

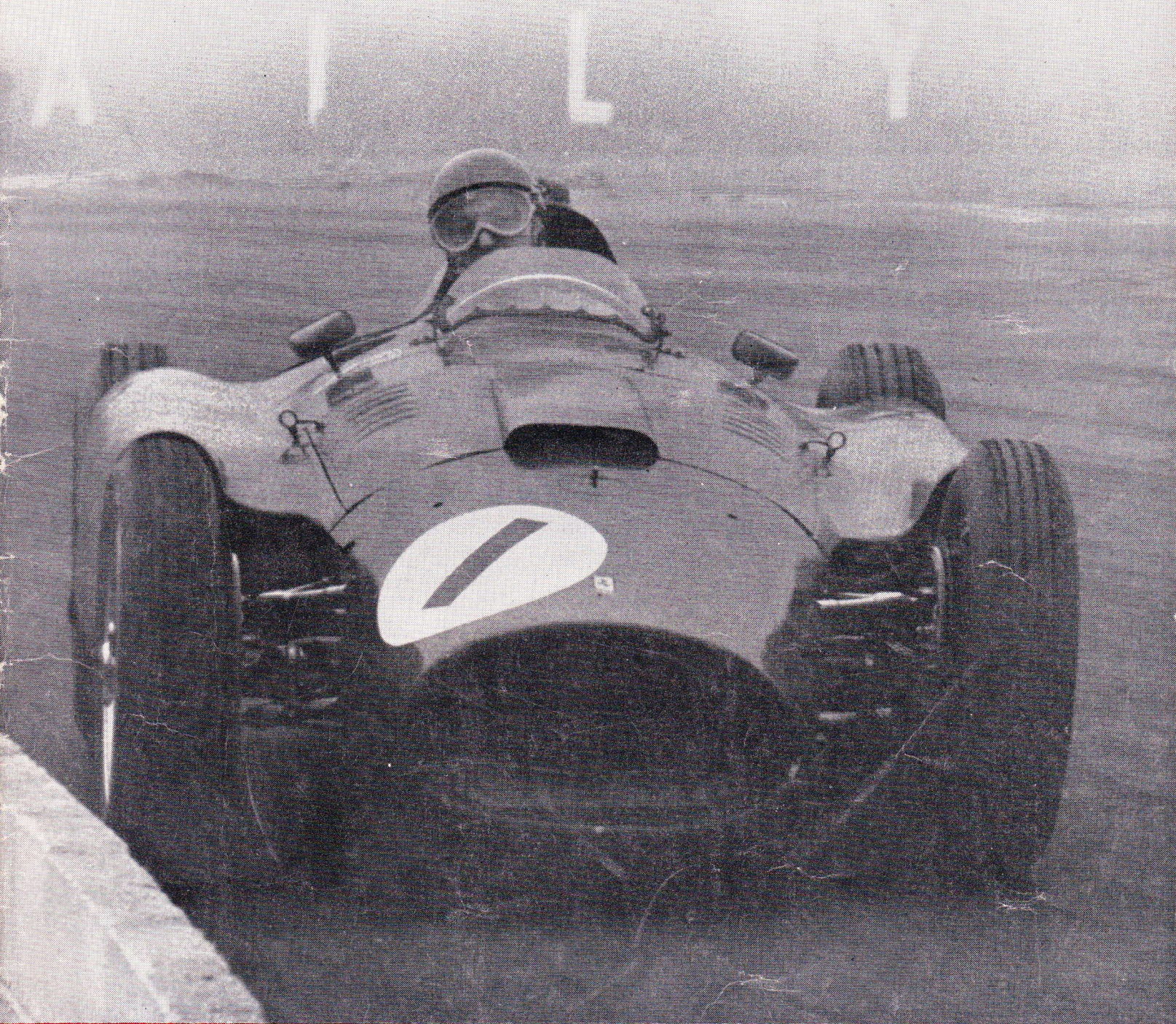
AUTOSPORT

JULY 20, 1956

1/6

EVERY FRIDAY
Vol. 13 No. 3

BRITAIN'S MOTOR SPORTING WEEKLY



THE BRITISH GRAND PRIX: FULL REPORT

A Triumphant Alpine Rally For Mintex!

SEVEN ALPINE CUPS

5 Triumphs and 2 Fords

A Silver Coupe des Alpes was awarded to Maurice Gatsonides
for completing three Alpine Rallies without the loss of a single mark.

MANUFACTURERS' TEAM PRIZE

Triumphs

(Subject to official confirmation)

All of these cars were equipped with

MINTEX

MINTEX brake and clutch liners are manufactured by British Belting and Asbestos Ltd.
and are available from leading garages throughout the country.



SUCCESS

IN THE

ALPINE RALLY



series M.G.A.

(driven by Nancy Mitchell and Pat Faichney)

WINS

COUPE DES DAMES

AND COUPE DES ALPES

GRAND TOURING CATEGORY (1300 cc. to 1600 cc.)

3rd N. Mitchell/P. Faichney

4th J. Milne/D. Johns

5th W. Shepherd/J. Williamson

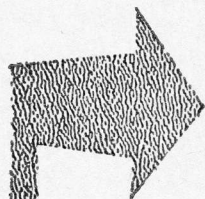
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CORPORATION LTD

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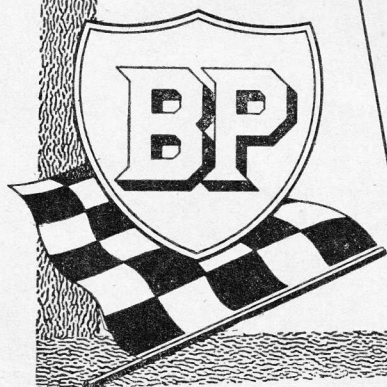
SILVERSTONE

**INTERNATIONAL DAILY EXPRESS
SPORTS CAR RACE**

1st STIRLING MOSS

MASERATI

also using BP Energol Motor Oil



ALPINE RALLY

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BP Energol

GENERAL CLASSIFICATION
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1st Ferrari

Including four Coupes des Alpes

***Using BP Energol 'Visco-static' Motor Oil**

1600-2000 c.c. CLASS
1st & 2nd Triumph*

UP TO 1000 c.c. CLASS
1st Standard*

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 3

July 20, 1956

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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

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EDITORIAL

SUCCESS IN THE ALPS

BRITISH cars did remarkably well in the International Alpine Rally, winning no less than nine Coupes des Alpes for unpenalized runs. Triumph TR3s won the coveted manufacturers' team award; in fact, five out of six of their entries were awarded Coupes. Ford's new Zephyrs picked up a couple of "Coupes", as did Nancy Mitchell/Pat Faichney (M.G.A.), who also won the Coupe des Dames. Dr. Barker's Standard Ten took the small saloon category, for so long dominated by Continental machines. An Aston Martin was also unpenalized. This year there was a general classification, and victory went to an Alfa Romeo Giulietta Sprint Veloce, one of the most outstanding small-capacity high-performance cars of today. The Alpine event is a grand proving ground, and cars which will stand up to tough mountain passes require to be sturdy, and to have high-performance characteristics—they also require to be expertly driven in competitions such as these, and, as is the case in racing, British-born drivers appear to have all the necessary qualifications for the Continental type of rally.

