An extra engine, complete, would seem to be minimum. Remember that Meyer-Drake engine parts are as plentiful in Gasoline Alley as Ford parts in Detroit. A tough league in which to compete, true, but there is nothing to be gained by minimizing the requirements.

3. Adequate time for preparation of the car must be allowed. Car and crew should arrive not later than early April. The track opens at the end of April and shake-down runs should start immediately.

4. An experienced, ably directed crew is absolutely essential. It is not coincidental that two crews at Indianapolis have brought home the last four winners. These men are not only expert mechanics and race strategists; they are also experts at working together.

5. Drivers must be chosen from the very top ranks of today's competitors. Preferably they should be chosen well in advance and flown to Indianapolis during the summer before the chosen May. Arrangements could be made for use of the track for familiarization purposes at this time. Simply knowing in advance what to expect would

(Continued on page 611)

AFRICAN HAZARD: Native cattle on the road delay a competitor in the fourth Coronation Safari, run over 2,700 miles of Kenya, Uganda and Tanganyika.

NAIROBI EN FETE: (Below) The animated scene at the start, with a Volkswagen just about to set off on the first stage into Tanganyika.

Dust and stones had been the only difficulty, and a number of windscreens had been shattered and a number of young buck killed. A herd of giraffe had held us up momentarily when they decided to make their leisurely way across the road. From Dar-es-Salaam competitors retraced their inward route and passed

CORONATION SAFARI

German and Italian Cars Fare Best in Long-Distance African Reliability Trial — Class Wins for Ford and Vauxhall

By H. H. ARCHER

KENYA, Uganda and Tanganyika, three vast territories forming British East Africa, have great distances between their towns, and the roads connecting them are often virtually tracks, graded from time to time but which can be turned into a nightmare of mud and potholes when the rains come. In the rainiest period of the past four years, there has been run over these roads an event known as the Coronation Safari, a 2,700-mile high speed Reliability Trial. The 1956 Trial was completed on May 27th and the results have now been announced, after much protesting. In the General Classification the first four cars were two DKWs followed by two Fiats. Not a very good showing for British vehicles in a valuable and expanding market.

The competing cars were divided into four classes based on price. Class A was for cars of up to £561 in price and included Morris Minors, Ford Anglias, Skoda, Lloyd, Fiat 600s and Austin A30. Class B covered cars from £561 to £736 and included DKWs, Fiats, Volkswagen, Simcas, Goliath, Hillman Husky, Austin A50, Ford Consul and Peugeot 203s. Class C covered the price range of £736 to £921, and the cars were Borgward Isabellas, Fiat TVs, Peugeot 403, Dyna Panhard, Vauxhall Velox, Ford Zephyr, Standard Vanguard, Morris Oxford and Isis, and Austin A90; whilst Class D for those costing more than £921 included Chevrolet, Mercedes Benz 220 and 180, Rover 90, Ford V8, Opel Kapitän and Humber. I entered and drove a Fiat 1100 TV in Class C, as I have done as a private entry for the past two years, and once again finished without distinction, doing less than justice to a fine car.

This year's event was notable as, for the first time, a driver of international repute came as a competitor. This was Maurice Gatsonides, and it is unfortunate that weather conditions were such that the Safari proved to be the easiest yet, with the final results decided by a track test and a secret check on the last 29 miles. So many drivers finished with clean sheets on the road section that protests and appeals delayed the issue of final results for days and marred the event as they did last year.

This year's event led over dusty, stony



roads from Nairobi to Tanganyika, with controls at fairly frequent intervals of 100 miles or so, until Iringa was reached. We passed through Masai country, where almost naked, tall, bronzed Masai stood with long mud-caked hair, leaning on spears and watching with amazement at the string of some 90 cars at four minute intervals tearing across their cattle grazing plains. The only hazard to Iringa was a nine mile escarpment with a terrifying drop on one side and innumerable hairpin bends. We overtook four cars on this short section whilst my co-driver kept muttering about the need of a parachute and the sweetness of life.

After Iringa, cars headed towards the coast at Dar-es-Salaam, with an intermediate control at Morogoro, and a secret check some 40 miles from Dar-es-Salaam, at which cars were forced to wait until their scheduled average time. This prevented repairs being effected at Dar-es-Salaam in time made up on schedule prior to booking in. It was no inconvenience to most competitors, as few required any service after the incredibly good conditions encountered.

through Morogoro and thence to Korogwe. This stretch is normally and invariably wet, but this year it failed the organizers and was neither. We passed disappointed Africans who made small fortunes last year pulling competitors out of the mud, and who, this year, could only watch the speeding procession of cars. Competitors had no difficulty, although the tricky plank bridges, as usual, claimed one victim who skidded off, damaging the car's suspension and transmission.

From Korogwe, the next section was to Mombasa, but via Tanga, with the inside average between Tanga and Mombasa to be maintained between later controls. As it was expected that this section would be difficult, most competitors drove flat out to Tanga in order to lower their required average on the other section. We did this only to lose four minutes in searching for the control on arrival, and thereby maintaining an average on this first of only 58 m.p.h., with a resultant required average of 38 m.p.h., on the difficult section. The "difficult" section, however, proved to be quite easy and not at all as expected.

We began to feel really sorry for the organizers as, one by one, we passed over roads which in previous years have been nightmares of mud, rocks and potholes, and this year were only slightly rough and reduced speed but did not make passage over them in any way difficult.

From Mombasa to Nairobi there was only one control, but elephants close to Mito Andei caused a flurry amongst some competitors, Gatsonides being amongst those who encountered them, in addition to ourselves. One Volkswagen crew spun round after phenomenal elephant-avoiding action and the astonished crew of a following car saw them facing the opposite direction without realizing the reason. Back in Nairobi, very few crews had lost any marks at all; however, slight miscalculations resulted in losses for some on inside averages from Nairobi to Thika, amongst them ourselves.

From Thika competitors drove to Nyeri, in the shadow of Mount Kenya, and the centre of the Mau Mau country, but still no sign of rain and conditions as easy as possible; and so it continued through Nakuru to Eldoret. Here, during refuelling, the tank on our car was over-filled, and fuel spilled on to the ground. Our exhaust was rattling badly and we wished to have it wired up. An inspection lamp was brought and carelessly placed in the excess petrol—*whoosh!* the car was on fire! Minutes seemed like hours and it looked as though the petrol tank would explode before extinguishers were brought into action and the fire got under control. It was then necessary to obtain a new wheel and tyre, as one was damaged beyond use. Unfortunately, this fire burnt out the lights and stop light and one side and cost us 20 valuable points at the final scrutiny. It also cost us 18 minutes, and we set out to recover them prior to the next control. We managed to do so, receiving some assistance by following Gatsonides in his Vanguard at high speed for many miles, before he slowed and we were forced to lead the way to Tororo, reaching the control in good time.

From Tororo to Jinja and Kampala, and thence back to Kisumu, with a secret check on the Uganda border. All easy going with the exception of about 30 really rough miles round Yala and Butere. We waved on a faster competitor on this section, only to have our

windscreen completely obscured when he passed, and we found ourselves in a ditch. It took precisely six minutes to regain the road and we soon caught and passed the car responsible for ditching us.

Kisumu was reached in good time, and we were soon speeding to Kericho, from which town we negotiated some 20 miles of hairpin bends, most of them blind. Then on to Nakuru for a standing lap of the circuit. This test was only to be used in the case of a tie, but so many drivers had lost no marks that it became the deciding factor of the trial, and the special formula used favoured the small capacity high performance cars, thus making certain a win for the DKWs, with Fiats in third and fourth position. Then the final run back to Nairobi, with a secret check to trap those over anxious to get back, and the final chance of the organizers to get a few points off those with clean sheets. The scrutineers took over the cars, but most were in such good condition that few points were lost. And so the protests commenced, followed by appeals, and it was days before the final lists of placings could be published.

This year's Safari will go down as a disappointment to both competitors and organizers, due to lack of rain, but next year . . . ! We, in East Africa, hope that Maurice Gatsonides enjoyed his visit to compete, and hope that he will come back next year, with some other top line European rally drivers, and that the weather will return to its old form to make the event one of the toughest in the world which it has been in previous years.

Results

Overall Winner: E. Cecil/A. R. Vickers (DKW); 2, R. F. Jennings/D. Partridge (DKW); 3, D. G. C. King/C. H. Little (Fiat 1100A).

Class A (Cars up to £561): 1, J. A. Stone/P. J. C. Hughes (Ford Anglia); 2, Paton/McKechnie (Ford Anglia); 3, Butcher/Butcher (Morris). **Class B (£561-£736):** 1, E. Cecil/A. R. Vickers (DKW); 2, Jennings/Partridge (D.K.W.); 3, Fisher/McNaughton (Fiat 1100). **Class C: (£736-£921):** 1, N. Vincent/D. Vincent (Vauxhall Velox); 2, Broatch/McDougall (Ford Zodiac); 3, Gatsonides/Cossington (Standard Vanguard III). **Class D (Over £921):** 1, J. Boyes/R. N. Noble (Ford V8); 2, Mr. and Mrs. H. Hayes (Mercedes-Benz 220A); 3, Mandeville/Bibby (Mercedes-Benz 220A).

Team Awards: 1, Simca; 2, Morris Minor; 3, Volkswagen. **Best British Car:** Stone/Hughes (Ford Anglia). **Best Performance by Owner/Entrant Driver:** Cecil/Vickers (DKW). **Best All-Ladies Entry:** Mrs. Burton/Miss Wright/Mrs. Reuter. **Crew with Best Sporting Performance:** Saff/Horton (Ford 10, 20 years old). **Best Family Team:** D. P. Marwaha/S. P. Marwaha (Simca).

Fortress Indianapolis—continued

enable the drivers to prepare themselves better for the race to come.

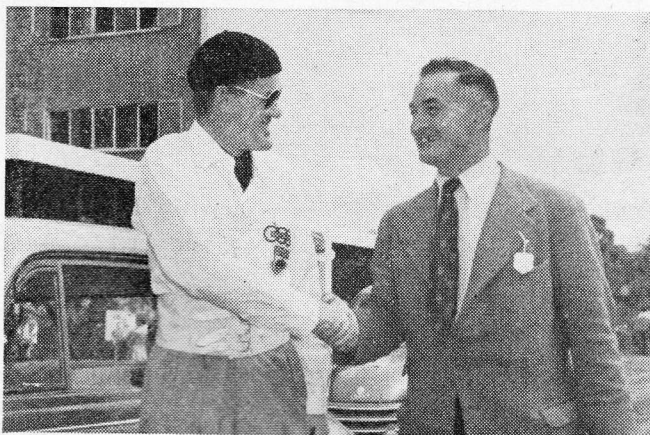
Remember that Indianapolis must seem a far cry from the expected for even the most experienced G.P. driver. Certainly, less diversity of skill is required at Indianapolis, but those skills that are required must be highly developed. Turns must be entered without brakes and negotiated at 130 m.p.h. minimum. The winner must repeat this process four times per lap, for 200 laps, for about four hours straight before he gets the chequered flag. There's not one spot in a lap where you can wiggle in your seat, take a deep breath, and prepare for the next trial. It's all trial.

The formula for victory at the 500 is too demanding . . . or is it? Is it not less of a price to pay than that exacted from the entrant who makes the invasion and fails?

Strangely enough, Indianapolis longs for a new conqueror. We don't think you can do it, but we would be awfully glad if you did.

INDIANA ODDSPOTS . . . Finishing positions were official as originally listed. Fifth place did go to Dick Rathmann who crashed on his 201st lap, after he had actually completed the race. . . . All injured drivers are now out of the hospital except Jimmy Daywalt. Daywalt's arms were badly burned, but otherwise his condition is excellent and he will be out of the hospital soon. . . .

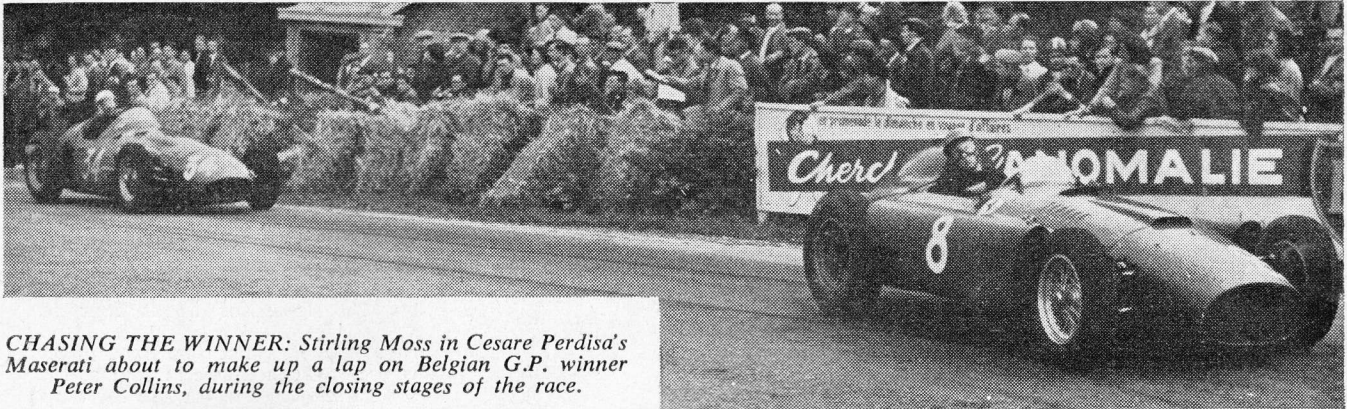
First place prize money, including winnings earned for laps led, amounted to over \$93,000, a new record pay-off. It is understood that winner Pat Flaherty will receive 40 per cent. of this purse with the remainder going to car owner and crew. . . . It is acknowledged that tyre failure was the final, though not necessarily the initial, cause of most of the spectacular spins that occurred during the race. Firestone officials have collected every scrap of tyre that could be recovered from around the track and have sent these to their Akron laboratories for analysis. Contributing factors that may be involved include chipping of the wheel rims, drastically increased lap speeds since last year's track resurfacing, the rough brick still remaining on the main straight . . . sentimental reminder of the original "brickyard", and negligence of driver and crew in the heat of competition.



WHY, IT'S ERNIE: Prominent Aston Martin O.C. member Ernie Stapleton (right), now residing in British East Africa, greets Charles Metchim, who drove a DKW, at the start. Both are B.R.D.C. members.

"GATSO" AT NAIROBI: (Below) Holland's premier rally driver, Maurice Gatsonides, with co-driver Vic Cossington and their Phase III Vanguard.





CHASING THE WINNER: Stirling Moss in Cesare Perdisa's Maserati about to make up a lap on Belgian G.P. winner Peter Collins, during the closing stages of the race.

SPOTLIGHT ON SPA

It is undeniable that Spa-Francorchamps is Fangio's circuit. The way in which he calmly went out on Thursday's practice session and carved Moss's 4 mins. 14.7 secs. (199.575 k.p.h.) down to 4 mins. 9.8 secs. (203.49 k.p.h.—126.44 m.p.h.) showed his uncanny mastery of a racing car on ultra-high speed bends. Even although there was the minimum amount of fuel in the tank, his performance was worthy of the Champion of the World.

Stirling admitted that he could go no faster with the latest Maserati, but again, he is now the official holder of the lap record for the circuit. He recorded the same figures as he returned in practice. In Perdisa's earlier-type car he acknowledged the pit signal showing Fangio's new circuit record by tearing round on the 30th lap at a shade under 200 k.p.h.—a superb achievement in every way!

