AUTOSPORT

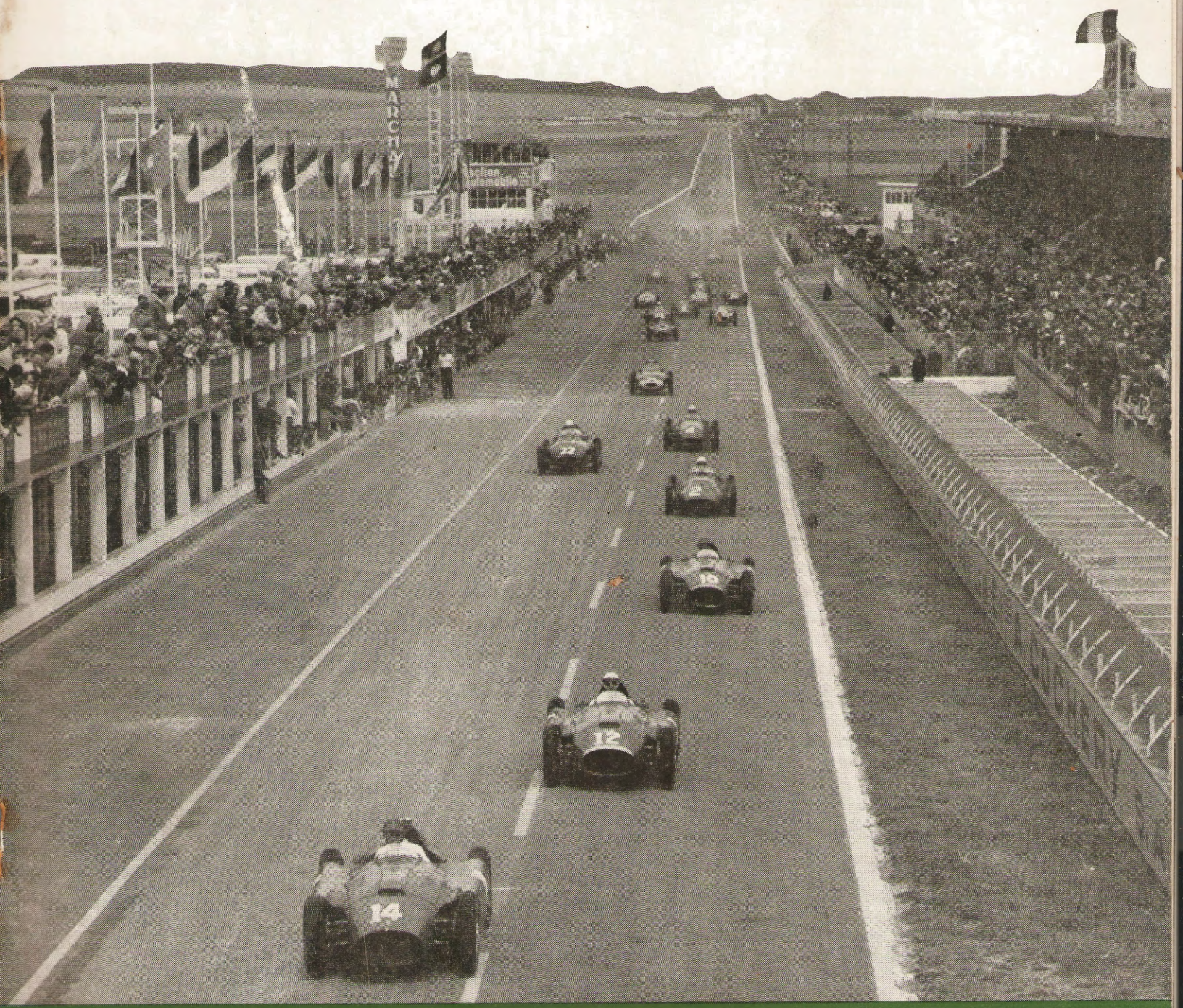
JULY 6, 1956

1/6

EVERY FRIDAY

Vol. 13 No. 1

BRITAIN'S MOTOR SPORTING WEEKLY



FRENCH G.P. MEETING AT RHEIMS

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 1 July 6, 1956

Managing Editor GREGOR GRANT

Associate Editor C. POSTHUMUS

Assistant Editors STUART SEAGER, MAXWELL BOYD

Road Tests and Technical JOHN V. BOLSTER

Art Editor THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland	W. A. McMASTER
Eire	JACK O'DONOGHUE
Continental	GERARD CROMBAC
	MAURICE GATSONIDES
Western Germany	ALAN BRUCE
Portugal	GUY PHEYSEY
Scandinavia	HANS FRIES
U.S.A.	RUTH SANDS BENTLEY
South America	Dr. VICENTE ALVAREZ
Canada	RODERICK THURGOOD

PHOTOGRAPHIC SECTION

Chief Photographer	GEORGE PHILLIPS
Scotland	W. K. HENDERSON
Continental	MAURICE LOUIS ROSENTHAL
	RODOLFO MAILANDER
U.S.A.	OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	3
Sports News	4
The Challenge of the Mountains—Deferred Round, by John Gott	6
Gammon's "Double" at Brands	8
Argentine 500 Miles Race	9
French Grand Prix Meeting:	
The First 12 Hour Race	10
The Second 12 Hour Race	12
Peter Collins Wins the Grand Prix	14
The First French Grand Prix	22
Club News	24

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office PADdington 7673

Advertisement Department PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription **£4 9s. 0d.**

(U.S.A. and Canada **$13.00**)

Direct from the Publishers or all Newsagents

Reprinting in whole or part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

EDITORIAL

ANOTHER GRAND PRIX FOR COLLINS

PETER COLLINS has certainly rocketed to stardom this year. In winning the 42nd Grand Prix de l'A.C.F. (Grand Prix de France), he scored his second successive victory in the World Championship series, between which events he shared the winning Ferrari with Mike Hawthorn in the Supercortemaggiore G.P. At present, Collins leads the World Championship with a total of 19 points, and, from now on, there can be no question of bringing him in to hand over to Fangio if the reigning champion's car packs up. The Fangio-Collins-Castellotti Ferrari team is extremely strong, and the V-8 Lancia-engined cars plainly demonstrated their superior speed to Maserati at Rheims. However, the British Vanwall was the true challenger to the "Prancing Horse", and Harry Schell's epic drive completely altered the whole picture from a somewhat high-speed Ferrari procession to some of the most exciting minutes in a modern Grand Prix. It makes the prospect for the British G.P. at Silverstone on 14th July more alluring than ever, as the superior speed of the Ferraris will not count so much in their favour as on the Rheims, Spa or Monza type of circuit. As Moss demonstrated last May, the Vanwall is exceptionally quick on this track. Hawthorn also showed that the enigmatical B.R.M. is as rapid as any, and the Connaughts are also not lacking in speed. The main question is: "Can the green cars show up in the face of the full team strength of Ferrari and Maserati, remembering that the Italian cars will be piloted by such top-line conductors as Fangio, Collins, Castellotti, Moss and Behra?"

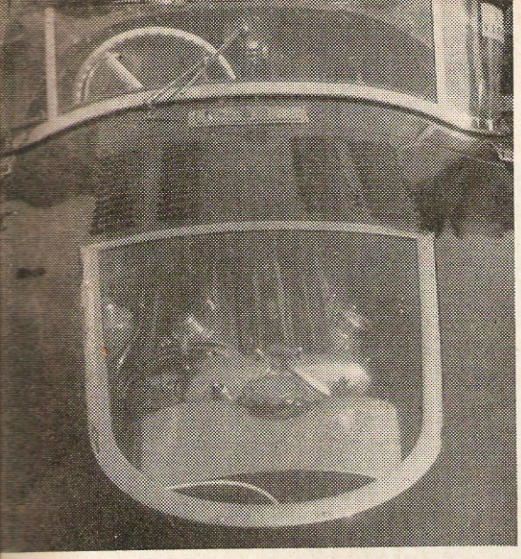
CONVINCING JAGUARS

THE fact that the Jaguars had no true "works" opposition in the second of the Rheims 12 hour sports car races, does not detract from the impressive 1-2-3-4 performance of the Coventry-built machines. They were magnificent, and until the "Ecurie Ecosse" car broke a half-shaft on the last lap, no mechanical trouble whatsoever was experienced, and this after 12 hours of 111 m.p.h. motoring! This reflects on careful preparation, and Hamilton/Bueb, Hawthorn/Frère, Titterington/Fairman and Sanderson/Flockhart will be the first to pay tribute to the mechanics who made this demonstration of ultra-high-speed reliability possible. In the small-capacity race, the marque Porsche once again demonstrated its staying-power qualities, privately owned machines finishing 1-2. However, the race was enlivened by the gallant display of Herbert Mackay Fraser and Ivor Bueb in the latter's Lotus-Climax, which led for several laps, until gearbox trouble intervened. Also, to Stirling Moss fell the credit of making fastest lap with his Cooper-Climax at 112.16 m.p.h.

OUR COVER PICTURE

RHEIMS FESTIVAL: Peter Collins (Ferrari) leads the field at the start of the French Grand Prix, which he won, marking his second successive grand épreuve *victory. Also at the Rheims meeting, of two days and a night, Jaguar scored a* 1-2-3-4 *walk-over in the* 12 *hour sports car race. In celebration of these fine achievements,* AUTOSPORT *dons its third green cover of* 1956.

PIT AND PADDOCK



OPEN TO VIEW: (Left) This decorative XK 120C, with special plastic window in the bonnet to afford a glimpse at the highly polished engine, and outside metal parts brass-treated, was seen in company with older, equally brassy vehicles of quality at the recent Vintage S.C.C. Silverstone meeting.

READY FOR THE FRAY: (Below) Serious faces at Monza, before the start of the Supercortemaggiore 1,000 kms. race. L. to r.: The Marquis de Portago, Juan Fangio, Harry Schell, Stirling Moss and Peter Collins.



INSTEAD of brassards, officials at Rheims were issued with tartan caps, very much like tam o'Shanters. Rumour soon spread that they were "Ecurie Ecosse" supporters.

MEMORIAL to Jean-Pierre Wimille, great French racing driver, was unveiled in Paris last Tuesday.

FERRARI starting-money for the French Grand Prix amounted to £1,200 per car.

MACKAY FRASER'S wonderful drive at Rheims will be rewarded with a seat as team Lotus conductor at Le Mans.

LANCE MACKLIN has joined up with the Facel-Vega organization in Paris.

THE new Ferrari 2½-litre "Le Mans" model, Tipo 625, has a four-cylinder 94 mm. x 90 mm., 2,498 c.c. engine with two double-choke Weber carburetters, giving 225 b.h.p. at 6,200 r.p.m. Externally the car, destined for *les 24 Heures*, is similar to the 2-litre models which did so well at Monza in the recent Supercortemaggiore race.

ONE prominent follower of motor racing was stunned to receive a 10 franc tip, while standing just outside a certain building at Rheims marked *Hommes*.

AT both the 750 M.C. and Club Lotus meetings at Brands Hatch, W/Cdr. Mackenzie was not driving the R.W.G., as given by the clubs and stated in our reports, but an Elva, in which he was placed on both occasions.

AS a result of G. Maude's disqualification from second place in the AUTOSPORT Sports Car Championship race at the North Staffs M.G. Oulton Park meeting, points for this place have been awarded to P. M. Salmon (Jaguar XK 120). Salmon's total of points is, consequently, 12, and he now ties for second place in the over 2,500 c.c. class with R. C. Green (Austin-Healey).

NINO FARINA, recovering from his unpleasant practice crash at Monza, was last week in a Milan clinic, hoping soon to go home.

CONNAUGHT are more likely to field a team of three cars for the British Grand Prix, rather than the four already notified. They would rather concentrate their efforts on getting the smaller number of first-class cars to the line.

REMEMBER E. R. (Eddie) Hall, who finished second three years running in the Ulster T.T. with a Bentley? He is coming from Quebec, where he now lives, to England this summer, and will drive a vintage 16-valve Aston Martin, of the type he used to race in hill-climbs, in the special Aston parade commemorating the 21st birthday of the A.M.O.C. at their St. John Horsfall Meeting at Silverstone on 21st July.

A NEW range of colours for the Riley Pathfinder has been introduced. One of them is "Duotone Rose Taupe/Kashmir Beige"—which sounds exotic enough, even if one cannot quite imagine it. . . .

ALTHOUGH the engine has been run on the bench and tested exhaustively, Connaught still cannot find the reason why Archie Scott-Brown's car threw all its oil out of the breathers at Aintree. This was a problem they thought they had solved three years ago!

AUTOSPORT is pleased to announce the appointment of Mr. Francis N. Penn as Northern Editor. Mr. Wilson Rogers has quit motor sporting circles for daily newspaper work, after being a tower of strength in representing AUTOSPORT in the North. Mr. Penn will continue to wield his camera at events.

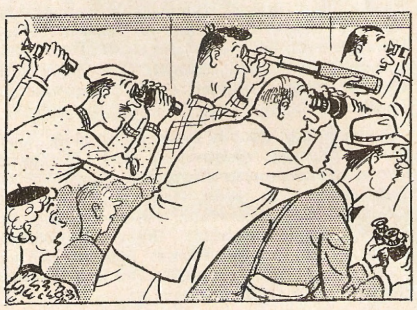
TONY GAZE reports that due to fuel and accessory companies becoming "financially interested", a great deal more Australian motor racing, on a far larger scale, can be expected during the next year or so.

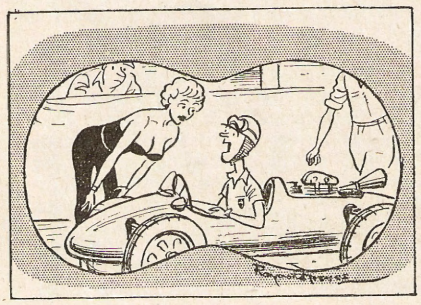
THE experimental Phœnix two-seater seen in the paddock at Rheims had a Fiat 1100 motor, but a British-built engine will be used in the production vehicles.

THE WORLD CHAMPIONSHIP

(Provisional Placings After Rheims)

		Points
1.	**Peter Collins** (Ferrari)	19
2.	Jean Behra (Maserati)	14
3.	Juan Manuel Fangio (Ferrari)	13
4.	**Stirling Moss** (Maserati)	12
5.	Eugenio Castellotti (Ferrari)	9
6.	Paul Frère (Ferrari)	6
7.	**Mike Hawthorn** (Owen Maserati)	4
	Luigi Musso (Ferrari)	4
9.	Harry Schell **(Vanwall)**	3
	Cesare Perdisa (Maserati)	3
11.	Oliver Gendebien (Ferrari)	2
	Da Silva Ramos (Gordini)	2
	Luigi Villoresi (Maserati)	2
14.	Landi (Maserati)	1.5
	Gerini (Maserati)	1.5





SPORTS NEWS

REST-AND-BE-THANKFUL

THIS International Speed Hill-Climb takes place tomorrow (Saturday) on the old Rest-and-be-Thankful road in Glen Croe, near Arrochar, Argyllshire, one of the finest settings for a motor-sport event in Britain. The surrounding hills provide a natural grandstand for the thousands of spectators who come from near and far to witness this, the only International Speed Event on the Scottish calendar.

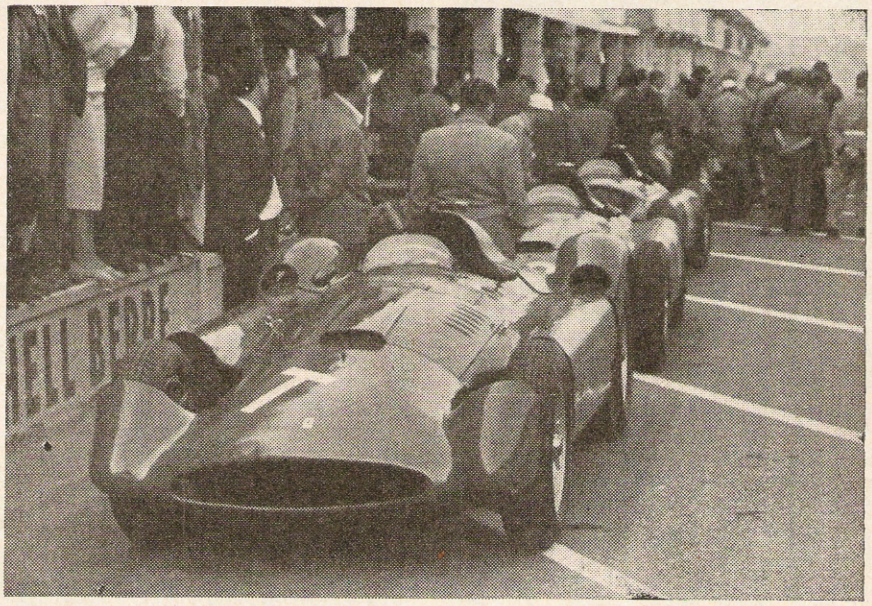
This year's climb promises to be the keenest fought and most thrilling yet seen on the hill, for competing together will be the three top-line hill-climb experts of today, Ken Wharton, Michael Christie and Tony Marsh. Wharton is record holder for the hill and winner of the Hill-Climb Championship in four successive years (1951-1954). Christie was winner at the Rest in the years 1953 and 1954, while Marsh won last year and is the reigning Hill-Climb Champion. In addition Wharton has won this year's Shelsley Walsh Climb and Marsh won at Prescott, so a magnificent struggle for top honours is in prospect and it looks as if Wharton's 1952 record of 54.23 secs. for the 1,425 yards course is in serious danger. It might well be broken more than once during the afternoon. The meeting begins at 2.30 p.m.



MME. ANNIE BOUSQUET

THE death of Annie Bousquet in an accident during the Rheims sports car races came as a shock to all who knew this altogether charming person. She lived for motoring sport, and was acknowledged as being one of the most competent of present-day women drivers. It will be recalled that she had a serious accident at Montlhéry last year when a tyre burst during successful attacks on International Class Records. While she was still convalescing, her husband lost his life in a road accident. For 1956, Mme. Bousquet signed up with the Standard-Triumph rally team, and was to have driven in the "Alpine". She will be mourned in motor sporting circles all over Europe, where her undoubted courage was always respected.

G.



FAIRED-IN FERRARI: The streamlined version of the V8 Lancia-engined Ferrari which turned out in practice for the French Grand Prix. It did not run in the race.

INTERNATIONAL SHELSLEY

OF major importance in the British hill-climbing calendar is the International Shelsley Walsh meeting, originally listed for Saturday/Sunday 25th/26th August, but now moved forward a day to Friday/Saturday, 24th/25th August. The meeting is a qualifying event for the R.A.C. Hill-Climb Championship, the AUTOSPORT Production Sports Car Championship, and the Junior Hill-Climb Championship. There will be classes for racing and sports cars, and for motor-cycles. Entry forms and regulations are available from the Secretary, Midland A.C., 184 Bath Row, Birmingham, 15.

A THREE HOURS RACE FOR PRODUCTION CARS

Oulton Park Innovation on 22nd September in "Autosport" Championship Series —Return to Original Conception of Tourist Trophy?

PRECEDING the *Daily Herald* National Gold Cup Race at Oulton Park on 22nd September, will be a three hours event for series production sports cars. This will be confined to entrants in the current AUTOSPORT Series Production Sports Car Championship, and is being organized by the Mid-Cheshire Car Club. The race will be run on a class basis, but there will also be a General Classification. Full regulations will be available shortly for this very interesting event, which is considered to be a return to the original conception of road races in the true Tourist Trophy style.

One week later will be held the final of the AUTOSPORT Championship. This will be on a handicap basis, worked out on the performance of the various cars during the series. It will be of 100 miles duration and will be confined strictly by invitation to entrants in the Championship who have scored sufficient points. This race will be organized by the B.R.S.C.C. and will take place at Silverstone on 29th September. Regulations will shortly be available from the club.

SILVERSTONE, 14th JULY

Biggest Ever Turn-out of Genuine Formula 1 Cars for British G.P.

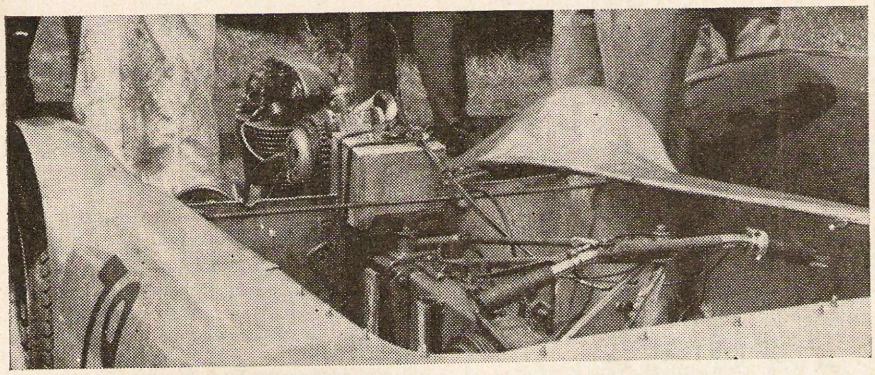
NOW only eight days ahead, things are steaming up nicely for the British Grand Prix meeting at Silverstone. A total of some 120 cars are entered for the four races, with overseas drivers coming from Australia, Italy, France, Spain, Sweden, Argentina and the U.S.A. Amongst the latest lists we note Joakim Bonnier of Sweden with his 3½-litre sports Alfa Romeo, and Stirling Moss in one of Officine Maserati's 3-litre cars. Also from Sweden comes Tord Anderssen, one of Scandinavia's foremost Formula 3 drivers, with a Cooper. Raymond Flower's Egyptian-built Phoenix 2-litre sports is also due to make its delayed début (it non-started at Rheims) in Colin Davis's hands. The Formula 1 race has attracted a very fine entry indeed, with six teams represented in Ferrari, Maserati, Vanwall, Connaught, B.R.M. and Gordini, with the world's finest G.P. drivers. This is, of course, a World Championship event.

Tickets for the Grand Prix meeting can be obtained in advance from the *Daily Express* Race Office, Fleet Street, London, E.C.4. Pits grandstand bookings are all sold, but a few seats remain in the Abbey and South stands at 25*s*. All-in car tickets, admitting car and all occupants, cost 25*s*. in advance, and 30*s*. on the day.

THE ENTRY LIST

Formula 1. Ferrari: Fangio, Collins, Castellotti. **Officine Maserati:** Moss, Behra, Perdisa. **Connaught:** Scott-Brown, Titterington, Fairman, X. **Vanwall:** Schell, Trintignant, X. **B.R.M.:** Hawthorn, Brooks, X. **Gordini:** Manzon, Da Silva Ramos. **Independent, Maserati:** Gould, Salvadori, Brabham, Halford, Rosier, Godia Sales, Villoresi, Landi.

Formula 2. Cooper (works): Salvadori, MacDowel, Brabham; **(independent)** Bueb, D. Taylor, Marsh. **Lotus (works):** Chapman, Bicknell, Allison; **(independent)** Hall, Frost, Hawthorn, Hill, Birrell. **Gordini:** Bayol or Pilette. **Cooper** (Sopwith): Parnell. **Lotus-Connaught:** Brooks. **Willment:** Leston. **Lotus-Maserati:** Naylor. **Maserati:** Bonnier. **Cooper-Stanguellini:** MacMillen. **Elva-Maserati:** Smith. **H.A.R.:** Richards.



LOOK, NO WHEEL: An interesting glimpse of Rex McCandless's unconventional Formula 3 car at the National Aintree, showing the forward-mounted Norton engine and handlebar steering.

THE T.T. CANCELLATION

FROM the Dundrod Race Committee of the Antrim County Council comes the first indication made public in Ulster of the reason behind the R.A.C. decision to cancel the 1956 T.T. race.