FAILURE AT SILVERSTONE

WHILE British machines were doing so well in the Alps, the green-painted Formula 1 cars were not exactly covering themselves with glory in the British Grand Prix at Silverstone. Vanwall fell victim to a curious trouble when racing fuel began to dissolve the alloy material of which the tanks are constructed; B.R.M. flattered yet again to deceive. After a glorious score of laps leading the race, Hawthorn's car went out with a recurrence of the universal joint oil seal trouble, which possibly also caused Tony Brooks to crash. Bourne seems to have great difficulty in infusing stamina into their undoubtedly very fast cars. Things are also likely to happen to B.R.M.s, which do not make for confidence on the part of the drivers. Fangio, Gonzalez, Parnell, Walker, Wharton, Flockhart, Hawthorn, Brooks—all have experienced mechanical breakdowns when favourably placed in races. It has been going on a long time now, and one would think that a man like Alfred Owen, with all the resources he has behind him, would produce a motor car capable of lasting the full Grand Prix distance. Jack Fairman did so with a Connaught, finishing in fourth place behind the Ferraris and Behra's Maserati—a fine achievement. Stirling Moss and Roy Salvadori also had their moments of being in front, but their Maseratis had troubles. It was the great man himself, Juan Manuel Fangio, who marched on to victory, followed home by his team-mate, and chief challenger for the Championship of the World, Peter Collins.

OUR COVER PICTURE

HITTING BACK: Triple World Champion Juan Fangio, strongly challenged this year by British drivers Moss and Collins, climbed back up the Championship score-sheet by winning last Saturday's British Grand Prix at Silverstone for Ferrari. It marked his first victory since Syracuse in April, and his first in six attempts at Britain's Grande Epreuve.

PIT & PADDOCK

ONCE again the *Daily Express* played host to numerous guests at the Grand Prix meeting. B.R.D.C.'s Press service, headed by Nevil Lloyd and Dennis May, was, as always, extremely well run.

LESLIE BROOKE, looking extremely immaculate, appeared to be chief chucker-out in the starting area, a job that requires great tact allied to firmness of purpose.

NICE to see British-built Albatross scooters being used by officials at Silverstone. They look very well-finished little jobs.

BILL SHADBOLT is giving up the "Crown" at Brackley, and is giving Mrs. S. a trip round the world. They will be missed at Silverstone meetings. Mollie Keiller is carrying on the "Saracen's Head" at Towcester, which is shortly to have a face-lift.

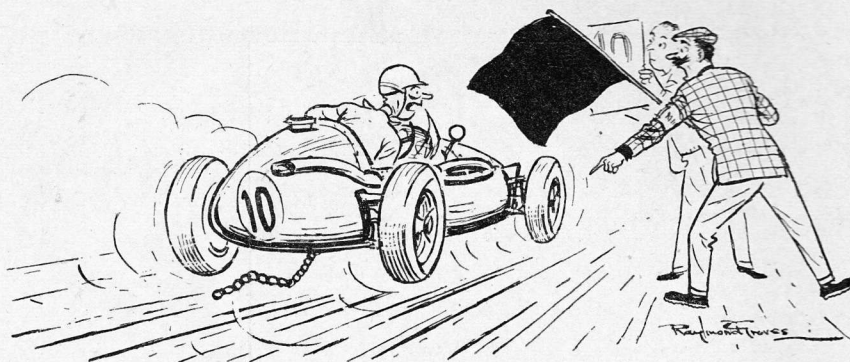
ONE of the all-too-few classic Continental hill-climbs comes up on the calendar for 22nd July. This is the 18th running of the Aosta-Grand St. Bernard climb, for which there are classes for Gran Turismo and International Sports category cars in various capacity classes.

OLIVIER GENDEBIEN and Maurice Trintignant will probably drive 3-litre Ferraris in September's Tour de France, that high speed rally-type event around France, which includes speed tests on most of the French circuits.

DEREK BUCKLEY of N. Rhodesia tells us that our geography is a bit haywire. Marlborough Stadium is not in East Africa as we stated (issue, 4th May) but in Salisbury, Southern Rhodesia.

AUSTEN NURSE is now at home following his Silverstone crash. His injuries are confined to cracked ribs. The accident was due to failure of an adaptor on the steering column—for which, incidentally, the Lister concern were in no way responsible, it being designed and made up by an outside firm.

ERIC THOMPSON would like to hear from any Ford Thames owners who could make up a team for the Six Hours Relay Race on 18th August. His telephone number is Bramley 2103.



"Ever heard of car sickness?"

BMW's 3.2-litre "503" model is now in production in drophead and hardtop forms. The V8 engine gives a claimed 140 b.h.p., and the drophead has achieved 110 m.p.h. in tests.

DURING his sojourn in Scotland, the Duke of Kent paid a couple of visits to Merchiston Mews, the Home of Ecurie Ecosse.

ROOTES MOTORS announce certain re-organization of Singer Motors. Some production activities will be transferred from Singer's Birmingham works to Rootes factories in Coventry and elsewhere.



SYNCHRONIZE WATCHES: (Above) Stirling Moss checks the time with Clerk of the Course John Eason-Gibson on the grid at Silverstone before the start of the British Grand Prix.

HAPPY SEXTET: (Below) Photographed outside their caravan at Silverstone were Valerie (second from left) and Bobby Leapingwell (right). On the left is John Green, and grouped in the centre, Helen and Ian Mitchell and Irving Chalmers-Watson.



NEWCASTLE-ON-TYNE driver, Keith Hall, will be a member of the Lotus team for the 24-hour race at Le Mans next week-end.

SWEDISH driver Joakim Bonnier (Alfa Romeo "Disco Volante") and his team-mate, American MacKay Fraser (Ferrari Monza 750), will both be competing in the Grand Prix of Bari, this Sunday, 22nd July.