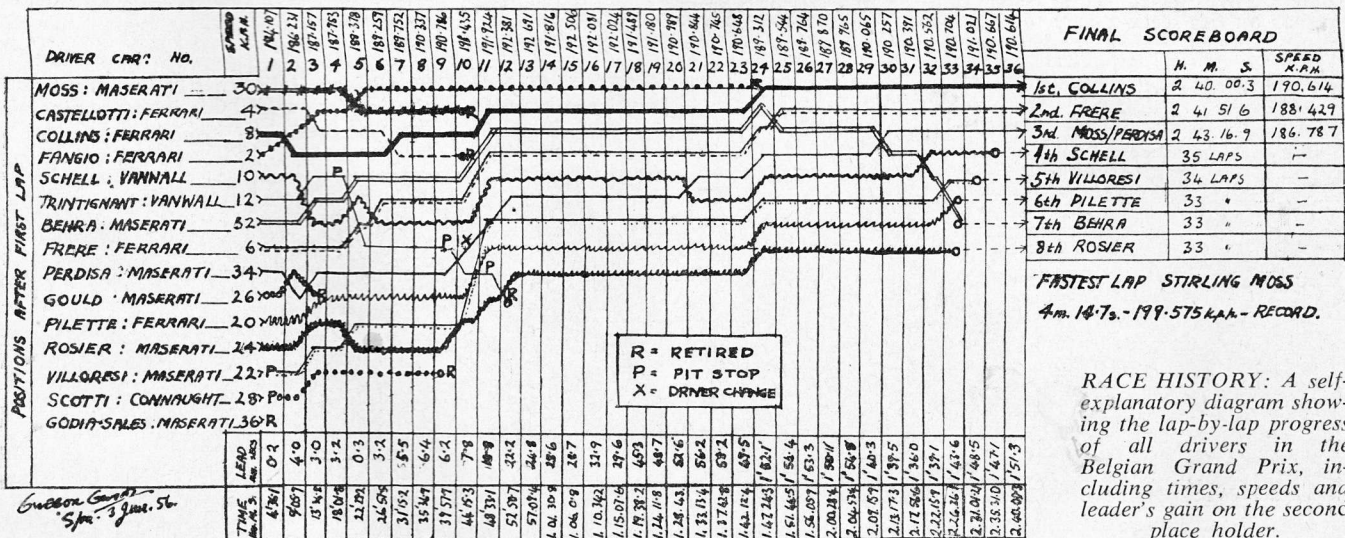
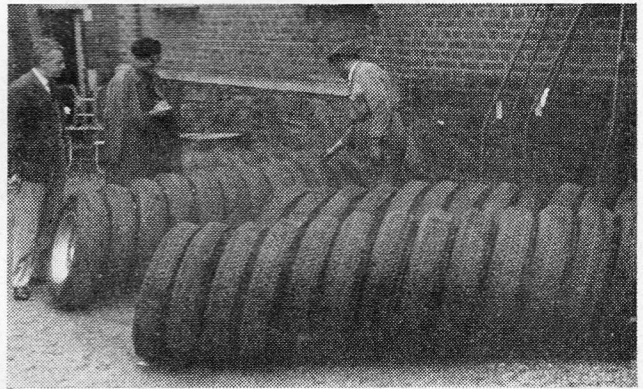
The opening stages saw Moss's Maserati attempt to establish a lead over the Ferraris, with very little support from his team-mate Behra, who just could not get to grips with the Ferrari trio of Fangio, Collins and Castellotti, and, later on, had to give best to Paul Frère. Fangio played a waiting game: fourth on lap 1, third on lap 2, second on laps 3 and 4, then into the lead on the fifth tour. Moss's maximum lead at any time was 4 secs.; this was ahead of Castellotti on the second lap. Once

By GREGOR GRANT

Fangio forged in front he steadily increased his advantage. Meanwhile, Peter Collins went ahead of Castellotti, and began to close right up on Moss by returning two record laps (8 and 9) of 4 mins. 19.9 secs. and 4 mins. 18.7 secs. respectively. Thus Peter Collins was the first to break Fangio's existing record put up in 1955 with the Mercedes-Benz in 4 mins. 20.6 secs.

Stirling Moss was faced with a most difficult task, and when he lost a wheel at Eau-Rouge, it seemed certain that Maserati had shot their bolt. Behra could do nothing about Collins, and drove absolutely to the limit to try to hold off the surprising Paul Frère. Moss, of course, took over Perdisa's car—over a lap behind the leading Ferraris. After 22 laps, Fangio had nearly a minute lead from Collins (Castellotti disappeared on lap 10 with transmission failure). On his 24th tour, the Argentinian also experienced transmission bothers, slowed right down, and finally came to a stand-

★
BOOTS, BOOTS:
Some of the 120 tyres
which the Maserati
équipe brought with
them to Spa.
★



WHEEL AWAY!

VALIANT VANWALL: Harry Schell's fourth place at Spa, following on the Vanwall victory at Silverstone, will encourage the Acton équipe to still finer deeds in the future.

still. This left Peter Collins with the big lead of 1 min. 52.1 secs. over Behra. However, the Frenchman was overtaken next time round by his rival Frère, and, in his efforts to get back into second spot, did in both engine and gearbox.

Harry Schell deserves every possible credit for his fourth place with the Vanwall. During the opening laps, when engaged in a duel with Paul Frère, it would have been so easy to overdo things. Determined to finish, he showed great restraint, and his success should now give Tony Vandervell and his technicians much hope for the future. Despite Trintignant's exit with the sister-car, due to a mysterious drop in r.p.m., there is nothing wrong with the Vanwall which future events will not put right. Speed it has in plenty, but until such time as Tony Vandervell's set-up can have spare engines, it will be difficult to hang-out the "faster" signal in full-distance Grands Prix.

Peter Collins proved to be an admirable No. 2; Fangio was justifiably upset when his car broke down, but even had he been nearer the pits area when he retired, it is doubtful whether Collins would have been brought in to

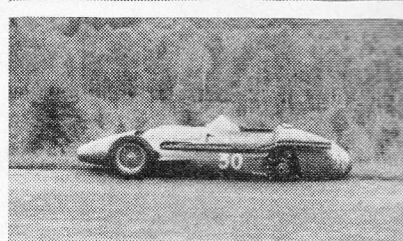
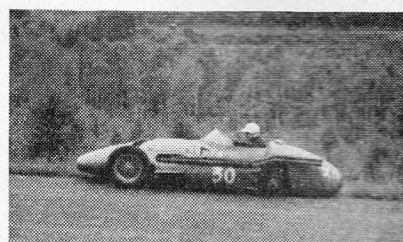
effect a change-over. To bring in Frère would have caused a major riot; after all, there are other drivers concerned in the World Championship in addition to the holder!

The Spa result should make the Grand Prix of France, at Rheims, more open than ever. Once again it is a Fangio circuit, but these British young men, Moss, Collins, Hawthorn, Brooks and Titterton are now well on the way to establishing Great Britain's claims to be the greatest racing driver-producing country that has ever been!

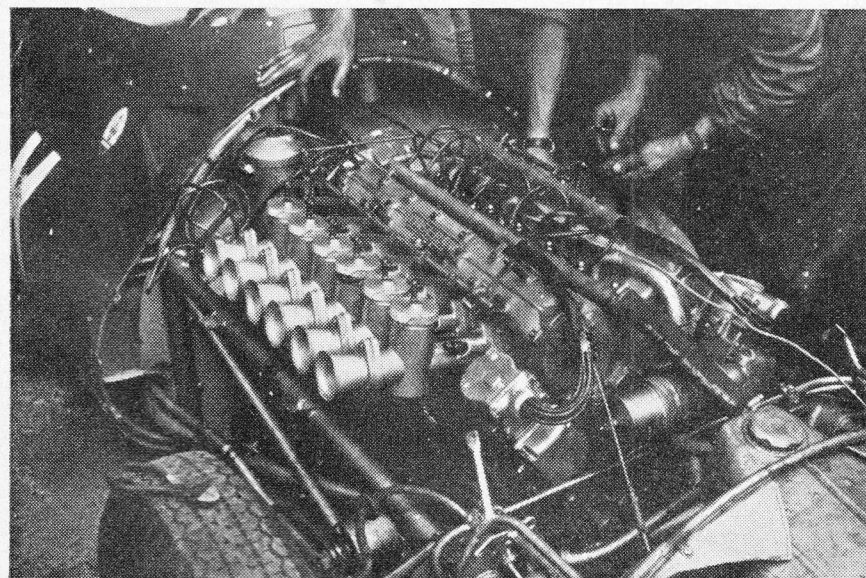
Lap Times. Towards Circuit Record

Lap	Driver	Time	Speed (k.p.h.)
2.	Fangio	4 m. 29.8 s.	188.406
2.	Moss	4 m. 29.8 s.	
3.	Moss	4 m. 28.9 s.	189.036
4.	Moss	4 m. 27.0 s.	190.382
4.	Fangio	4 m. 24.2 s.	192.399
6.	Fangio	4 m. 22.3 s.	193.793
7.	Fangio	4 m. 21.3 s.	194.534
8.	Collins	4 m. 19.9 s.	195.582 (Record)
9.	Collins	4 m. 18.7 s.	196.490 (Record)
10.	Fangio	4 m. 17.4 s.	197.482 (Record)
12.	Fangio	4 m. 17.3 s.	197.559 (Record)
30.	Moss	4 m. 14.7 s.	199.575 (Record)

Old Record: Fangio (Mercedes-Benz), 1955, 4 m. 20.6 s., 195.057 k.p.h.



SIX STAGES in the incident which put Moss's Maserati out, when lying second, close behind Fangio. His nearside rear wheel and brake drum came off, on the hill beyond Eau-Rouge. Coming safely to a standstill, he hastened back to the pits, to take over Perdita's car. He eventually finished third, breaking Fangio's 1955 lap record, created with a Mercedes-Benz, by 2.8 m.p.h.



GAS WORKS: Maserati's latest fuel-injection system, as tried out during practice at Spa. The "carburetors" are actually the air intakes.

ON THE SPOT: Ruth Sands Bentley with Sir William Rootes on the Sunbeam stand at the International New York Show.

going through plate glass shop windows. By 1950 the number of spectators reached 200,000, and in 1951 it climbed to 250,000, people standing 10 deep along Franklin Avenue. Then 1952 arrived, with four races on the calendar, over 100 cars entered, and more spectators than the year before. Near the first corner, where drivers had to pull out to negotiate the turn into the hill, stood hordes of people with a building behind them to prevent escape in case of emergency. Police worked hard to keep adults and children behind the single-rope barrier. And it was here that tragedy occurred.

Photographers, usually not S.C.C.A. members, rushed their pictures to national magazines and newspapers to advertise to the whole country that racing is dangerous and should be outlawed. The sensational stories and photographs had their effect. Racing was outlawed on New York roads.

The race had become traditional by this time, and the Watkins Glen Chamber of Commerce did not want to lose it. Not only had the race made the resort town famous, but huge sums of money rained there each September. And so they built the new 4.6-mile course on a plateau outside the city. The club did not sponsor the first race in 1953, but their sanction was reinstated in 1954 and Phil Walters breezed around the course in a Cunningham to take the chequered flag at an average speed of 83.3 m.p.h. Last year Sherwood Johnston drove a D-Jaguar to victory, but at a slower average speed because of the condition of the course.

The races will be run again on 15th September, despite S.C.C.A.'s decision, and the Watkins Glen Grand Prix Corporation promises to have the course repaired by that time.

Rallies, Trials and Gymkhanas

A handsome 159-page book entitled *Rallies, Trials and Gymkhanas* has been published by Channel Press, Great Neck, New York. Written by David Hebb and Arthur Peck, two executives of Columbia Broadcasting System, the

text covers every problem that might be encountered by organizers of any of the three types of events. Both gentlemen have long been advocates of British cars, Hebb driving a Triumph TR2 and Peck a Jaguar Mark VII. Each has edited *Lisca News*, the publication of the Long Island Sports Car Association, and has quoted AUTOSPORT on numerous occasions. They are also active members of the Sports Car Club of America.

In the preface of the book they write, "... if you think there's more to a car than mere transportation, and if the thought of driving an automobile for fun, for the sport of the thing, strikes you as being just what the doctor ordered, pull up a chair and join us for a while". They explain the various types of rallies, equipment needed, how to read instruction sheets, check-point procedure, teamwork of driver and navigator—and how to remain friends, score keeping, computing average speeds, recommended watches, odometer reading, map reading, rally comfort, equipment needed, special equipment for night rallies, types of gymkhanas and trials, and even describe sports car racing and where to see it. Mr. Peck, who announces many S.C.C.A. races and Sebring, is well qualified to describe the latter. The authors have had more than their share of first places in every type of rally they describe.

The book sells for \$5.00 a copy, has long been needed on the American scene. According to Bill Gordon, this new publication was among the top book sales on the Gordon stand.

Car Show Commentary

The first International Automobile Show in the New York Coliseum concludes its nine-day run tonight, and, according to Mr. David Jacobson who has done a fine job of Press relations before and during the show, unofficial figures show that around \$4 million worth of cars were sold and attendance reached 250,000. Press conferences were held every day this week at the show, and the gentlemen meeting the Press included Sir William Lyons of Jaguar; James Gaylord of Gaylord Cars; Reginald Bishop, P.R.O. of British Motor Corporation; Gunnar Engellau of Volvo; Donald Healey; J. E. Scott of Rolls-Royce; W. J. R. Warren of

AMERICAN ANGLE

by Ruth Sands Bentley

New York City, Sunday, 6th May, 1956.

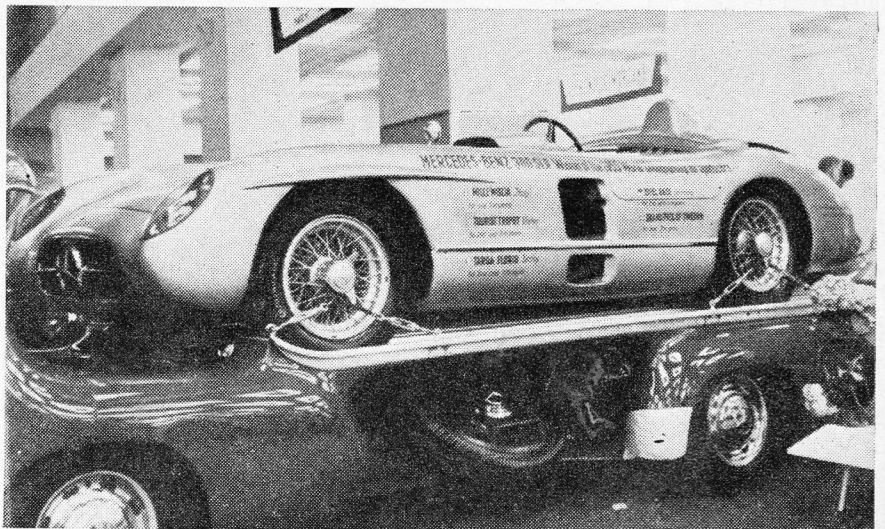
The Watkins Glen Story

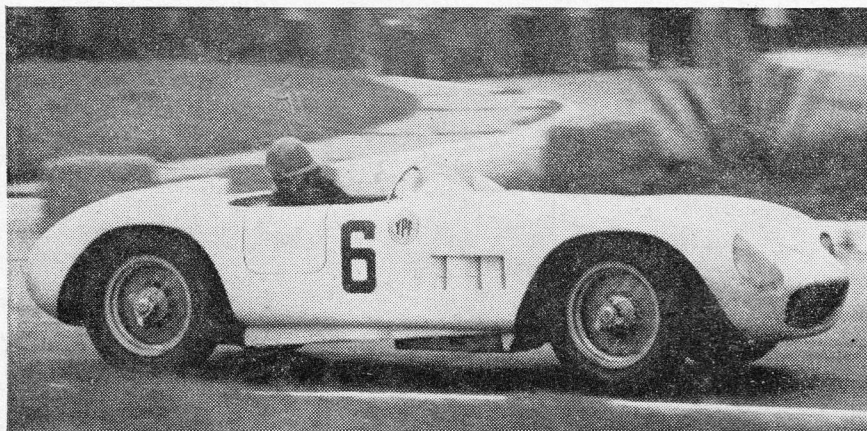
ON Thursday, David Allen, public relations director of the Sports Car Club of America, issued a release announcing that the club will not sanction a race at Watkins Glen during the 1956 season. Reason given: "Due to the inability or unwillingness of the Watkins Glen Grand Prix Corporation to meet the standard sanction requirements asked by the club, a future meeting planned to discuss alterations to the circuit in the interests of driver and spectator safety could not be held".