In a report which the Committee submitted to their Council at a meeting on 22nd June, the following was included: "The Royal Automobile Club has recently intimated its decision not to promote or grant a permit to any organization for the running of a 1956 Tourist Trophy Race. We are informed that the decision was made on the grounds that the rules and restrictions considered necessary by the R.A.C. in the interests of safety would be such that any race run on any course would not resemble what has over the years become associated with the 'Tourist Trophy' as such. The future of the T.T. therefore still remains obscure."

The report deals mainly with the financing of Dundrod promotions and, in particular, with endeavouring to ensure that the Ulster Motor Cycle Club, organizers of the Ulster Grand Prix, now the only "tenants" of Dundrod, shall have some relief from the awesome prospect of carrying the whole of the necessary financial outlay on Dundrod promotion in 1956. Previously this was shared by the U.G.P., the Ulster Trophy and the T.T. races.

The Committee are anxious to do what they can to ensure the future of Dundrod and say that further safety precautions are under consideration. They are also willing to play their part in meeting a portion of the loss incurred in the 1955 T.T. promotion and to this end recommend that the Council should pay to the club the race area receipts collected by the Council from the Ulster Trophy race, 1955 (£627), and the T.T., 1955 (£1,376).

Reviewing 10 International motor races and three International motor-cycle races held at Dundrod since 1950, the Committee reveal that the sum of £25,523 has been paid in direct grants from the Ulster Government and N.I. Tourist Board towards the financing of the races.

In return, the Committee feel that enormous publicity has accrued to Northern Ireland as a result of the staging of these International events.

W. A. MCMASTER.

TWO LEINSTER "100"s

REGULATIONS for the 1956 Leinster Trophy International Car race on Saturday 21st July, promoted by the Leinster Motor Club, are now out, and show some marked changes from previous years. The event will, of course, be held over the Wicklow Circuit, but the event becomes two separate handicap races of approximately 100 miles apiece. Cars will be divided according to estimated lap speeds and a genuine effort has been made to separate the big fast 'uns from the not so fast 'uns. This should make things decidedly safer and much more comfortable for the drivers and more interesting for the spectators. Running concurrently with the divided handicap event, in which both sections are competing for the same trophy, will be two scratch races. Race "A" will be for cars over 2,000 c.c. unsupercharged and over 1,250 c.c. supercharged. Race "B" will be for under 2,000 c.c. unsupercharged and up to 1,250 c.c. supercharged. All this may seem complicated but in practice it is not, and the net result from the competitor's point of view is that there are all the more prizes to shoot at. The Leinster Trophy is our only motor race in Eire this season so we earnestly hope that it will be a good one. Of interest, too, is the fact that, with the passing of the T.T., it will be the only genuine road race in these islands this year. The Leinster Club have surmounted all sorts of unsurmountable difficulties to stage this event and it deserves all the support it can get. Already there are a number of cross-Channel entries including Naylor's Lotus-Maserati and two Ecurie Ecosse Jaguars.

J. O'DONOGHUE.

ROOTES VETERANS ON LOAN

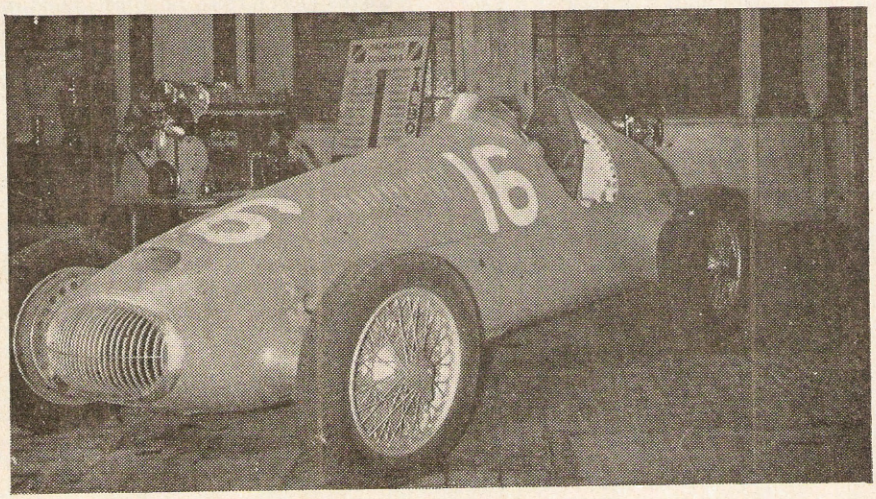
THREE famous veteran cars from the Rootes Group Museum will be on display at the Royal College of Nursing Charity Fair, in the grounds of Marlborough House, on 10th and 11th July. They will be the 3½ h.p., single-cylinder, 1901 Sunbeam-Mabley, the 5 h.p., 1903 Humber, with tubular chassis and steering column gear change, and the 1904 12/16 h.p. Sunbeam, which made a successful non-stop run from Land's End to John o' Groats. Also present, for comparison, will be Sheila Van Damm's privately owned 1956 Sunbeam Rapier.

"THE FERODO STORY"

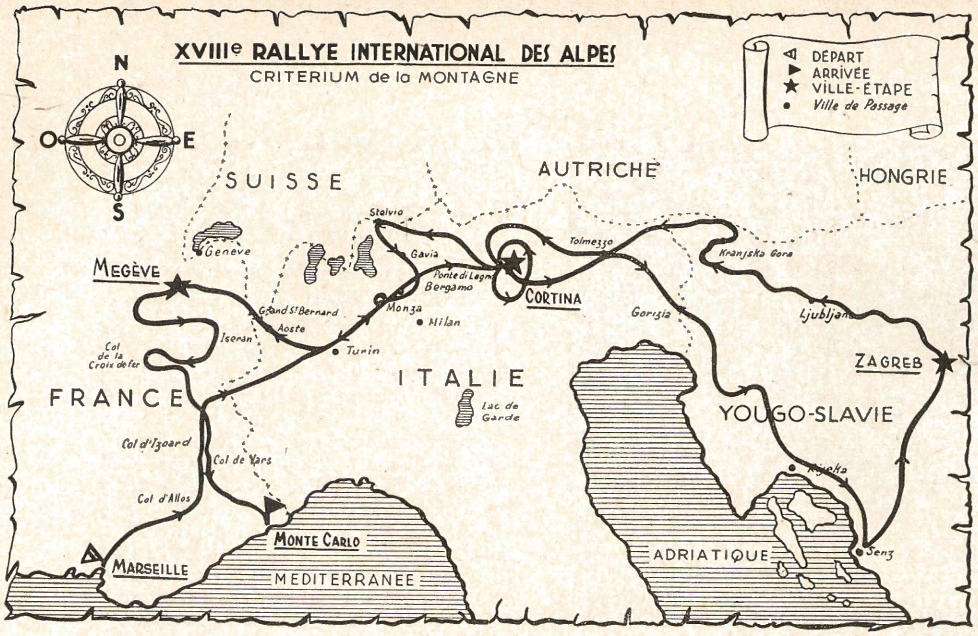
AN interesting 24-minute colour film with the self-explanatory title of "The Ferodo Story" was shown to press and trade representatives at the British Council Theatre in Hanover Street, W.1, on 28th June. Ferodo's famous linings for brakes, clutches, etc., originated in the late 19th century, when Herbert Froode, travelling regularly to business in Birmingham, repeatedly encountered carters struggling to keep their heavy horse-drawn wagons under control on the many steep hills in the locality. The traditional dismembered leather boot, nailed in place on the cart's primitive brake shoes, was clearly inadequate, and Froode set to in his small workshop at Chapel-en-le-Frith to devise an effective and durable lining. He soon succeeded, took over a disused mill, and, in 1896, launched the Ferodo concern, the name of which is an obvious anagram of his own.

Today, Ferodo produce a vast range of friction products, which are despatched to all parts of the world. Many of the manufacturing processes at Chapel-en-le-Frith are to be seen in the film, together with scenic shots of the Derbyshire Peak District, some featuring Ferodo's Triumph TR2 "test-bed" about which John Bolster wrote in "High Speed Braking Research" in AUTOSPORT, 22nd June. Copies of the film may be loaned on application to the P.R.O., Ferodo, Ltd., Chapel-en-le-Frith, Stockport.

C.P.



SAD FATE of an ambitious French project to build a Grand Prix car—the 1½-litre V8 C.T.A.-Arsenal of 1947, lying neglected in a corner of the Talbot works in Paris.



SEVEN DAYS' "HARD": The official route for the 1956 Alpine Rally, which this year passes through Yugoslavia. Finish has now been changed from Monte Carlo to Marseille.

THE CHALLENGE OF THE MOUNTAINS—DEFERRED ROUND

A Summary of the 18th Alpine Rally (6th-13th July)

By JOHN GOTT

IN an era in which the organizers of the great classic Continental rallies are relying less and less upon long-distance, high-speed reliability and more and more upon the results in short sprints on closed tracks or hill-climbs to find their victors, Liège-Rome-Liège and the "Alpine" (6th to 13th July), alone retain the proven formulae which make them the greatest tests of car and crew in the International rally calendar.

There is no outright winner of the "Alpine", although there are class winners and a classification is drawn up to record the scoring points for the European Touring Championship, which is, however, restricted to two out of the three categories of cars which can compete (Standard Production Touring cars, Grand Touring cars and Modified Production Touring cars).

The "winners" are those crews which retain a "clean sheet" and so qualify for a Coupe des Alpes, probably the most coveted rally trophy of all.

It is coveted because of the difficulty of winning it. To get round "clean" a crew will have to lose no marks on the difficult 4,183 km./2,620 miles circuit, which starts and finishes at Marseille and takes in the toughest mountain passes in France, Italy and Yugoslavia, will have to beat a difficult "bogey" time in five speed tests and will have to produce their car with the lights, windscreen wiper, horn, silencer and gearbox in full working order at the finish. The same tyres must be on the car at the finish as were on at the start—and are "branded" to ensure that there are no unauthorized changes—and cars are kept under *parc fermé* conditions at the night stops, which means that, in marked contrast to several recent rallies, no work can be done on them except in running time.

It is, therefore, perhaps not surprising that the Alpine finishing/starting ratio is around 50 per cent. and that only about one crew in 10, or sometimes even less, wins a Coupe des Alpes. Certainly any car which finishes the "Alpine" is a good car, well driven, of which any owner can be proud indeed, and a Coupe des Alpes winner is a superlative machine. For the first time a Coupe des Alpes can be won by a manufacturer who succeeds in producing three unpenalized cars at the finish.

The "Alpine" is divided up into six stages, which have to be covered at speeds varying between 60 k.p.h./37.5 m.p.h. for the largest cars (over 2,600 c.c.), to 47.2 k.p.h./29.5 m.p.h. for the smallest cars (up to 1,000 c.c.).

These stages are as follows:—

Marseille to Cortina d'Ampezzo, 6th and 7th July, 1,143 km./652 miles

On the late afternoon of Friday, 6th July, the cars will leave the Mille Miglia-type starting ramp in the Vieux Port of Marseille and set out on a 24-hour run which will bring them into Cortina at dusk on the following Saturday. By that time they will have traversed 10 of the highest passes in the Alps and the Dolomites as well as covering three timed laps on the Monza road circuit, "bogey" for which varies from 66 m.p.h. to 79 m.p.h.

A particularly difficult stage will be the crossing of the dangerous Col d'Izoard (7,743 feet), of which the surface is extremely loose, and which must be tackled by night, but before reaching this pass the rally crews will already have climbed over the Col d'Allos (7,382 feet), and the Col de Vars (6,926 feet).

The run across Northern Italy to Monza is long but not difficult, but once the foothills of the Dolomites are reached at Castione di Presolana, the average will be hard indeed to maintain. The Passo di Vivone, a little-used track between Castione and Edolo, first used in 1954 and adopted into Liège-Rome-Liège, 1955, in both of which years it created havoc amongst the crews, will be the first real Italian mountain test, but after that follow thick and fast such passes as the Tonale (6,178 feet), the Giovo (6,988 feet), Falzarego (6,945 feet), and Gardena (6,959 feet).

This is an opening "leg" in the true Alpine tradition and it is possible that it may penalize around half the entry and cause the retirement of about a third. In accordance with the French Government's decree there will be a secret check in the French part of stage.

The Circuit of the Dolomites, 8th July, 304 km./190 miles

For this "leg" the Alpine, a road-race in fact, becomes also a road-race in name as the cars have to cover a lap of the Dolomite Cup circuit, Cortina to Cortina, over roads which are closed for the Coppa d'Oro delle Dolomiti, which commences after the rally cars have left. Nor do the rally cars travel much less slower than the sports-racers, for they have to average between 70 k.p.h./43.5 m.p.h. and 82 k.p.h./51 m.p.h., speeds which not so long ago represented cup-winning times.

In the hands of skilled drivers the better rally cars will probably manage these speeds, high though they are, and despite the crossing of the Falzarego, Pordoi (7,356 feet), Rolle (6,509 feet), and Sant' Angelo (5,761 feet), passes—provided the roads are dry. If wet, the mountain roads, as proved in the recent Mille Miglia, seem to afford little grip and the speeds may be impossible to attain. In 1952 no less than 23 cars came to grief in trying to hold their set average in the wet.

The first 48 km./30 miles of the circuit, including the passes of Pordoi and Falzarego, comprise the second timed speed test.

Cortina to Zagreb, 9th July, 582 km./364 miles, and Zagreb to Cortina, 10th July, 567 km./354 miles

The Yugoslavian sections are new in the Alpine, and will certainly place the emphasis on reliability and durability, for the roads vary from the excellent, the coast road down to Rijeka (Fiume), to the execrable, the mountain passes between that town and Zagreb and the Col Kvrsis near the Yugoslav/Italian border on the run back into Italy. This excursion into new and largely untried country will be interesting indeed, and the Belgian club have also taken in Yugoslavia for Liège-Rome-Liège later in the year.

Before clocking into Zagreb on the Monday, the crews will have to take the third speed test, which consists of a timed 1,500 metres, flying start and finish, on what is expected to be part of the Ostend-Istamboul highway. Although "bogey" times are from 75 m.p.h. to 96.3 m.p.h., which may not seem high, these have to be done two up, in full rally trim, with luggage, and if the conditions are as bad as in 1954, the "clean sheets" may well be reduced. In that year a similar test near Munich, run under appalling weather conditions, reduced the unpenalized to only 19 crews.

Cortina to Megève, 11th July, 761 km./ 475 miles

This "leg" is probably the most difficult of all. The opening section to Nova Levante includes the Falzarego (for the third time), the Pordoi and the Costalunga (5,751 feet), but then come the two most difficult sections in the whole rally. The short section from Gomagoi to Bormio is only 41 km./ 25 miles long, but it is up and over the Stelvio (9,042 feet), and the 14 km. of the climb comprises timed test No. 4. No sooner have the crews clocked in at Bormio than they must immediately tackle the formidable Gavia pass (8,599 feet), probably the most dangerous in the whole rally, as it is unfenced, steep, narrow and with a very poor dirt surface.

This pass was last in the Alpine in 1953—it was cut out in 1954 owing to a tourist coach having crashed disastrously just before the event—when it did not create the havoc expected by the organizers, owing principally to the fact that the control was at Edolo, which allowed 19 kilometres of fast road over which most crews drove at a steady 100 m.p.h. which enabled them just to clock in on time. This year the control is at Ponte de Legno so that the timed section is only the climb and descent of the pass. Only the very best crews and cars will manage these sections "clean".

Even now all the day's difficulties are not overcome, for there is the climb of the Grand St. Bernard to be done and the run-in from Orsières to Megève over the Col de La Forclaz, which is not unlike Fingle Bridge (so well-known to most M.C.C. drivers), only 10 miles long, provides a nasty "sting in the tail" for the day's extremely hard motoring.

Final Stage. Megève to Marseille, 12th and 13th July, 826 km./516 miles

On the late afternoon of Thursday, 12th July, exactly a week after they left Marseille, the surviving crews will start the final stage, some of the most difficult parts of which will be covered in darkness, including the final timed test on the Izoard pass. This was last in in 1953 (by day), and judging on the times then made the Automobile Club of Marseille et Provence expect three years to have made an improvement in cars and crews which will be difficult indeed to realize.

Although the stage includes no less than 12 passes, some of the most notable being Aravis (4,914 feet), Iseran (9,085 feet), Galibier (8,386 feet), Izoard, Vars and Allos, probably the toughest section will be that (not) affectionately known as "Hell Fire Loop", the 55 km./35-mile run from La Chambre to St. Jean over the Glandon (6,401 feet) and Croix de Fer (6,847 feet) passes.

Owing to objections by the French authorities the rally, originally scheduled to finish at Monte Carlo, will finish at Marseille for the first time in its history, and this has slightly reduced the severity of the run-in, which was planned to include the infamous Monte Carlo rally circuit—at a considerably higher speed than the "Monte" cars were asked to do.

Nevertheless, after the rigours of Yugoslavia and Italy it will take a strong car resolutely driven to complete the last section without penalty. Of all rallies the "Alpine" is the one which is never finalized until the last car has clocked in; times without number have hard-pressed cars broken down within sight of the finish and in 1954 a class lead changed three times in the course of the last hill-climb.

The XVIII Rallye des Alpes, Le Criterium International de la Montagne, will be as tough as its predecessors and the Mountains and the Road Section alone will find the victors.

As might be expected in view of the great record of British crews and cars in the past, 31 of the 86 entries are British. These are:—

"Works" Teams: **M.G.A hardtop** (5), Gott/Brookes, Shepherd/Williamson, Milne/Johns, Sears/Best, Nancy Mitchell/Pat Faichney; **Ford Zephyr** (3), Harrison/Harrison, Scott/Asbury, Anne Hall/Yvonne Jackson; **Sunbeam Rapier** (4), Murray Frame/Pearman, Ray/Waddington, Harper/Humphrey, Baxter/Miller; **Triumph TR3 hardtop** (3), Richardson/Heathcote, Gatsonides/Pennybacker, Hopkirk/Cave.

Private entries: **A.C. Aceca,** Clarke/Baker, Grant Norton/Carson; **Aston Martin,** De Salis/MacGregor; **Jaguar,** Burton/Burton, Cunane/De Vadder, Wood/States; **Ford Zephyr,** Risk/Lamb; **Sunbeam,** Deane/Sparrowe, Hartwell/Scott; **Standard,** Barker/X, Meredith Owens/Riley; **Triumph TR3,** Griffiths/Blockley, Wisdom/X, Kat/Kat, and **Denzel,** Wadsworth/Brierley, the only British drivers going "foreign".

Sunbeams are running their Rapiers in full Mille Miglia trim, Peter Harper actually using the car which he drove with Sheila Van Damm, whilst M.G.s are using their two Mille Miglia cars also, but in standard trim. The battle between these cars in the 1,300 c.c. to 1,600 c.c. class should be keen indeed, but this class is liable to be dominated by the formidable Gacon and Arcan (Porsche Carrera), who have so many rally victories to their credit. The Triumphs, which performed so well in their début last year, will have fierce competition from the Alfa Romeos of Tavola, Boilet, Aumas and Schild, and the Jaguars will have equally strong competition from the Mercedes 300SLs of Mairesse, Tak and Cotton, with Estager playing a lone hand for Ferraris. The Ford Zephyrs have to face the Salmsons and the Lancias, both of which have Coupes des Alpes to their credit, whilst Wadsworth is not only in the largest class of all but has to battle with such experts as Guiraud and Rastit (Peugeots), Fabregas Bas and Persoglio (Alfa Romeos), and Strähle (Porsche).

The Standards are on a tough wicket, with Regie Renault putting in a team of modified Dauphines of the type which went so well in the Mille Miglia, driven by such cracks as Manzon, Redele/Pons, Michy and Gilberte Thirion/Lise Renaud, who must be strong favourites for the Coupe des Dames, despite the threat from the British girls and Mme. Honore (Alfa Romeo) and Mme. Terray (Peugeot).

But despite this array of talent, M.G.s, Jaguars and Sunbeams have in the past carried off team and class honours and five of the British drivers, Murray Frame, Burton, Gott, Wadsworth and Wisdom hold Coupes des Alpes. In the "Alpine" strength is an essential ingredient for success, and that the British cars possess in full measure.

SHELBY AND McAFEE WIN AT ELKHART LAKE

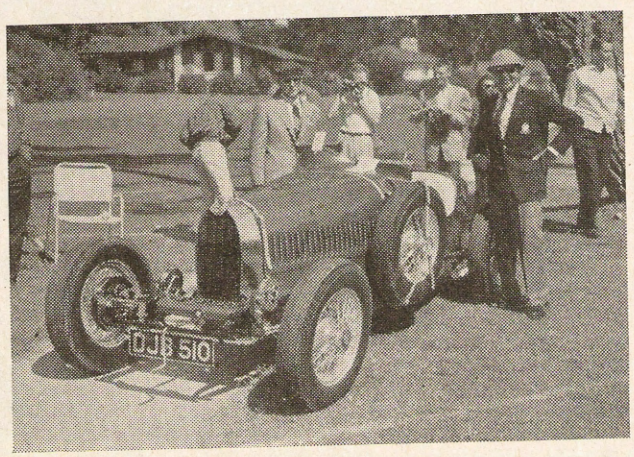
CARROLL SHELBY, the Texan driver, well known in Europe two years ago at the wheel of an Aston Martin, lapped all but two cars in a field of 28 to win, with his 4.4-litre Ferrari, the 152-mile principal event of the two-day (23rd/24th June) race meeting at Elkhart Lake, Wisconsin. Taking the lead from the start, Shelby was at first threatened by three D-type Jaguars, driven by Louis Brero, Sherwood Johnston and Walt Hansgen. Brero pressed the Texan hard throughout the entire race, finishing only 4.8 secs. behind him, but Johnston and Hansgen both left the pursuit by turning their cars end over end, the latter driver having already done the same thing during practice. Neither of the crash victims were hurt. In third place came Ernie Erickson, driving a Jaguar D, but Briggs Cunningham, in a similar car, could do no better than eighth. Shelby's average speed was 80.04 m.p.h., and his fastest lap, in 2 mins. 48.24 secs. (85.59 m.p.h.), set a new record for the circuit.

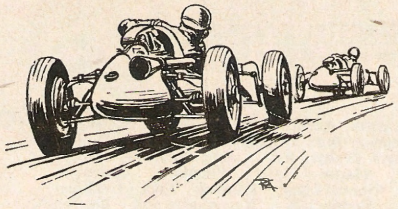
The 100-mile event, on the previous day, was won by Jack McAfee, driving the Porsche Spyder with which he was so successful against considerable opposition in the Cumberland races in May. As with Shelby, McAfee led from beginning to end, finishing in front of another Porsche Spyder, this driven by Ed Crawford. In third place came Ebby Innken (Ferrari Mondial). In the Production Car event for Classes E and D, Chuck Wallace won from Paul van Antwerpen, Bud Seaverns and Rees Makins, all four driving Mercedes Benz 300SLs. Ernie Erickson, in a brand-new A.C. Ace-Bristol, won Class D, with Tom Payne (Arnott-Bristol) and Bengt Soderstom (Porsche) second and third. In the C-production race, Corvettes took on the Jaguars and won, the leading car belonging to Bark Henry.

★

CONTRAST with the new G.P. Bugatti illustrated elsewhere is Californian connoisseur Dr. Milton Roth's beautifully restored 1930 *Type* 37 *Bugatti, which won the recent Pebble Beach Concours d'Élégance in face of many superb modern cars.*

★





GAMMON'S "DOUBLE" AT BRANDS

Peter Gammon (Cooper) Wins Two Sports Car Events, and S. Lewis-Evans Formula 3 Race, at Rainswept Meeting

LAST Sunday's B.R.S.C.C. Members' Meeting at Brands Hatch was not quite rained out, but it was certainly rained upon. In fact, a torrential, almost tropical downpour made the second final of the Formula 3 race one of the most interesting of the day, although, for the drivers, it must have been like racing through a waterfall.