OWING to incorrect information being given at the circuit, it was stated last week in our report of the Rouen G.P., that Roy Salvadori (Aston Martin) spun during the sixth lap. In fact, Salvadori stopped at the hairpin to make adjustments to the brake pedal, thus dropping back five places.

THE Triumph TR3s which scored that devastating 1-2-3-4-5 class win in the Alpine Rally all had Laycock de Normanville overdrive to help them on the interminable gradients.

LOST at Silverstone—one bag of tools, left for half an hour on a pit counter after the last race. Owner Chris Summers would be very pleased to hear from anyone knowing of their whereabouts. His address: 94 Tilehouse Green Lane, Knowle, near Birmingham.

AUTOSPORT SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

Revised Placing at Mallory Park

OWING to an error on the part of the timekeepers, one or two drivers were given as not having finished at Mallory Park on 7th July, although they did actually cross the finishing line. Peter Simpson (M.G.A.) was second in the 1,500 c.c. class, in front of Alan Foster (M.G.A.). S. A. Hurrell (Triumph TR2), was runner-up to Hudson's A.C. Ace in the 1,501-2,500 c.c., and Robin Carnegie (M.G.A.) also finished. Both Simpson and Hurrell receive 6 points, the latter also getting one point for fastest lap in his class. Carnegie's fourth place in the 1,500 c.c. class earns him 3 points. The revised tables are as follows:—

1,201-1,500 c.c.			
1. A. T. Foster (M.G.A.)	..	..	24*
D. J. Calvert (H.R.G.)	..	..	24*
3. R. W. Fitzwilliam/Robin Carnegie			
	(M.G.A.)		13
4. S. F. Wilder (Porsche)	..	..	11
5. P. Simpson/A. Asquith (M.G.A.)	..	..	7
6. W. P. U. Constable (M.G.A.)	..	..	3
1,501-2,500 c.c.			
1. K. N. Rudd (A.C. Ace)	..	..	32*
2. S. A. Hurrell (Triumph TR2)	..	..	21*
3. R. A. Hudson (A.C. Ace)	..	..	12
4. R. N. Robinson (A.C. Ace)	..	..	6
R. J. W. Utley (Frazer-Nash)	..	..	6
J. K. McKechnie (Morgan)	..	..	6
7. D. F. Sidnell (Swallow Doretti)	..	..	3
8. M. D. Mainwaring-Evans (A.C. Ace)	..	..	2
9. R. P. Standbridge (A.C. Ace)	..	..	1

* Includes fastest points for laps

SPORTS NEWS

THE WORLD CHAMPIONSHIP

FANGIO gets 8 points for his British Grand Prix win; runner-up Peter Collins shares 6 points with Alfonso de Portago; Jean Behra receives 4; Jack Fairman 3; and Horace Gould 2; Moss gains 1 pt. for fastest lap.

Provisional Placings

1. Peter Collins (Ferrari)	22
2. Juan Manuel Fangio (Ferrari) ..	21
3. Jean Behra (Maserati)	18
4. Stirling Moss (Maserati)	13
5. Eugenio Castellotti (Ferrari) ..	9
6. Paul Frère (Ferrari)	6
7. Mike Hawthorn (Owen Maserati) ..	4
Luigi Musso (Maserati)	4
9. Harry Schell (Vanwall)	3
Jack Fairman (Connaught)	3
11. Olivier Gendebien (Ferrari)	2
De Silva Ramos (Gordini)	2
Luigi Villoretti (Maserati)	2
Horace Gould (Maserati)	2
15. Landi (Maserati)	1.5
Gerini (Maserati)	1.5

(Note: Indianapolis 500 Miles Race place-men not included.)

MOSS AND THE YELLOW LINE

No Regulations For Demarcation Line at Rouen on Starting Grid

It appears that the arguments following Stirling Moss's crossing of the yellow demarcation line were based on a complete misunderstanding. In actual fact, provision was made for disqualification, only at the end of the first lap and onwards. When Moss cut over the line at the start, there was nothing officials could do about it, and therefore he could not have been disqualified. The line was placed for deceleration purposes when a car slowed down to come into the pits, and did not mark any limited area for the actual start.

A NEW DKW?

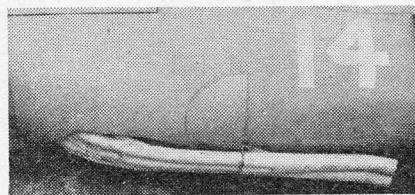
"AN unidentified vehicle", as reported seen travelling at over 60 m.p.h. on a German autobahn, wearing a red trade number plate which was traced to a Brunswick DKW agent, is believed to be a new DKW prototype private car with a 400 c.c., two-cylinder, two-stroke engine. Having the same basic shape front and rear, but with a small opening in the front, presumably for cooling air, and bodywork apparently of plastic or fibreglass material, this "suspect" DKW may be the design intended for production in 1957 at a price below 3,000 German marks—i.e., below £250.

ANOTHER LOTUS CONTINENTAL VICTORY

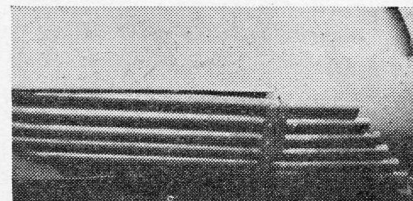
Piper and Hicks 1-2 at Sables-d'Olonne-Musy (Maserati) Wins Over 1,100 c.c. Event

JUST as they did at Rouen, Lotuses proved their speed during last Sunday's 1,100 c.c. sports-car race at Sables-d'Olonne. David Piper and Hicks led from start to finish, only Blaché's Ferry-Renault keeping on the same lap. Even Chancel's very rapid Panhard "Cigar" was out-paced, finishing in fourth place, a lap behind the leaders. Piper covered 107.65 kilometres in 1 hr. 12 mins. 1.7 secs., with Hicks's car almost on his tail.

Benoit Musy's 3-litre Maserati completely dominated the larger category race, runner-up André Loens (2-litre



PIPES of anything but PEACE. Two variations on a theme by Gordini, seen at Silverstone last Saturday. Da Silva Ramos's car has but two exhaust pipes, whereas Manzon's has the full octet.