Last year the course was extremely dangerous. A blistering sun melted the topping of the surface—turning the course into a virtual skating rink—and sliding, spinning cars somehow avoided serious consequences. In addition, the long downgrade on the back stretch leading into a sharp turn, without escape road, is far too tricky for the speed of today's cars. Some of the top drivers have suggested running the race counter-clockwise to offset the danger of that turn; but then, the downhill road before the pits would present another hazard. Perhaps the pits could be moved?

Mr. Allen's news was disheartening, indeed, to those who have long been devotees of the sport, for it was here that racing was reborn in America in 1948. The original 6.6-mile course ran down the main street of Watkins Glen; climbed a long, steep, winding hill, then snaked through narrow, tree-lined roads before turning sharply across a stone bridge. The journey back to the start-and-finish line followed more roads of the same nature and included a downhill with a left turn at the bottom. If you spun there you ran the chance of

BIG DRAW to sport-minded motorists at the New York Show was this example of the 1955 Wor'd Sports Car Champion, the Mercedes-Benz 300SLR, with its victories recorded on the bodywork, and mounted on the famous 105 m.p.h. 300SL-engined transporter.





DOWN SOUTH: (Above) American woman driver Isabelle Haskell has formed the Escuderia America, and drives this 1,500 c.c. Maserati in foreign events. Here she is seen in the Argentine 1,000 kms. race early in the year. Since then, the car has raced in Europe.

OUT WEST: (Right) That highly successful Californian driver, Jack McAfee, in action with a 4.9-litre "Mexico" Ferrari at Glendale.

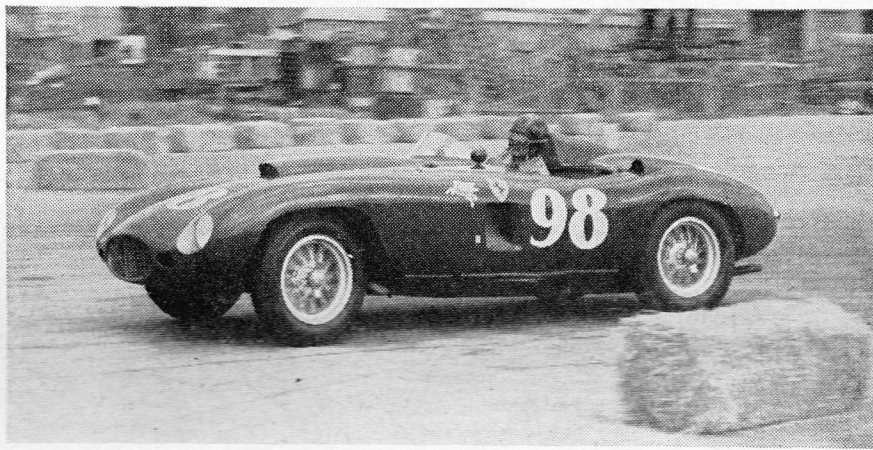
Standard Motor Company; F. Laville of Simca; David Brown; James Malone of Nuffield Exports; and L. Maison of Renault.

Thursday noon, Alderman Cuthbert Ackroyd, Lord Mayor of London, visited the show and greeted the British automotive representatives. He said "Jolly fine going", when told that over \$2.5 million worth of cars had been sold by that time.

The consensus of many who saw the International Automobile Show was that there were not enough new cars to attract crowds. In fact, some men who love cars and ordinarily would have been in and out of the Coliseum every day during the show's duration, gave as their excuse for not going to it at all, "I've heard there's nothing there I've not seen. Why spend \$1.50 to get into the Coliseum?"

At the last car show, held at the Park Avenue armoury in February, 1954, the Mercedes 300SL made its world premiere and sports car drivers flocked to New York to behold the long-heralded and very lovely car. The show before that, at Grand Central Palace, gave Americans their first glimpse of the Austin-Healey 100, which walked away with the grand prize of the show and since has become a best seller. And the show before that—way back in the Fall of 1949, I believe—at the Lexington Avenue armoury, presented the most eagerly awaited sports car ever shown, the Jaguar XK 120. As vivid as if it happened only yesterday, I can still see the handsome bronze two-seater surrounded by starry eyed enthusiasts all dreaming of some day owning it. And it takes only one such car to act as a magnet for packing an exhibition hall. But this year there is nothing really new for the owner who uses his car for sport.

It's a pity the next New York show cannot occur about the time of the Paris and Earls Court exhibitions, when Europe's new models are being introduced in the Fall instead of in the spring.



JAGUAR AND MERCEDES WIN AT CUMBERLAND

WALTER HANSGEN (Jaguar D) and Paul O'Shea (Mercedes-Benz 300SL) won the two main events of the race meeting at Cumberland, Maryland, on 20th May. But the popular hero of the day, as far as the crowd of 61,500 were concerned, was the Californian driver Jack McAfee who, driving at Cumberland for the first time, took his 1½-litre Porsche Spyder quickly enough round the short, twisting 1.6-mile airfield circuit to be runner-up to Hansgen in the one-hour race for 2- to 5-litre cars, and to win the 45 minute event for Classes E and F (modified), in the face of strong Ferrari opposition.

Due to drive a 3½-litre Ferrari himself in the longer event, McAfee was left with no option but to scratch his entry, or drive the Porsche, when the Italian car became a practice casualty. Starting ninth in a field of 24, and giving away as much as two litres to some opponents, O'Shea gradually worked his way up to second place behind Hansgen's D-type by sheer brilliant driving. Hansgen had taken the lead on the eighth lap, from Bill Lloyd's Maserati; once in front, he could not be caught, and at the finish, having covered 43 laps at an average speed of 68 m.p.h., his closest pursuer, McAfee, was a third of a lap behind, with Lloyd and John Fitch (Jaguar D) in third and fourth places.

In his winning race, the fifth of eight, McAfee recorded the second highest average speed of the day, 67.2 m.p.h., while Paul O'Shea, S.C.C.A. Champion

TRIPTYQUE FOR A SINGLE JOURNEY

A NEW Customs document, known as a Triptyque for a Single Journey, for motorists taking their vehicles abroad, is now being issued by the R.A.C., A.A. and R.S.A.C., to members and non-members alike for a fee of 6s. This document does not take the place of the more comprehensive Carnet, which is valid for 12 months for any number of journeys to at least 68 different countries, but is, instead, valid for a single journey only to any one of the following Continental countries: Austria, Belgium, Czechoslovakia, Denmark, Germany, Italy, Luxembourg, Netherlands, Norway, Switzerland. The triptyque is not yet available for France, Portugal, Spain, Sweden or Eire.

for 1955, averaged 64 m.p.h. in his Mercedes 300SL, to win the 45-minute production car race from two similar cars, driven by R. Dungan and Charles Wallace, and the Jaguar XK 140MC of H. E. Carter.

The best husband-and-wife team of the seven competing in various events during the day was Dr. M. R. and Margaret Wyllie. The doctor won the race for modified Class G and H cars with a Lotus Mk. IX, from a Cooper-Climax and another Lotus, while his wife took the ladies' race in her Jaguar XK 140MC.

HISTORIC INDIANAPOLIS CARS

INDIANAPOLIS Speedway's new museum at the main gate of the track was open to all race ticket holders during practice and on the day of the 500 Miles Race itself. While the exhibits are far from complete, cars already on view include Ray Harroun's Marmon Wasp, 1911 race winner, Wilbur Shaw's famous 8CL 3-litre Maserati, winner in 1939 and 1940, Fred Frame's 1932-winning Miller Hartz Special, the 1925 Junior Eight, first front-drive car to do well in the "500", the Cummins Diesel, and Riley Brett's Sampson Special, with V16 engine originally evolved by Frank Lockhart for his record car, the Black Hawk Special. Many photos and trophies are also on show, and Tony Hulman of the Speedway Corporation hopes to secure examples of the famous Duesenbergs of the '20s and other notable machinery.

THE NEW FORMULA 2 COOPER-C

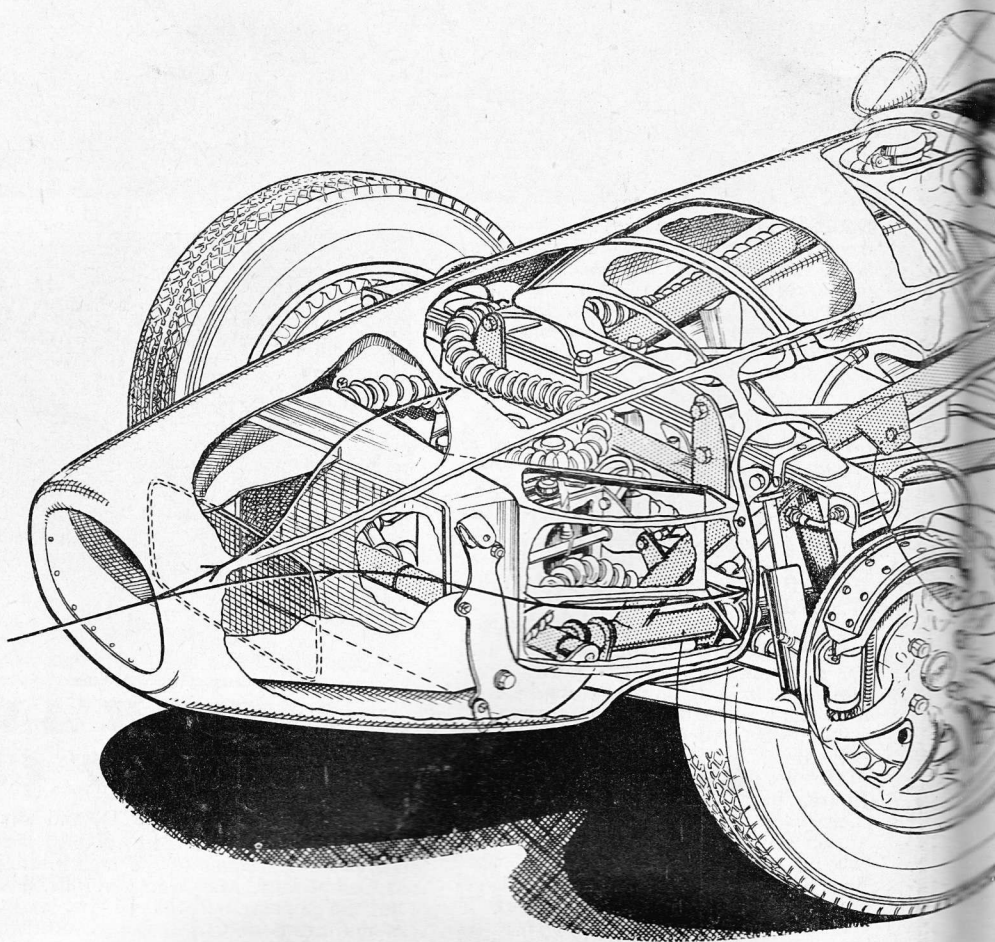
1½-Litre Coventry-Climax-Engined Single-Seater, based on Successful Sports-Racing

INTIMATIONS several months past, and confirmation a fortnight ago at Baden-Baden, that the F.I.A. were to sanction a new Formula 2 for 1957 onwards, have produced a quick reaction. The new Formula will permit unsupercharged single-seater racing cars of up to 1,500 c.c. engine capacity, with no weight or fuel restrictions to curb development, and such regulations have an instant appeal to manufacturers to whom Formula 1 spells too great an expense.

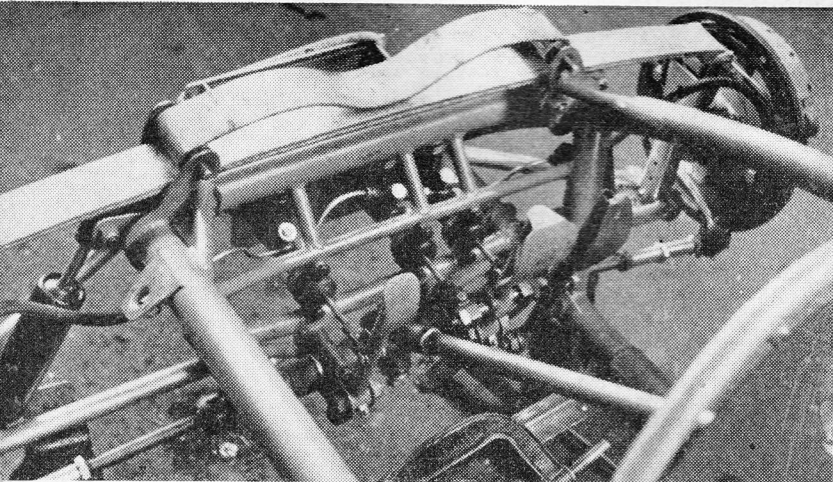
In England, Cooper, Lotus and Lister are actively engaged in producing new Formula designs, in France, Amedée Gordini is similarly occupied, while there are strong rumours of more than academic interest being shown in Italy.

The Cooper concern of Surbiton, Surrey, are first on the scene with a prototype, well before the new Formula comes into force, and several weeks in advance of the first "guinea pig" F2 race, to be held at Silverstone on Grand Prix day, 14th July. Produced in prototype form with 1,500 c.c. single-o.h.c. Coventry-Climax engine installed, the single-seater F2 Cooper has been designed ultimately to accommodate the twin o.h.c. version of this power unit, for which an output of over 130 b.h.p. is anticipated.