Opening with an unusual incident, when "Pop" Lewis-Evans failed to leave the starting line, the event's first leader, R. F. Mayne (Cooper), was quickly displaced by J. Buckland (Kieft) and then F. Hobart (Martin). Meanwhile, splashing happily along behind, came Don Iszatt (Cooper). On the inside at Clearways, he nipped past Mayne into second place, and on the next lap, at the same place, using the same tactics, he took the lead away from Hobart. By now, though, there was a new threat on the rain-swept horizon—G. F. Meharey's Cooper—and Meharey, also using Clearways (the outside on this occasion) dislodged first Hobart, and then Iszatt, to take a far firmer grip on the lead than anyone else before him. A conclusive one, in fact, because he won, although he managed to spin at the bottom of the hill on his lap of honour! Buckland finished second and Mayne third, while Iszatt was forced to fall right back to fifth, waterlogged and practically blinded by rain.

If the second final was the most interesting race, then the final proper was certainly the most amusing. The rain had ceased by this time, which encouraged everyone to raise their lap speeds, but the track was still extremely slippery, especially at the bottom of the hill. First to slide off there was Raby (Cooper), but he managed to hold the second place he finished with; next, Henry Taylor (Cooper), who missed hitting Tom Bridger (Cooper) in the process by a fraction of an inch; then it was the turn of R. J. Barrett (Cooper), and finally, D. A. Colvin (Cooper) and Bridger found themselves involved in a waltz movement that would have done credit to Victor Sylvester, which finished with them both out of the race, one on each side of the track. Taylor also retired eventually at the bottom of the hill, as did Hall (Cooper) when lying fifth. All this time, a long way in front of the frantically waving yellow flags, lay Stuart Lewis-Evans (Cooper), safely in the lead, having already won his heat. The other heat-winner, George Wicken (Cooper) finished third, though judging from his efforts to catch Raby, the fact that he did not follow everyone else on to the grass at the bottom of the hill, was due solely to his knowing the limit and being able to hold the car right on it.

Of the two sports car events, up to 1,200 c.c. and up to 1,500 c.c., both were won convincingly by Peter Gammon (Cooper), with Peter Jopp second on each occasion, driving Eric Brandon's Halseylec. In the second of the races, Reg Bicknell (Lotus) looked all set to stay behind Gammon, but revolved spectacularly and finished sixth. Gammon's success in these events was rewarded by his being given the scratch mark in the handicaps. In the first this put him behind Emery's Emeryson and Gibson's Connaught, amongst others, and he did not figure in the results, but, in the second, up to 1,200 c.c., he climbed steadily through the field to second place. Both events were won by the limit men, S. F. Pile's beautifully prepared vintage Aston Martin motoring far more quickly than the timekeepers had bargained for, and C. G. Summers, whose Cooper-Climax led from start to finish. Exciting moment in the smaller event came when test-pilot "Dizzy" Addicott (Elva) overdid things at the bottom of the hill and, while spinning, bounced off Lumsden's Lotus. Both were out of the race, but no one was hurt and the damage proved to be only superficial.

MAXWELL BOYD.

Results

Formula 3. Heat 1 (10 laps): 1, G. Wicken (Cooper), 69.10 m.p.h.; 2, J. Brown (Martin); 3, R. J. Barrett (Cooper); 4, E. Hall (Cooper); 5, H. S. Howlett (Cooper); 6, J. McAllister (Cooper). **Fastest lap:** Wicken, 73.91 m.p.h.

Heat 2 (10 laps): 1, S. Lewis-Evans (Cooper), 62.0 m.p.h.; 2, H. C. Taylor (Cooper); 3, D. Parker (Cooper); 4, T. Bridger (Cooper); 5, E. Raby (Cooper); 6, R. H. Hett (Cooper). **Fastest lap:** Taylor, 64.14 m.p.h.

Second Final (10 laps): 1, G. F. Meharey (Cooper), 55.11 m.p.h.; 2, J. Buckland (Kieft); 3, F. Hobart (Martin); 4, R. F. Mayne (Cooper); 5, D. F. Iszatt (Cooper); 6, D. O. Johnson (Cooper). **Fastest lap:** Meharey, 64.14 m.p.h.

First Final (15 laps): 1, S. Lewis-Evans (Cooper), 64.08 m.p.h.; 2, I. E. Raby (Cooper); 3, G. Wicken (Cooper); 4, D. Parker (Cooper); 5, R. H. Hett (Cooper); 6, R. J. Barrett (Cooper). **Fastest lap:** Raby, 66.04 m.p.h.

J.A.P. Race (10 laps): 1, H. C. Taylor (Cooper), 62.52 m.p.h.; 2, G. F. Meharey (Cooper); 3, E V. Koring (Smith 500); 4, P. R. Ellis (Cooper); 5, J. Forster (Arnott); 6, P. R. Green (Staride). **Fastest lap:** Taylor, 62.52 m.p.h.

Sports Cars up to 1,200 c.c. (12 laps): 1, P. D. Gammon (Cooper), 60.26 m.p.h.; 2, P. Jopp (Halseylec); 3, R. Mackenzie-Low (Elva); 4, P. H. Ashdown (Lotus); 5, D. G. Addicott (Elva); 6, W. S. Frost (Lotus). **Fastest lap:** Gammon, 62.17 m.p.h.

Sports Cars up to 1,500 c.c. (12 laps): 1, P. D. Gammon (Cooper), 60.63 m.p.h.; 2, P. Jopp (Halseylec); 3, W. S. Frost (Lotus); 4, D. Taylor (Cooper); 5, P. H. Ashdown (Lotus); 6, R. Bicknell (Lotus). **Fastest lap:** Gammon and Bicknell, 62.52 m.p.h.

Unlimited Handicap (12 laps): 1, S. F. Pile (Aston Martin), 57.47 m.p.h.; 2, A. Stacey (Lotus); 3, D. S. Shale (Austin-Healey); 4, P. Jopp (Halseylec); 5, P. R. Emery (Emeryson); 6, W. S. Frost (Lotus). **Fastest lap:** Stacey, 65.65 m.p.h.

Handicap, Sports Cars up to 1,200 c.c. (10 laps): 1, C. G. Summers (Cooper), 62.91 m.p.h.; 2, P. D. Gammon (Cooper); 3, P. H. Ashdown (Lotus); 4, J. Harris (Lotus); 5, J. Bekaert (Lotus); 6, W. S. Frost (Lotus). **Fastest lap:** Gammon, 68.05 m.p.h.

M.C.C. SILVERSTONE MEETING—30th June

Results

One Hour Trial, First Class Awards: B. W. J. Hindes (Aston Martin DB3S), G. F. Coaker (Jaguar Mk. VII), G. M. Sharp (Triumph TR3), H. G. Cutler (Healey Silverstone), R. P. Standbridge (A.C. Ace), D. A. Wilcocks (Triumph TR2), W. A. G. Goodall (Morgan 4/4), Mrs. E. P. Mayman (Morgan 4/4), R. D. Payne (Triumph TR2), C. Shove (M.G.A), S. G. Cobban (M.G. TF), A. F. Coakley (M.G.A), K. P. Tomei (M.G. TC), I. Walker (Ford Prefect), D. A. Coakley (Lotus Mk. VI), R. Frolich (Porsche), D. Dixon (M.G.A), B. T. Thomas (Jowett Jupiter R4), P. H. G. Morgan (Morgan 4/4), K. Brierley (M.G.A).

5-lap Handicap Race: 1, D. H. Wilson-Spratt (Triumph TR2), 65.25 m.p.h.; 2, D. J. T. Randall (Lotus-M.G.); 3, J. B. Naylor (Lotus-Maserati); 4, M. Reid (M.G.A).

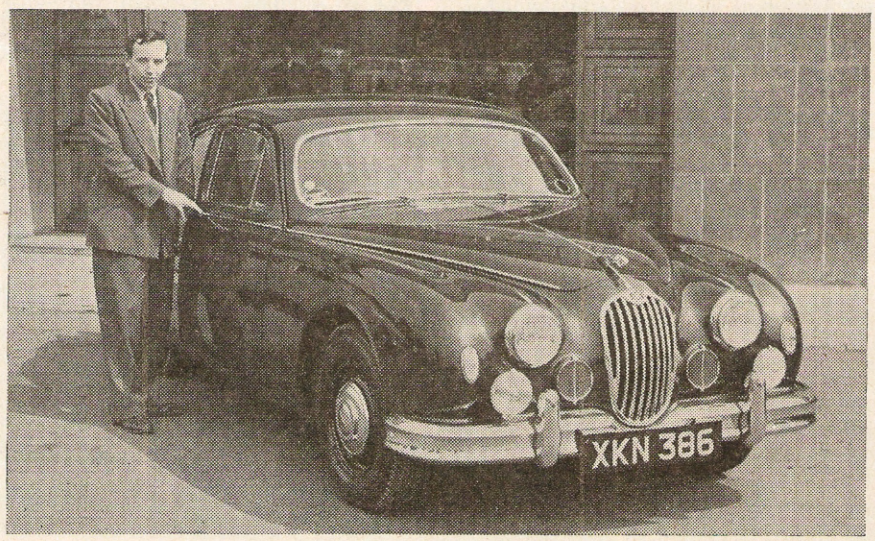
10-lap Handicap Race: 1, D. V. Greaves (Aston Martin), 62.06 m.p.h.; 2, J. M. Uren (Ford Anglia); 3, Miss P. Burt (Aston Martin DB2/4); 4, P. C. Scriven (Austin-Healey).

5-lap Scratch Race: 1, J. B. Naylor (Lotus-Maserati), 75.61 m.p.h.; 2, R. P. Standbridge (A.C. Ace); 3, F. W. Marriott (Lotus-Climax Mk. VI); 4, Miss P. Burt (Aston Martin DB2/4).

5-lap Handicap Race: 1, D. V. Graves (Aston Martin), 60.93 m.p.h.; 2, J. Walker (Ford Prefect); 3, J. M. Uren (Ford Anglia); 4, R. M. Barford (Singer Roadster).

10-lap Handicap Race: 1, D. J. Randall (Lotus-M.G.), 67.32 m.p.h.; 2, F. R. Banks (Lester-M.G.); 3, D. A. Wilcocks (Triumph TR2); 4, R. P. Standbridge (A.C. Ace).

5-lap "Motor Sport" Trophy Handicap Race: 1, J. B. Naylor (Lotus-Maserati), 78.74 m.p.h.; 2, D. A. Wilcocks (Triumph TR2); 3, M. Reid (M.G.A); 4, D. J. Randall (Lotus-M.G.).



T.T. WINNER'S CHOICE: John Surtees, winner of this year's Senior T.T. in the Isle of Man, and last Sunday's Dutch motor-cycle Grand Prix, takes delivery of his new 2.4 Jaguar.

ARGENTINE
500 MILES RACE

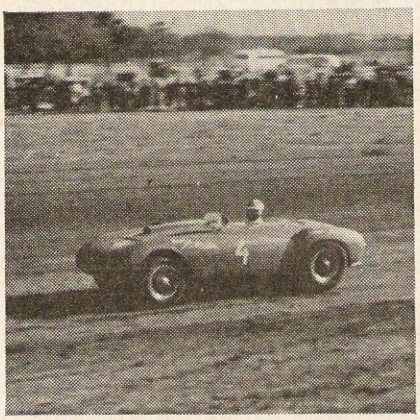
Najurieta (4½-litre Ferrari) Wins Long-Distance Dirt Circuit Race at Rafaela at 104 m.p.h.

SHORTLY after the Indianapolis "500", another 500-miler was run off in the Western Hemisphere, not only several thousand miles to the south but of a nature completely different to the Hoosier Bowl classic. This was the Argentine Rafaela race, run on a dirt circuit 400 miles north of Buenos Aires. The event was open to sports cars, racing cars and locally built Specials.

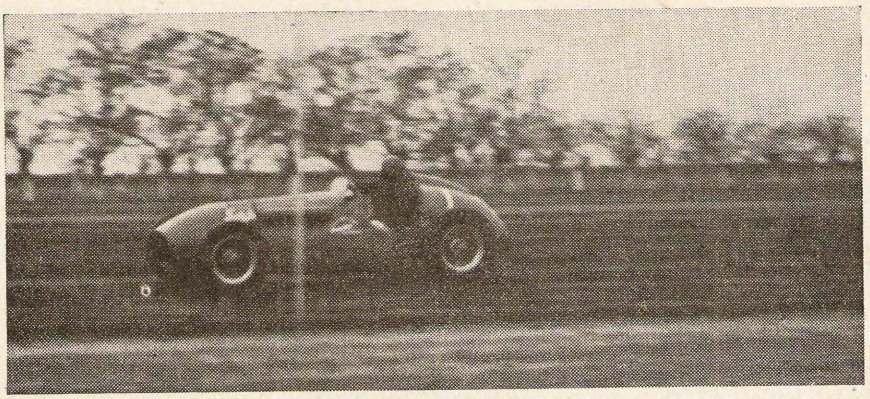
Run off over 172 laps totalling exactly 500 miles, the group of sports cars (and one racing car, an Alfa Romeo 3,800) started off first, Carlos Najurieta (Ferrari 4,500) leading from Luis Milán (Ferrari 3,000) and Ricardo Grandío (Maserati 2-litre). Thirty seconds later the group of Specials tore off, but within less than two laps the leader, Jesús Ricardo Iglesias (Chevrolet Spl.), had caught Najurieta, who was considerably handicapped by driving his powerful car with a leg encased in plaster after having broken his hip-bone shortly before the race.

The average rose over 100 m.p.h. and stood at 105 m.p.h. by the time the first 10 laps had been run off, Iglesias leading from Requejo (Chevrolet Spl.), J. F. Lopes (Chrysler Spl.) and A. Pián (Ford Spl.), thus the home-built Specials were all over the sports cars. Lopes's Chrysler broke a connecting-rod on lap 36 and fell out, and now Najurieta slowly began settling down and gradually worked his way up to second place.

On lap 60 Iglesias and Najurieta both stopped for fuel, but while Najurieta's stop was very well organized, taking on 30 gallons of fuel in 46 secs., Iglesias took 1 min. 24 secs. to take aboard 20 gallons, part of it spilling out of the churn and falling on the floor. This let Najurieta get very close to Iglesias, but the Chevrolet driver soon began to draw away again without any special preoccupations. Requejo's Chevrolet, running third, broke up very considerably at 95 laps and left Iglesias leading from Najurieta, Pián third (Ford Spl.) and Grandío fourth (Maserati 2-litre). Then



AND THIS is Carlos Najurieta, the winner of the Rafaela 500 miles race, at speed in his 4½-litre sports Ferrari. He drove with one leg in plaster!



THIS very "Grand Prix" Special is a Chevrolet, with which J. R. Iglesias took second place and made fastest lap at 117.12 m.p.h.

at 102 laps Najurieta's bonnet flew off and three laps later the Steward called him in, to no avail as Najurieta flashed by the pits twice without seeing the black flag. However, after an explanation and apologies the Steward allowed Najurieta to continue, the bonnet having been located out on the circuit and brought to the pits.

After this delay, Najurieta started going very fast indeed while Iglesias in contrast slowed up. Then Pián stopped for a tyre change but his Rudge wire wheels jammed on the hub and Pián lost over seven minutes changing the wheel, which let the consistent Grandío with the little Maserati into third spot.

Now the race was running out, but there were surprises yet. With 22 laps to go Iglesias spun out twice on the same lap, once through over-correcting after the first time, and Najurieta drew considerably closer. Then, when Iglesias got going again, he shortly ran out of fuel! He had to push the car to the pits—luckily a short distance—and, amid the inexpressible excitement of the spectators, the pitmen botched the refill again and Najurieta flashed through, led the race, and won. Iglesias made the fastest lap at 117.12 m.p.h.

"PIERRE VILEBREQUIN".

Results

1, Carlos Najurieta (Ferrari 4,500), 4 hrs. 45 mins. 59.5 secs,, 104.7 m.p.h.; 2, J. R. Iglesias (Chevrolet 4,100), 1 lap behind; 3, Ricardo Grandío (Maserati 2,000), 19 laps behind; 4, Alfredo Pián (Ford 4,600), 20 laps behind; 5, Luis Milán (Ferrari 3,000), 23 laps behind.

MALLORY PARK NATIONAL

STARTING at 2 p.m. tomorrow is the B.R.S.C.C.'s National meeting at Mallory Park, near Leicester, for which 100 entries have been received for the nine events. Among those in the 1,200 c.c. sports car race will be Peter Gammon and Ronnie Moore with Coopers, Cliff Allison and Keith Hall with Lotuses, R. Mackenzie-Low (Elva) and Eric Brandon (Halseylec). Dennis Taylor and Les Leston will have 1,500 c.c. Coopers, and Colin Chapman, Graham Hill and Reg Bicknell 1,500 c.c. Lotuses. Entered for the *Formule Libre* event are Alan Brown (Cooper-Alta), Paul Emery (Emeryson), R. Gibson (Connaught), Bob Gerard (Cooper-Bristol) and B. H. Holland (Maserati), while Formula 3 starters will include Stuart Lewis-Evans, George Wicken, Don Parker, Jim Russell and Tom Bridger. In the AUTOSPORT Championship race, over 24 laps, Austin-Healeys will be driven by J. Dalton, D. Shale, R. Green and A. Kellett, Lotuses by G. Hill and J. Lawry, and M.G.As by A. Foster, R. Fitzwilliam and D. Simpson. Among others present in this event will be R. J. Utley (Frazer-Nash), S. A. Hurrell (TR2), S. F. Wilder (Porsche) and D. J. Calvert (H.R.G.).

AND NOW—A RUSSIAN TURBINE CAR

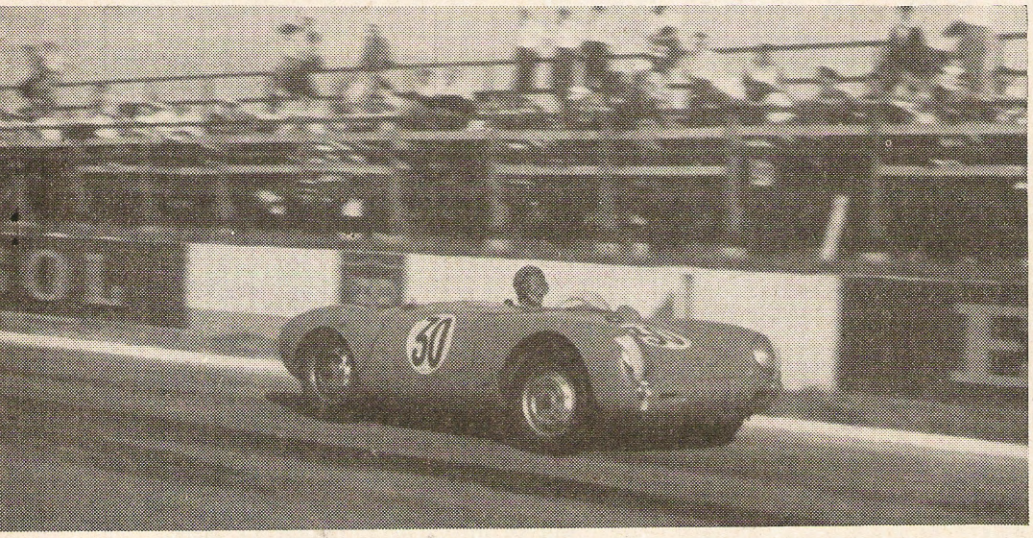
HARD on the heels of the Renault "L'Etoile Filante" announcement last week comes news of the first Russian gas turbine car. Constructed in the experimental department of the Molotov automobile plant at Gorki, under the direction of technical chief A. A. Smoline, the car has its power unit mounted at the rear, as on the Renault, kerosene gas being compressed and fed to the driver turbine, from which the drive passes forward, then, by double-drop gearing, and short propeller shaft, transmits to the rear axle. The car is of compact proportions and externally is very similar to the cigar-shaped machine illustrated on page 636 of the 22nd June issue of AUTOSPORT. The Russians, it seems, have encountered the same problems with turbine-powered cars as have Western manufacturers—namely, to secure reasonable fuel consumption. Power is abundant from the unit, and speeds of over 180 m.p.h. are claimed.

ANOTHER ECONOMY RUN

A NEW Mk. II Ford Zodiac, driven by David Seigal-Morris and using a Borg-Warner overdrive and Shell fuel, recently completed a test run, visiting every county in England. The run, of approximately 1,200 miles, was made at an average of 35.9 m.p.h. and 31.03 m.p.g.

A NICE CHANGE FOR WOLSELEY

THE Nuffield Organization have announced a new Wolseley — the "Fifteen-Fifty"—having a central, floor-mounted gear-change, in place of the steering column version. The increased power is produced by the B.M.C. "B"-type, o.h.v. engine, giving 50 b.h.p. at 4,200 r.p.m. from 1,489 c.c. The exterior of the "15-50" is similar to that of the "4-44" and the M.G. Magnette. The new car is priced in Great Britain at £640, plus £321 7*s*. Purchase Tax—a total of £961 7*s*.



VICTORY went to Porsche in the 1,500 c.c. event with cars of this marque in first and second places. Here is the winning car in action; it was driven by Dick von Frankenberg and Claude Storez.

Porsche wins the first "12 Hours"

Opening Event of Rheims Racing Weekend Won by von Frankenberg and Storez—Gallant Effort by MacKay Fraser and Ivor Bueb (Lotus)—Fastest Lap by Moss (Cooper)

THIRTY cars lined up for the first of the 12 hour sports car races, which began at 10 a.m. Fastest practice lap was put up by Stirling Moss (Cooper-Climax), with a time of 2 mins. 49.5 secs. (176.00 k.p.h.). Next best was the Ivor Bueb/MacKay Fraser (Lotus-Climax) with 2 mins. 53 secs., followed by the Loyer/Mlle. Thirion Gordini (2 mins. 53.4 secs.), the Maglioli/Chiron Osca (2 mins. 53.9 secs.) and von Frankenberg's Porsche (2 mins. 54.6 secs.). Bueb's Lotus broke a drive shaft coupling on the way to the circuit, after an all-night session installing the 3.2 to 1 axle out of Mike Anthony's Lotus-Bristol, which non-started in the bigger sports car race.

As usual, it was Stirling Moss who was first away after the Le Mans-type start, in brilliant sunshine, but with few spectators. MacKay Fraser had difficulty in getting the Lotus away with its abnormally high axle, and was one of the last to leave. Moss came through, 8 secs. in the lead from von Frankenberg, with Maglioli's blue and white Osca in third place, followed by Loyer (Gordini), Hacquin (Porsche) and Goethals (Porsche). Stirling's standing lap was a mere 3 mins. 6 secs.

The Cooper-Climax was easily 5 secs. a lap faster than the rest. Fraser brought the dark green Lotus up at a remarkable pace, passing car after car, and was actually seventh on the third lap. Hacquin's Porsche came into the pits to have a dented tail examined. Then a tragedy was reported. Annie Bousquet crashed with her Porsche on the tricky left-hander towards the Virage de Muizon, and unhappily succumbed to her injuries. The British Army Officers' syndicate, Second-Lieuts. Power and Hiam, had their Cooper-Climax in the pits with overheating. Maglioli overtook Frankenberg on lap 5, and three laps later, Moss's Cooper passed sounding a trifle rough. It stopped next time round, went out again after 4½ mins., only to halt repeatedly with apparent carburation bothers. The Powers/Hiam Cooper was withdrawn with a blown head gasket; the Fitzwilliam/Carnegie M.G.A. had annoying trouble with plug sockets coming adrift from the leads.