LIÈGE-ROME-LIÈGE

BELGIUM'S contribution to the European Touring Championship, the 26th Liège-Rome-Liège, will take place from 29th August to 2nd September. In its general outline, the event will be similar to those of previous years, but the route has been altered considerably, and does not, in fact, touch Rome. Starting from Liège, the route passes through Germany, via Munich, crosses Austria, into Italy, and then runs East into Yugoslavia, as far as Zagreb. Turning West again, Italy is re-entered, where several passes are to be crossed, among them the Gavia, Stelvio and Vivione. Thence to Brescia and into France; around a loop in the Alpes Maritimes, via Die, to Grenoble, and finally north to Liège, through Annecy, Vesoul, and Rheims. Entries are limited to 150 cars, by invitation, in three classes, normal series touring, Gran Turismo and special

series, subdivided into four categories, under 1,000 c.c., 1,000-1,300 c.c., 1,300-2,000 c.c. and over 2,000 c.c. Regulations for the Liège-Rome-Liège have been published and are obtainable from the organizing club, Royal Motor Union, 38 Boulevard de la Sauvenière, Liège, Belgium. Entries close at midnight on 12th August.

A.M.O.C.'s BIG DAY

THE total number of Aston Martins in the A.M.O.C.'s Anniversary Parade at Silverstone tomorrow will be between 150 and 200, which will certainly assure a splendid spectacle. Other highlights in the day's programme include the St. John Horsfall Trophy handicap, to be run in two races, for pre- and post-war Astons, the 21-lap handicap relay race for the David Brown Challenge Cup, and the United States Air Force Trophy 15-lap unlimited sports car race. There are altogether 10 races. After morning practice, racing will begin at around noon.

SNETTERTON ON SUNDAY

ENTRIES for this Sunday's Vanwall Trophy race at Snetterton include Roy Salvadori with the Maserati he drove so brilliantly at Silverstone last Saturday, Archie Scott-Brown (Connaught), Bruce Halford, Jack Brabham and Horace Gould (Maseratis) and several Cooper-Bristols.

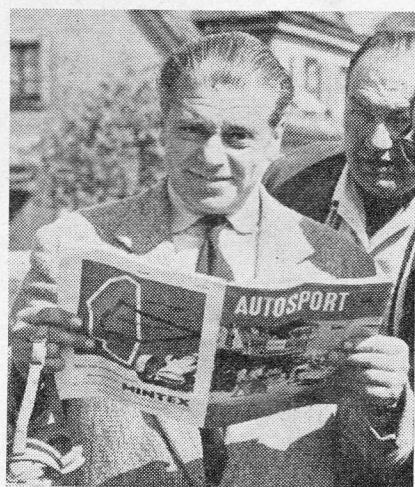
Salvadori will also be running in the 1,500 c.c. sports car event, as will Reg Parnell, either with Cooper or Lotus-Climax, Les Leston, John Coombs, etc. The Formula 3 race has drawn Russell, Parker, Lewis-Evans and over a score of others, while the Vintage race for the Stanley Sears Trophy is well represented.

The meeting begins at 2 p.m. Snetterton is on the A11 London-Norwich road, some 90 miles from London.

EIREANN ROAD RACES

TOMORROW'S Leinster Trophy meeting, to be run in two 100-mile handicaps over the 8.34-mile Wicklow road circuit, has attracted entries from Peter Whitehead (Maserati sports), Peter Jackson (Cooper-Climax), David Piper (last year's Trophy winner, this time down to drive a Lotus-Maserati) and Brian Naylor, also with a Lotus-Maserati, and many local exponents. Redmond Gallagher's Gordini is listed to run, plus sundry Ford-based and other Specials. Unfortunately the hoped-for Ecurie Ecosse entries are not forthcoming, the Scottish stable conserving their energies for the forthcoming Le Mans race.

Race A will be for over 2,000 c.c. unsupercharged, and over 1,250 c.c. supercharged cars; Race B will be for under 2,000 c.c. unsupercharged, and up to 1,250 c.c. supercharged. With the cancellation of the T.T., the Leinster M.C.'s race is Ireland's sole genuine road racing event of importance this year.



CELEBRATING his 50th birthday last Sunday was Rudolf Uhlenhaut, Director of the Research Department of Mercedes-Benz and renowned for his development work on the racing cars.

Results

500-1,100 c.c. 1. Piper (Lotus), 107.650 kms., 1 hr. 12 mins. 1.7 secs.; 2. Hicks (Lotus), 1 hr. 12 mins. 4.4 secs.; 3. Blaché (Ferry-Renault), 1 hr. 12 mins. 8.4 secs.; 4. Chancel (Panhard), 1 lap behind; 5. Paillet (Panhard), 2 laps.

Over 1,100 c.c. 1. Musy (Maserati), 150.710 kms., 1 hr. 34 mins. 20.6 secs (95.746 k.p.h.); 2. Loens (Maserati), 1 lap behind; 3. Michel (Maserati), 2 laps; 4. Tavano (Ferrari), 3 laps; 5. Houdusse (Porsche), 4 laps.

THE BARI G.P.

NEXT Sunday, 22nd July, the international motor racing scene shifts to Italy, to the seaport of Bari, where the 9th *Gran Premio Bari* will be run over the 2½-mile Lungomare circuit. The cancellation of the G.P. of Portugal has meant a considerable augmenting of entries for the Italian sports car event, and the lists show Ferrari, Maserati, Osca, Gordini, Porsche and AWE as runners. Duncan Hamilton (Jaguar) has entered from England. Ferrari drivers will be Fangio, Collins, Castellotti and Gendebien. Moss, Behra, Perdisa and Taruffi will drive Maseratis.

THE B.A.R.C. "DEVIATION FROM COURSE" RULE

As briefly recorded in last week's issue, a competitor in the B.A.R.C. 23rd Members' race meeting at Goodwood, P. H. Ashdown, was disqualified when his Lotus-Climax spun round at St. Mary's Corner during the third race. The full text of this new B.A.R.C. Competition Rule, No. 26, will be of interest to all who compete at Goodwood. We append it herewith:—

Deviation from Course. If, during a race, a competitor leaves the course with all four wheels off the road, or spins on the circuit to such an extent that the rear wheels are in advance of the front wheels, he will be automatically excluded from the race, save that the Stewards of the Meeting may withhold exclusion if they are satisfied:

(a) that the competitor concerned went off the road deliberately, or took such action as resulted in the spin, in order to avoid an accident, or

(b) that some condition or circumstance occurred beyond the knowledge or control of the competitor (e.g., oil on the course).

The decision of the Observers, as to whether a car has, in fact, left the course with all four wheels, or spun to such an extent as to incur exclusion, must be accepted as final.

Any competitor resuming the race after leaving the road must use the utmost caution when so doing, and rejoin the circuit at the nearest possible point compatible with the safety of himself and other competitors. He should also stop at the point of rejoining the road before actually resuming the race.