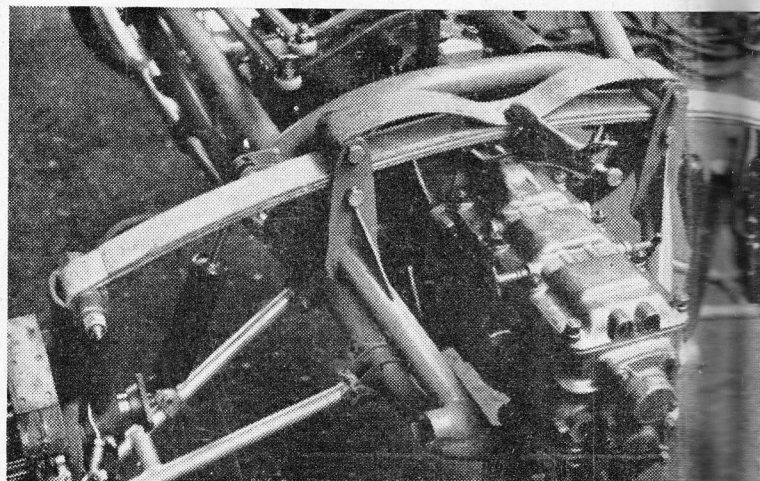
Broadly, the new Cooper follows closely the very successful sports-racing machine, and retains the well-tried Cooper system of independent suspension by means of transverse leaf springs and wishbones. The rigid frame is made up of welded steel tubes, the side members forming a curve towards tapering points front and rear, with additional strengthening in the shape of transverse tubes, and a hoop-shaped structure behind the driver. As in the case of Cooper F3 and modern sports cars, the engine is located at the rear,



Another Exclusive AUTOSPORT Cut-away

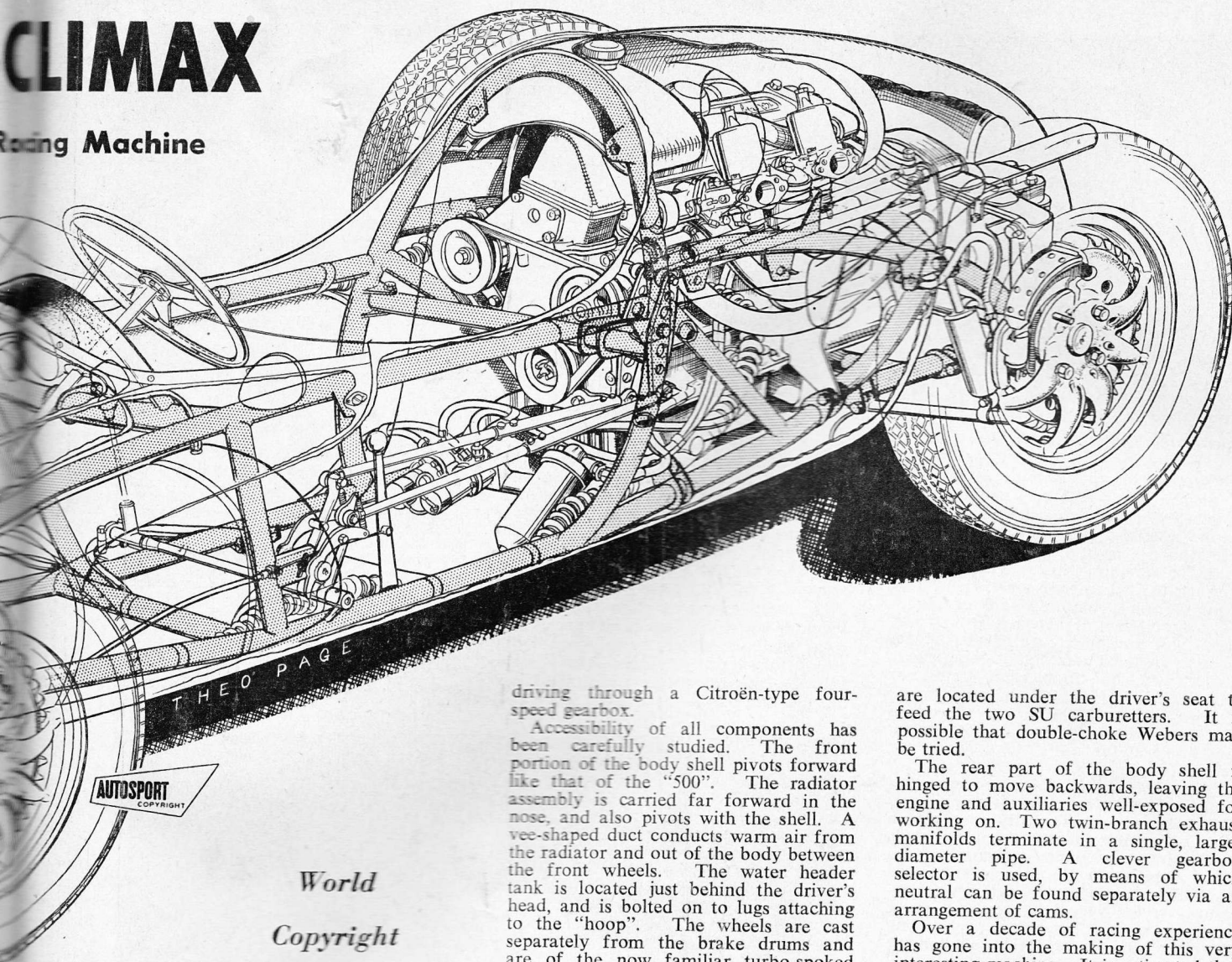


FORE AND AFT chassis details: (Above) the typical Cooper front suspension, and control pedals. The clutch and brakes are hydraulically operated. (Right) The modified Citroën 4-speed gearbox extends aft of the Coventry-Climax engine.



CLIMAX

Racing Machine



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Drawing by
Staff Artist THEO PAGE

driving through a Citroën-type four-speed gearbox.

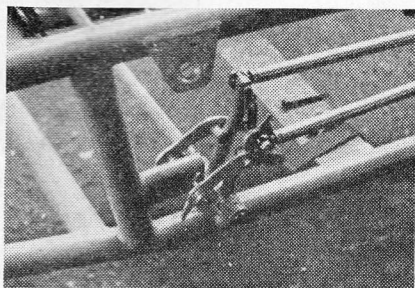
Accessibility of all components has been carefully studied. The front portion of the body shell pivots forward like that of the "500". The radiator assembly is carried far forward in the nose, and also pivots with the shell. A vee-shaped duct conducts warm air from the radiator and out of the body between the front wheels. The water header tank is located just behind the driver's head, and is bolted on to lugs attaching to the "hoop". The wheels are cast separately from the brake drums and are of the now familiar turbo-spoked pattern. The periphery of each drum is finned laterally, and cold air is deflected to the brake-shoes via the wheel spokes and holes drilled in the drums. No back-plates are used at the rear.

There are three fuel tanks; one fitted forward of the fascia panel, and smaller tanks on either side. The offside fuel tank is recessed to permit space for the driver's foot. Twin SU petrol pumps

are located under the driver's seat to feed the two SU carburettors. It is possible that double-choke Webers may be tried.

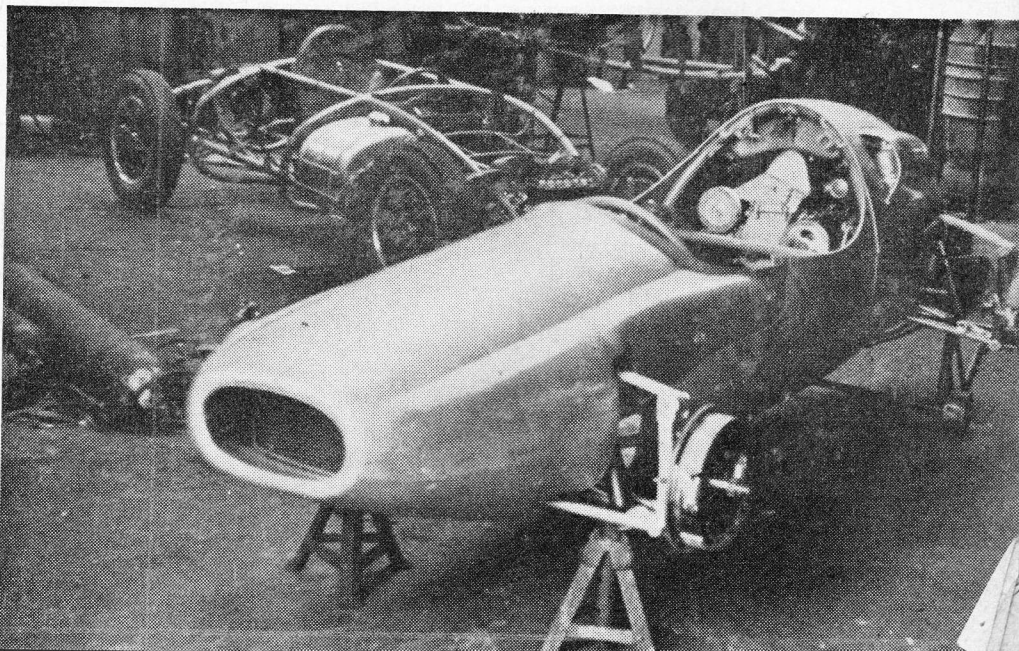
The rear part of the body shell is hinged to move backwards, leaving the engine and auxiliaries well-exposed for working on. Two twin-branch exhaust manifolds terminate in a single, large-diameter pipe. A clever gearbox selector is used, by means of which neutral can be found separately via an arrangement of cams.

Over a decade of racing experience has gone into the making of this very interesting machine. It is estimated that the F2 Cooper will have a power-weight ratio in the neighbourhood of 200 b.h.p. per ton, as the dry weight is reckoned to be considerably under 9 cwt. First appearance of the single-seater is scheduled for Silverstone on 14th July, where it will probably be driven by the Australian, Jack Brabham, in the curtain-raising F2 event prior to the British Grand Prix.



INGENUITY: (Above) Cooper's new device for selecting neutral in the gearbox, effected by spring-loaded cams.

TAKING SHAPE: (Right) The partly-completed prototype Formula 2 Cooper in the Surbiton works, with one of its sports-type forebears behind.





Tony Marsh, new Prescott record holder.

It seemed ironic that as a result of unwanted attention from the Lord's Day Observance Society, spectators had to be admitted free of charge to what must have been the most eventful Prescott for a long while. This was the Bugatti O.C. members' meeting on 10th June. Despite ominous looking clouds all around, the day started with a dry road and sunshine, and almost before spectators had realized that things were under way, hill-climb champion Tony Marsh had arrived at the top in his Cooper-Climax 1,100 in 46.49 secs., a time that not only won him the class but knocked the out-and-out sports car record for the count.

The sports car classes continued rather more soberly after this, although Tony Everard made an especially good run in the Cooper-Aston to win the up-to-3-litre class and come within a second of the class record. In the poorly supported half-litre class Henry Taylor was obviously trying very hard on his Cooper Norton and was rewarded by winning the class from Austen May's similar but J.A.P.-engined car.

Then, as the big racing cars appeared, there came the rain, but not before John Broad had climbed in 45.5 to record best time so far. Although the shower did not last long, the road was wetted sufficiently to add many seconds to times, and cause cars to become good spectator value as they skated around the wet road. Best value for money was Peter Stubberfield, who simply went

NEW PRESCOTT RECORDS FOR TONY MARSH

First Driver to Hold Both Outright and Sports Car Records at the Same Time

straight on at Orchard, leaping right over the sandbank.

Just when it seemed that the E.R.A. would hold B.T.D., the sun reappeared and a long tea break gave it a chance to dry the road again. Although before the end of the meeting rain fell really heavily, the respite was long enough for the real "boys" to get down to some rapid motoring. Michael Christie appeared with his new car, which broke the record at the last meeting, and proceeded to do just the same thing again, but this time the record was not to last long. Two runs later it was the turn of "That Man" Marsh again, and although he may have appeared slower than Christie his time was .26 faster. This means that he now holds both the outright and sports car record for the hill—the first time anyone has done so, and a very fine achievement.

On the whole most other second runs were slower than the first ones, but once again onlookers were given light relief—this time by Chris Tooley who had the misfortune to go straight on through the barrier at Pardon when the

Steyr-Allard's steering failed, luckily without any harm to the driver.

J. RICHARD ALEY.

Results

B.T.D.: A. E. Marsh (Cooper), 43.32 secs. (New Hill Record).

Sports cars up to 1,100 c.c.: 1, A. E. Marsh (Cooper-Climax), 46.49 (New Sports Car Record); 2, M. J. Clay (Lotus-Climax), 49.12; 3, M. G. D. Graham (Lotus), 49.85. **1,101-1,500 c.c.:** 1, F. R. Banks (Lester-M.G.), 50.84; 2, T. G. Cunane (Lotus), 50.97; 3, J. D. Hollingworth (Lotus), 53.67. **1,501-3,000 c.c.:** 1, P. A. Everard (Cooper-Aston), 48.66; 2, W. S. Perkins (Lotus-BMW), 50.12; 3, J. K. McKechnie (Morgan), 50.67. **Over 3,000:** 1, J. M. Trimble (Jaguar), 49.32; 2, E. Robins (Bugatti), 49.43; 3, W. Bradley (Jaguar), 49.69.

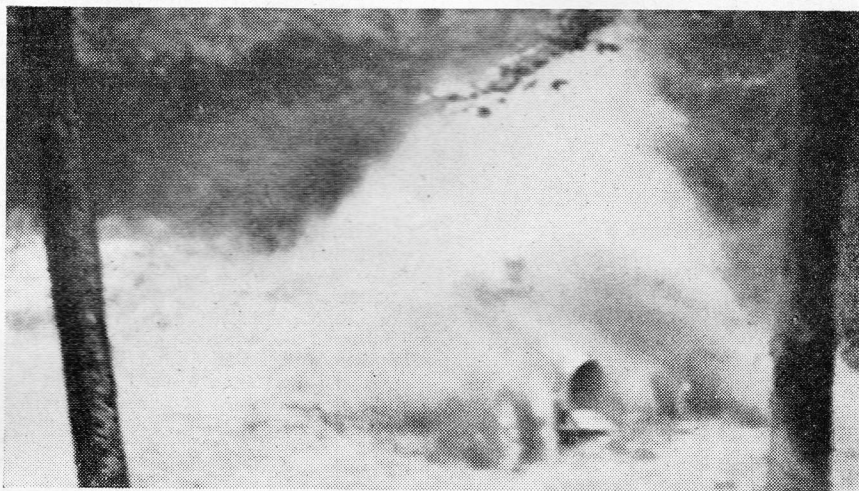
Formula 3 Cars: 1, H. C. Taylor (Cooper), 46.28; 2, C. A. N. May (Cooper), 46.54; 3, P. J. Allard (C.B.2), 48.51.

Formula Libre, over 750 c.c. S, or over 2,500 c.c. U/S: 1, J. Broad (E.R.A.), 45.51; 2, P. J. Stubberfield (Bugatti), 46.14; 3, J. Stuart (E.R.A.), 48.16.

Formula Libre, over 750 c.c., 2 or 3 cyl.: 1, A. E. Marsh (Cooper), 43.32; 2, M. A. H. Christie (Cooper), 43.58; 3, A. F. Rivers Fletcher (Cooper), 45.64.

Bugatti Handicap: 1, P. J. Stubberfield (2.261 c.c., S), 45.96; 2, R. C. Symondson (3.257 c.c.), 55.15; 3, J. Berry (2.260 c.c., S), 50.24.

Closed Cars Handicap: 1, P. Cottrell (Lester-M.G.), 53.46; 2, Patsy Burt (Aston Martin DB2-4), 54.02; 3, J. H. Twentyman (Frazer-Nash), 53.05.

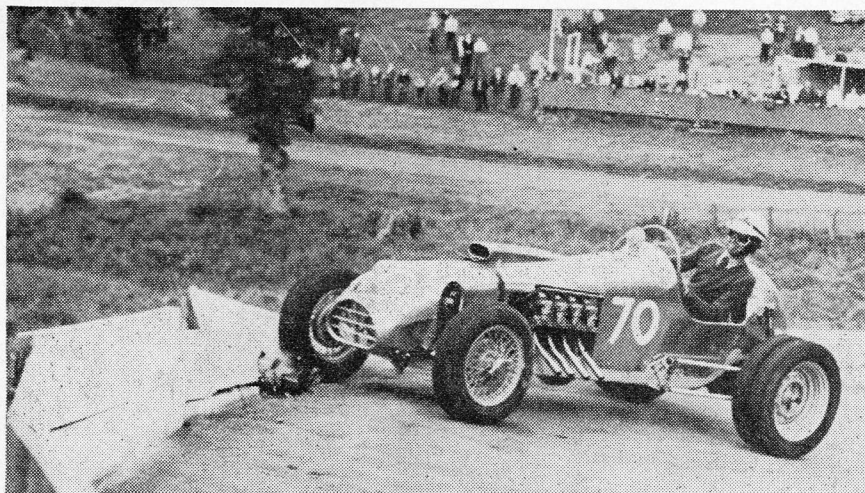


BUG-ANTICS: (Above) A wet road, after a shower of rain, was too much for Peter Stubberfield's Bugatti, which leapt the sandbank at Orchard.

STEYR-ALLARD GAP: (Left) Chris Tooley ended his second run by going through the barrier at Pardon when the Steyr-Allard's steering broke.

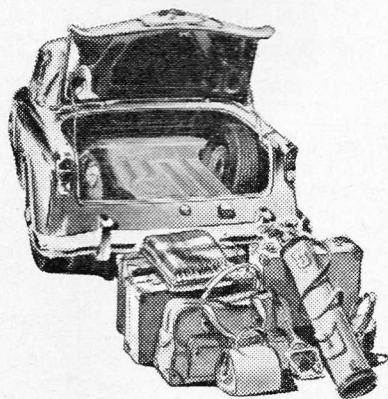
EASING DRIVING FATIGUE

THE K-L "Sit-Rite" back rest, designed to reduce driving fatigue by enabling the driver to sit upright with the small of the back supported, is now being made with the help of nylon cord, which is used for lacing the woven plastic covering to the framework. This cord gives added rigidity to the back support by virtue of its resistance to stretch. The "Sit-Rite" is made in two models, for bench and bucket seats, and costs £2 5s.