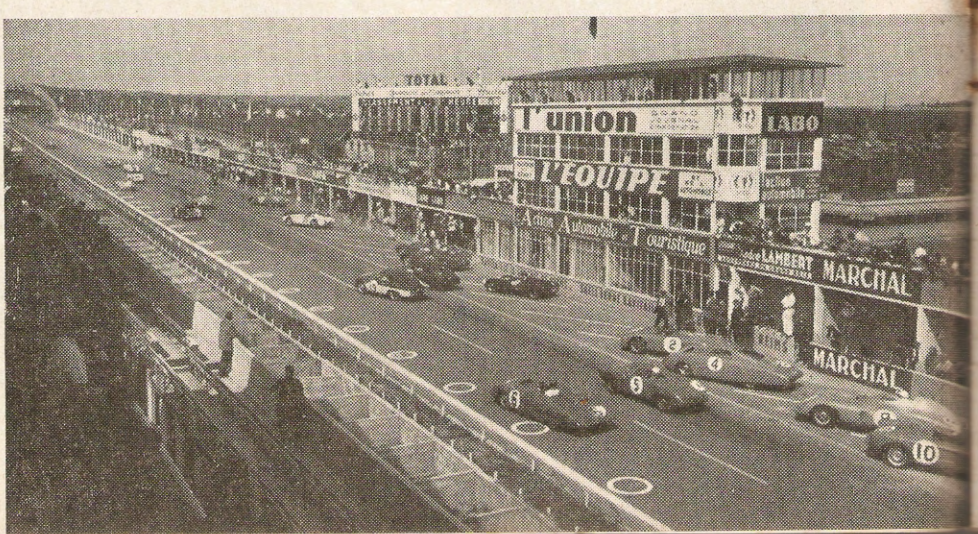
After one hour's racing Maglioli (Osca) led at a speed of 170 k.p.h. by 17½ secs. from von Frankenberg. Fraser, going like a bomb, was in third place, closing fast on the Porsche. The Chancel brothers' Monopole-Panhard led the 750 c.c. class at 143.48 k.p.h. At mid-day, Mac Fraser was in second place, just 13.9 secs. behind the Osca, and at 12.10 p.m., the Lotus went ahead at Thillois and Maglioli stopped to refuel and hand over to Louis Chiron. Fraser, who had been driving brilliantly, handed over to Ivor Bueb at 12.55 p.m., front wheels were changed, and the tank replenished. At 1 p.m. (quarter-distance), Chiron was a lap ahead of the Lotus after its pit stop, and Frankenberg was 2 mins. 52.2 secs. behind the British car. Moss was in and out of the pits; eventually Phil Hill took over, but the car was not going well at all. However, it was announced that Moss had set up a new class record of 2 mins. 45.5 secs. (112.16 m.p.h.).

The Osca stopped at its pit for a long time, and was eventually retired. At 2 p.m. Frankenberg led Bueb by 1.1 secs., with the Seidel/Buff Porsche third, two laps behind and followed by the Bourillot/Perroud Maserati, the Thirion/Loyer Gordini and the Goethals/Goethals Porsche. In seventh place was the Chancels' Panhard, easily heading the 750 c.c. class. The lone M.G. had the withdrawal fork of the hydraulic clutch break, and a trick start had to be resorted to in order to get going again—Robin Carnegie pressing the starter as mechanics pushed.

The Lotus and the Porsche repeatedly changed places, and at the fifth hour Frankenberg led by just 7.3 secs. with Seidel third and Mlle. Thirion fourth, just ahead of the noisy Bourillot/Perroud Maserati. At half distance there were 20 cars running. Moss had packed in, as had the Harris/Hacquin Porsche, and the Michel/Berger Maserati. The position was:—

1. Bueb/Fraser (Lotus), 5 hrs. 58 mins. 47.4 secs., 121 laps, 167.983 k.p.h.
2. Von Frankenberg/Storez (Porsche), 5 hrs. 57 mins. 35 secs., 120 laps.
3. Seidel/Buff (Porsche), 119 laps.
4. Bourillot/Perroud (Maserati), 115.
5. Goethals/Goethals (Porsche), 114.
6. Thirion/Loyer (Gordini), 109.
7. Laureau/Armagnac (D.B.), 103 (750 c.c. leader).
8. Blache/Pons (Ferry-Renault), 103.
9. Castelain/Ros (Alfa Giulietta), 100.
10. Navarro/Beaulieux (Panhard).

The Gordini was the next of the faster cars to go, and the Lotus lost some time



THE START of the first event was at 10 a.m. on the Saturday, and it began in brilliant sunshine. As usual Moss was away first in the Le Mans-type start.

THE FRENCH GRAND PRIX MEETING AT RHEIMS

at the pits. Consequently, with seven hours of racing gone, Frankenberg was three laps in front at 167.650 k.p.h., followed by the Seidel/Buff Porsche, the Lotus and the red Maserati. The Ferry-Renault now led the "tiddlers", and the Giulietta was up in ninth place. Carnegie and Fitzwilliam still circulated with the one-cog M.G.

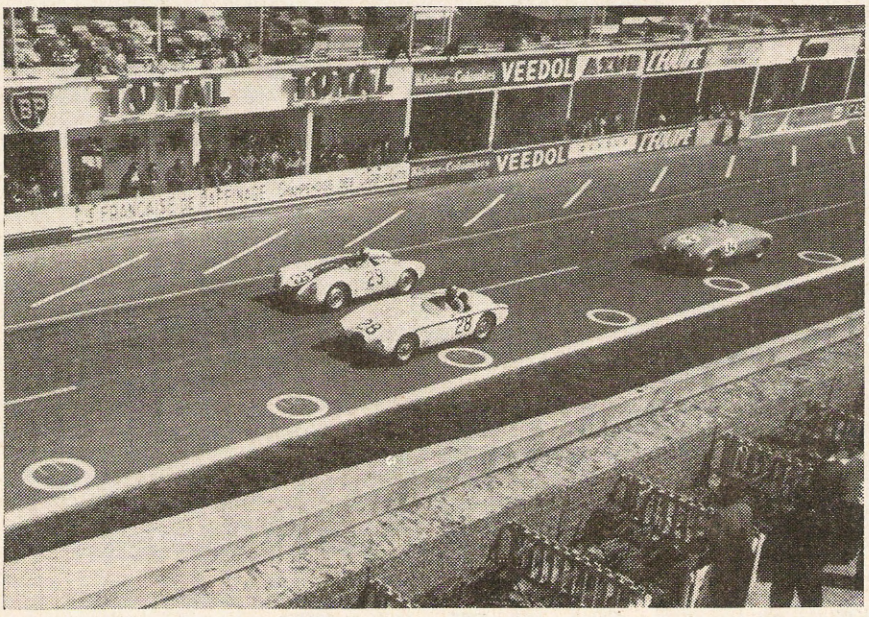
At 5.40 p.m. Bueb came in for a plug-change, and 30 mins. later coasted in with bottom and second gears gone. Seidel's Porsche was also in trouble, remaining stationary for a long time. Frankenberg, probably with slide rules sticking out of his pockets, went round with monotonous reliability. Seidel's car was retired with a holed piston. The Lotus began to sound healthy again. Bueb handed over to Fraser; with only top gear now in operation, minimum weight counted, Mac being several stone lighter than Ivor.

At three-quarter distance Frankenberg led the Lotus by six laps, and the Maserati had moved up to third place. The M.G. was worked on behind the pits, and was naturally not permitted to rejoin the race. The hydraulically-operated clutch was the trouble. The question was: "could the Lotus struggle along on one gear?" Fraser played his part manfully, determined to finish. Anyway von Frankenberg was well in the lead. After nine hours of racing he was eight laps ahead of the Maserati, which was one hour in front of Fraser. The Belgian Porsche of Goethals was five laps behind the Lotus. In fifth place was the 750 c.c. class leader, the Ferry-Renault, followed by Seidel's Porsche and the amazingly consistent little Alfa Giulietta Sprint Veloce.

Now came the Maserati's turn for trouble, and with two hours left to go it had dropped to fourth place—two laps behind the Goethals cars. Fraser was now back in second place, just nine laps behind von Frankenberg and Claude Storez. The Alfa had now come up to sixth place—five laps behind the Ferry-Renault. There were still 19 cars running on the board, although the M.G. had been eliminated after covering 115 laps. Fraser had the engine go dead near Thillois, and pushed the car all the way to the pits.

During the 11th hour, Goethals moved up to second place, and the Lotus remained stationary in the pits. The oil-pump had evidently seized, and there was a large hole in the sump. The Maserati was also in serious trouble, and as mechanics worked on it, the tiny blue Ferry-Renault went up to fourth, and then finally into third place as the Lotus was pushed away to the dead car park. This had been a brilliant effort, and there is little doubt that Mac Fraser had covered himself with glory. It would have crowned his efforts to be rewarded with a place. Von Frankenberg now had the huge lead of 15 laps over the Belgian Porsche. Running in second place in the 750 c.c. category was the neat little red Stanguellini of Faure/Fouy. The Laureau/Armagnac D.B. was retired.

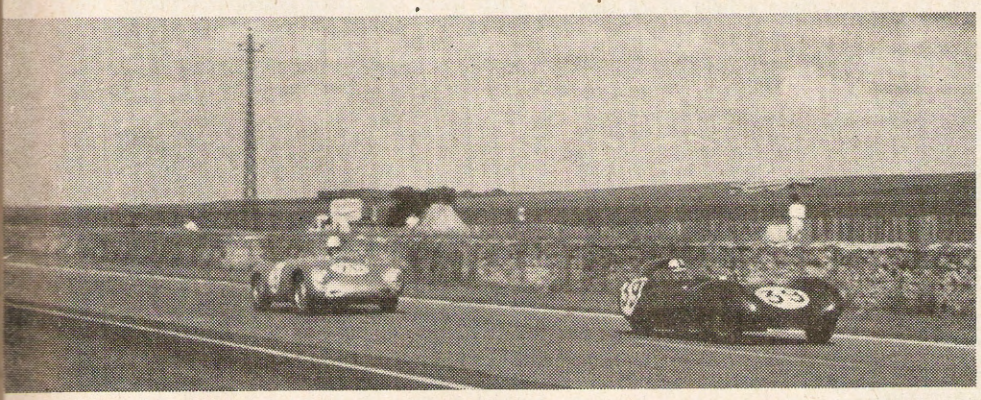
GREGOR GRANT.



HIGH VIEW of the track past the pits as the Seidel/Buff Porsche in American colours and the Chiron/Maglioli Osca lead the Thirion/Loyer Gordini through.

★

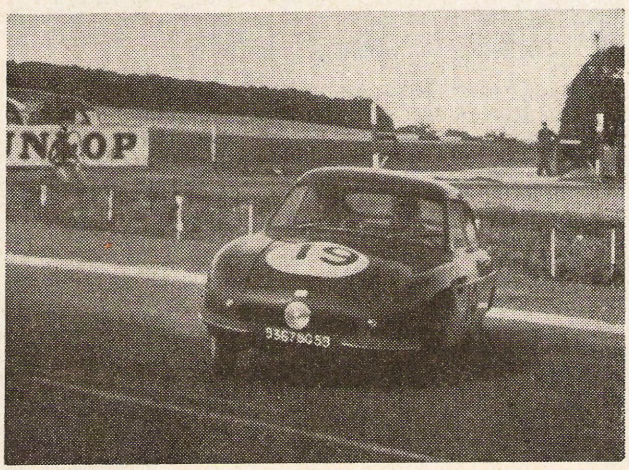
FIRST PLACE for several laps was held by the Bueb/McKay Fraser Lotus, seen leading the Goethals Porsche after Thillois corner.



★

IN TROUBLE at Thillois is the coupé DB of Ghesquiere and Parmentier.

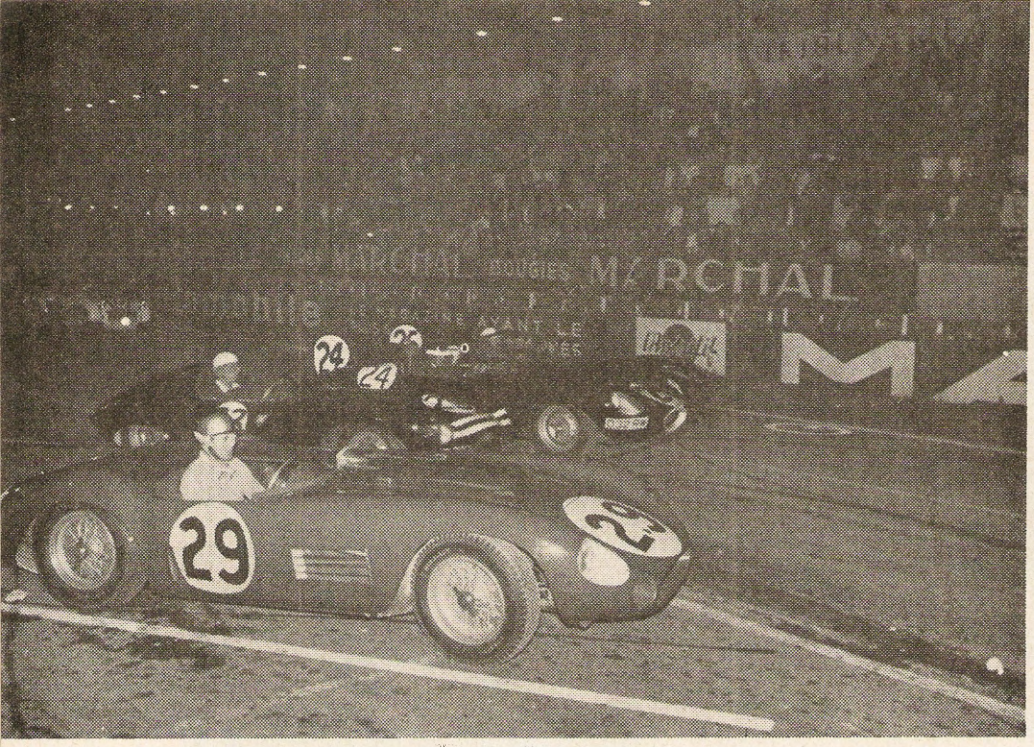
★



Results

1. Frankenberg/Storez (Porsche), 1,974.870 kiloms, 164.572 k.p.h. (102.265 m.p.h.).
2. Goethals/Goethals (Porsche), 1,837.608 kiloms.
3. Blache/Pons (Ferry-Renault), 1,690.302 (First 750 c.c.).
4. Harris/Hacquin (Porsche), 1,665.028.
5. Castelain/Ros (Alfa Romeo Giulietta), 1,659.514.
6. Faure/Fouy (Stanguellini), 1,609.530 (Second 750 c.c.).
7. Chancel/Chancel (Panhard), 1,582.314 (Third 750 c.c.).
8. Carpentier/Vidilles (D.B.).
9. Mougin/Bounet (D.B.).
10. Dumazer/Campion (Renault VP).
11. Bianchi/Poirot (Renault).
12. Van Steen/Sourzat (Panhard).

Fastest lap: Stirling Moss (Cooper-Climax), 2 mins. 45.5 secs. (112.16 m.p.h.).



ON THE HOP: Nearly the whole field jumped the start in the big sports car race, which started at midnight. J. H. Gottgens's TR2 can be seen coming up from the far end of the line, as the Jaguars and Maglioli's Ferrari are just getting away.

Jaguar One-Two-Three-Four

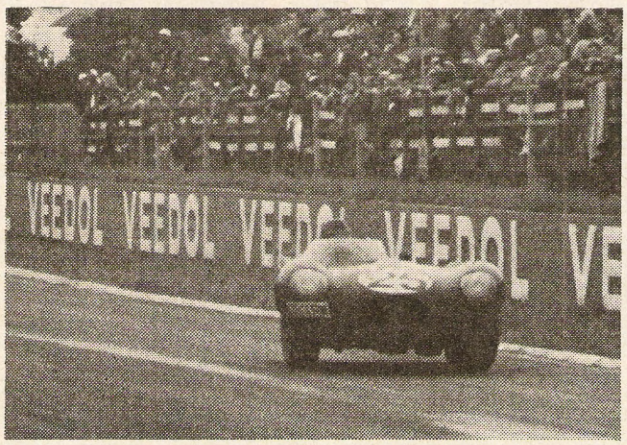
Grand Slam for D-types in 1½-3½-litre Twelve Hour Race: Hamilton/Bueb the Winning Combination

UNBEATEN in the big-car category of the Rheims 12 hour sports car races, Jaguar of Coventry did it again, with a demonstration of high-speed reliability which augurs well for the coming 24 hours race at Le Mans. The marque finished 1-2-3, the fuel-injection machine of Duncan Hamilton/Ivor Bueb winning at a speed of 111.009 m.p.h. In fourth place came the "Ecurie Ecosse" Jaguar of Ron Flockhart and Ninian Sanderson, this beautifully prepared blue machine proving almost as fast as the "works" cars. "Wilkie's" pride and joy had a dramatic last lap, when a half-shaft sheared at Thillois—but Flockhart coasted home safely, just as the 12th hour was up.

The Raymond Flower/Colin Davis effort with the Austin-Healey was an epic of "never-say-die". Their original entry with the Cairo-built Phœnix had to be scrubbed when the Turner engine broke a piston in practice. Flower managed to circumvent all sorts of red tape in bringing his S-type Healey from Germany to replace the lavender-painted 2-litre vehicle. The Austin-Healey ran like a train, and finished in eighth place.

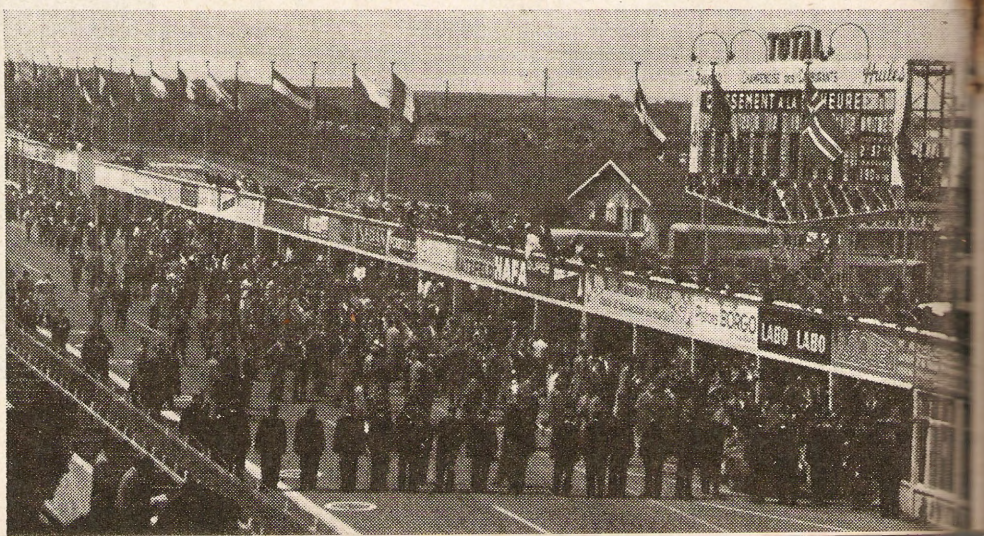
As soon as the pits were cleared from whoever was left of the smaller class race, the rather meagre field of 16 cars lined up in front of the grandstands. The fact that they were 16 is a fitting tribute to the determination of some British teams, as three of the cars really could not be hoped for a few hours before the race was due to start: for instance, a very fed up Ken Wharton could be seen pacing the paddock waiting for Du Puy's 3-litre Maserati which had to be driven on the road after the lorry which was carrying it packed up a few hundred miles from Rheims. The much-advertised Phœnix was also in trouble for the Turner engine did not come up to expectations, and holed a piston after some slowish practice laps. Whereupon Flower, undaunted, set out to Dusseldorf to collect his faithful ex-T.T. Austin-Healey "S" and brought it back just in time for the start, having to wake up the British Consul in the middle of the night to get the requested visa. The car was still being prepared on the grid and the harassed Flower remarked he was out for the "24 hours" of Rheims. . . . Then there was John Horridge's Lister-Bristol which was going to be co-driven by David Piper instead of Archie Scott-Brown as listed on the programme: this car was really completed in the paddock during the first race!

As expected, the best times had been turned up by the Jaguars, and Desmond Titterington was credited with a rousing 2 mins. 35.3 secs. which led Mike Hawthorn by only two-tenths of a second. Driving the fuel injection car, Duncan Hamilton was a fraction slower with 2 mins. 36.4 secs. First of the "foreign" opposition was Harry Schell's 3-litre Ferrari "Monza" with 2 mins. 39.2 secs. leading Ron Flockhart's "Ecosse" blue Jaguar by four-tenths of a second. Les Leston was the next in the H.W.M. which he was down to drive with Noel Cunningham-Reid. Time: 2 mins. 47.5 secs.; and immediately after came the fastest of the 2-litres, the impressive



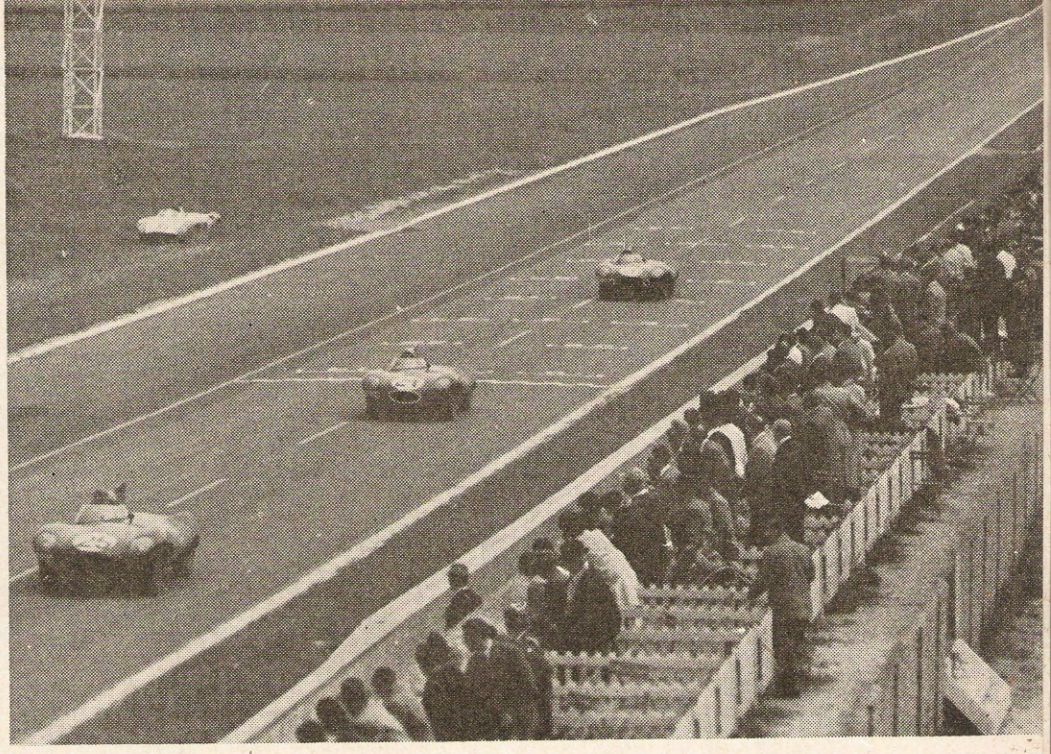
GOING SLOW! Duncan Hamilton cornered like this all through his winning drive, and when ordered by his pit to slow down, proceeded to break the lap record just before the finish.

HUMAN BROOM (below): To clear the track after each race, the gendarmerie formed up across the road, and marched through the pit area, sweeping all before them.



THE FRENCH GRAND PRIX MEETING AT RHEIMS

FORMATION FINISH: We have seen Bristols cross the line together at Rheims, and now, on Sunday, Jaguars finished in line astern, with the Ecosse car fourth.



Gordini which had gone so well in Montlhéry's and Monza's 1,000 km. races. Da Silva Ramos had got it round in 2 mins. 50 secs. and he was leading the 2-litre Ferrari of Picard/Manzon by one and eight-tenth secs. The ninth fastest lap had been put up by the 3,500 c.c. Maserati, sister car to Stirling Moss's ill-fated Mille Miglia car. However, Maglioli and Piotti, who were going to drive it, were not too happy with the car's road holding.