This rule shall not prejudice any action which the Stewards of the Meeting may decide to take on the grounds of dangerous driving.

RENAULT TRANS-U.S.A. RECORD

A RENAULT 750 c.c. 4CV driven by Tom Clark has completed the double journey from New York to Los Angeles and back—a distance of 5,842 miles—in a time of 124 hours 3 mins., averaging over 47 m.p.h. During this remarkable run, Clark actually broke "Cannonball" Baker's Chrysler record of 1933 for the N.Y.-L.A. crossing, chopping 38 mins. off. Car was standard save for an "Autoblu" manifold.

OSCA'S DAY IN THE DOLOMITES

Cabianca Beats the Big Cars in the Dolomite Gold Cup Race

THAT power alone does not guarantee victory on a long-distance road circuit, already demonstrated by Maglioli's Porsche in the Targa Florio, was demonstrated once again in the *Coppa d'Oro delle Dolomiti*, held on Sunday, 8th July. In this gruelling affair, run over a single 190-mile lap starting and finishing at Cortina d'Ampezzo, Giulio Cabianca in a 1,500 c.c. Osca won by nearly 4 minutes from last year's winner, Olivier Gendebien, this time driving a 3-litre Ferrari. Another Osca 1,500, driven by Umberto Maglioli, was third, while yet another Osca, the new 750 c.c. model, driven by Luigi Villoresi, won the 750 c.c. class—a splendid success for the designs of the Maserati brothers.

In a race graced by brilliant sunshine and many thousands of spectators, Cabianca drove brilliantly, and led throughout, his average speed of 100.41 k.p.h. breaking the old record, held by Paolo Marzotto (3-litre Ferrari) by over 16 minutes. The bulk of the entry, totalling 78, of which 62 started, were Italians, but Dicky Steed from England drove a Lotus-Climax Mk. IX, which the organizers and public persisted in calling a Jaguar, and Graham Maude a real Jaguar. Steed did well to finish sixth in the 1½-litre class, his time being 3 hrs. 30 mins. 0 sec. on this taxing

circuit. Maude crashed at Feltre and was out of the race.

Of the remainder, the Maseratis, Ferraris, Alfa Romeos, a sprinkling of 300SL Mercedes-Benz, and the Oscas predominated, but there were 24 retirements, 38 cars returning to Cortina. Gendebien was delayed by trouble with his oil pump, losing many minutes, which he only regained by superb driving.

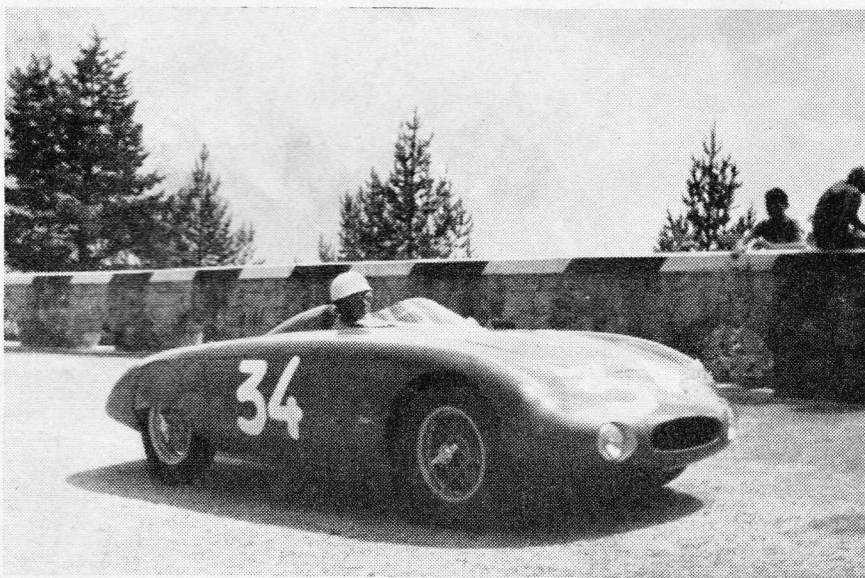
Although inevitably there were several incidents in the race, no single serious accident occurred, a gratifying result in an event at one time threatened with cancellation in the interests of the safety of the public.

Results

General Classification: 1, Giulio Cabianca (1,500 c.c. Osca), 303.8 km. (190 miles) in 3 hrs. 1 min. 31.2 secs., 100.417 k.p.h. (62.39 m.p.h.); 2, Olivier Gendebien (3-litre Ferrari), 3 hrs. 5 mins. 18.3 secs.; 3, Umberto Maglioli (1,500 c.c. Osca), 3 hrs. 9 mins. 47.3 secs.; 4, Giardini (2-litre Maserati), 3 hrs. 12 mins. 1 sec.; 5, Luglio (3-litre Ferrari); 6, Gorza (1300 Alfa Romeo Giulietta S.V.); 7, Zampiero (Mercedes-Benz 300SL); 8, Buticchi (Alfa Romeo Giulietta S.V.); 9, Zeller (Mercedes-Benz 300SL); 10, Bordoni (2-litre Maserati); 11, Paone (Alfa Romeo Giulietta S.V.); 12, Carini (2-litre Ferrari); 13, Toselli (Fiat 8V); 14, Rossi (1,100 c.c. Osca); 15, Villoresi (750 c.c. Osca). 38 finishers.

Class Winners

International Sports Cars, up to 750 c.c.: 1, L. Villoresi (Osca), 3 hrs. 24 mins. 49 secs., 88.99 k.p.h.; 2, Lippi (Stanguellini), 3 hrs. 30 mins. 22 secs.; 3, Zannini (Stanguellini), 3 hrs. 31 mins.

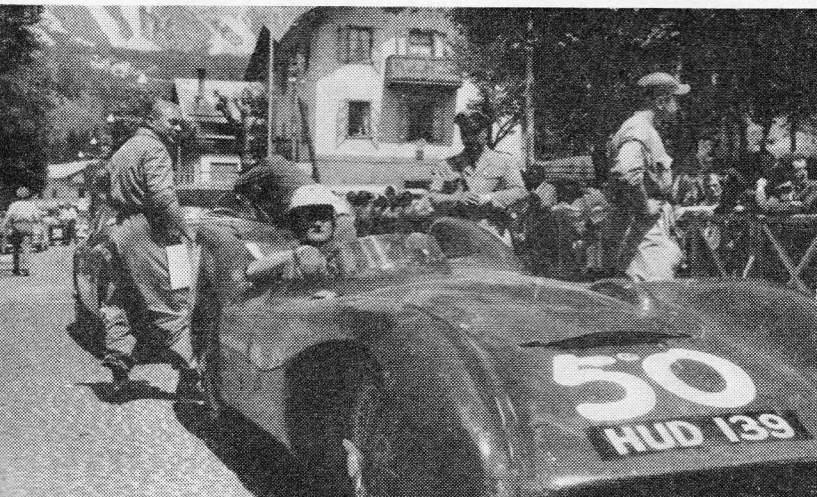


VETERAN VILLORESI seen in the Osca with which he won the 750 c.c. class and finished ahead of many larger-capacity machines.