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NORTH STAFFS M.C.

OULTON

Three Wins for Les Leston in
Cooper-Climax Benefit — John
Dalton (Austin-Healey) Fastest in
"Autosport" Championship Event

BITTERLY cold winds and dull leaden skies last Saturday saw Oulton Park in a very different mood from the previous week-end's meeting, and duffel coats and macs were the order of the day for the poorly attended, but efficiently organized, North Staffs M.C. National meeting. The races included a qualifying event for the AUTOSPORT Sports Car Championship.

The day opened with four scratch races for sports cars, and one for Formula 3. In the first, M. G. H. Macdowel (Cooper-Climax) led all the way from P. H. Ashdown and W. S. Frost, both Lotus-mounted. Macdowel was timed to lap at 2 mins. 8 secs., a very creditable time for an 1,100 c.c. car. D. Rees (750 c.c. Austin), who had drawn praise from the stands at Old Hall corner for his immaculate drifting, was unfortunate enough to break a half-shaft.

Due to lack of entries in the *Formule Libre* race, this event was run together with the sports cars up to 1,500 c.c.,

separate times to count, and it served to introduce Les Leston to the spectators. At Cascades, on the first lap, Macdowel (Cooper-Climax) led Leston's 1,500 c.c. Cooper-Climax and Brian Naylor's 1½-litre Maserati, while, some distance behind came the heavy metal, including M. L. Mees (Cooper-Jaguar), W. Goodwin (Alvis), and last, but not least, B. Halford's G.P. Maserati. Halfway down the long straight to Knickerbrook, Leston took a lead he was never to lose, while Goodwin spun and was scalded by a burst header tank. Macdowel stayed in second place, with Naylor third, though on the last lap the latter slowed because of a leaking radiator. This let Halford, who had come up through the field, into third place overall and first in the *Formule Libre* class.

Leston and the Willment Speed Shop Cooper again did their stuff in the up to 2,700 c.c. race. Lap 3 gave him 20 secs.

over Naylor, who had cured his leaking radiator, and by lap 5 he was touring, making rude gestures to AUTOSPORT and visibly stifling yawns. Naylor went on to finish second, with Ashdown third. R. Vincent spun badly at Old Hall, when the throttle control of his Tojeiro jammed, but he resumed after curing the trouble.

Then, later, Leston went on to complete his hat trick by winning the unlimited sports cars race. This time the pace was slower, and Naylor (Maserati) managed to snatch the lead at Lodge on the third lap, but he was repassed very quickly indeed. All the same, Leston seemed to be braking for Old Hall a shade earlier than before. Mees, in the Cooper-Jaguar, was third behind Naylor, and at one stage K. Flint arrived at Lodge with the air intake of his E.R.A.-Jaguar sprouting grass—a little hedging and ditching at Druids, perhaps?

The seven-lap handicap for sports cars was won by S. Lambert (Lotus-Ford) from T. A. Gold and S. A. Hurrell on Triumph TR2s, but of the 10-lapper for racing cars, the less said the better, as halfway through it curtailed itself into a seven-lapper. This threw the handicapping somewhat out of gear! No official results were given, but Leston, from scratch, had really been trying, though after circulating at a steady 1 min. 59 secs., he was still a lap behind. The G.P. Maserati received 6 secs. start!

In the third handicap event R. N. Robinson (A.C. Ace) led for the first two laps, only to be passed by J. M. Trimble (Jaguar C), who retained his lead to the finish. In second place came Flint's E.R.A.-Jaguar, with Frost's Lotus third; Leston made the fastest lap of the day, 83.9 m.p.h., but was handicapped out of gaining a leading position. Mees tried to pass the eventual winner on the outside, going in to Old Hall, but lost the Cooper-Jaguar completely, spun wildly, and finished by clouting the bank good and hard.

Oulton Park spectators saw a Mercedes 300SL for the first time when D. R. Barthill brought his to the line for the production sports and saloon car handicap. However, the eventual winner was J. Baybutt (Morris Minor) who, after his defeat last week by a Fiat 600, now received 1 min. 10 secs. from the one in this race, driven by A. C. Hicks, which could not give battle under its somewhat absurd penalty.

The scratch 10-lap second round of the AUTOSPORT Series Production Sports Car Championship did not start until after 6.30 p.m., and so was run in poor light. Making up the front row of the grid of 13 starters were Ken Rudd (A.C. Ace-Bristol), A. T. Foster (M.G.A.),

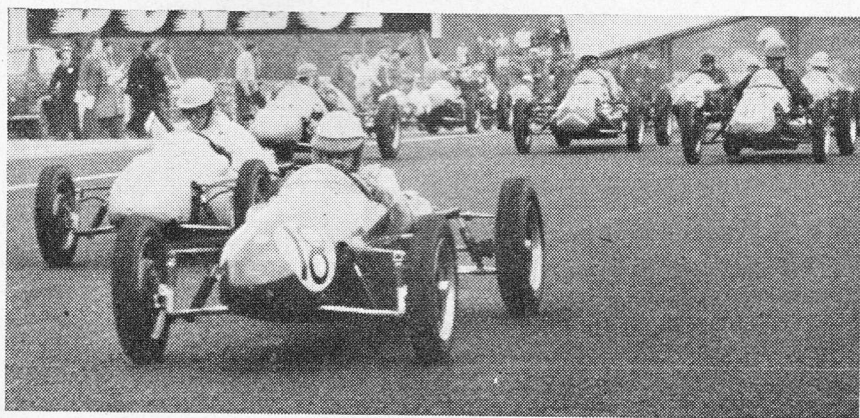
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SCRATCH 10-LAPPER for the second round of the AUTOSPORT Series Production Sports Car Championship was won outright by John Dalton's Austin-Healey 100S (on right), with class wins by Ken Rudd (A.C.) and A. T. Foster (M.G.A.) both of whom were in the front row at the start.



WELL DONE, WILLMENT, not forgetting Les Leston, seen here in the Cooper-Climax with which he won three races and made fastest lap of the day at 83.9 m.p.h.



THAT'S THE WINNER, No. 18 in the foreground—Tommy Bridger gets away well to win the Formula 3 race in his Cooper-Norton.



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SUPER SHELL IS THE PETROL OF TOMORROW

The introduction of SUPER SHELL opens the door wide to the future. For SUPER SHELL not only brilliantly meets the needs of today's most advanced types of high-compression engines—it is also the perfect petrol for the higher compression ratios of tomorrow.

Many manufacturers have been working on engines of really high compression ratio. Shell's policy now leaves them free to put these into production.

THE REASON WHY since the earliest days of motoring, manufacturers have been progressively raising the compression ratio of their engines. Taking models shown at the British Motor Show, the average compression ratio of those shown in 1938 was 6.24:1. At the 1955 Show it was 7.1:1 with a maximum of 9.0:1. Tomorrow's models will have even higher ratios.

As compression ratios advance it becomes necessary to produce a petrol with a higher octane rating. But it costs a great deal to increase octane rating, which means a higher price per gallon. Many cars, however, will not be able to take advantage of the latent power in this more costly petrol. Therefore, if the policy of increasing octane ratings to meet the needs of advanced cars were continued, most motorists would have to pay for petrol from which they could get no extra benefit. Shell's answer, therefore, is to produce petrols which satisfy *each category of engine*.

THE OUTLOOK FOR THE FUTURE As this new Shell plan develops, motorists with all types of engine will find precisely the petrol they require at every Shell Service Station, and what is more they will only have to pay for the quality they need.

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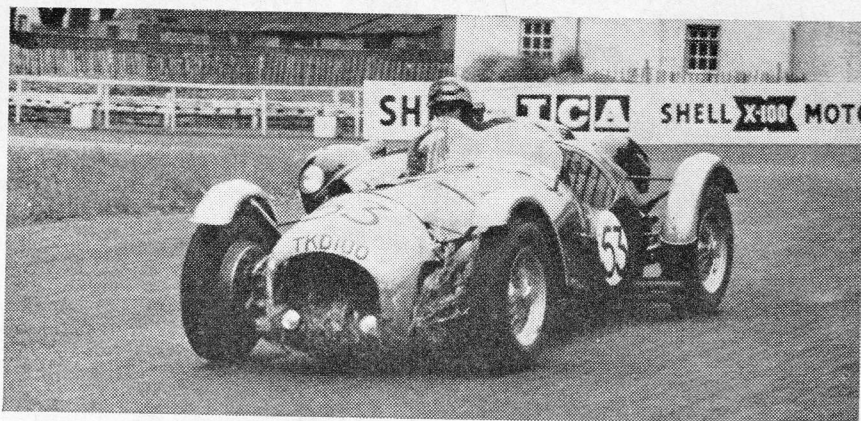
YOU CAN BE SURE OF SHELL

Oulton Park—continued

J. K. McKechnie (Morgan) and John Dalton (Austin-Healey 100S), and as the flag fell, Rudd led from McKechnie and P. M. Salmon (Jaguar XK 120). F. I. Newby, a late entrant with his Morgan, retired on the first lap with mechanical trouble. In the mêlée at Old Hall Corner, R. C. Green (Austin-Healey) spun and resumed, but lost a lap in the process, while Barthill, from the back row of the grid, tried to push the Mercedes 300SL through on the grass verge, forcing AUTOSPORT'S representative to take swift avoiding action. Unfortunately, on the second lap, Barthill overdid things at Knickerbrook, suffering minor injuries to himself but seriously damaging his beautiful car. On this lap, also, R. Carnegie (M.G.A.) came to rest at Lodge with engine trouble. According to the P.A., this car was reputed to have the o.h.c. engine and was the one used in the Nürburgring 1,000 km. race. It had, of course, the standard push-rod unit!

As the cars came past the stands, completing their second lap, Dalton led Graham Maude's Jaguar XK 120 and Rudd's A.C. McKechnie managed to keep the Morgan in front of Salmon's XK 120 for four laps. For quite some time Maude and Rudd scrapped for second place, but the A.C. gradually lost ground, so that the first three were comfortably spaced out, all lapping Mitchell's Ford Anglia at the half-distance mark. R. C. Green and M. Kellett, both on Austin-Healeys, retired on the fourth lap. The leading positions remained unchanged at the finish, and on the last circuit the three leaders lapped Mitchell for the second time.

FRANCIS PENN.



AGRICULTURAL: Ken Flint's E.R.A.-Jaguar looks as if it has strayed into a farmyard during the unlimited sports car race. Behind is A. McMillan's Cooper.

Results

Event 1. 7-lap Scratch, up to 1,250 c.c.: 1. M. G. H. MacDowell (Cooper-Climax), 14 mins. 49.4 secs. (77.92 m.p.h.); 2. P. H. Ashdown (Lotus-Climax); 3. W. S. Frost (Lotus-Climax).
Event 2. 7-lap Scratch, up to 1,500 c.c.: 1. L. Le ton (Cooper-Climax), 14 mins. 25 secs. (80.12 m.p.h.); 2. M. G. H. MacDowell (Cooper-Climax); 3. J. B. Naylor (Lotus-Maserati).
Event 3. 7-lap Scratch, up to 2,700 c.c.: 1. L. Le ton (Cooper-Climax), 14 mins. 6.6 secs. (81.89 m.p.h.); 2. J. B. Naylor (Lotus-Maserati); 3. P. H. Ashdown (Lotus-Climax).
Event 4. 10-lap Formula 3: 1. T. Bridger (Cooper), 21 mins. 2.6 secs. (78.41 m.p.h.); 2. P. Robinson (Cooper); 3. T. Dickson (Cooper).
Event 5. 7-lap Scratch, unlimited: 1. L. Le ton (Cooper-Climax), 14 mins. 41 secs. (78.66 m.p.h.); 2. J. B. Naylor (Lotus-Maserati); 3. M. L. Mees (Cooper-Jaguar).
Event 6. 7-lap Scratch, Formule Libre (run in Event 2): 1. B. Halford (Maserati), 14 mins. 37 secs. (79.02 m.p.h.); 2. M. L. Mees (Cooper-Jaguar); 3. A. J. Nurse (Lister-Bristol).
Event 7. 7-lap Handicap, sports cars: 1. S. Lambert (Lotus-Ford), 16 mins. 52 secs. (69.15

m.p.h.); 2. A. Gold (Triumph TR2); 3. S. A. Hurrell (Triumph TR2).

Event 8. No official results.

Event 9. 7-lap Handicap, sports cars: 1. J. M. Trimble (Jaguar C), 15 mins. 5.2 secs. (76.56 m.p.h.); 2. K. Flint (E.R.A.-Jaguar); 3. W. S. Frost (Lotus-Climax).

Event 10. 7-lap Handicap, production saloons and sports cars: 1. J. Baybutt (Morris Minor), 16 mins. 20 secs. (50.51 m.p.h.); 2. E. J. B. Mitchell (Ford Anglia); 3. C. A. Pashley (Simca).

Event 11. "Autosport" Series Production Sports Car Championship (10 laps). Class 4 (over 2,500 c.c.): 1. John Dalton (Austin-Healey), 22 mins. 48.6 secs. (72.34 m.p.h.); 2. J. G. Maude (Jaguar XK 120), 22 mins. 54 secs.; 3. P. M. Salmon, 23 mins. 35 secs. **Fastest lap:** Dalton, 2 mins. 13.6 secs. **Class 3 (1,501-2,500 c.c.):** 1. K. Rudd (A.C. Ace-Bristol), 23 mins. 03.4 secs.; 2. R. N. Robinson (A.C. Ace), 23 mins. 38.6 secs.; 3. S. A. Hurrell (Morgan), 24 mins. 04.8 secs.; 4. J. K. McKechnie (Morgan), 23 mins. 40.2 secs. **Fastest lap:** Rudd, 2 mins. 16.2 secs. **Class 2 (1,201-1,500 c.c.):** 1. A. T. Foster (M.G.A.) 24 mins. 04.8 secs. **Fastest lap:** Foster, 2 mins. 22 secs. **Class 1 (up to 1,200 c.c.):** No finishers.

NO PASS—NO FEE

Close Racing at Free-for-All 750 M.C. Club Lotus Brands Hatch Meeting

It was a cruel blow for the 750 M.C. and Club Lotus that their first joint race meeting, held at Brands Hatch last Sunday, should have contributed nothing to club funds because of an archaic Act of Parliament. A pity, too, that uncertain weather kept the attendance down, for the racing itself was in the finest "club" tradition and most enjoyable to watch.

The meeting opened with a rousing five-lapper for 750 Formula cars, won by Eric Millard by a bare second from a very determined David Rees, who turned in the fastest lap at 60.32 m.p.h. The two 1,172 Formula heats which followed were actually slower, although still close and well worth seeing. Ken Laverton (Lotus Mk. 6) kept up his winning Silverstone style to come home first in Heat 1, and that other man with winning ways, Graham Hill, won Heat 2 by one-fifth of a second in the attractive "Club" model Lotus. Second to him came a very determined John Lawry, who made the fastest lap in his Mk. 6 car.

Then out came the "sky's-the-limit" Lotuses—those with o.h.v. conversions, or Climax engines, not conforming to the 1,172 Formula. This made a good 1,100 c.c. race, even if no one came within striking distance of John Harris and his Mk. 6 Lotus-Climax. He won the up-to-1,500 c.c. race, too, although he might not have done it so easily if Graham Hill hadn't spun Lumsden's Mk.

9 Lotus-Climax on the second lap when pressing him hard. Curiously enough, not a single 1½-litre car was entered for this event, and in the 2-litre race which followed, the only 2-litre cars were Roy North's TR2 and Noel Cunningham-Reid's Lister-Bristol. The latter won easily at 60.88 m.p.h. in the miserable rain which was now falling, while J. J. Richards stalled his Mk. II Lotus-Climax on the line, restarted—and gained second place before Kidney Bend! To keep him there, Cunningham-Reid had to set the fastest lap at 63.59 m.p.h.