The Starters

Austin-Healey "S": Raymond Flower/Colin Davis. **A.C.-Bristol:** Ringoir/Scheid (Belgium). **Lister-Bristol:** John Horridge/David Piper. **Ferrari 2-litre:** François Picard/Robert Manzon (France). **Triumph:** Gottgens, J./H. (Belgium). **Gordini 2-litre:** Da Silva Ramos/B yol (France). **Ferrari 2-litre:** J. C. Vidilles/Guigou (France). **Ferrari 2.6-litre saloon:** Yves Giraud-Cabantous/Ampoulie (France). **Ferrari 3-litre:** Jean Lucas/Harry Schell (France). **Jaguar:** Ron Flockhart/Ninian Sanderson (Ecosse). **Jaguar:** Mike Hawthorn/Paul Frère. **Jaguar:** Duncan Hamilton/Ivor Bueb. **Jaguar:** Desmond Titterington/Jack Fairman. **H.W.M.-Jaguar:** Les Leston/Noel Cunningham-Reid. **Maserati 3.5-litre:** Maglioli/Piotti (Italy). **Maserati 3-litre:** Ken Wharton/Prince Metternich.

Led by some character in "french blue" overalls the drivers were almost all seated in their cars when the flag was dropped, but first car away was the Triumph of the Belgian Gottgens, who sailed away with flapping door. At the end of the first lap, however, Ivor Bueb had worked a 5 secs. lead over Mike Hawthorn, who was followed in turn by Ron Flockhart and Desmond Titterington. Another Jaguar-engined car was next: Cunningham-Reid's H.W.M. and only then came Jean Lucas in Harry Schell's Ferrari, leading Maglioli, Vidilles' elderly Mondial Ferrari and Bayol's Gordini. Next time round Bueb had increased his lead to 7 secs. and the Gordini was leading its class. On the third passage the lap record credited to Mike Hawthorn with 2 mins. 40.4 secs., who went down to 2 mins. 40.2 secs. on his fourth lap. Driving the unsteady Maserati, Maglioli passed Jean Lucas and on the following lap he had caught Cunningham-Reid's H.W.M. into fifth position, behind the four Jaguars, Titterington now leading Flockhart.

Meanwhile, in front the fight was still on and Bueb had lapped in 2 mins. 40.1 secs., then Mike did 2 mins. 39.4 secs. Before half an hour of racing was over David Piper brought the Lister into the pits with a broken clutch-actuating hydraulic cylinder and the harassed pit crew started fitting a new component which was installed in about three-quarters of an hour! Mike was now closing duly on the fuel-injection car and his was the record with 2 mins. 38.4 secs. and sure enough on the 19th lap his car was in the lead, by which time only the four Jaguars were on the same lap, as everybody else was lapped and the slower Triumph was already seven tours in arrears.

First Hour Classification

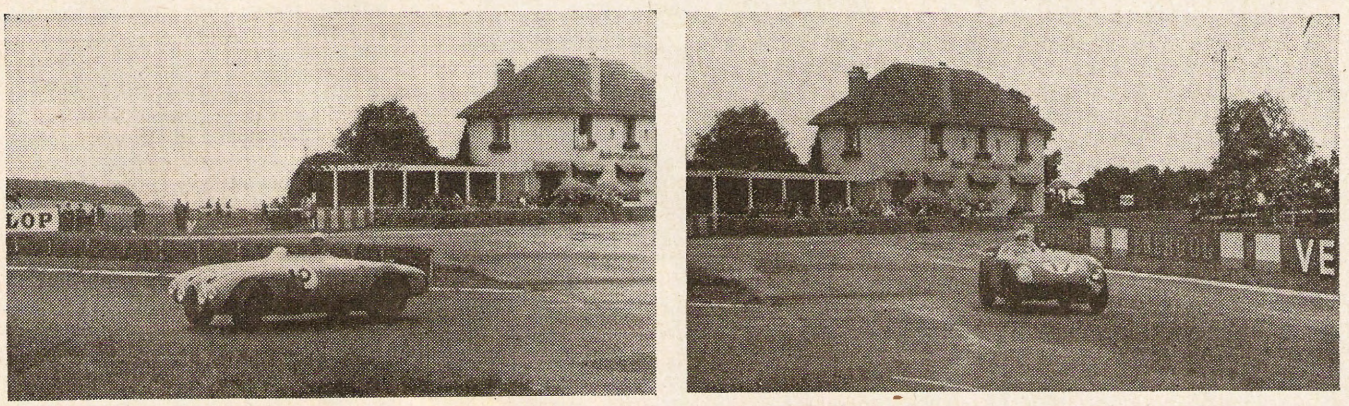
1. Hawthorn (Jaguar), 22 laps (186.065 k.p.h.).
2. Bueb (Jaguar), 22 laps.
3. Titteringon (Jaguar), 22 laps.
4. Flockhart (Jaguar), 21 laps.
5. Maglioli (Maserati), 21 laps.
6. Leston (H.W.M.), 20 laps.
7. Lucas (Ferrari), 20 laps.
8. Bayol (Gordini), 19 laps (1st of 2-litre class).
9. Manzon (Ferrari), 19 laps.
10. Wharton (Maserati), 19 laps.
11. Vidilles (Ferrari), 18 laps.
12. Davis (Austin-Healey), 17 laps.
13. Ringoir (A.C.-Bristol), 17 laps.
14. Giraud, C. (Ferrari), 17 laps.
15. Gottgens (Triumph), 16 laps.
16. Piper (Lister-Bristol), 9 laps.

However, Ivor Bueb did not intend to leave it like this and he went past Hawthorn again, smashing the lap record with 2 mins. 37.2 secs., then he dropped back again. The Gordini which was leading its class started misfiring and was brought into the pit for attention to the carburetters, losing its position to Manzon's Ferrari.

Maglioli's Maserati was then retired as the driver found it such a handful in the night down the fast straights. After two and a half-hours' racing the works Jaguars were brought in for refuelling one after the other. Paul Frère took over from Mike Hawthorn, Duncan Hamilton from Ivor Bueb and Jack Fairman from Desmond Titterington. Half an hour later, trying to catch up the works cars by one pit stop, the Ecurie Ecosse car was refuelled and Ninian Sanderson took over from Flockhart. Which explains why the third hour classification gave the latter team in the lead, while the Du Puy Maserati had dropped one place due to refuelling, and driver changeover when Prince Metternich replaced Ken Wharton at the wheel. The Triumph was brought in for attention to the front hub.

During the fourth hour the next casualty was Jean Lucas, whose Ferrari had gearbox trouble. The car was retired without its entrant, Harry Schell, even touching the wheel, and one guesses that Harry, who was mentally preparing for the Grand Prix, did not mind overmuch. The Ecurie Ecosse started losing

(*continued on page* 20)



TROUBLES AT THILLOIS: This sharp corner caught out several drivers including Bayol (left) who spun his Gordini, and Vidilles (right) who is seen rejoining the circuit in his brakeless Ferrari after a short run down the escape road towards Rheims

AFTER the Ferrari trio, Fangio, Collins and Castellotti, had dominated the French Grand Prix at Rheims for over 20 laps of the 61 laps distance, Harry Schell suddenly came into the picture with the Vanwall. His own car packed up after five laps, and at 11 laps, he took over from Mike Hawthorn who was feeling far from fit. The change-over occupied just 10 secs., dropping the Vanwall from fourth to seventh place.

Thereafter Schell drove the race of his life. He carved as much as 6 secs.

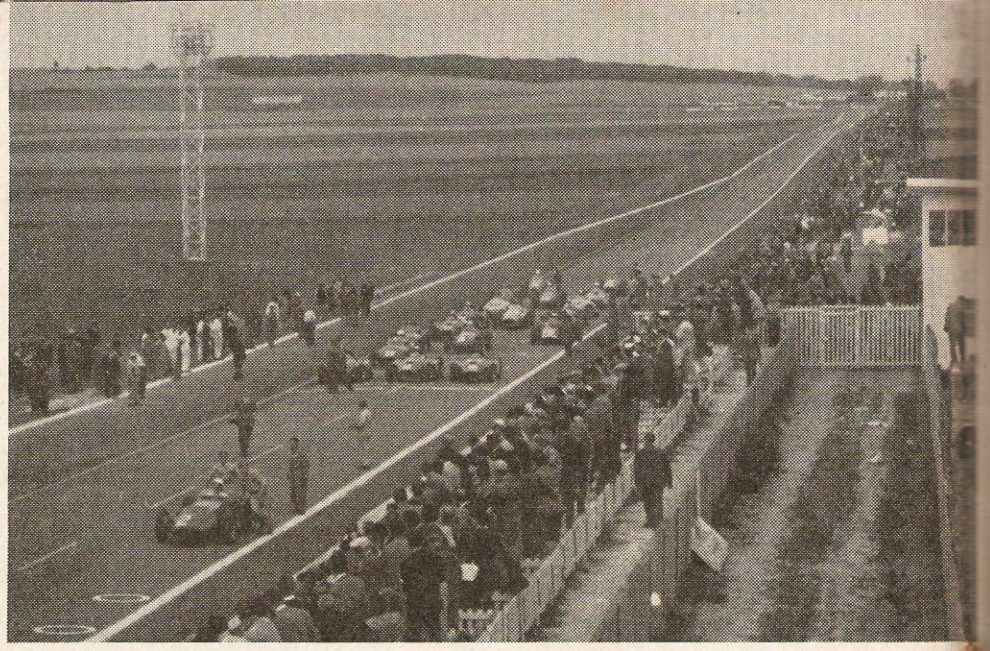
★ ★ ★ ★ ★ ★ ★ ★ ★

THE

FRENCH GRAND PRIX MEETING

AT RHEIMS

★ ★ ★ ★ ★ ★ ★ ★ ★

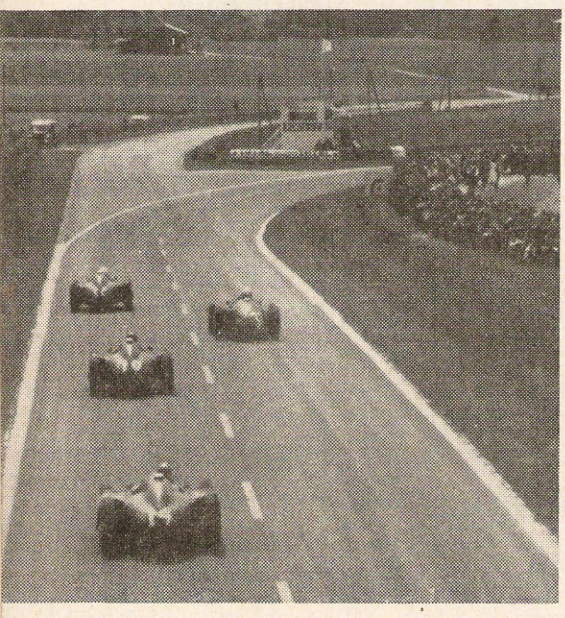


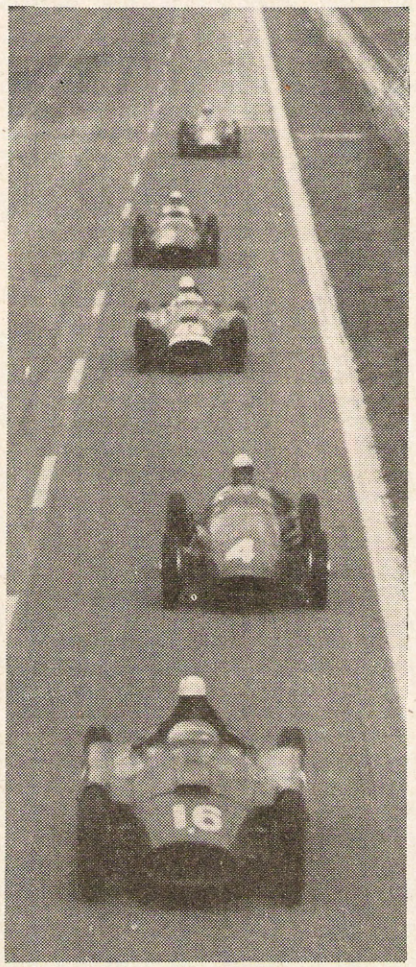
COLLINS WINS THE GRAND PRIX

His Second Formula 1 Victory in a Fortnight—Harry Schell's Great Effort with Vanwall—Fangio Breaks Lap Record on Final Round

off Fangio's lead each lap and, on the 28th tour, raced past the stand just 8 secs. behind. Closer and closer he came to the three red cars. The British spectators—and there were hundreds of them—chanted V-A-N-W-A-L-L. Above the pits there was a British colony, with Union Jacks in evidence. With a tremendous burst of speed, the green car rocketed past Castellotti and Collins, to sit on the tail of Fangio's car. For three laps Schell held second place, cheered to the echo as he tried to close with the World Champion. Then trouble intervened, and the Vanwall dropped back, eventually to come into the pits for attention to the throttle linkage.

Nevertheless, Fangio's efforts to hold off the British car cost him a pit-stop to have a loose fuel union tightened, and he dropped to fourth place behind Jean Behra (Maserati). This left Peter Collins and Castellotti to fight it out. A few laps from the end, Pete took the lead and there developed a tremendous dice between him and the Italian, with





LAP 1 COMPLETED (above) and De Portago (Ferrari) is hounded down the tribunes straight by Behra (Maserati), Gendebien (Ferrari), Moss and Perdisa (Maseratis).

All YOURS: (Left) Villoresi keeps his Maserati well over at the Virage de Muizon to let the leading Ferraris of Castellotti, Fangio and Collins slam through.

By GREGOR GRANT

Photography by George Phillips

the Britisher winning his second successive Grand Prix. He thus joins Segrave, Williams and Hawthorn in the élite ranks of British drivers who have won this classic.

Moss had trouble, and took over Perdisa's f.i. car. Schell circulated on three cylinders, aiming to finish. The two eight-cylinder Gordinis, and the older six-cylinder car all finished. Trintignant went quite well with the Type 251 Bugatti, but retired after 18 laps. This had the engine out of the latest car, installed in the prototype chassis.

* * *

SCUDERIA FERRARI turned up in full force for Wednesday's practice. Tony Vandervell presented three Vanwalls. drivers Mike Hawthorn, Harry Schell and Colin Chapman. To Hawthorn went the honour of being the first man to get round the Rheims circuit at over 200 k.p.h.—for which feat he was presented with 100 bottles of champagne. Schell was just pipped for this bundle of bubbly, as was Pete Collins (Ferrari). Fangio did not practise.

Actual times were: Collins (Ferrari), 2 mins. 25.6 secs. (205.263 k.p.h.); Schell (Vanwall), 2 mins. 26.8 secs. (203.585 k.p.h.); Hawthorn (Vanwall), 2 mins. 27 secs. (203.308 k.p.h.); de Portago (Ferrari), 2 mins. 30.9 secs. (198.053 k.p.h.); Gendebien (Ferrari), 2 mins. 35.6 secs. (192.071 k.p.h.); and Chapman (Vanwall), 2 mins. 36 secs. (188.843 k.p.h.).

Thursday was Juan Manuel Fangio's day. The Champion of the World turned a lap in the fantastic time of 2 mins. 23.3 secs. (208.557 k.p.h.), 129.59 m.p.h. His driving was sensational—through the Virage du Calvaire past the tribunes without lifting his foot, the car scarcely twitching as he rocketed round. Both Moss and Hawthorn were there to watch! It was an unlucky evening for Vanwall: Colin Chapman had his brakes lock on, and ran into the back of Haw-

DRAMA at the start (left): With only seconds to go, Stirling Moss's Maserati refuses to fire. It came to life as the flag was raised, and Moss reversed to his place just before the field was released.

thorn's car. The latter was repairable, but Chapman's was out of the race.

Two of the new 251 Bugattis turned up, the latest version being a much neater car than its predecessor, Trintignant did several not very fast laps, in both cars, his best being 2 mins. 42 secs. Maseratis also went out, but were under geared and no really good times were recorded.

On Friday Castellotti (Ferrari) was fastest with 2 mins. 24.6 secs. (206.682 k.p.h.). Next was Fangio (2 mins. 24.9 secs.), then Hawthorn (2 mins. 27.3 secs.), Behra (Maserati), 2 mins. 27.8 secs., Moss (Maserati), 2 mins. 29.9 secs., and Schell (Vanwall), 2 mins. 31.6 secs. The rather sensational Renault turbine "Shooting Star" made its appearance, going round with a high-pitched screech.

Everyone was sad to learn that Enzo Ferrari had lost his son, who died after a long illness. At first he felt like withdrawing the cars, but eventually agreed to run them, the drivers wearing black brassards as a token of respect.

Starting Grid

Fangio (Ferrari) 2 m. 24.9 s.*	Castellotti (Ferrari) 2 m. 24.6 s.	Collins (Ferrari) 2 m. 23.3 s.*
		Schell (Vanwall) 2 m. 26.1 s.
Moss (Maserati) 2 m. 29.9 s.	Behra (Maserati) 2 m. 27.8 s.	Hawthorn (Vanwall) 2 m. 27 s.
Villoresi (Maserati) 2 m. 33.3 s.		de Portago (Ferrari) 2m. 32.8 s.
Perdisa (Maserati) 2 m. 35.6 s.	Rosier (Maserati) 2 m. 35.3 s.	Gendebien (Ferrari) 2, m. 34.5 s.
Manzon (Gordini) 2 m. 36.9 s.		Ramos (Gordini) 2 m. 35.9 s.
Trintignant (Bugatti) 2 m. 42 s.	Godia (Maserati) 2 m. 40.4 s.	Taruffi (Maserati) 2 m. 37.5 s.
Simon (Maserati) 2 m. 47.9 s.		Pilette (Gordini) 2 m. 46.8 s.

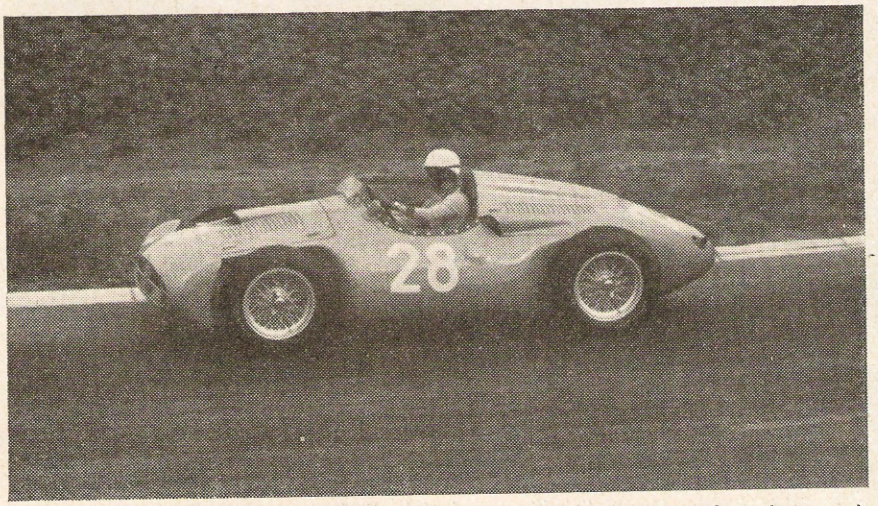
* Times appear to have been transposed: Collins given pole position despite Fangio's officially announced practice figures.

The start was chaotic: Moss's engine failed to fire, and mechanics frantically pushed the Maserati. The flag was raised before the motor came to life, and Stirling had to reverse smartly on to the grass to regain his place on the grid —just as the cars moved off, with Castellotti leading from Fangio, Collins and Schell. Villoresi's Maserati stalled, and he lost almost a lap before he got away.

Down from Thillois screamed the three team Ferraris, with Collins leading by $\frac{4}{5}$ sec. from Castellotti and Fangio. Hawthorn (Vanwall) was in fourth place, followed by Moss (Maserati), Behra (Maserati), de Portago (Ferrari), Gendebien (Ferrari) and Perdisa (Maserati). Next time round, Castellotti had nipped in front of Fangio and Collins, with Hawthorn within striking distance. André Simon (Maserati) stopped at the pits. Lap 3, and the first three maintained order; behind Hawthorn, de Portago, Gendebien and Behra became involved in a stirring struggle. Schell had dropped back with the Vanwall to 10th place. Taruffi (Maserati) lost 75 secs. changing a plug.

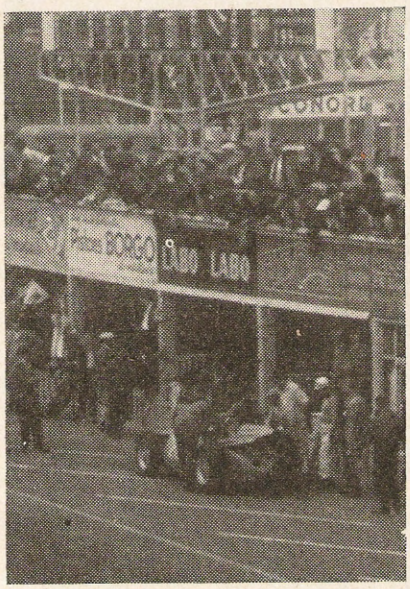
Lap 4, and still the order of the first three remained unchanged, but one hour later, Fangio hurtled past Castellotti under the Dunlop Bridge to take the lead. The race order was: 1, Fangio and Castellotti (Ferrari), 12 mins. 51.9 secs. (193.589 k.p.h.); 3, Collins (Ferrari); 4, Hawthorn (Vanwall); 5, de Portago (Ferrari); 6, Gendebien (Ferrari); 7, Behra (Maserati); 8, Moss (Maserati); 9, Perdisa (Maserati); 10, Godia (Maserati); 11, Rosier (Maserati); 12, Schell (Vanwall); 13, Ramos (Gordini); 14, Trintignant (Bugatti); 15, Manzon (Gordini); 16, Pilette (Gordini); 17, Taruffi (Maserati); 18, Villoresi (Maserati); 19, Simon (Maserati).