BRITON ABROAD: (Left) Richard Steed in his Mk. IX Lotus-Climax at Cortina. He finished sixth in the 1,500 c.c. class.

11 secs. **751-1,500 c.c.:** 1, Cabianca (Osca), 3 hrs. 1 min. 31.2 secs.; 2, Maglioli (Osca), 3 hrs. 9 mins. 47.3 secs.; 3, Rossi (1,100 c.c. Osca), 3 hrs. 23 mins. 5.2 secs. **1,501-2,000 c.c.:** 1, Giardini (Maserati), 3 hrs. 12 mins. 1 sec., 94.929 k.p.h.; 2, Carini (Ferrari), 3 hrs. 21 mins. 51 secs. **Over 2,000 c.c.:** 1, Gendebien (Ferrari), 3 hrs. 5 mins. 18.3 secs., 98.365 k.p.h.; 2, Bordoni (Maserati), 3 hrs. 21 mins. 10.3 secs.; 3, Cornacchia (Maserati), 3 hrs. 41 mins. 9 secs.

Grand Touring Cars, 750-1,300 c.c.: 1, Gorza (Alfa Romeo Giulietta), 3 hrs. 18 mins. 8.2 secs., 91.99 k.p.h.; 2, Buticchi (Alfa Romeo); 3, Paone (Alfa Romeo). **1,301-2,000 c.c.:** 1, Toselli (Fiat 8V), 3 hrs. 21 mins. 57.2 secs., 90.264 k.p.h.; 2, Seiler (Porsche); 3, Arezzo (Fiat 8V). **2,001-3,500 c.c.:** 1, Luglio (Ferrari), 3 hrs. 15 mins. 35 secs., 93.198 k.p.h.; 2, Zampiero (Mercedes-Benz); 3, Zeller (Mercedes-Benz).



ALPINE BACKDROP: Nancy Mitchell and Pat Faichney (M.G.A) lead the Rickert/Kriplen Porsche Carrera down the Tre Croce Pass. The ladies brilliantly carried off the Coupe des Dames and the Americans finished third in general classification and second in their class.

k.p.h./50 m.p.h. to make Riez on time. Sooner than risk this, he retired.

In quick succession the crews then had to tackle the Cols of Allos, Vars, Izoard and Mont-Genèvre before reaching Monza for the first of the timed speed tests. These took their toll, but Beltramini (Fiat TV Spyder) was unlucky enough to run out of petrol and, after pushing his car for some four miles, was excluded for being over the permitted hour late.

The Monza test consisted of three laps, the fastest counting against set "bogey" times which varied from class to class. Some very good times were returned, René Cotton in a Mercedes 300SL being easily the fastest, but Collange on his Alfa Romeo Giulietta

XVIII^{me} CRITERIUM DES ALPES

Sweeping British Successes in an Event of Reduced Severity—Triumphs Win Five Coupes des Alpes and All Team Prizes—Class Wins to Standard and Ford—Nancy Mitchell/Pat Faichney (M.G.) Win Coupe des Alpes and Coupe des Dames

ALTHOUGH the refusal of the Italian authorities either to allow the Gavia Pass to be used, or to permit the roads to be closed for the passage of the rally cars over the Dolomite Cup circuit did much to reduce the planned difficulties of the 18th "Criterium de la Montagne" or "Alpine", only 34 crews finished out of 79 starters, of which no less than 17 were awarded the coveted Coupe des Alpes for a "clean" run.

British cars scored a sweeping success. Triumphs won all team prizes open to them, as well as the first "Coupe des Alpes des Constructeurs"—for three "clean" cars—ever to be awarded, and filled all the first five places in the 1,600 to 2,000 c.c. class, also with "clean" cars. A Standard Ten was the sole survivor in the important 1,000 c.c. class for too long the preserve of small Continental cars, and Fords took first and second places in the 2,000 to 2,600 c.c. class with unpenalized Zephyrs.

Finally, Nancy Mitchell and Pat Faichney (M.G.A) won the Coupe des Dames and a Coupe des Alpes, in the face of strong opposition from the best field of top class women drivers in recent Alpines, a feat only previously equalled by Mme. Descollas and Sheila Van Damm.

First Stage—Marseille to Cortina d'Ampezzo, 1,143 km./710 miles, 6th/7th July

The Vieux Port at Marseille, on the late evening of 6th July, was very reminiscent of Brescia on Mille Miglia

MONZA LINE-UP: Waiting to enter Monza for the speed test are several of the extremely successful Triumph TR3s. No. 412 is Gatsonides/Pennybacker, class winner and winner of a Coupe des Alpes. No. 516 is the Scott/Asbury Ford Zephyr, which also won a Coupe des Alpes and finished second in its class.

day, as the 79 starters from seven nations left the starting ramp to the blare of loud-speakers informing the large crowds of the records of the crews, and the difficulties which they were due to face in France, Italy and Yugoslavia.

The opening run to Riez proved a tough warming-up stage as it not only

By

JOHN GOTT

included a climb of the tricky Col d'Espigoulier, but also a secret check. This proved the undoing of the redoubtable Paul Guiraud (modified Peugeot 203), who was delayed by dynamo trouble and who would have had to exceed the maximum average of 80

returned a lap in 86 m.p.h. and the Americans, "Chuck" Rickert and Dave Kriplen, did just under 90 m.p.h. This pair, incidentally, had won an expenses-paid trip in the American Mountain Rally and had bought a new Porsche Carrera for the run. Gacon overturned his Porsche on the South Curve, fortunately without serious injury, and Gervin had retired his Porsche with mechanical failures before Monza. Anne Hall (Ford Zephyr) drove brilliantly to lap faster than her team-mates, Cuth Harrison and Dennis Scott.