The final of the 1,172 Formula event was a splendid no-quarter, dog-eat-dog affair, out of which Graham Hill emerged triumphant after a fearsome scrap with Ken Laverton. Third and fourth were Graham Waddup, in his efficient home-brewed car, and John Lawry in his rapid Mk. 6 Lotus. Fifth, after a race in which he touched the ground only occasionally, came Capt. Arthur Mallock in his frightening special, which consists of a Ford 10 engine in an Austin Seven chassis . . . and very little else.

After the seven scratch races, six 10-lap handicap events rounded off the meeting. Nicky May, son of journalist Dennis May, won the 750 Formula race by making admirable use of his handicap allowance, while scratch man Rees came third and French's evergreen Simplicity wilted a little owing to gearbox prob-

lems. The 1,172 Handicap had been split into two races, the first of which was rather spoiled by having five starters and two retirements. This would have been a dreary race indeed, had it not been for the prodigious efforts which scratch man Mallock made—albeit without success—to catch limit man Waddup. The second 1,172 Handicap was much better, with 10 starters and only one retirement. Rossi-Ashton's Lotus Mk. 6 won, and Graham Hill's "Club" model returned an impressive lap at 63.05 m.p.h. in trying unavailingly to catch up from the scratch mark.

Scratch position in the 2-litre handicap was, of course, held by Cunningham-Reid, who drove most vigorously and lapped at 68.89 m.p.h. to reach fourth place behind Graham Hill, now driving Lumsden's Mk. 9 car again. With an allowance of 1 min. 40 secs., Roy North kept his TR2 going steadily to win, and John Harris (Lotus Mk. 6) worked equally hard to achieve second spot with an allowance of 35 secs.

There followed the saloon car handicap, and a convincing demonstration of speed by the Elva team of L.R.G.-modified cars. These were two Ford Anglias and a Prefect driven by D. J. Hayles, M. Lowe and Peter Gammon, which started from scratch and maintained team order throughout as they swept along to take first, second and third places in the same sequence. The fastest lap was returned by Gammon with a time of 79.2 secs. (56.36 m.p.h.).

So to the final race of the day, in which a dozen Lotus cars of various:

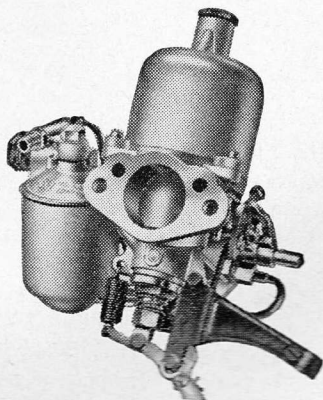
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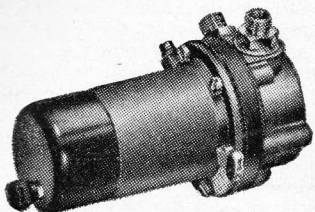
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No Pass—No Fee—continued

shapes and sizes came out for a 10-lap handicap affair. J. R. H. West's Mk. 6, with lined side-valve Ford engine, had the limit allowance of 1 min. 50 secs., and the scratch mark was shared by the Mk. 9 Lotus-Climaxes of Lumsden and Ashdown. Victory—his third of the day—went to Harris, with Gresham second and West third. Ashdown, going great guns in his Mk. 9, notched up the fastest lap of the day at the very creditable average of 69.53 m.p.h.

F. W. McCOMB.

Provisional Results

750 Formula Cars (5 laps, scratch): 1. E. Millard (Austin), 6 mins. 24.4 secs. (58.06 m.p.h.); 2. D. Rees (Austin), 6 mins. 25.4 secs.; 3. J. French (Simplicity), 6 mins. 42.2 secs. **Fastest lap:** Rees, 74.0 secs. (60.32 m.p.h.).

1,172 Formula Cars, Heat 1 (5 laps, scratch): 1. K. Laverton (Lotus Mk. VI), 6 mins. 38.2 secs. (56.05 m.p.h.); 2. H. N. Ryman (Lotus Mk. VI), 6 mins. 48.4 secs.; 3. Capt. A. Mallock (Austin-Ford), 6 mins. 48.4 secs. **Fastest lap:** Laverton, 77.2 secs. (59.82 m.p.h.).

1,172 Formula Cars, Heat 2 (5 laps, scratch): 1. G. Hill (Lotus "Club"), 6 mins. 43.4 secs. (55.33 m.p.h.); 2. J. Lawry (Lotus Mk. VI), 6 mins. 43.6 secs.; 3. G. L. F. Waddup (Waddup), 6 mins. 47.2 secs. **Fastest lap:** Lawry, 78.0 secs. (57.23 m.p.h.).

Open Sports, up to 1,100 c.c. (5 laps, scratch): 1. J. Harris (Lotus Mk. VI, 1,098 c.c.), 6 mins. 25.4 secs. (57.91 m.p.h.); 2. K. Taskent (Lotus

Mk. VI, 1,098 c.c.), 6 mins. 35.0 secs.; 3. P. J. S. Lumsden (Lotus Mk. IX, 1,098 c.c.), 6 mins. 50.8 secs. **Fastest lap:** Harris, 75.6 secs. (59.05 m.p.h.).

Open Sports, up to 1,500 c.c. (5 laps, scratch): 1. J. Harris (Lotus Mk. VI, 1,098 c.c.), 6 mins. 15.8 secs. (59.39 m.p.h.); 2. J. J. Richards (Lotus Mk. XI, 1,098 c.c.), 6 mins. 28.4 secs.; 3. W/Cdr. K. W. Mackenzie (R.W.G., 1,088 c.c.), 6 mins. 33.4 secs. **Fastest lap:** Harris, 73.4 secs. (60.82 m.p.h.).

Open Sports, up to 2,000 c.c. (5 laps, scratch): 1. N. Cunningham-Reid (Lister-Bristol, 1,997 c.c.), 6 mins. 6.6 secs. (60.88 m.p.h.); 2. J. J. Richards (Lotus Mk. XI, 1,098 c.c.), 6 mins. 20.4 secs.; 3. G. Hill (Lotus "Club", 1,172 c.c.), 6 mins. 26.6 secs. **Fastest lap:** Cunningham-Reid, 70.2 secs. (63.59 m.p.h.).

1,172 Formula Cars, Final (5 laps, scratch): 1. G. Hill (Lotus "Club"), 6 mins. 18.0 secs. (59.05 m.p.h.); 2. K. Laverton (Lotus Mk. VI), 6 mins. 23.6 secs.; 3. G. L. F. Waddup (Waddup), 6 mins. 41.6 secs. **Fastest lap:** Hill, 73.4 secs. (60.82 m.p.h.).

750 Formula Handicap (10 laps): 1. N. H. May (Austin), rec'd. 80 secs.; 2. R. H. Watkins (Austin), rec'd. 60 secs.; 3. D. Rees (Austin), scratch. **Fastest lap:** Rees, 78.2 secs. (57.08 m.p.h.).

1,172 Handicap "A" (10 laps): 1. G. L. F. Waddup (Waddup), rec'd. 30 secs.; 2. Capt. A. Mallock (Austin-Ford), scratch; 3. J. H. P. Rope (Lotus Mk. VI), rec'd. 10 secs. **Fastest lap:** Mallock, 77.2 secs. (59.82 m.p.h.).

1,172 Handicap "B" (10 laps): 1. P. Rossi-Ashton (Lotus Mk. VI), rec'd. 60 secs.; 2. R. H. Walton (Lotus Mk. VI), rec'd. 80 secs.; 3. J. P. H. Gresham (Buckler 90), rec'd. 70 secs. **Fastest lap:** G. Hill (Lotus "Club"), 70.8 secs. (63.05 m.p.h.).

Open Sports Cars, up to 2,000 c.c. (10 laps, h'cap): 1. R. F. North (Triumph TR2), rec'd. 1 min. 40 secs.; 2. J. Harris (Lotus Mk. VI, 1,098 c.c.), rec'd. 35 secs.; 3. G. Hill (Lotus Mk. IX, 1,098 c.c.), rec'd. 10 secs. **Fastest lap:** N. Cunningham-Reid (Lister-Bristol), 64.8 secs. (68.89 m.p.h.).

Saloons Handicap (10 laps): 1. D. J. Hayles (Ford Anglia L.R.G.), scratch; 2. M. Lowe (Ford Anglia L.R.G.), scratch; 3. P. D. Gammon (Ford Prefect L.R.G.), scratch. **Fastest lap:** Gammon, 79.2 secs. (56.36 m.p.h.).

Lotus Handicap (10 laps): 1. J. Harris (Lotus Mk. VI, 1,098 c.c.), rec'd. 25 secs.; 2. J. P. H. Gresham (Lotus Mk. VI, 1,172 c.c.), rec'd. 1 min. 40 secs.; 3. J. R. H. West (Lotus Mk. VI, 1,098 c.c.), rec'd. 1 min. 50 secs. **Fastest lap:** P. Ashdown (Lotus Mk. IX, 1,097 c.c.), 64.2 secs. (69.53 m.p.h.).

GASTRONOMY EN ROUTE

PUBLISHED "as an aid to motorists' enjoyment" by the car hire firm, Victor Britain, Ltd., 12a Berkeley Street, London, W.1, is the second edition of "Dine and Drive Through Britain". This is a well-printed paper, folding road-map of Great Britain on which are marked 400 "Blue" points, hotels and restaurants where above-average food, wine and accommodation may be obtained. Also included are 24-hour petrol service points and street plans of central London, Glasgow and Edinburgh.

CORRESPONDENCE

A Brooklands Query

RECENTLY a friend of mine unearthed a bronze disc carrying the words "Brooklands Automobile Racing Club", and the date 1909 very prominently displayed in the centre. On the reverse side was the maker's name (Percy Edwards, Ltd., 71 Piccadilly) and a roughly stamped number. We thought this disc to be an admittance ticket. Could anyone offer any information on the aforesaid club, and was 1909 the year it was formed and was there racing at Brooklands at that time?

L. G. DENTON.

WARGRAVE, BERKS.

[Racing at Brooklands began in 1907. Can any reader answer Mr. Denton's other queries?—Ed.]

Gordini

I MUST agree with your correspondent "Vive la France". Gordini is a genius second only to that other great Frenchman Bugatti.

R. FERRARI (British—no relation to Enzo).

LONDON, W.C.2.

Navigators in Rallies

MOST present-day rallies tend to rely to a great extent on accurate navigation, and this "occupation" is becoming more and more exacting.

Therefore, we feel that an association of navigators is required, and we are prepared to form one. The aims and activities of the proposed club would include the following:—

1. To endeavour to obtain more recognition for navigators in the form of rally prizes, etc.
2. To provide an information service on the type and severity of navigation generally encountered in most of the leading rallies in this country (and possibly abroad).
3. To arrange instructional talks for leading navigators.
4. To test and report on navigational equipment.
5. To provide a "navigators' pool" for drivers.
6. To promote at least one navigational rally per year.

Other useful functions will no doubt occur to interested persons and we would be delighted to hear from them. Given sufficient interest, we will call an inaugural meeting to discuss the formation of the club without delay.

J. E. McMANUS.

T. N. BLOCKLEY.

LONDON, W.1.

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

The Respective Merits of G.P. Drivers

AFTER the brilliant victory of Collins at Spa-Francorchamps, it is very easy for you to look back and "wonder whether or not the bringing in of Peter Collins at Monte Carlo may have lost a race for Ferrari, at the expense of piling up points for the World Championship".

I was not there, but from accounts one reads that Collins drove rapidly and steadily and made way for his No. 1 to pass, early on, which is more than a certain other team member seems to have done.

However, when one compares practice times: Fangio 1 min. 44 secs., Moss 1 min. 44.6 secs., Castellotti 1 min. 44.9 secs., then Behra, Trintignant and Schell and Collins 1 min. 47 secs., there seems to be little doubt as to who of the Ferrari team was the best qualified to go after Moss.

I think that the time taken by Collins to decelerate and jump out and Fangio to get in and away would be more than made up by the latter driver with 46 laps to go. I cannot find a magazine which quotes the time for the switch. The argument above is supported by Fangio's time for his last lap on a well "rubberized" course!

Though I see photographs of Fangio's "battered bolide" in your account, I saw no mention of the fact that Moss also bounced off the tunnel wall and contacted the wall by the harbour front, which I read in another account.

Though Moss made fastest lap on race day, at Spa-Francorchamps, the practice times shown on your starting grid diagram are well worth looking at.

With the present championship points situation, the French and British G.P.s should indeed be interesting. Let us hope that soon the leaders of the table will be using green cars.

H. J. TEN BRUGGEN CATE.

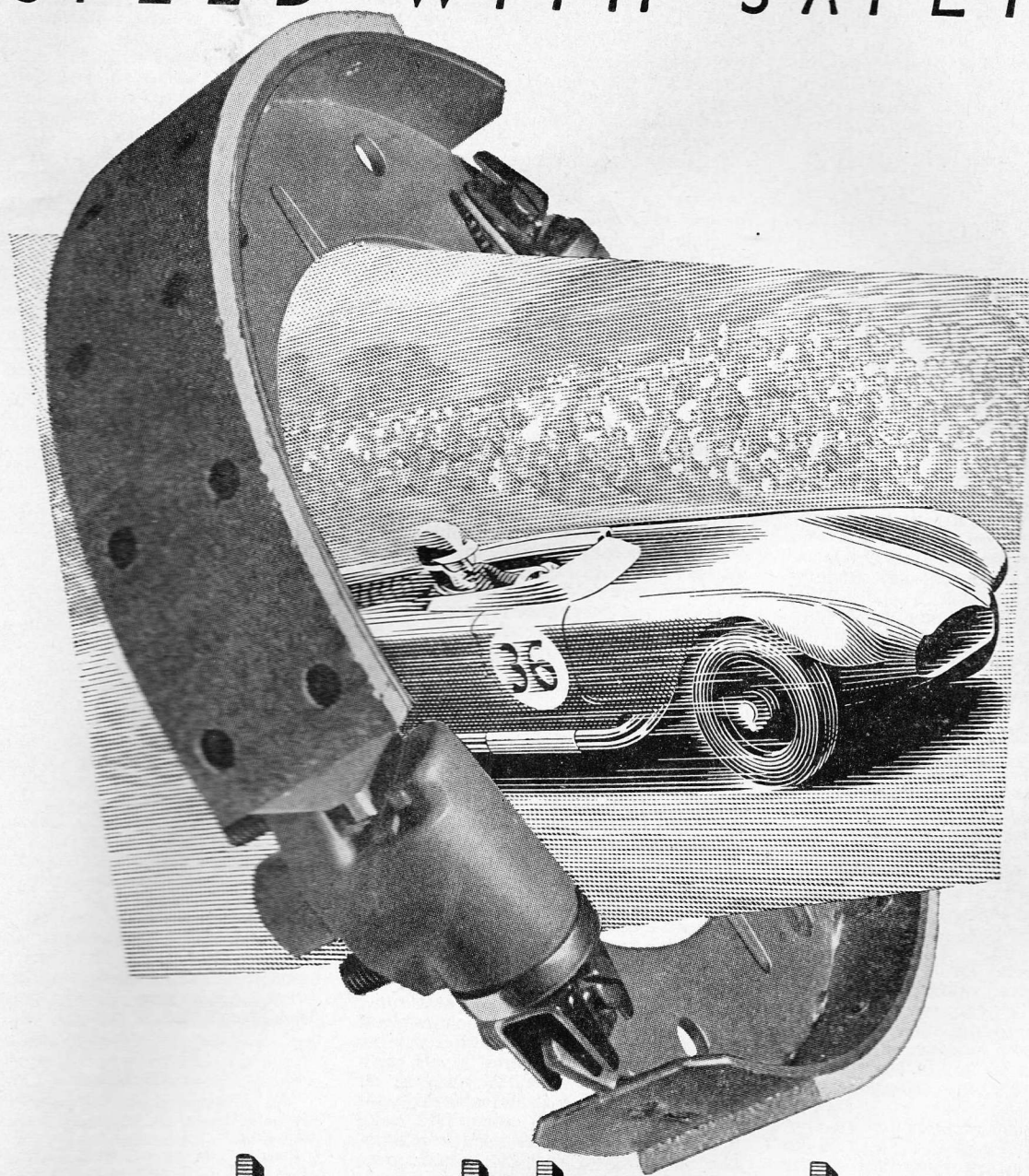
MANCHESTER, 14.