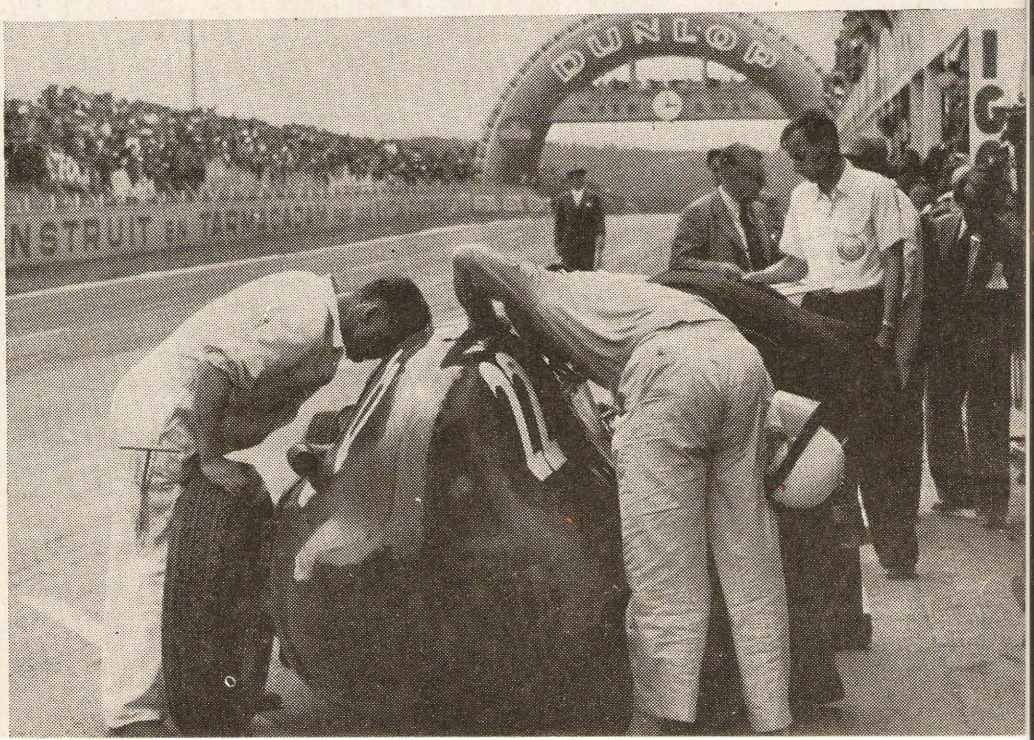
Then, a great disappointment to the British contingent; Harry Schell coasted into the pits with his Vanwall. At the same time, Mike Hawthorn began to lose ground to the three Ferraris. Schell's car was stationary for 6 mins. 48 secs., did one slow lap, and was retired with gearbox trouble. Harry sat disconsolately on the pit counter. Perdisa's Maserati went past with smoke pouring out of the bonnet, but sounded healthy enough. Manzon (Gordini) and



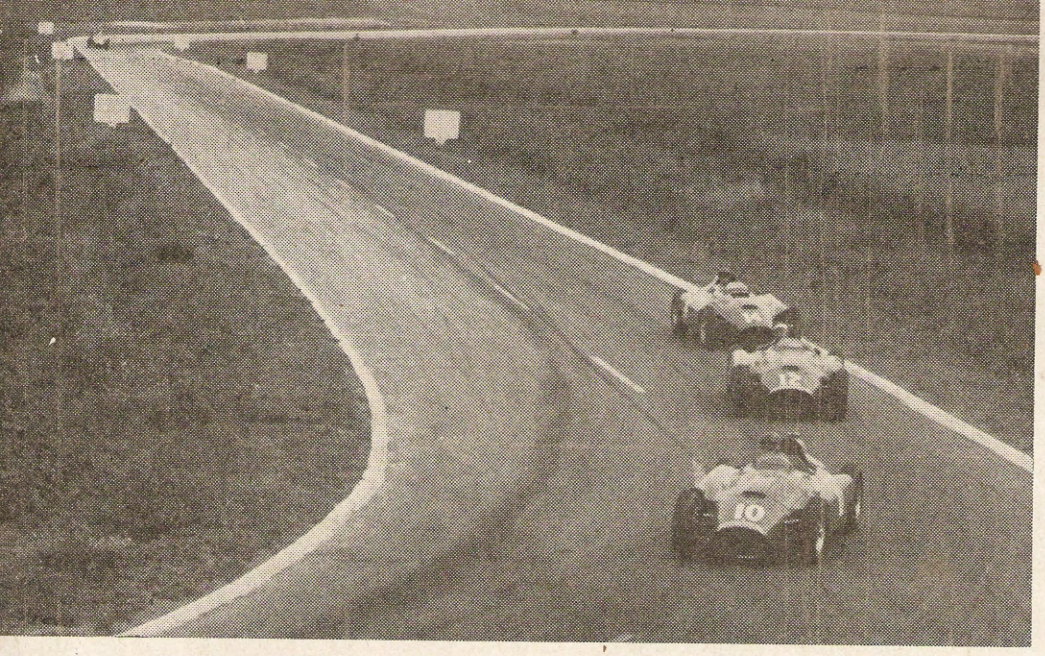
APPOINTMENT KEPT: (Above) The rear-engined Bugatti duly made its racing début, Maurice Trintignant driving a quiet race, and encountering a disturbing front-end lightness.

(Below): After 18 laps France's latest G.P. car comes in to retire, with throttle trouble.

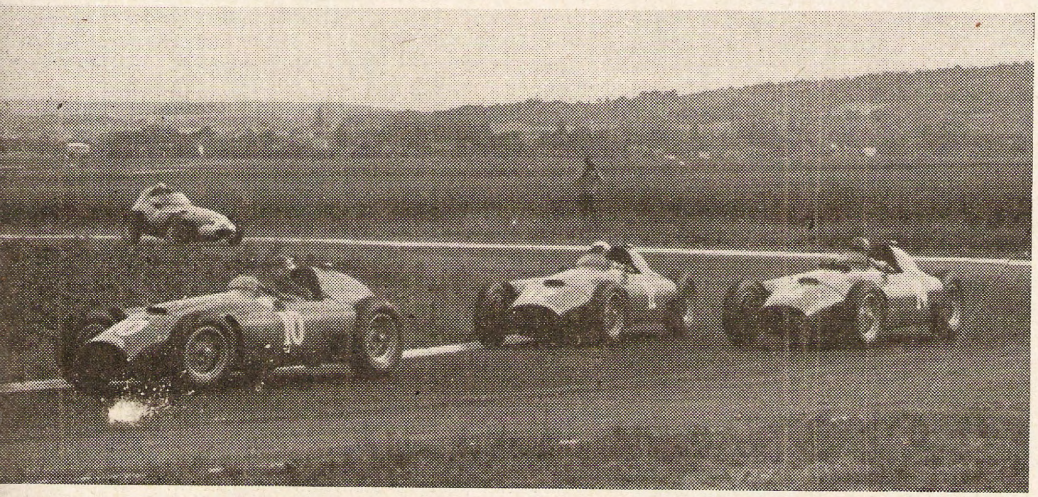




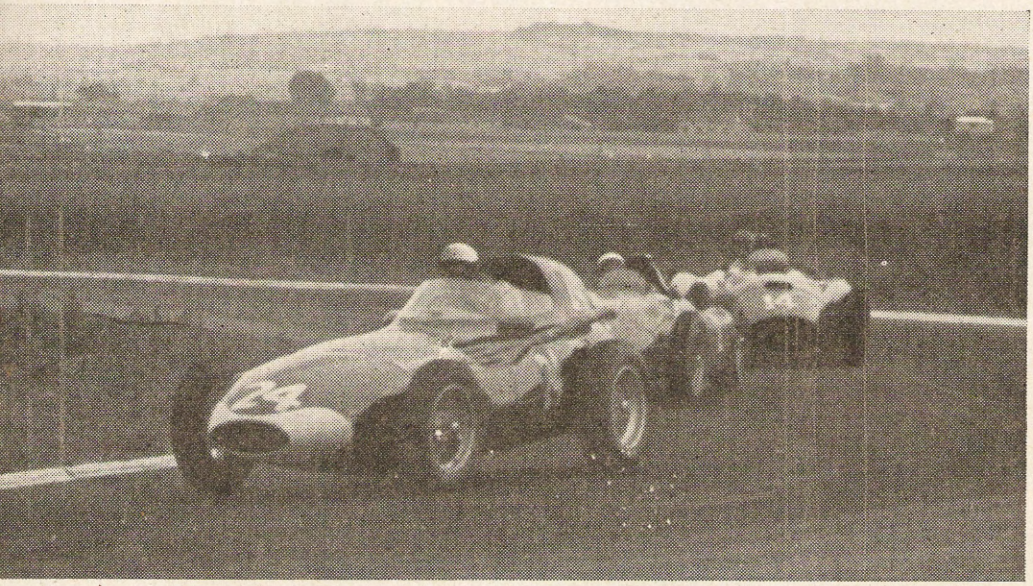
SETBACK to Vanwall hopes (right) came early, when Harry Schell came in to retire with gearbox trouble. He subsequently took over Hawthorn's car, twice breaking the lap record and climbing up to second place before throttle linkage bothers set him back again, to finish tenth.



THREE STAGES in Harry Schell's wonderful climb from seventh to second place. While Fangio, Castellotti and Collins fight things out at the Virage de Muizon, the Vanwall is just coming in sight.



A LAP LATER, and Schell is at the tail of the Ferraris, while Castellotti sneaks through on the inside of Collins.



ANOTHER ROUND—the 31st, and the Vanwall is past Castellotti and Collins, and in hot pursuit of Fangio—and Schell has broken the lap record at 201.254 k.p.h. (125.05 m.p.h.).

Trintignant (Bugatti) were running neck-and-neck, to great excitement among the French.

Mike was very definitely dropping back, and was being threatened by de Portago, Gendebien and Behra. Moss's car tailed behind his team-mate. Then on the 11th lap, Hawthorn came in, and Schell jumped into the driver's seat; total time, 10 secs., putting the Vanwall into seventh place behind Behra. One lap later and Moss came in to retire; almost immediately the "come in" signal was hung out for that unfortunate Maserati stooge, Cesare Perdisa. The take-over took 27 secs., the car being topped-up with oil and fuel. This was the fuel-injection machine.

As the three Ferraris circulated a few yards apart, interest began to centre on Harry Schell, who was rapidly overhauling Jean Behra, and indeed swept past him on the 16th lap, to set off in pursuit of Gendebien. Villoresi, after his slow start, had moved up to 12th place. Apparently unaware of the meteoric Schell, the Ferrari pit gave the "maintain speed" to the leading trio; de Portago was also closing up, using Stirling Moss as pace-maker. However he didn't stay long with the Maserati, for the next sight of him was pushing his car from Thillois to abandon it at the Pavilion André Lambert. Trintignant in the new Bugatti retired after 18 laps, apparently with throttle pedal trouble.

Vanwall v. Ferrari

The crowd now sensed the drama of Schell's lone fight with the Vanwall against the might of Ferrari. Out came the stop watches; the chatter from the excited crowd almost drowned the P.A. On the 20th lap he caught and passed Gendebien. The race order now was: 1, Fangio, 51 mins. 24.5 secs. (193.783 k.p.h.); 2, Castellotti; 3, Collins; 4, Schell; 5, Gendebien; 6, Behra.

With 22 laps on the board, Schell was lying 26½ secs. behind Fangio. At 23 it was 23½ secs.; at 24, 18½ secs.; at 25, 12 secs.; at 27, 11 secs., and at 28, 7.9 secs. The Vanwall rocketed past Moss's Maserati as if it was standing still. The

LAP-BY-LAP SCORE CHART OF FRENCH G.P.

193·589

CAR	DRIVER		1	2	3	4	5	6	7	8
FERRARI	FANGIO	10	14	12	12	12	12	10		
"	CASTELLOTTI	12	12	10	10	10	10	12		
"	COLLINS	14	10	14	14	14	14	14		
VANWALL	SCHELL	22	22	24	24	24	24	24		
"	HAWTHORN	24	2	16	16	16	16	16		
MASERATI	BEHRA	4	24	4	44	44	44	44		
"	MOSS	2	4	44	4	4	4	4		
FERRARI	DE PORTAGO	16	16	2	2	2	2	2		
MASERATI	VILLORESI	38	44	6	6	6	6	6		
FERRARI	GENDEBIEN	44	6	22	22	22	22	36		
MASERATI	ROSIER	36	8	8	8	40	40	40		
"	PERDISA	6	36	40	40	36	36	32		
GORDINI	DA SILVA RAMOS	32	40	36	36	32	32	28		
"	MANZON	30	42	32	32	28	28	30		
MASERATI	TARUFFI	8	32	30	28	30	30	34		
"	GODIA SALES	40	30	28	34	34	34	8		
BUGATTI	TRINTIGNANT	28	34	34	30	8	8	38		
GORDINI	PILETTE	34	28	42	38	38	38	22		
MASERATI	SIMON	42	38	38	42	42	42	42		

22 R

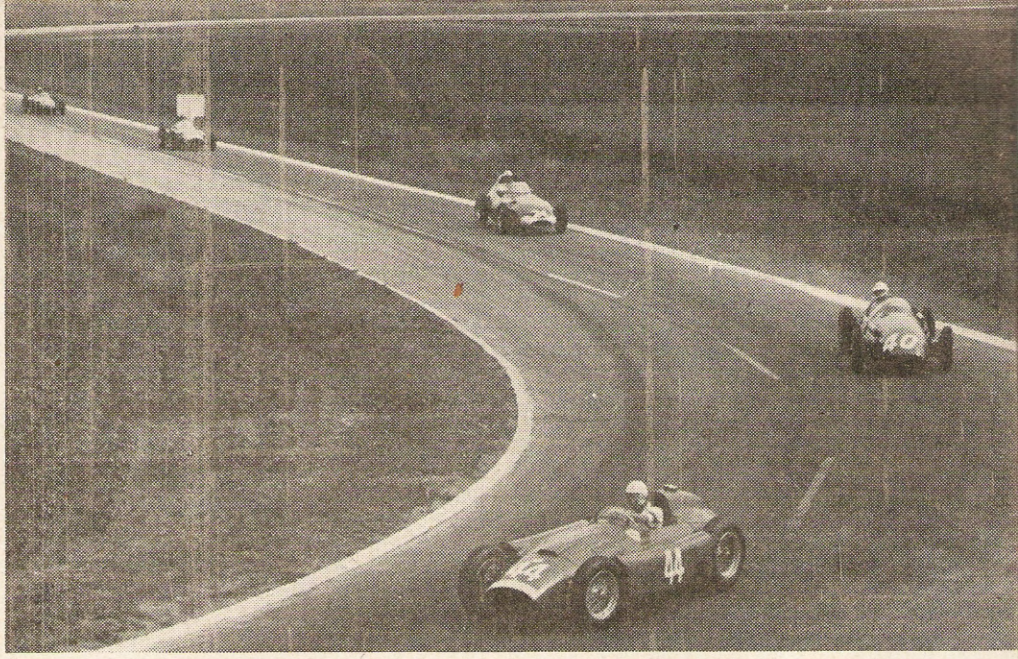
crowds went nearly berserk with excitement, as the high-tailed Vanwall came right up among the red cars.

Swooping down the main Soissons-Rheims road to Thillois, the green car rapidly overhauled its rivals. Out went the "faster, faster" signal to Fangio and Co., but there was little they could do about it. Schell pulled out all the stops, and to tremendous cheers, he dodged past both Collins and Castellotti to tackle Juan Manuel Fangio. That wily veteran gave his car the gun, and down the length of the Tribunes straight he went, with the green car on his tail. The actual race order at 30 laps was: 1, Fangio, 1 hr. 16 mins., 54.6 secs. (194.293 k.p.h.); 2, Castellotti; 3, Collins; 4, Schell; 5, Gendebien; 6, Behra.

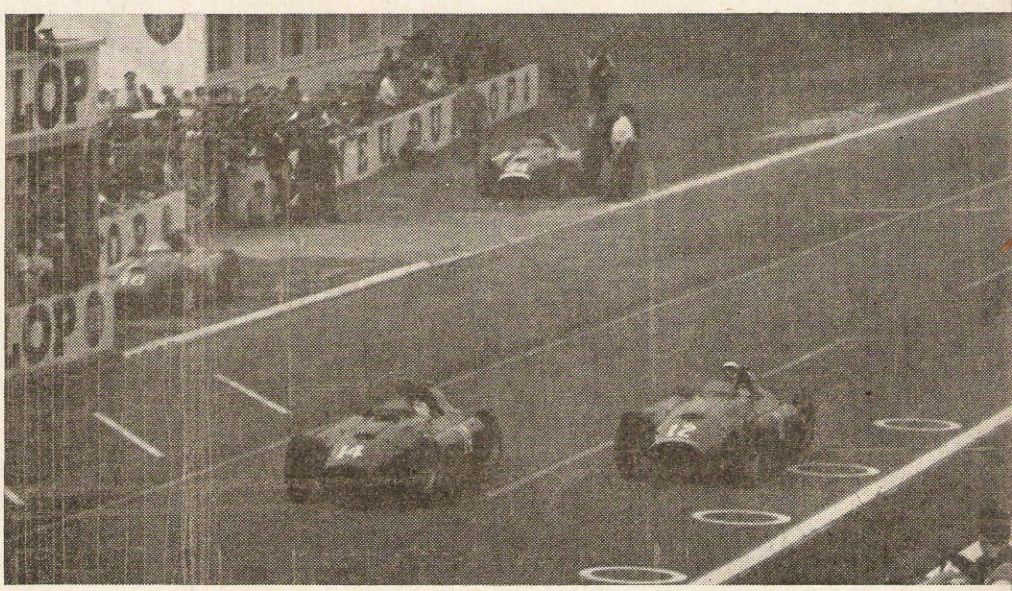
It was on this lap that Schell set up a new circuit record of 2 mins. 28.5 secs. (201.254 k.p.h.), to get to grips with the Ferraris. Lap 31 and Schell was past the stands in second place, only to be retaken by Castellotti under the Dunlop bridge. Up to Thillois, Schell was hard on the heels of the Italian, and as they came down towards the pits, he weaved to the inside and was back again in second place—just ½ sec. behind Fangio.

Amidst all this excitement, Gendebien and Behra were having a grim struggle for fifth place, passing and repassing on every lap. Schell held his second place, Fangio keeping him at bay, and Collins and Castellotti worrying him like terriers. On the 35th lap, there was a bit of weaving in, and weaving out, and Harry was back into fourth place. The Ferrari trio took up plenty of road as they screeched past the pits, with the imperturbable Juan Manuel still in front.

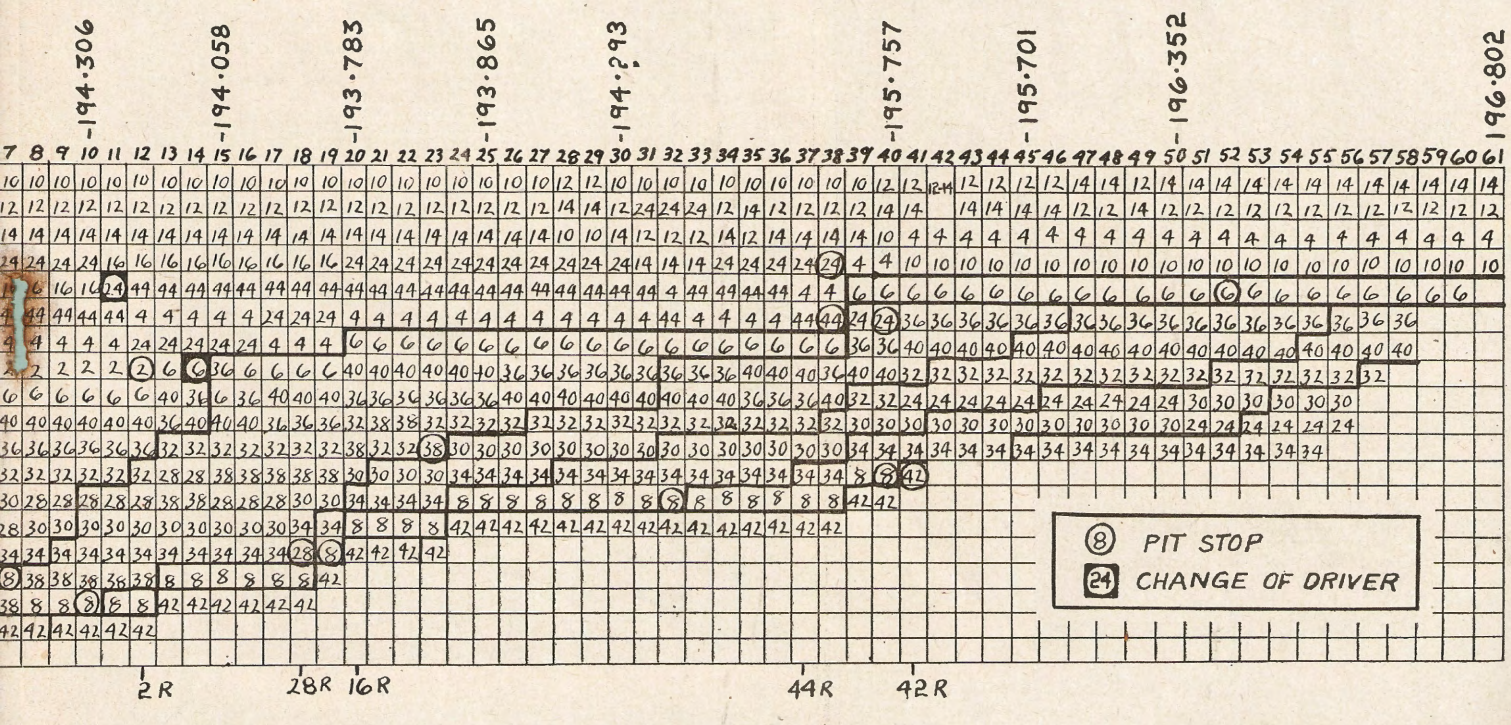
Schell began to drop back, and signalled to his pit. He dropped to 2 secs., 5 secs., 10 secs., and finally glided into the pits where mechanics worked on the engine. He had a wonderful recep-



COSMOPOLITAN: Belgian driver Gendebien (Ferrari) leads Spaniard Godia Sales (Maserati), Franco-American Schell (Vanwall) and Frenchmen Rosier and Behra (Maseratis).



LAST BATTLE: (Right) Lap 49 and Peter Collins passes Eugenio Castellotti for the last time, to win the French G.P. —the fourth Briton to do so. Behind can be seen the abandoned Ferraris of de Portago and Gendebien.



tion from the crowd—and thoroughly deserved it! Over 5½ mins. elapsed before the green car moved off again, misfiring as it accelerated down to the Virage de Calvaire.

Meanwhile Behra had won his battle with Olivier Gendebien, who then came into his pits trailing ominous pools of oil. The mechanics took one look, shuddered, and speedily removed the remains to the dead car park alongside that of de Portago's.

Then came more excitement. Fangio arrived slowly up from Thillois, to remain at his pit for over 2 mins. while mechanics fiddled with the engine. Apparently he was being blinded by fuel, sprayed from a loosened carburetter union. There were more cheers—this time from the French—as Jean Behra went by in third place. Fangio's temporary exit left Castellotti and Collins to dispute the issue. It seemed to be a case of "may the best man win", as they scrapped as if they were driving rival makes.

Fangio got going again just in time to avoid being lapped by the Perdisa/Moss Maserati, now in fifth place, ahead of Rosier (Maserati), Godia (Maserati) and Ramos (Gordini). Schell circulated slowly with the Vanwall, hoping to finish on the three good cylinders. Taruffi had many pit stops, and Simon eventually abandoned his five-cylinder Maserati. During their dice with Harry Schell, Fangio and Castellotti both broke the lap record on the 32nd tour in 2 mins. 27.5 secs. (202.618 k.p.h.). Fangio lowered this to 2 mins. 25.9 secs. (204.840 k.p.h.) one lap later, when the Vanwall was in second place.

The race now developed into a guessing game: Castellotti or Collins? Both were driving magnificently, being as often as not side by side. It was also interesting to note the progress of Fangio. At 50 laps (11 to go), he was 29.1 secs. behind Jean Behra, and began to gain at the rate of over 2 secs. a lap.

Castellotti had led fractionally from Collins from laps 43 to 46, but Pete got ahead for two more, was retaken on the 49th, and from then on kept ahead of the Italian. Fangio drove round at tremendous speed, and, in a last minute effort, just failed to catch Behra for third place. His last lap was a new Rheims circuit record of 2 mins. 25.8 secs. (127.37 m.p.h.).

Peter Collins had a wonderful reception; after the P.A. had played the somewhat boogie-woogie Italian National Anthem, "God Save The Queen" was put out—twice for good measure—followed by the Marseillaise in honour of Jean Behra's third place. Collins was truly magnificent, and, as was proved at Spa-Francorchamps, showed conclusively that he can keep up with Fangio—fastest road-racing man in the world. What few people realized was that Pete and Eugenio were having a proper go. The Italian was determined to win his first major G.P., and the Kidderminster man was equally determined to see the chequered flag first. One gathers that the Scuderia Ferrari pit just left it to the two drivers—as long as the "Prancing Horse" got the jack-pot, that was all that mattered!

Obviously Ferrari have much faster cars than Maserati, but the fuel-injection Vanwall may be even quicker. Schell made up most of his time on his rivals on the long straight, where cars may be travelling as much as 160-170 m.p.h. Actually, some unofficial timing by stopwatch over the kilometre before the braking point at Thillois, indicated that the Vanwall was doing 168 m.p.h. during Harry's pursuit of the Ferraris. Incidentally, Schell was the first driver ever to lap Rheims at 200 k.p.h. during a race.