After Monza came the Italian Alps and Dolomites, where crews, who had now been motoring for 12 hours, had to cope with the Passes of Vivione, Tonale, Monte Giovo, Pennes, Gardena, Campolongo and Falzarego. The schedules were tight but perhaps the greatest difficulty and danger lay in trying to pass



IN THE MOUNTAINS: *The De Salis/McGregor Aston Martin at speed in the Dolomites. This car won a Coupe des Alpes and finished second in its class.*

other cars through clouds of choking dust which masked the corners. George Murray Frame (Sunbeam Rapier) was involved in a collision with Claude Storez (Porsche Carrera), which caused the Rapier to retire and the Porsche to continue in a battered state. Jimmy Ray (Rapier) hit a rock on the Vivione and also had to give up. Triumphs had earlier lost their leader, Ken Richardson, with transmission bothers, and B.M.C. nearly lost theirs when Gott and Brookes (M.G.) hit a bollard on the Pennes, which knocked their axle back and lost them 22 mins. in repairs.

The most surprising feature was, however, the retirement of the entire "works" Renault Dauphine team of Gilberte Thirion, Manzon, Michy and Redèle, whose engines swallowed too much dust with dire mechanical results.

It was also somewhat sad to hear that both Jaguars—which have been such a force in the "Alpine"—had failed to reach Cortina.

No less than 24 crews retired and of the remainder only 36 were unpenalized—the opening Alpine stage was living up to its reputation!

British Retirements

Meredith-Owens/Riley (Standard 10), Ray/Waddington and Murray Frame/Pearman (Rapiers), Richardson/Heathcote (Triumph), Grant Norton/Carson (A.C. Aceca), Barton/Barton and Cunane/De Vadder (Jaguars), Wicky/Bornand (Triumph).

Second Stage—Circuit of the Dolomites, Cortina to Cortina, 304 km./190 miles, 8th July, 1956

The "sting" in this stage was largely lost by the refusal of the authorities to close the roads, so that the average speed had to be dropped from the planned 80 k.p.h./50 m.p.h. to the more usual 50 k.p.h./31 m.p.h. The A.C.M.P. sited their controls at Passo Rolle and Pieve Di Cadore, to make the first section, over the Falzarego and Pordoi, as "tight" as possible, but only three cars retired and one was eliminated for being too late, while none of the "clean sheets" were lost. Robin/Navarro (Panhard), however, only just clocked in before their 60 mins. expired. The up to 1,000 c.c. class, for years a "closed shop" for small foreign cars, was being decisively led by Dudley Barker, on one of the 1955 "works" modified Standard Tens, who had only lost 10 marks, and that due to a clocking-in error, although he was worried about his tyres. The mortality in this class was very high as only four cars were now running out of 12 starters.

Third Stage—Cortina to Zagreb, 582 km./360 miles, 9th July

As Yugoslavia was included for the first time in any International rally starting outside that country, the *parc fermé* at the start was buzzing with rumours ranging from the inflexibility of the Customs officials to the appalling state of some of the roads. The former were unfounded: the latter were not! The officials could not have been more helpful or charming—the chief officer even offered thirsty crews bottles of Coca Cola—but some of the roads would have done credit to the Australian Redex Rally or the East African Coronation Safari. Whilst the highway along the Adriatic from Rijeka (Fiume),



must be not only one of the most beautiful, but also one of the best maintained roads in Europe, the by-roads over the mountains near Karlovac are appalling. Pot-holed and dirt-surfaced, their passage by hurrying cars left a choking trail of white dust, which not only impeded following crews—who emerged looking prematurely aged with whitened hair—but must have been a source of considerable irritation to the natives, who, however, waved most cheerfully to the rally cars.

It was a great relief to emerge into the broad concrete highway near Zagreb, where the second timed speed test was to be held. This was a timed run of 1½ kilometres, flying start and finish, with a two-kilometre run-in.

As can be seen below, some very high speeds were attained. Although Cotton's resounding 130.2 m.p.h. was announced as a Yugoslav record, probably the most spectacular run was that of Jimmy Risk and Bill Lamb (Ford Zephyr), who lost a tyre and finished on a collapsing rim amongst a shower of sparks.

Up to 1,000 c.c.: Barker/Cooke (Standard 10), 43.5 secs. (76 m.p.h.). 1,000-1,300 c.c.: Collange/Huguet (Alfa Romeo Giulietta), 31.4 (107). 1,300-1,600 c.c.: Buchet/Storez (Porsche Carrera), 31.0 (109). 1,600-2,000 c.c.: Tavola/Marini (Alfa Romeo T.L.), 31.6 (106.5). 2,000-2,600 c.c.: Scott/Asbury (Ford Zephyr), 33.4 (101). Unlimited: Cotton/Mme. Alain (Mercedes 300SL), 25.8 (130.2).

The day had caused the retirement of five cars, one unfortunately, the Panhard of Fabre/Mme. Redon, through an accident. The struggle for the Team Prize was keen indeed, with M.G.s, Triumphs, Peugeots and Porsches still having three cars "clean", with the Rapiers and Fords close up with two "clean" cars each, the B.M.C. trio just leading with slightly superior bonus points.

Fourth Stage—Zagreb to Cortina, 571 km./357 miles, 10th July

The run back into Italy was largely a carbon copy of the preceding day's run, over roads varying from the dusty execrable to the smoothly surfaced excellent. Easily the tightest section of the day was the 46-mile stage from Kobarid to the border, over the Col Kyrisis, which was a succession of tight hairpins winding up to almost 6,000 feet. The run into Cortina, over the Sant' Angelo and Tre Croce passes, was also tough, as the roads were slippery in places. It was here that Fräuleins Lautmann and Utermöhl (Ford Taunus) were unfortunately involved in an accident which

cost them 33 mins. This, however, did not really affect the Coupe des Dames where Mmes. Terray/Pic-Paris (Peugeot 203C) were just leading from Nancy Mitchell/Pat Faichney (M.G.A.)—using their most successful Mille Miglia car. These crews alone were "clean", as Anne Hall/Yvonne Jackson (Ford Zephyr) had lost marks with mechanical troubles, while Mme. Honore (Alfa Romeo) had retired on the first night after an accident.

If the stage eliminated no cars, the dust had taken the "edge" from many an engine, whilst Bill Shepherd's M.G. had been unfortunately penalized by a time miscalculation. This left the Triumphs with three "clean" team cars, plus the "clean" cars of private owners Kat and Kat and Griffiths and Blockley, well in the lead for "marque" honours. The Coventry cars were also leading their class and generally confirming the excellent impression which they had made in the last Alpine of 1954.