BOOK REVIEW

THE many thousands who now holiday abroad, with car or without, will find invaluable companions in the Percival Marshall series of travel guides. The latest to be published, *A Fortnight in the Balearics*, *A Fortnight on the Costa Brava* and *A Fortnight in Tuscany and Umbria*, all written by Gordon Cooper, tell intending tourists all the things they will want to know about getting to these desirable places, and where to stay, what to eat and drink, and what to see, when they get there. Even the harassing problem of tipping is dealt with, and useful phrases, sample menus and currency conversions are all included. Certainly good value, there are now over 30 of these "Fortnightly Guide" series, all costing 3s. 6d. each, and covering most visit-worthy places in the British Isles and on the Continent. The publishers are Percival Marshall and Co., Ltd., of 19-20 Noel Street, London, W.1.

C. P.

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The Circuit of Munster

W. E. Kilroy (TR2) Wins Tough Limerick M.C. Annual Classic Rally

WHILE our brother enthusiasts in Britain were disporting themselves at all shapes and sizes of speed events over the Whitsun holiday period, we in Ireland went a-rallying. The Circuit of Munster, run by the Limerick Motor Club, drew an entry of around 80, which is a very satisfactory number for an Irish event. By the time the cars got under way from the three starting points of Limerick, Cork and Dublin, pre-start bothers like Arthur Ryan's 'flu and Elmer Connell's big-end bearing trouble (in M.M.3, not Elmer) had whittled the entry down to 75, but before the rally was over another seven unfortunates were to call it a day because of mechanical or other bothers and only 23 were to finish with clean sheets, a somewhat unusual happening for "The Munster".

The three streams of cars converged on Thurles and then ventured into the wilderness that is the Silvermines Mountains in the quest of a road that was there but not on the half-inch Ordnance Survey map. (A not unusual situation in Ireland.) Test 1 at a spot called "Dunbrack" on the Road Book and Mulkeir River, or thereabouts, on the map boasted the shortest, steepest, and roughest hill-climb to appear in an Irish rally for some time. As well there were two delightfully sharp hairpins thrown in. Alex Malcolm had already fallen by the wayside, having lost a fan belt at a point where it was impossible to replace such on a fine, sunny, Sunday holiday morning. On the hill-climb, the front-wheel-drive DKWs made very heavy weather and found it almost impossible to leave the starting line because of the gradient. D. F. White, driving his Ford-engined Ballila Fiat, did a creditable 27.4 secs. and then had his clutch pack up. Paddy Hopkirk stormed up for B.T.D. in Jack Toohey's Dellow in 26 secs., using the handbrake to navigate the hairpins despite the gradient, much to the surprise of Jack Toohey who, in a moment of weakness, had agreed to navigate Mr. Hopkirk.

Thereafter Messrs. Hopkirk and Toohey took turn about at losing the Dellow and themselves around the by-roads of Munster and at the end of the first day had lost so much time on the

road that they retired gracefully from the "race". A quarry test still in the remoteness of North Tipperary near Knocknavar saw much manœuvring through pylons, but already crews were beginning to find themselves unusually tight for time on the road. The presence of pukka Longines timing devices at the controls added to the absolute accuracy of the timekeeping and, as one character remarked when he was two minutes late at the Knocknavar control, "I thought I was on time, but that clock says I wasn't and who could argue with a flipping device which keeps on saying 'Thump, thump', no matter how you try to insult it!" Heat and dust were a definite bogey all through the first day and competitors, especially those in open cars, must have inhaled hundredweights of the stuff on the untarred by-roads of Tipperary and Cork.

A neat ladder test was laid on at a place called Ummeraboy near the Kerry borders. Here the drill was to stop astride five lines, and avoid pylons placed to denote the extremities of the lines as one progressed forward from line to line. Kevin Sherry showed everyone just how to place front wheels inches over a line in the minimum time and his 26.8 secs. was nearly 2 secs. better than the next best and many better than average. Fun was fast and furious that night in Killarney and Bill Kilroy led the rally when interim results were posted up.

Sunday had been beautiful, but Monday was miserable. It rained with a Kerry intensity for most of the day. Yesterday's dust became today's muddy watercourses and many marks were dropped on the road. By the time competitors found their way through the mountains to the first test over Kilgarvan in the Derrynasaggart Mountains, conditions were horrible. O. Cooney driving a Volkswagen made best time, 35.8 secs., in a manœuvre which involved much forward-reverse stuff on a narrow "Y" junction. His nearest rivals were Robin McKinney (TR2) and J. B. Jermyn in a little Fiat 600 who tied with 35.8 secs., McKinney using TR2 poke and Jermyn using 600 manœuvrability. Up in the Boggeragh Mountains over

Millstreet is a place called Mushera. Here this correspondent came upon Paddy Fogarty and several other very damp officials awaiting the arrival of the rally cars in a savage downpour. This correspondent, fearing he might melt in the rain, did not wait, but afterwards learnt that Declan O'Leary found the quickest way to go forwards over three lines in succession on the nasty little mountain top road junction. Down then through Co. Cork to Bride Bridge, not very far from Cork City; many people could not make it on time in the conditions. Mrs. Claire Fitzgerald had an argument with a hearse somewhere along the way and did her husband's TR2 no good. Bobby Newell got so much water in the distributor of his DKW that he had to call it a day with only two of the three cylinders working on the "Deek", as they call these cars in Cork. Peter Cooke collected some penalty marks for himself when he got the front of his Anglia into a culvert and gave it a non-standard contour while reversing down hill through five pylons in a test that called for precise driving if one was to succeed. Again Kevin Sherry was fastest because he did the reversing part of the test carefully rather than quickly.

The rally then swung into the Knockmealdown mountains where Bill King and his A40 got lost over Clonmel in his own home territory. After a dicey test in a place known as Knock-shanahullion, which was won by Stan Rutledge, still going strong despite the weather in his very open Ford Special, the rally headed for Adare, near Limerick, where the trial ended without the usual grand finale test on Limerick's Dock Road. Results saw Bill Kilroy emerge winner, never having lost his overnight lead, and while his test times were never much better than average, his consistency plus the excellent navigation of his wife paid dividends.

The 1956 version of "The Munster" was characterized by reasonably tough navigation for a change, but that is how the boys like it. So it seems that the last of the simple-navigation trials has become, like most of our present-day Irish events, tough on the road.

J. O'DONOGHUE.

Results

(Overall placings in brackets)

Premier Award: W. E. Kilroy (Triumph), 266.3 marks lost.

Class 1 (Open cars): 1, W. E. Kilroy (Triumph), 266.3 (1); 2, R. C. McKinney (Triumph), 274.3 (2); 3, M. Heather (Triumph), 277.3 (4).

Class 2 (Saloons up to 850 c.c.): 1, G. H. Hurst (Austin), 283.4 (5); 2, J. B. Jermyn (Fiat), 293.7 (10); 3, G. C. Whaley (Austin), 299.0 (15).

Class 3 (Saloons over 850 c.c.): 1, K. Sherry (Volkswagen), 275.7 (3); 2, R. H. Tilson (Volkswagen), 283.8 (6); 3, J. Dilworth (Volkswagen), 284.6 (7).

Team Award: "The Gladiators"—K. Sherry (VW) (3), D. Connolly (VW) (13), D. Akerlind (Anglia) (16).

BEXLEY L.C.C.

MIDSUMMER NIGHT RALLY

2nd-3rd June

Best Performance: 1, D. W. Sutch (Austin A30), 169 marks lost; 2, A. F. East (Ford Consul), 174; 3, J. M. Ground (Morris Minor), 262. **Novice Award:** H. E. Hilliard (Austin A90).

WINDSOR C.C. DRIVING TESTS

3rd June

Best Performance: Lt.-Col. Bassett (Standard 10). **Open Cars up to 1,200 c.c.:** D. Ross (M.G.). **Over 1,200 c.c.:** J. Weil (TR2). **Closed, up to 1,200 c.c.:** D. McDonald (Morris Minor). **Over 1,200 c.c.:** M. Conrad (Alfa Romeo Giulietta).



NOT SO DUSTY: George Hurst (A30) raises a cloud during the Knocknavar test. He eventually emerged winner of the small saloon class.

Club News

By STUART SEAGER

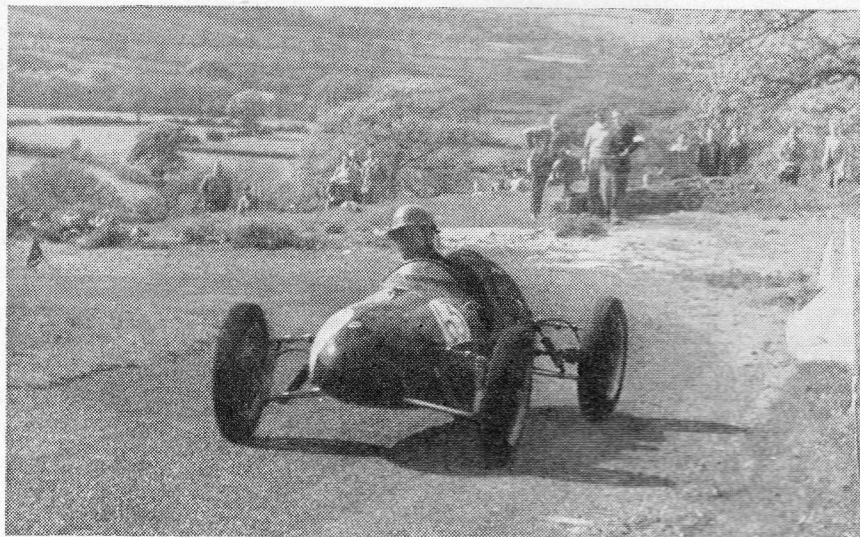
SEVERAL points this week, commencing with That Bill. As you will read elsewhere, it has steam-rolled on through the Committee stage without amendment, and the Special Builders' Car Club are organizing a petition to show the Chancellor the weight of opinion against the offending clause. Club secretaries are urged to contact K. J. Kennedy, 102 Grove Road, Chadwell Heath, Romford, Essex, who is co-ordinating things.

Secondly, the Association of Northern Car Clubs is strongly advising all clubs in its region to avoid rallying in the Yorkshire Dales for at least 12 months, as the R.A.C. have been receiving many complaints from suffering residents in this rugged, and therefore popular, area. Take heed also, users of Wales and the West Country—it may be your turn next!

Finally, readers may have noticed that Club Fixtures has disappeared and Coming Attractions has undergone some subtle changes. Club Fixtures was concerned solely with club social events, which interest only the club members themselves, and who will know about the events anyway. For the few others who might be interested, there seemed insufficient justification for the considerable amount of time involved in compiling it every week. In the case of Coming Attractions, this is aimed solely at potential spectators, and there seems little point in including events without spectator appeal—which virtually excludes rallies. A pity, but while I know it's nice to see one's event in print, it is often useless information—and occupies space that can be ill-spaced.

* * *

ON 1st July, the Gosport A.C. will be holding another sprint meeting over their new course at Ferry Road, Eastney, Portsmouth. Again it will be a standing quarter-mile and the invited clubs are the B.A.R.C., Bugatti Owners, Midland A.C., West Hants & Dorset, 750, B.R.S.C.C. and V.S.C.C. Regs. and entry forms may be obtained from P. E. Heke, 44 Burney Road, Alverstoke, Gosport, Hants. . . . The eighth annual Silverstone race meeting of the Midlands M.E.C. takes place on 23rd June, with a full programme of sports and racing car events. Clubs invited are the B.R.S.C.C., M.G.C.C., Sheffield & Hallamshire, Bugatti Owners, Nottingham S.C.C., 750 and Evesham C.C. Secretary of the Meeting is L. Hill, 8 Sketcher Road, Shirley, near Birmingham. . . . The Bristol M.C. & L.C.C. are promoting the Bristol Rally on 21st-22nd July and have invited the Burnham-on-Sea, Cheltenham, Cirencester, M.G.C.C., North Devon, Taunton and West Hants & Dorset clubs. The route is of some 300 miles and details are obtainable from H. A. R. Nash, Beryl-dene House, Wells Road, Bristol, 4. Entries close on 17th July. . . . Details of the Lagonda Club's Northern Rally on 7th July may be obtained from D. H. Coates, Hill Farm, Swine, near Hull. . . . The Billericay M.C. has now been



BEST AT BARBON: Austen May makes a brisk ascent in his Cooper-J.A.P. at the recent Barbon Manor hill-climb, where he made B.T.D.

affiliated to the R.A.C. New members will be welcomed at the Duke's Head, Laindon Common Road, on the second Tuesday of any month. . . . On 7th July, the Southern Centre of the 750 M.C. will be holding their Summer Dance at Christchurch, Hants, tickets being obtainable from C. E. Carter, Queensmead, Arnolds Close, Barton-on-Sea, Hants. . . . While on the social side, the M.G.C.C. (S.E.) will meet on 21st June at the Sports Car Club, Oldbury Place, London, W.I. . . . We are glad to record that the Mid-Thames C.C. have applied for R.A.C. recognition; they hope that their first event as a recognized club will be a 200-mile closed rally on the night of 30th June/1st July. Details of this event and of membership from A. T. Rogers, 9 Stanley Crescent, London, W.11. . . . On 8th July, the Darlington & D.M.C. are running a hill-climb at Catterick Camp, North Yorkshire, and have invited the Berwick, King's College, Newcastle, Yorkshire S.C.C., B.A.R.C., B.R.S.C.C. and Middlesbrough & D.M.C. Regulations for those who would like to sample this new course are available from H. Jackson, 1A Bloomfield Road, Darlington. Entries close on 2nd July, the event qualifying for Junior Hill-Climb Championship. . . . The A.G.M. of the Association of Northern Car Clubs takes place on 4th July at the White Swan Hotel, Halifax, at 7.30 p.m. . . . The S.W. Centre of the B.A.R.C. will be holding an inter-club team hill-climb at Brunton on 29th June. Teams of three cars are invited from Club Lotus, Bugatti O.C., Midland A.C., West Hants & Dorset, M.G.C.C., Aston Martin O.C. and Hants & Berks M.C. Details from W. R. Short, 5 Brownhill Road, Chandler's Ford, Eastleigh, Hants.

BATH ABBEY CONCOURS

A CONCOURS D'ÉLÉGANCE for Veteran and Vintage cars is being held on the 23rd June at Bath, and entries are anticipated from many parts of the country.

The entry fee is 10s. per car, and cups will be awarded outright to winners of the following classes: Class A, Veteran, up to 1904; Class B, Edwardian, 1905-1917; Class C, Vintage saloons, 1918-1931; Class D, Vintage, other than saloons, 1918-1931; Class E, Post-

Vintage thoroughbreds, 1932-1939.

This event, which will include a cavalcade of cars through the streets of the city, will take place during "Abbey Week" when numerous festivities are being organized to provide funds for the restoration of Bath Abbey. Further details and entry forms may be obtained from T. Hooper Jones, Wynsmeet, Horsecombe Brow, Combe Down, Bath.

Recent Results

EASTERN COUNTIES M.C. RALLY

25th-26th May

Best Performance: D. J. Morley/G. E. Morley (Ford Prefect), 4 marks lost.