Mike Hawthorn was definitely out of sorts, and no one could possibly blame him for handing over to Schell. As an official Jaguar driver, he did his stint without protest in the preceding sports-car race. Nevertheless, pushing the fantastically quick Coventry car round in the dark, and then on a soaking wet circuit was bound to exact considerable physical and mental effort. To set out to drive in a full-length *grande epreuve*, a few hours afterwards, was taxing endurance to the full.

The Bugatti was far from ready, and watching the peculiar behaviour of the eight-cylinder machine on one of the most billiard-table-like circuits in Europe, the retention of a more-or-less rigid front axle would appear to be an anachronism in this day and age. Gordini's latest car ran like clockwork, Robert Manzon being restricted to a rev. limit to avoid an expensive blow-up which the small Paris concern can ill afford. This chronicler respectfully suggests that the French motor industry could well afford to spend a few million francs to support a man who has given everything he possesses to the sport of motor-racing.

The aerodynamic Ferrari, more or less a Grand Prix sports-racing car, did not appear to have the handling qualities of the squat G.P. machines. Both Fangio and Collins tried it in practice, but it did not appear on the grid. Maserati's "streamliner" was also absent, and it would appear that drivers prefer to have a good view of their front tyres, rather than obtain the extra k.p.h. which is the object of producing aerodynamic carriages.

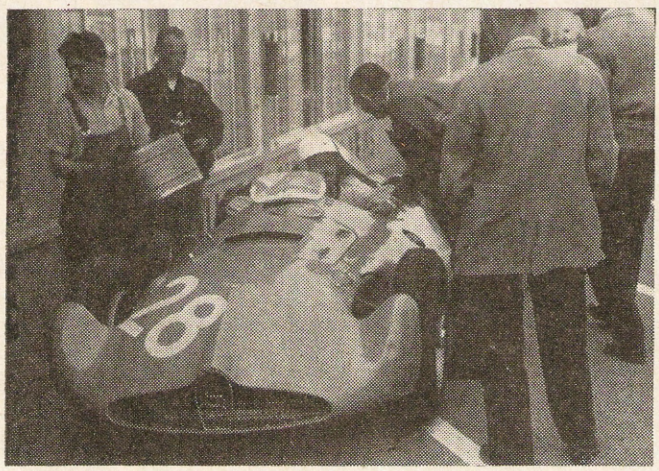
G.P. de L'A.C.F.
Lap Record Progress

Lap 2: Fangio (Ferrari), 2 mins. 29.8 secs., 199.508 k.p.h.
Lap 25: Schell (Vanwall), 2 mins. 29.4 secs., 200.042 k.p.h.
Lap 30: Schell (Vanwall), 2 mins. 28.5 secs., 201.254 k.p.h.
Lap 32: Fangio and Castellotti, 2 mins. 27.5 secs., 202.618 k.p.h.
Lap 33: Fangio, 2 mins. 25.9 secs., 204.840 k.p.h.
Lap 61: Fangio (Ferrari), 2 mins. 25.8 secs., 204.981 k.p.h.

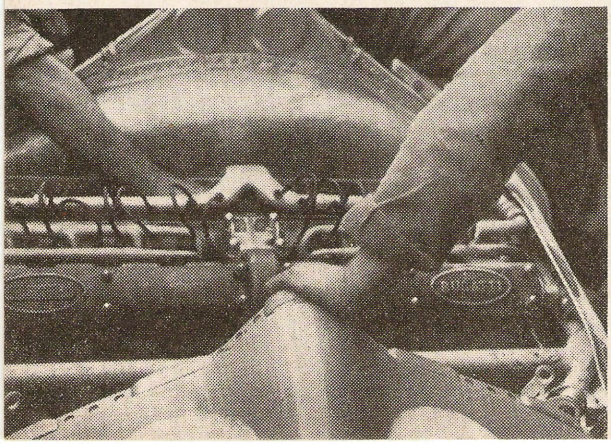
Results

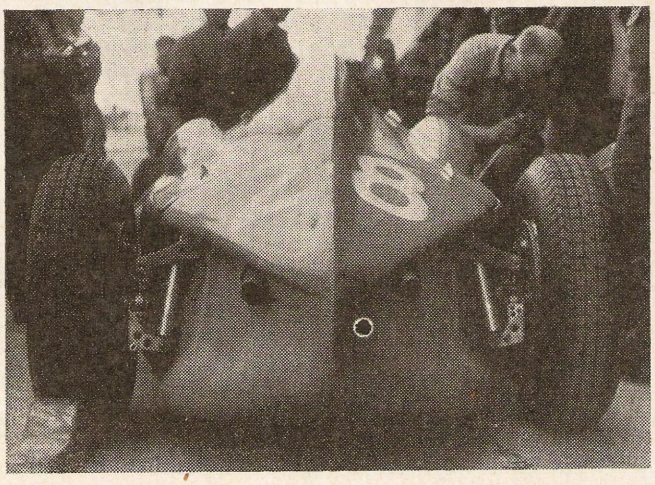
1. **Peter Collins** (Ferrari), 2 h. 34 m. 23.4 s., 196.802 k.p.h. (122.29 m.p.h.).
2. Eugenio Castellotti (Ferrari), 2 h. 34 m. 23.7 s.
3. Jean Behra (Maserati), 2 h. 35 m. 53.3 s.
4. Juan Manuel Fangio (Ferrari), 2 h. 35 m. 58.5 s.
5. Cesare Perdisa/**Stirling Moss** (Maserati), 2 laps behind.
6. Louis Rosier (Maserati), 3 laps.
7. Godia (Maserati), 4 laps.
8. Da Silva Ramos (Gordini), 4 laps.
9. Robert Manzon (Gordini), 5 laps.
10. **Mike Hawthorn**/Harry Schell **(Vanwall)**, 5 laps.
11. André Pilette (Gordini), 6 laps.
12. André Simon (Maserati), 20 laps.
13. Piero Taruffi (Maserati), 21 laps.

Fastest lap: Fangio, 2 mins. 25.8 secs., 204.981 k.p.h. (127.37 m.p.h.). Rheims circuit record.



NEW BUGATTI: During practice Trintignant turned out with a modified version of the Type 251, seen here (left) during filling-up operations at the pits.





(Left) A glimpse of the laterally-mounted, eight-cylinder engine, set behind the driver. (Right) Rear view of the newer type, showing the curious tail treatment, and suspension details.

Jaguars 1-2-3-4—*continued*

ground to the works cars and the rain started to fall. . . . Mid-race positions (the leader's position upset by refuelling schedule) were:—

1. Hawthorn/Frère (Jaguar), 131 laps (181.299 k.p.h.).
2. Hamilton/Bueb (Jaguar), 131 laps.
3. Titteringon/Fairman (Jaguar), 130 laps.
4. Flockhart/Sanderson (Jaguar), 127 laps.
5. Manzon/Picart (Ferrari), 119 laps (1st of 2-litre class).
6. Da Silva/Bayol (Gordini), 117 laps.
7. Vidilles/Guigou (Ferrari), 110 laps.
8. Giraud-Cabantous/Ampoulie (Ferrari), 105 laps.
9. Flower/Davis (Austin-Healey), 101 laps.
10. Ringoir/Scheid (A.C.-Bristol), 101 laps.
11. Gottgens (Triumph), 96 laps.

Most unfortunately from this list we missed the H.W.M. which ran all its bearings, and Ken Wharton's Maserati, which was hardly prepared sufficiently well for a long-distance race. It broke its prop-shaft. Another retirement was John Horridge and David Piper with the Lister, which was sadly abandoned in the paddock with a dismantled cylinder head after blowing a gasket. The Jaguars were circulating quietly in the lead and the only incident came when Titterington, pressed by Flockhart, who was laps behind but caught up with him, spun and took to the escape road. He did this three times!

By nine hours there were no changes in the classification except for the usual switch-over of the leaders during refuelling, which gave the Hawthorn/Frère car the lead. The average was considerably lower: 178.730 k.p.h. due to the rain and the strain on the drivers after a night's drive.

The race was very processional by then and nothing could touch the Jaguar supremacy. The A.C.-Bristol was to be seen circulating slowly and leaving a lot of smoke behind until it was left somewhere out on the course. Guigou spun off his Ferrari and brought it back to the pits with a very bent front end, and Vidilles took over with the difficult task of keeping on the road a Mondial whose wheels were definitely not facing the right way and which had not a brake to its name! Anyway, he got in the road of Sanderson, who clouted it with his Jaguar at Thillois. An hour before the end the "Ecurie Ecosse" car was brought into the pit, and Ron Flockhart was sent out in the hope of making up some of the lost ground, and it was to be Ron's turn to experience an agonizingly long last lap when one half-shaft broke and he had to bring the car home on the Z.F. differential! Fortunately he kept his position.

Meanwhile Lofty England was having some trouble enforcing the team discipline and far from slowing down when requested to do so, Duncan Hamilton pressed on to such an extent that he again cracked the lap record, and this less than half an hour before the end of this long-distance race. The new figure being 2 mins. 37.2 secs. (118.13 m.p.h.).

As the chequered flag was unfurled, the green Belgian A.C.-Bristol suddenly appeared from nowhere . . . and qualified for finishing money, having completed the required distance.

Due to Hamilton's piece of fast lappery at the end, victory was unquestionably his, although one gathers that there was plenty of nail-biting in the Jaguar pit, as Duncan went quicker and quicker. Anyhow, it was an impressive 1-2-3-4 demonstration of high-speed efficiency on the part of the Coventry built machines.

GERARD CROMBAC.

12 Hours Final Results

1. **Hamilton/Bueb (Jaguar),** 2,143.735 km., 178.644 k.p.h. (111.009 m.p.h.).
2. **Hawthorn/Frére (Jaguar),** 2,135.395.
3. **Titterington/Fairman (Jaguar),** 2,127.059.
4. **Flockhart/Sanderson (Jaguar),** 2,096.467.
5. Picart/Maret (Ferrari), 1,971.014 (164.253 k.p.h.). (1st of 2-litre class.)
6. Da Silva/Bayol (Gordini), 1,959.721.
7. Giraud-Cabantous/Ampoulie (Ferrari), 1,731.417.
8. **Flower/Davis (Austin-Healey),** 1,683.451.
9. Guigou/Vidilles (Ferrari), 1,677.248.
10. Gottgens/Vanden **(Triumph),** 1,545.383.
11. Ringoir/Scheid **(A.C.),** 1,091.444.

Fastest lap: Duncan Hamilton, 2 mins. 37.2 secs., 190.116 k.p.h. (118.13 m.p.h.). **New Sports Car Record.**

● EIRE

FARMER'S CROSS

THIS year the Munster Club's Farmer's Cross Hill-climb was raised to Sexton Trophy status and so on a sunny Sunday afternoon we had the most enjoyable speed event of the season this far in Eire. An entry of over 40 cars, ranging from Len Earl's hill record-holding Jirano, through sports cars to family saloons, had three runs apiece at this slightly-over-a-mile of concreted hill, with its three fast "snakes", a fastish right-hander and a same-speed-for-everybody left-hand hairpin near the finish. From the word "go" things went with a swing and the hill record took a considerable hammering before the laurels for B.T.D. finally rested with Anto Coleman and his Austin-Healey who got down to 1 min. 18.3 secs. There was a battle, too, between the Volkswagens and the DKWs which ended in favour of the latter cars, this time, and best man on handicap was a newcomer called T. Burke who climbed the hill in the very creditable time of 1 min. 33.7 secs. The best Volkswagen reply to this was Nigel O'Flaherty's 1 min. 36.6 secs. Bill Hennessy (DKW) tried very hard indeed, but tried a mite too hard on the top hairpin and did a "gilhooley" which cost him a rear wing and other odd bruises to his motor car but fortunately not to himself. Another spinner was Dermot Conway with his VW, but he succeeded in keeping the thing between the ditches and still climbed in 1 min. 37.4 secs. Most serious motoring casualty was that of Vince Hennessy who shunted the hairpin good and hard with his neat Austin A40 special, rendering the car *hors de combat* on its first climb. However, Vince walked away from the thing in one piece and afterwards went up in his Austin-Healey in 1 min. 24.1 secs to show his lack of personal damage. Capt. Burke was quickest in the up to 1,200 c.c. class for open cars driving his old TC with considerable verve, despite its propensity for drooling oil from some part of its vitals as it stood on the starting line. The main interest of the meeting developed when the faster cars came to the line. Len Earl took the Jirano up in 1 min. 22.7 secs. to equal his record of last year. Bill Bradshaw then went up in his XK 120, of the fruity exhaust note and the considerable poke, to equal that time. Along came Anto Coleman (Austin-Healey) who, motoring easily the fastest through the half-way-up snake, did 1 min. 21.4 secs. Then Len Earl broke a half-shaft on the line, and his interest in the fun and games was done, so, Bradshaw did 1 min. 20.3 secs. and that looked as if that was that. However, Coleman promptly replied with 1 min. 19.5 secs. Immediately the crowd became electrified with excitement as both drivers had another run apiece though nobody seriously thought that Coleman's time could be beaten. Bradshaw did it, he reduced the figure to 1 min. 19.1 secs. Then it was up to Anto and just as the meeting came to a close he gave an outstanding display of really competent fast motoring to streak to the top in 1 min. 18.3 secs. Truly a brilliant effort and one that puts him very much in line for this year's Sexton Trophy honours.

J. O'DONOGHUE.

Results

B.T.D.: A. Coleman (Austin-Healey), 1 min. 18.3 secs. (new record).

Class A (all-in handicap): 1, T. Burke (DKW), 1 min. 11.7 secs.; 2. R. Barrett (DKW), 1 min. 12 secs.; 3, A. Coleman (Austin-Healey), 1 min. 12.3 secs.

Class B (up to 1,200 c.c. open cars, scratch): 1, Capt. J. A. Burke (M.G. TC), 1 min. 32.9 secs.; 2, C. A. Odlum (Austin S/P), 1 min. 33.6 secs.; 3, D. R. Twiss (Austin S/P), 1 min. 35.1 secs.

Class C (over 1,200 c.c. open cars, scratch): 1, A. Coleman (Austin-Healey), 1 min. 18.3 secs.; 2, W. Bradshaw (Jaguar XK 120), 1 min. 19.1 secs.; 3, L. Earl (Jirano) and M. D. D. Heather (Triumph TR2), 1 min. 22.1 secs.

Class D (up to 1,200 c.c. closed cars, scratch): 1, T. Burke (DKW), 1 min. 33.7 secs.; 2, R. Barrett (DKW), 1 min. 34 secs.; 3, N. O'Flaherty (VW), 1 min. 36.8 secs.

Class E (over 1,200 c.c. closed cars, scratch): 1, J. J. Flynn (Aston Martin), 1 min. 27 secs.; 2, W. H. Telford (Jaguar Mk. VII), 1 min. 35.5 secs.

● ULSTER

KIRKISTOWN CANCELLATION

THE 500 Motor Racing Club of Ireland have been compelled to cancel their race meeting, due to be held at Kirkistown airfield on 14th July and at which the 1,172 c.c. Championship of Ireland race was to be the major item. The reason for the cancellation is that the only two R.A.C.-appointed timekeepers in Ulster will be engaged at the British Grand Prix at Silverstone on that date. The 500 M.R.C.I. tried to obtain a timekeeper from Eire but were unsuccessful. The meeting will now take place on 25th August and the club hope that several English entrants who had intended coming to the July meeting will find the new date suitable.

W. A. McMASTER.

KNOCK M.C. & C.C. NIGHT TRIAL

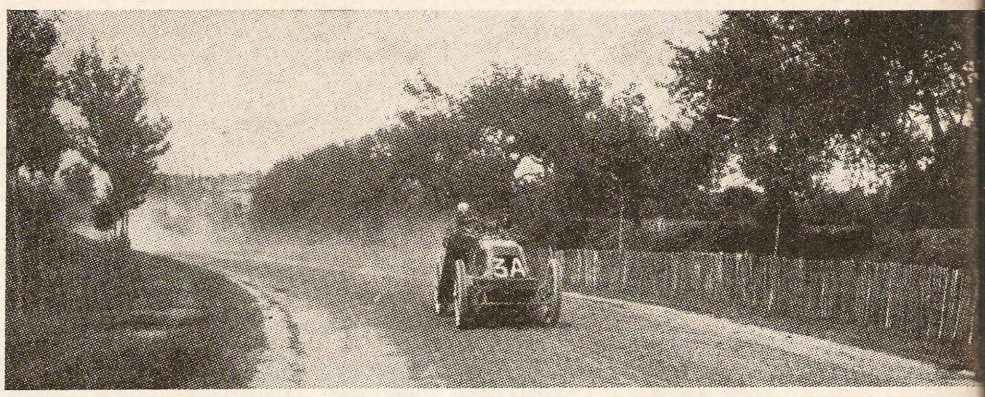
22nd/23rd June

Saloons up to 1,300 c.c.: 1, F. A. Robinson (Volkswagen), 303 marks lost. **First Class Awards:** John Peile (Ford Prefect), 322; John Davidson (Ford Prefect), 325.6; Jim Dowling (Ford Prefect), 326.2; Kevin Sherry (Volkswagen), 332.6; Ronnie Martin (Renault), 334.8; Cecil Molyneaux (Austin A30), 335.4. **Team Award:** Peile, Dowling and Martin.

Saloons over 1,300 c.c.: 1, Sydney Pentland (Citroën), 349. **First Class Awards:** Sam Steele (Jowett Javelin), 384.6; Jim Allen (M.G. Magnette), 393.8. **Team Award:** Martin, Allen and Billy Martin (Jowett Javelin).

Open Cars any capacity: Paddy Hopkirk (Triumph TR2), 281.8. **First Class Awards:** Desmond Sloane (1,172 McCandless), 299; Brian Emerson (1,172 Ford Spl.), 311.4; R. A. Robinson (M.G.), 313.4. **Team Award:** Sloane, Hopkirk and Emerson.

Special Award for competitor who has not won major award in Knock Trial since 1952: Ernest McMillen (Triumph TR3), 320.3.



WINNING FOR RENAULT: The Hungarian driver Szisz at speed during the 1906 Grand Prix. He attained a speed of 92.43 m.p.h. through a timed kilometre.

50 YEARS AGO . .

THE FIRST FRENCH GRAND PRIX

It lasted two days, was run over a 64-mile circuit, and was won at 63 m.p.h. by a Hungarian in a French car

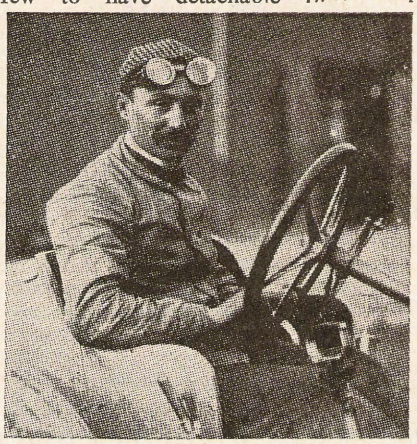
ALMOST exactly half a century ago, on 26th/27th July, 1906, the first Grand Prix of the Automobile Club de France was held near Le Mans, on a course like a vast edition of today's Rheims circuit. But conditions were immeasurably different in 1906 to those of 1956. The circuit measured 64 miles round; the cars covered 12 laps, six on the first day, and six on the second, making a total distance of 768 miles—twice that of a modern Grand Prix. There was no massed start, with grid positions based on practice lap times. Instead, competitors went off singly, at 1½ minute intervals. The entry was split into three detachments, with three-car teams carrying the same racing number with A, B or C appended.

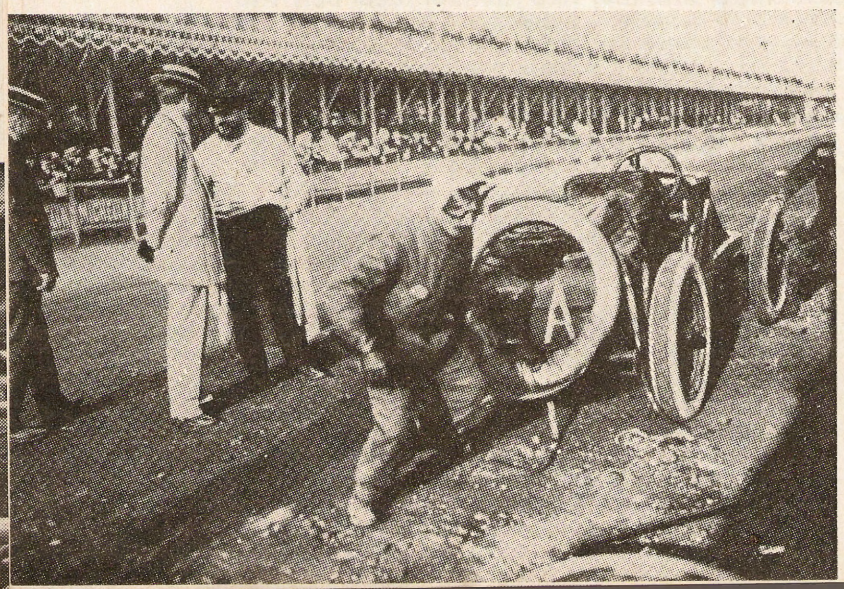
There were not Ferraris, Maseratis or Vanwalls, as we know today. Instead, the list of 32 starters included such antiquarian names as Lorraine-Dietrich, Gobron Brillié, Richard Brasier, Bayard-Clément. But marques of current world renown, were also there—Mercedes, Panhard, Renault and Fiat—or F.I.A.T., as it was still known as in those early days.

Twin overhead camshaft, high crankshaft speed engines were not known then. All were huge slow-turning "fours", 180 mm. x 160 mm. being average bore and stroke measurements and 12 the average litreage. Power outputs were around 120, with the Panhard-Levassors the lustiest at 130. The rest of the vehicles were in proportion—vast, solid, heavy, lorry-like, while their drivers were in complement—large and muscular, and with all the romance of that brutal pioneer age about them. Epitomizing them were F.I.A.T. No. 1 driver Vincenzo Lancia, who subsequently gave his name to that desirable Italian car of today; Victor Hémery of the vast shoulders, Camille Jenatzy of the flying red beard and wild eyes. Count Florio, who still runs his Targa Florio today, was there in a Mercedes, as was Gabriel, famed Paris-Madrid winner, and Felice Nazarro, yet to become "The Great" but a "scientist" at the wheel even then.

The medieval city of Le Mans was the starting point of this first Grand Prix, and parts of the circuit by-passing villages were planked over. They were amongst the few points where dust did not rise to choking level as the race progressed. It was appallingly hot. Dust, tar, stones, and fumes from the special dust-laying compound made the drivers' job a misery. The heat and the speed played havoc with tyres, and to many the 1906 Grand Prix seemed an unending torture of tyre changing, a task merciless to fingers, hands and muscles, with scorching rims and hot rubber to add to discomfort.

Tyre changing, or the avoidance of it, won the race. The Renaults, big shaft-driven 12.9-litre cars, were amongst the few to have detachable rims and





AT EASE: (Above) Szisz, the winner, before the race.

★

AT WORK: (Left) A halt for tyres by the winner. The Michelin detachable rims on his car contributed vitally to his victory.

Francois Szisz, the Hungarian, went his steady, unrelenting way, making fewer changes than any, and still putting up the fastest speeds through a measured kilometre at 92.43 m.p.h. Le Blon in a Hotchkiss slid off one of the wooden roads, hit a sandbank, and smashed one of his wire wheels. Retire? Not in those days! He and his mechanic dragged the car out of the way, then began rebuilding the wheel by borrowing spokes from the other three wheels. Fortuitously, another Hotchkiss also crashed nearby, so they pirated spokes from that as well and rejoined the race, only to retire later in the struggle.