Best E.C.M.C. Member: F. H. Holmes/J. Tooley (Sunbeam), 6. Class Awards: R. S. Pawsey/R. M. W. Rash (A30); M. T. Whatley/D. Brown (Magneite); A. G. Davis/V. M. Prior (Ford); J. H. M. Townley/M. C. D. Townley (M.G.); C. D. Boulton/P. S. Clapham (M.G.); P. G. Beck/G. H. Kidner (Jaguar). Team Award: J. Watson, M. T. Whatley, F. H. Holmes. Driving Test Award: B. D. S. Ginn.

SOUTHSEA M.C. SPEED TRIALS

27th May

B.T.D.: E. Alexander (5,420 c.c. Allard), 23.11 secs.

Best S.M.C. Member: R. Havard (1971 c.c. Lotus), 24.45 secs. Best "Local" S.M.C. Member: R. W. Faulkner (Aston Martin DB2-4), 26.50 secs. Best Saloon Car: C. T. Atkins (Mercedes-Benz 300SL), 24.60 secs. Best F3 Car: R. F. Mayne (Cooper), 26.12 secs. Best S.M.C. Sports Car: Mrs. Havard (Lotus), 25.20. Ladies' Award: Miss Hockenhill (Allard), 24.63. Class Awards: J. Sparrows (M.G.); J. Burke (Porsche); W. H. B. Smith (Jaguar XK 140); W. Frost (Lotus); J. Burke (Revis); D. Avern (A.C. Ace); P. Everard (Cooper-Aston); F. J. Mays (G.M. 500); A. Burnard (E.R.A.-Delage); C. T. Atkins (Connaught).

SOUTH ESSEX M.C. THURROCK RALLY

27th May

1. A. W. Mann (Jaguar); 2. S. Wilcox (TR2); 3. J. Ludlow (Ford); 4. K. V. Williams (M.G.); 5. G. B. Player (Austin).

NEWCASTLE & D.M.C. DRIVING TESTS

27th May

Best Performance: P. Brewis (Volkswagen). Best Closed Car: R. Allman-Smith (Ford). Best Open Car: J. B. McAdam (TR2). Team Award: R. Allman-Smith, G. A. Percival, G. R. Read (Fords).

THE MID-THAMES C.C. SPRING RALLY

27th May

1. W. Rosson (M.G. Magneite), 0 marks lost; 2. C. W. M. Horner (A30), 42; 3. W. Lait (A40), 63.

More Club News overleaf

Coming Attractions

June 16th. Aberdeen & D.M.C. Race Meeting, Crimond Aerodrome, Aberdeenshire. Start, 2 p.m.

Newry & D.M.C. Hill-Climb, Spelga Pass, Co. Down. Start, 2.30 p.m.

Northampton & D.C.C. Sprint Meeting, Silverstone, near Towcester, Northants.

Midland A.C. National Hill-Climb, Shelsley Walsh, near Worcester. Start, 1 p.m.

June 16th/17th. Mobilgas Economy Run. Start and finish, Phyllis Court Club, Henley-on-Thames. Start, 2 p.m., 16th; finish, 4 p.m., 17th.

Grand Prix of Oporto (S), Portugal. B.A.R.C. Eastbourne Rally. Driving Tests, King Edward's Parade, Eastbourne, 2 p.m., 16th. Concours de Confort, Devonshire Place, 9.30 a.m., 17th.

June 17th. Eastern Counties M.C. National Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

NOTE.—The Midland A.C. Shelsley Walsh Hill-climb takes place on 16th June, not 17th as announced last week.

International Events in Bold Type.

250 M.R.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 11 a.m.

Sunbeam M.C.C. Veteran and Vintage Rally, Beaulieu Abbey, Hants. Arrive 12-1 p.m.

Mid-Surrey A.C. Driving Test Meeting, Fair Oaks Aerodrome, Woking. Start, 11 a.m.

June 23rd. B.A.R.C. National Race Meeting, Aintree.

Midlands M.C.C. Race Meeting, Silverstone, near Towcester, Northants.

Vintage S.C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 12.30 p.m.

Bristol M.C. & L.C.C. "Petit Prix" Meeting, Castle Combe, near Chippenham, Wilts. Start, 2 p.m.

June 24th. Supercortemaggiore Grand Prix (S), Monza, Italy.

Lancia M.C. "Inter-one-make-clubs" Driving Test Meeting, Heston Aerodrome, Middlesex. Start, 10.30 a.m.

Club's territory and benefits from the fine club amenities near by. The course itself is of roughly rectangular shape, laid out on a fairly steep slope and providing two fairly level straights, joined by a rise and a terrifying downhill plunge, curving right, off-cambered and on a steepening slope, so that the driver—while in a full drift—cannot see the track ahead!

Rain had been falling heavily, but held off for the event, so that the track, which is on chalk soil and drains quickly, changed during the day from very slippery to reasonably dry; thus the runs became progressively faster, holding the interest of a good turnout of spectators, who can watch in safety from a natural grandstand on the facing slope. They had a free view, too, due to the intervention of the Lord's Day Observance Society.

It was expected that B.T.D. would come from the "specials" class, and autocross expert Ron Blake, in his Lotus-like G.B. Special, was more than two seconds faster over the two-lap run than second man Tucker-Peake in the ingenious Tucker-M.G. What was something of a surprise was the performance of another expert, J. C. Smith, who was less than two seconds behind, in a hard-top XK 140—not an ideal vehicle for this kind of motoring—but certainly the fastest production car, and one of the most exciting to watch. The same driver was the fastest of no less than five who shared Bill Slocombe's TR2 and put up second best time in the class; however, the car's dampers wilted under the strain towards the end of the day.

The writer was able to join in the fun with the shapely Ford Special run jointly by Roy Goodwin and Fitz Biggs—a rapid device that produced times well up with the fastest, although fittingly, not quite so fast under the writer's guidance as when driven by its owners!

STUART SEAGER.

B.A.R.C. SOUTH-WESTERN RALLY

26th May

Best Performance: L. Griffiths (Triumph TR3), 0 marks lost.

Up to 1,500 c.c., open cars: G. N. Dear (M.G.A.), 475; over 1,500 c.c.: W. B. Caldwell (TR2), 300. Up to 1,510 c.c., closed cars: C. P. Hicks (Austin), 110; over 1,510 c.c.: E. R. Shillabeer (Vauxhall), 225. Navigators' Awards: T. W. Underhill, L. Griffiths.

750 M.C./M.G.C.C./HANTS & BERKS M.C.

AUTOCROSS

20th May

Class 1, 750 Formula: 1, J. S. French (Austin), 2 mins. 1 sec.; 2, A. J. Lock (Austin), 2 mins. 5 secs.; 3, M. G. Pacey (Austin), 2 mins. 10 secs. Class 2, 1,172 Formula: 1, J. R. Barry (Lilfo), 2 mins. 2.5 secs.; 2, P. D. Gardiner (S.M.W. Spl.), 2 mins. 7 secs. Class 3, 940, Closed: 1, R. W. Holland (Morris), 2 mins. 29.2 secs. Class 4, up to 1,250 c.c., Open: 1, R. G. Smith (M.G.), 2 mins. 1.5 secs.; 2, M. Smith (M.G.), 2 mins. 2 secs. Class 5, up to 1,250 c.c., Closed: 1, R. Yeats (Yeats Spl.), 1 min. 52.4 secs.; 2, Miss J. Hawkins (Yeats Spl.), 2 mins. 1.4 secs. Class 6, up to 1,500 c.c., Open: 1, C. J. Toomer (M.G.), 1 min. 57 secs.; 2, G. N. Dear (M.G.), 1 min. 58 secs. Class 7, 1,500 c.c., Closed: 1, J. W. Skinner (M.G.), 2 mins. 7.9 secs. Class 8, over 1,500 c.c., Open: 1, G. N. Dear (Morgan), 1 min. 55.5 secs.; 2, Dr. M. D. King (Triumph), 1 min. 57.1 secs.; 3, M. Smith (Buckler), 1 min. 57.3 secs. Class 9, over 1,500 c.c., Closed: 1, F. Bruce White (Austin), 2 mins. 8.5 secs.

B.T.D.: R. Blake (Ford), 1 min. 51.8 secs.

THAMES ESTUARY A.C. SPEED TRIAL

Snetterton, 3rd June

B.T.D.: A. Stacey (Lotus-Climax), 43.58 secs. Fastest Saloon Car: R. G. Playford (Jaguar XK 120), 50.20 secs. Fastest Sports Car: J. R. Rudd (Frazer-Nash), 47.36. Fastest Sports or Saloon Car: M. C. Stacey (Lotus-Climax), 45.16. Fastest Racing Car: E. Lewis (Lotus-Climax), 45.57. Ladies' Award: Mrs. E. Price (H.R.G.), 56.14.

Class Awards, Closed Cars up to 1,000 c.c.: R. G. Hiff (DKW), 58.39, 1,001-1,300 c.c.: D. H. W. Thompson (Ford Anglia), 61.52, 1,301-1,600 c.c.: J. G. Yamaghis (M.G. Magnette), 60.41, 1,601-2,300 c.c.: J. M. Yamaghis (Sunbeam-Talbot), 58.18. Over 2,300 c.c.: 1, Shepherd (Mercedes-Benz 300SL), 50.22; 2, Dr. G. C. Shepherd (Mercedes-Benz 300SL). Sports Cars up to 1,300 c.c.: M. Adams (M.G. TC), 55.64, 1,301-1,600 c.c.: 1, K. S. Richardson (Porsche Super), 53.44; 2, S. G. Cobban (M.G. TF), 53.68, 1,601-2,300 c.c.: 1, L. J. Coe (TR2), 49.72; 2, A. S. Lusty (TR2). Saloons and Sports Cars (any trim) up to 1,000 c.c.: J. G. S. Sears (F.C.B. Mk. 1), 52.73, 1,001-1,600 c.c.: 1, E. Lewis (Lotus), 46.05; 2, B. R. Millbank (M.G. TC). Over 1,600 c.c.: 1, R. H. Lambert (Jaguar), 46.23; 2, W. R. Short (Lotus), 47.80. Racing Cars, 1172 Formula: Dr. A. M. Goldthorpe (Pelican), 54.02.

DUNSTABLE AUTOCROSS

ONCE again the Sporting Owner Drivers' Clubs provided an excellent day's fun and games on 10th June, at their autocross course on Dunstable Downs. It is part of the London Gliding

Results

B.T.D.: R. Blake (G.B. Spl.), 1 min. 22.7 secs. Best Series-Production Car: J. C. Smith (Jaguar XK 140), 1 min. 26.6 secs.

Closed Cars, up to 1,000 c.c.: A. E. Thomson (Renault 750), 1 min. 43.0 secs. 1,001-1,300 c.c.: L. Meyer (Volkswagen), 1 min. 36.7 secs. 1,301-2,000 c.c.: (tie) J. C. Smith (Ford Consul) and W. C. Slocombe (M.G. Magnette), 1 min. 37.2 secs. Over 2,000 c.c.: H. G. P. Brown (Aston Martin DB2-4), 1 min. 27.5 secs.

Open Cars, up to 1,300 c.c.: F. Lockhart (Peugeot-J.A.P.), 1 min. 32.0 secs. 1,301-2,000 c.c.: 1, C. Shove (M.G.A.), 1 min. 30.0 secs.; 2, J. C. Smith (TR2), 1 min. 32.1 secs. Over 2,000 c.c.: A. J. Blair (Morgan Plus 4), 1 min. 28.5 secs. Specials: H. W. Tucker-Peake (Tucker-M.G.), 1 min. 24.9 secs.



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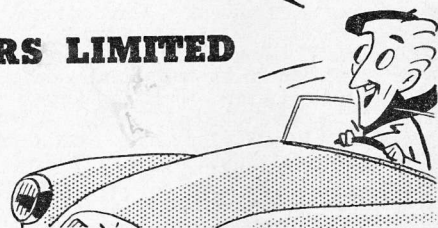
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AUTOSPORT

CLASSIFIED ADVERTISEMENTS

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A LFA ROMEO, 1900C, 1954, grey, Farina body. £2,000.—Allan Moore, Eaton Bray 236.

1500 ALFA, rare Camoristeria body. £185.—Hargreaves 40L.

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FACTORY SERVICED used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—(William 8431), 24-28 Clapham High Street, London, S.W.4.

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1948 DROPTOPAL four-door, reconditioned engine, high axle ratio. Smart and really sound throughout. £260. Terms. Exchanges.—Richards & Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BELgravia 5711.

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F IAT 600, 1955, light blue, demonstration model. £525.—Allan Moore, Eaton Bray 236.

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(Continued overleaf)

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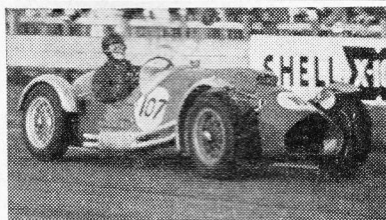
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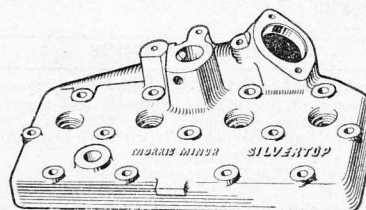
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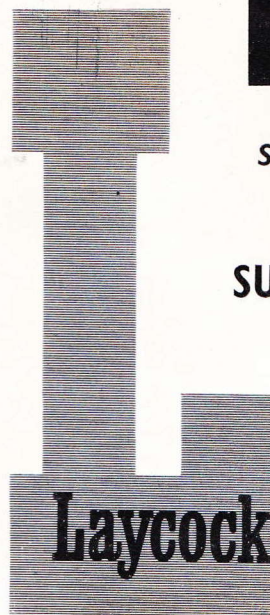
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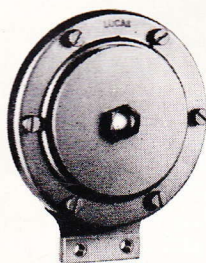
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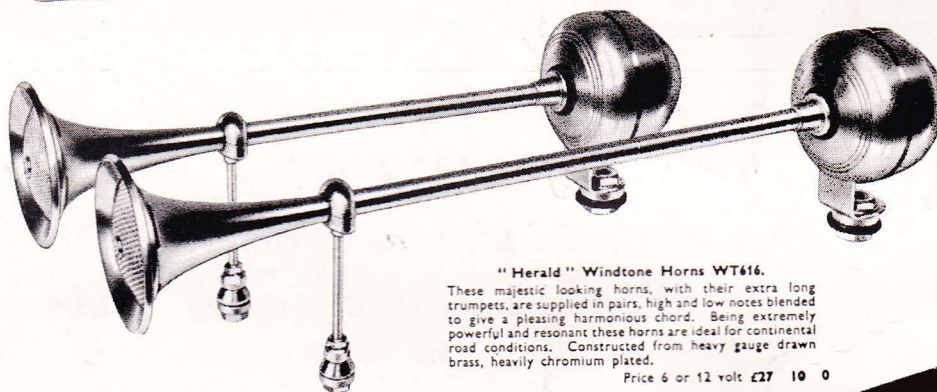
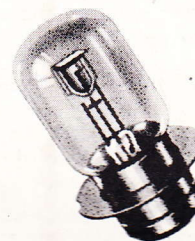


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These majestic looking horns, with their extra long trumpets, are supplied in pairs, high and low notes blended to give a pleasing harmonious chord. Being extremely powerful and resonant these horns are ideal for continental road conditions. Constructed from heavy gauge drawn brass, heavily chromium plated.

Price 6 or 12 volt £27 10 0

Touring Spares Kit.

This spares kit enables motorists to carry out emergency repairs whilst abroad. Not only is it a most reliable first-aid repair outfit, but it can save precious foreign currency. It consists of an Ignition Coil, Distributor Cover, Rotor Arm, Brushes, etc., etc. It costs from £5 0 0 to £7 10 0 according to type of kit required. If unused it is returnable less a small handling charge.

All prices subject to alteration.

LUCAS



European Touring EQUIPMENT

JOSEPH LUCAS LTD BIRMINGHAM 19