Szisz led at the end of the first day from a Bayard-Clément and a F.I.A.T., and as the cars finished, they were placed in a guarded *parc fermée*, complete with rotating searchlight, for the night. As first finisher, to Szisz went the doubtful honour of being the first starter in the morning—at the abominable hour of 5.45 a.m.! The course was worse than ever. Melting macadamized sections of the road had been torn up by the constant passage of cars, loose stones abounded, and cars sprayed them upon pursuers like machine gun bullets. Tyre and mechanical troubles abounded, decimating the field. Teste in a Panhard overturned, breaking an arm. Shepherd in a Hotchkiss also crashed badly; Lancia's mechanic was nearly run over by his tempestuous and impatient No. 1. But Szisz went on and on, still changing fewer tyres than anyone, and staving off Nazarro, who also had detachable rims, and Clément, who hadn't.

Came the end of a hot and wearisome day, and most of the spectators, despite constant access to liquid refreshment and shade, were heartily sick of the race, neglecting to register true Gallic pleasure at a French marque's victory. As to the drivers, when they finished they staggered thankfully away from their now hated machines in urgent quest of drink, baths, victuals, and medical comforts for torn hands, tortured eyes and racked limbs, thankful indeed that the Grand Prix was over.

Szisz won by 32 minutes from Nazarro's F.I.A.T., averaging 63 m.p.h. after leading from the third lap, a wonderful speed for 1906 even with 12.9 litres. Baras's Richard Brasier made fastest lap at 73.3 m.p.h. Last Sunday, at Rheims, Peter Collins (Ferrari) won the 1956 French G.P. at an average of 122.29 m.p.h., while Fangio made the fastest lap at 127.37 m.p.h. Times change!

C. POSTHUMUS.

Club News

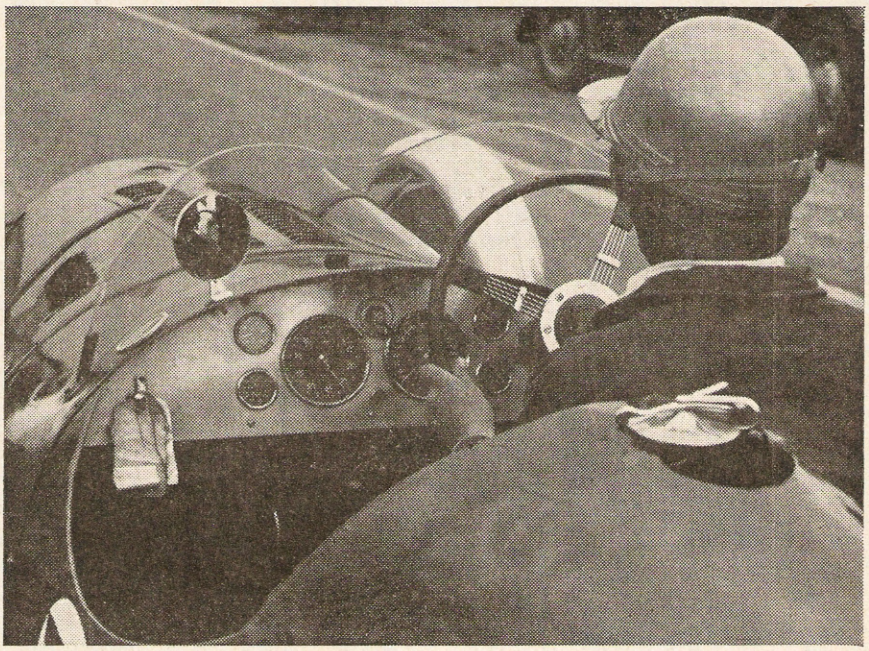
By STUART SEAGER

PERHAPS writing for a living makes us pedants, but where words are concerned, we do like to have things correct—such as the spelling of "Marshal", which is spelt like that, and not with two l's, although at more than one club race meeting we have seen printed armbands with the word mis-spelt. There is also "F.T.D." for "Fastest Time of the Day". Time can be neither fast nor slow, so we have always stuck out for "B.T.D.": "Best Time of the Day". Then, every winter, we find clubs launching out unsteadily into French, with exotic names for rallies. The French word *Rallye* has a final "e", but is, in fact, masculine, which may clear up some errors next season.

However, we have always thought that AUTOSPORT was a good, straightforward name for a magazine, but it is quite surprising, from the letters we receive (many of them from club secretaries) the difficulty there seems to be in getting the name right. By far the most popular variation is *The Autosport*. Presumably, because there is another motoring journal called *The Autocar*, the correspondent, without thinking and quite illogically, just modifies the last syllable. It is just as sensible as calling a book *The Driving* or *The Sport*. Or yet, perhaps our letter-writer thinks of "The Autosport" as a dedicated character, clad in flat 'at, tweed jacket and string-back gloves, with a gear lever in one hand and a pint pot in the other! Some people even address us as "The Autosports", which conjures up a dreadful vision of the magazine being entirely staffed by such people. (We're not like that really—well, not all of us!)

* * *

REGULATIONS are now available for the annual highlight of Silverstone club racing—the **750 M.C.** National Six Hour Handicap Relay Race for Sports Cars, to give it its full title. It will take place on 18th August, starting at 1 p.m., and, as usual, the idea is to make up teams of cars with similar performance, according to which they will be given varying numbers of credit laps. During the six hours the race occupies, members of teams will be allowed to arrange their own tactics, such as how long each one stays circulating before handing over the sash. The event, of course, is not run over the normal "club" circuit of 1.6 miles but over the 2½-mile "Birkett Cirkett". Holland Birkett is again Secretary of the Meeting, and regs. and entry forms are obtainable from him at 228 Fleet Road, Fleet, Hants. Entries close on 6th August. . . . The **B.A.R.C.** (East Sussex Centre) will be running a driving test meeting, for members only, on 22nd July at Ovingdean, near Brighton. Entries must be in by 18th July to J. C. Checkley, St. Moritz, Church Street, Willingdon, Eastbourne, Sussex. . . . The **Aberdeen & D.M.C.** are holding another race meeting at Crimond on 28th July and will be laying on a programme that includes events for sports cars, production touring cars and *Formule Libre* racing cars, plus motorcycle races. The invited clubs are the Berwick, Lothian, Scottish Sporting, Scottish "55" and the Scottish centres of the M.G. and Riley clubs. Entries close on 18th July with Miss N. M. Garvie, 23 Springbank Terrace, Aberdeen. . . . Entries for the **B.A.R.C.** members' race meeting on August Bank Holiday at Crystal Palace are now open, and further details may be obtained from 55 Park Lane, London, W.1. . . . The **Forces M.C.** have announced their "spectacular event of the year", which it appears will be a driving test-cum-gymkhana meeting on 22nd July, to be held at the Army Mechanical Transport School, Bordon, Hants. Any ex-Service types who may be interested in taking part should write to Major E. A. Halford at the School, before 9th July. . . . On 21st/22nd July, the **Sunbeam Register** will be holding their annual Wolverhampton Rally, when, after a reunion of ex-Sunbeam employees and members on the Saturday, there will be a parade on Sunday of these historic Sunbeam, Talbot and Darracq cars. Further details from Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hants. . . . The Fifth Annual Southend "300" Rally, organized by the **Thames Estuary A.C.**, is to be held the same week-end (21st/22nd). The route is of some 300 miles, starting from Southend-on-Sea, Ipswich and North London, and finishing at Southend. The invited clubs are the London, East Anglian, Eastern Counties, West Essex M.G.C.C. (S.E. Centre), Ford Sports and Maidstone & Mid-Kent, and the Secretary of the Meeting is S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. Entries close on 18th July. . . . The S.E. Centre of the **M.G.C.C.** will meet at the Sugar Bowl, Burgh Heath, Surrey, on 12th July. . . . Entries close on 16th July for the **Bentley D.C.** sprint and race meeting at Silverstone on 4th August. The secretary is Lt.-Col. C. H. D. Berthon, "Madges", Long Crendon, Aylesbury, Bucks.



THREE-TWO on the clock as Ken Flint awaits the signal to go, in his E.R.A.-Jaguar at the Chester M.C. Queensferry Sprint. He clocked 109.74 m.p.h. over the quarter-mile.

QUEENSFERRY SPRINT

UNDER poor weather conditions, and with a strong cross wind blowing, Gillie Tyrer made best time of the day at the Queensferry Sprint on Saturday, 30th June. Driving a D-type Jaguar, he was timed to exceed 130 m.p.h. on two runs.

Queensferry Sprint, one of the oldest speed events in the North, is organized by the Chester Motor Club and takes place on the private entrance road to John Summers Iron Works. In the past this event consisted of a standing half-mile, the present record holder being Ken Wharton on the D-type E.R.A. On this occasion competitors were allowed ⅜-mile run, then timed over the next ¼-mile with ample room to pull up. All speeds were given in miles per hour, the better of two runs to count. Unfortunately, due to lack of entries, many classes had to be merged, but the remainder showed close competition.

Jim Berry, in the E.R.A. Special, had made second best time, but unfortunately blew a gasket between engine and blower. The repair made between runs proved ineffective at high revs., which left the spectators to wonder if the E.R.A. could have bettered the D-type's times. Very doubtful!

FRANCIS PENN.

Results

Sports Cars up to 2,000 c.c.: G. H. Fisher (Amilcar S), 97.39 m.p.h. **Sports Cars, unlimited:** G. Tyrer (Jaguar "D"), 131.54 m.p.h. **Closed Cars up to 1,500 c.c.:** J. P. Hocking (Porsche), 87.72 m.p.h. **Closed Cars, unlimited:** G. Tyrer (Jaguar), 97.39 m.p.h. **Racing Cars up to 1,100 c.c.:** H. G. Monk (Cheetah S), 101.57 m.p.h. **Racing Cars up to 2,000 c.c.:** J. Berry (E.R.A. Spl.), 124.31 m.p.h. **Racing Cars, unlimited:** G. Tyrer (Jaguar "D"), 131.54 m.p.h.

B.T.D.: G. Tyrer (Jaguar "D").

Other performances worthy of note: D. A. Hosking (Lester-M.G.), 95.63 m.p.h.; Miss J. P. Bielby (Lester-M.G.), 95.02; G. Hoyle (Jaguar), 108.95; K. D. Jones (Alta), 117.33; K. Flint (E.R.A.-Jaguar), 109.74; V. Edwards (E.R.A.-Jaguar), 108.04.

More **Club News** *on page* 26

Plymouth National Rally

IN winning the Plymouth Motor Club's 11th annual National Plymouth Rally on 22nd-23rd June, J. W. Waddington, of Birmingham, completed a 500-mile night run and many tests without the loss of a single mark.

Waddington, who was last year's British Trials Drivers' Association Rally champion, drove a Triumph TR2, easily the most popular vehicle among the rally's 103 starters.

Second man, with 6.2 marks lost, was I. D. L. Lewis, who started from Bristol in a Standard, and the third, another Bristol starter, was L. Griffiths (Austin A90), 9.4 marks lost.

Only 73 competitors signed off at the end of the driving tests, the climax of the rally, which were watched by thousands of spectators on Plymouth Hoe on the Saturday afternoon.

Competitors started from Plymouth, Birmingham, Bristol, Southampton, and London, and converged on Exeter Airport for the first test.

Immediately after completing this they were given a route card covering 100 miles of the byways of Devon, with an average speed set at 30 miles an hour. Other tests and further open road work followed during the rest of Friday night.

By 3 a.m. Pat Moss had retired with mechanical trouble, as had last year's winner, B. W. Fursdon.

In North Devon G. Heaps (Triumph TR2) collided with a hedge and smashed his radiator. Another was fetched and fitted, and the driver completed the Hoe tests with a cut on his nose where it had met the windscreen.

Another casualty was T. N. Blockley's Austin-Healey, which cracked its sump on a rock. The sump was replaced by a Bude garage in half an hour.

A timed stop and restart test was held on Madeira Road, near the Hoe, and there was a short hill-climb against the clock on the cliff road at the western end of the promenade.

Dr. J. T. Spare (TR2), the winner in 1954, put up the splendid time of 12 secs. here to gain some ground lost in earlier tests.

The Lord Mayor of Plymouth, Mr. W. J. Oats, was guest of honour at the Rally Ball held at the Continental Hotel, Plymouth, on Saturday night and the prizes were presented by the Lady Mayoress, Mrs. Oats.

Results

Best Performance: J. W. Waddington (Triumph TR2), no marks lost; 2, I. D. L. Lewis (Standard), 6.2; 3, L. Griffiths (Austin A90), 9.4.

Best Navigator: J. M. Wood; 2, T. Johnson; 3, P. W. Underhill. **Class Awards: Class 1:** R. M. Oleuson (Standard); **Class 2:** K. C. Chambers (Ford); **Class 3:** P. Hicks (Austin); **Class 4:** L. Griffiths (Austin A90); **Class 5:** I. D. L. Lewis (Standard); **Class 6:** J. W. Waddington (Triumph TR2); **Class 7:** J. Ashworth (Jaguar); **Class 8:** G. N. Dear (M.G.A); **Class 9:** F. Snaylam (Triumph TR2).

Best "Non-trade" Bristol Starter: J. W. Waddington (Triumph TR2). **Final Tests:** J. H. James (Triumph TR2). **Service Entry:** Com. J. B. Laing (Sunbeam-Talbot).

Starting Point Awards: Plymouth: J. B. Oliver (Ford Anglia); **Bristol:** I. D. L. Lewis (Standard); **Birmingham:** J. W. Waddington (TR2); **Southampton:** D. Silverthorne (Renault 750); **London:** K. C. Chambers (Ford).

Team Award: Dr. J. T. Spare (TR3), A. L. Yarranton (Morgan), N. B. Jarratt (TR2).

Recent Results

R.A.F.A.M.A.

Midsummer Rally

Best Performance: S. G. Dyke (TR2), 5 marks lost. **Closed Cars, up to 1,500 c.c.:** E. S. J. Evans (Anglia), 12; **Over 1,500 c.c.:** C. C. Bethell (Velox, 11. **Novice Award:** K. J. Kennedy (Wyvern), 123. **Team Award:** Bolton-le-Moors C.C.

PUBLIC SCHOOLS M.C.

Starlight Rally, 9th June

Best Performance: M. Fenton (Javelin); 2, R. M. Leggatt (Standard 12); 3, R. Healy (Anglia); 4, P. Bailey (Morris 10); 5, Mrs. K. Leather (Volkswagen); 6, J. Dunn (TR2).

B.A.R.C. LTD.—YORKSHIRE CENTRE

Scarborough Rally, 9th-10th June

General Classification: 1, D. A. Walker (Morgan Plus 4), 97.36 per cent.; 2, A. Newsham (Anglia), 97.07 per cent.; 3, A. J. Burton (Bentley Mk. VI), 95.69 per cent. **Novice Award:** R. M. Burton (Jaguar XK 140), 88.47 per cent. **B.T.D.A. Award:** A. Newsham (Anglia), 97.09 per cent. **Team Award:** "The Lancastrians"—J. W. Waddington (TR3), 88.33 per cent.; A. Newsham (Anglia), 97.09 per cent.; F. M. Marsh (Standard 10), 88.97 per cent.

Saturday Section. Class 1: 1, E. L. Yardley (Standard); 2, G. A. Cooper (Morris Minor); 3, D. R. Geddes (Standard 8). **Class 2:** 1, P. R. Bolton (Anglia); 2, A. Newsham (Anglia); 3, D. G. Gray (Anglia). **Class 3:** 1, D. Butterwick (Simca Aronde); 2, T. A. Smith (Magnette); 3, N. H. Baguley (Magnette). **Class 4:** 1, A. J. Burton (Bentley Mk. 6); 2, E. D. Clark (Zephyr); 3, G. L. Thompson (Consul). **Class 5:** 1, D. A. Walker (Morgan); 2, G. H. Walker (TR2); 3, Mrs. Y. B. Jackson (Morgan). **Class 6:** 1, A. Slater (Mercedes 300SL); 2, J. M. Richmond (M.G.A); 3, R. J. Dack (M.G.A).

Sunday Section. Class 1: 1, S. H. Newton (Austin A30); 2, F. M. Marsh (Standard); 3, K. Hall (Morris Minor). **Class 2:** 1, A. Newsham (Anglia); 2, P. R. Bolton (Anglia); 3, E. Batte (Anglia). **Class 3:** 1, R. W. Bates (Magnette); 2, E. Elliott (Javelin); 3, E. Bryden (Javelin). **Class 4:** 1, A. J. Burton (Bentley Mk. 6); 2, G. L. Thompson (Consul); 3, M. D. Einhorn (Zephyr). **Class 5:** 1, D. A. Walker (Morgan); 2, K. N. Lee (TR2); 3, S. Hitchen (Dellow). **Class 6:** 1, J. H. Rafferty (M.G.A); 2, R. M. Burton (Jaguar XK 140); 3, J. H. Mather (Sunbeam Alpine).

NORTHAMPTON & D.C.C.

Silverstone Sprint, 16th June

Open Cars, up to 1,000 c.c.: R. G. Lewcock (Austin 747 c.c.), 2 mins. 1.4 secs.; **1,001-1,500 c.c.:** H. M. Barron (B.B.S. 1.467 c.c.), 1 min. 39.6 secs.; **1,501-2,000 c.c.:** R. E. Meredith (Morgan 1,991 c.c.), 1 min. 39.4 secs.; **2,001-3,000 c.c.:** J. Dalton (Austin-Healey 2,660 c.c.), 1 min. 34.4 secs.; **Over 3,000 c.c.:** J. P. Sudborough (Jaguar XK 120), 1 min. 35.6 secs. **Closed Cars, up to 1,000 c.c.:** R. W. Colton (Standard 948 c.c.), 1 min. 57.0 secs.; **1,001-1,500 c.c.:** D. S. Harris (Borgward 1,489 c.c.), 1 min. 47.6 secs.; **2,001-3,000 c.c.:** W. Grose (Jaguar 2.483 c.c.), 1 min. 44.4 secs. **Racing Cars:** J. Williamson (E.R.A. 1,488 c.c. (S)), 1 min. 27.2 secs. **Sealed Handicap:** T. A. Bleasdale (Riley 1,496 c.c.).

Fastest Time of Day: J. Williamson (E.R.A. 1,488 c.c. (S)), 1 min. 27.2 secs.

M.G. CAR CLUB (N.E. CENTRE)

Driving Tests, 17th June

Best Performance: G. H. Walker (TR2).
Class I and III (open): 1, R. J. Dack (M.G.A); 2, Mrs. Y. B. Jackson (Morgan); 3, R. D. Joysan (Morris Special). **Class II and IV (closed):** 1, E. Batte (Anglia); 2, W. P. Thompson (M.G. 1¼).

FALCON M.C.

Midsummer Trial, 17th June

Best Performance: J. R. Bradford (Dellow). **Saloon Cars:** P. G. Allison (Renault). **Open Cars:** L. N. Needham (TR2). **Specials:** W. E. Wonnacott (L.R.G.). **1st Class Awards:** J. W. Christopher ("Scarlet Runner"), R. H. Porter (Volkswagen). **2nd Class Awards:** J. R. Templeton (Dellow), D. G. Fleming (Ford), R. Stokes (Salmson), A. C. Wood (Dellow).

GRIMSBY M.C.

"Poacher" Rally, 16th-17th June

Best Performance: A. Birkett/E. A. Horsfall (Triumph). **Best in Opposite Class:** J. R. J. Mansbridge/T. C. March (Jaguar). **Novice Award:** A. H. Gray/Mrs. P. Gray (Sunbeam-Talbot). **Team Award:** J. R. J. Mansbridge, D. J. G. Hindle, P. Strawson.

LANCIA M.C.

Inter-"One-make"-Club Driving Tests, 24th June
Lancia Challenge Trophy (on handicap formula): 1, Lagonda "A" Team, 2.302 marks; 2, Riley "A" Team, 2,231. **Torino Award (no formula):** 1, M.G. "B" Team, 1,636; 2, Morgan 4/4 "A" Team, 1,621.

B.A.R.C. (YORKS)/LEEDS U.U.M.C.

Driving Tests, 16th June

General Classification: 1, G. H. Walker (Triumph TR2); 2, M. Horner (C.H.M. Special); 3, A. P. Riddell (Morris Minor). **Saloons, under 1,000 c.c.:** A. P. Riddell; **Over 1,000 c.c.:** E. Batte (Ford Anglia). **Sports, under 1,500 c.c.:** M. Horner; **Over 1,500 c.c.:** G. H. Walker.

M.G.C.C./RILEY C.C.

Driving Tests, 17th June

M.G. Car Club. Best Performance: G. H. Walker (Triumph TR2). **Open Cars:** 1, R. J. Dack (M.G.A); 2, Mrs. Y. Jackson (Morgan Plus 4). **Closed Cars:** E. Batte (Ford Anglia); 2, W. R. Thompson (M.G. 1¼ saloon).
Riley C.C. Best Performance: G. Cocker (Riley 1½). **Open Cars:** W. K. Beaumont (Riley Nine). **Closed Cars (small):** G. R. Booth (Riley Kestrel); **(large):** R. Booth (Riley 2½).

ILKLEY & D.M.C.

Minor Rally, 17th June

Best Performance: J. S. Ramsbottom (Triumph TR2), 7 marks lost. **Up to 1,300 c.c.:** P. M. Craven (M.G. TD), 14.0; **1,301 to 2,000 c.c.:** D. A. Hamm (Triumph TR2), 11.8; **Over 2,000 c.c.:** J. K. Armstrong (Sunbeam Alpine), 27.7.

Coming Attractions

July 6th-13th. 18th Alpine Rally (S, T).

July 7th. Royal Scottish A.C. Rest-and-Be-Thankful Hill-climb *Argyllshire. Start,* 2.30 *p.m.*

B.R.S.C.C. Race Meeting, Mallory Park, Kirkby Mallory, Leicester. Start, 2 *p.m.*

B.A.R.C. Members' Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 *p.m.*

Veteran C.C. Abingdon Rally and Run. Assemble, Albert Park, Abingdon-on-Thames, 11.30 *a.m.*

July 8th. Dolomite Gold Cup Race (S, T), *Cortina, Italy.*

Grand Prix de Rouen-les-Essarts (S), *Rouen, France.*

Darlington & D.M.C. Hill-climb, Catterick, N. Yorkshire. Start, 2.30 *p.m.*

North London E.C.C. Sprint Meeting, Tempsford Aerodrome, near Biggleswade, Beds.

Sevenoaks & D.M.C. Sprint Meeting, Brands Hatch, near Farningham, Kent.

Sheffield & Hallamshire M.C. Driving Test Meeting, Anchor Inn, Tideswell. Start, 2 *p.m.*

Oxford M.C. Driving Test Meeting, Merton Gun Park, near Bicester. Start, 1.30 *p.m.*

Plymouth M.C. Inter-Club Team Driving Tests, Exeter Airport. Start, 2 *p.m.*

July 14th. British Grand Prix (F1), *Silverstone, near Towcester, Northants.*

Burnham-on-Sea M.C./Veteran C.C. Veteran Car Rally. Assemble, Fox and Goose, Brent Knoll, near Bridgwater, Som., 2 *p.m.*

Southsea M.C. Concours d'Elegance, Castle Field, Southsea, Hants. Start, 2 *p.m.*

West Essex C.C. Concours d'Elegance, Central Park, Becontree Heath, Dagenham, Essex. Start, 3 *p.m.*

International Events in Bold Type.

RHEIMS INTERNATIONAL 12 HOUR RACE

and an all Jaguar win

1st Duncan Hamilton & Ivor Bueb

2nd Mike Hawthorn & Paul Frère

3rd Desmond Titterington & Jack Fairman

(Subject to official confirmation)

ALL DRIVING "C" TYPE JAGUARS EQUIPPED WITH MINTEX brake liners.

No better liner was ever fitted to a brake shoe.

MINTEX

MINTEX BRAKE AND CLUTCH LINERS ARE AVAILABLE FROM MINTEX SERVICE DEPOTS AND STOCKISTS AND FROM LEADING GARAGES THROUGHOUT THE COUNTRY

Published by AUTOSPORT, 159 Praed Street, London, W.2. Editorial Engravings by Austin Miles, Ltd., London, and printed in England by Keliher, Hudson & Kearns, Ltd., Hatfields, Stamford Street, London, S.E.1, England.