Fifth Stage—Cortina to Megève, 767 km./475 miles, 11th July

Up to now the weather had been almost oppressively hot, but this long stage was run under conditions of heavy rain, which meant that the higher passes were shrouded by clouds and the mountain roads were appallingly slippery. On the way to the timed climb on the Stelvio, Cotton retired the Mercedes and the sole surviving Salmson of the Dellière brothers was also involved in an accident, but able to continue.

The top half of the climb was covered in cloud, but despite these unfavourable conditions some wonderful individual performances were returned. Estager, on a Ferrari Europa, made B.T.D. in 16 mins. 54.6 secs. and thereby took over his class lead, but Collange's astounding Alfa Romeo Giulietta did the second fastest time in 17 mins. 27.6 secs., which handsomely beat both the Porsche Carreras. Other outstanding drives were those of Ted Harrison on the Zephyr in 17 mins. 38.7 secs. and of Jack Sears on the M.G.A. in 18 mins. 6.3 secs., which pushed them well up in General Classification. Nancy Mitchell also brilliantly pulled out all the stops to record 19 mins. 13.8 secs. and take over the lead in the Coupe des Dames from Mme. Terray.

The Stelvio was, however, disastrous for the Rapiers, as Raymond Baxter crashed on the descent and Peter Harper, who was "clean" up to then, failed to do

his set time on the Mille Miglia car he had driven with Sheila Van Damm. In view of the havoc wrought by the Stelvio, it was as well for the crews that the Gavia was impassable and had to be cut out of the route, which instead led over the easier Col d'Aprica.

The long run down the Autostrada to Aosta gave crews a chance to work on their cars and prepare them for the tough last stage. Edgar Wadsworth and Harry Brierley had to weld up the frame of their Denzel for the second time, but their team-mates, Blanchard/Jouanheaux and the Lauga brothers were still "clean".

The Triumphs had, however, taken over the first five places in their class and with five "clean" cars were holding an almost unassailable lead in the battle for team prizes. Collange and Huguet in the Alfa Giulietta were almost equally far ahead in the General Classification in which the Sears/Best M.G. was the highest British car in sixth position.

These positions were in no way altered by the difficult closing sections over the Grand St. Bernard and Forclaz passes, both of which were wrapped in cloud, which reduced the tired crews' margin of time in hand. Nevertheless, 39 cars clocked in at Megève, of which 21 were "clean" and 20 were British. Dudley Barker and Don Cooke in the Standard Ten had performed the almost unbelievable feat of running the small Continental cars into the ground and were the sole survivors in their class of 12 starters.

Final Stage—Megève to Marseille, 876 km./543 miles, 12th and 13th July

Although the long run, which commenced in the late evening of 12th July and finished in the late morning of 13th July, included almost every well-known Col in the French Alps, fewer cars retired than is usual on the last day of the "Alpine".

Trouble, however, started earlier than usual. On the Col des Aravis, the Gott/Brookes M.G. was eliminated by a broken halfshaft, which had almost certainly been fractured in the earlier collision. Tavola and Marini, "clean" up till then, were heavily penalized when their Alfa shot through the Thones passage control without halting long enough to get their route card stamped.

On the run between Frontenex and Seez, the smaller cars were repeatedly

held up at level crossings, whilst on the ascent of the Col d'Iseran, the larger cars were held up by a herd of 200-plus cows tinkling their way up to the high Alps. But despite these cases of *force majeure*, all cars made the controls on time.

The last timed climb was on the Col d'Izoard, but it had little bearing on the results. In the general classification established for the French Touring Championship, the Alfa Giulietta of Collange and Huguet was so far ahead that the crew did not need to strain their car and B.T.D. went to Estager in the Ferrari in 6 mins. 42.2 secs., closely followed by the Buchet/Storez Porsche Carrera in 6 mins. 48.3 secs. Another excellent effort was the 6 mins. 58.1 secs. of the Aston Martin of De Salis and McGregor, which was still "clean" and lying second in its class to the Ferrari. The Triumphs, now quite unbeatable in their class, were skilfully driven to beat "bogey" with the minimum strain.

But of all rallies the "Alpine" is never won until the last car has finished. On the descent of the Croix de Fer, with the worst almost over, the Sears/Best M.G. was overturned, and Rickert and Kriplen sportingly risked their "clean sheet" to ensure the crew were unscathed. Finally, within 50 kilometres of the Mediterranean, Mmes. Terray/Pic-Paris (Peugeot) had to give up. Although outpaced by Nancy Mitchell since the Stelvio, the French ladies had been holding second place in the Coupe des Dames, which position was immediately taken over by Anne Hall/Yvonne Jackson (Ford Zephyr), third place going to the German Taunus, which Fräuleins Lautmann and Utermöhl had courageously driven without a screen for some hundreds of miles.

And so the 34 survivors arrived in the Parc Borely, where they had to undertake a braking-acceleration test which had little bearing on the results as the rally had long since been won on the road. B.T.D. was made by the Hopkirk/Cave Triumph in 31 secs.

This was a fitting note on which to end, for Triumphs had undoubtedly been the marque of the 1956 Alpine, finishing five "clean" cars out of seven starters. It is pleasant to record that one of the drivers on the "clean" cars was Norman Blockley, a very hard Alpine trier for many years, who, appropriately, first

attempted the Alpine in a Triumph Roadster. Gatsonides also collected a Coupe en Argent for three non-consecutive "clean" runs and Tommy Wisdom, driving with his daughter, Anne, collected his second coupe.

But in addition to these outstanding results, the British motor industry provided 17 of the 34 finishers and nine of the 17 Coupes des Alpes, as well as the Coupe des Dames winner for the third consecutive year. Underlining this feat was the fact that for once the Mercedes 300SLs failed to finish and only two Alfa Romeos survived out of seven starters, whilst no Renault completed the distance.

This type of result must be the answer to a temporary slump in sales, for the "Alpine" attracts almost as much public attention as the more greatly publicized but somewhat easier "Monte".

Results

General Classification

1. Collange/Huguet (Alfa Romeo), 0 penalties/1,913 bonus marks; 2. Buchet/Storez (Porsche), 0/1,630; 3. Rickert/Kriplen (Porsche), 0/1,517.5; 4. Blanchard/Jouanheaux (Denzel), 0/1,288; 5. Estager/Pebrel (Ferrari), 0/1,265.25; 6. Strahle/Wencher (Porsche), 0/1,242.5; 7. Harrison/Harrison (Ford Zephyr), 0/1,140.6; 8. Gatsonides/Pennybacker (Triumph), 0/1,114.5; 9. Langa/Langa (Denzel), 0/1,066; 10. David/Metin (Peugeot), 0/1,005; 11. De Salis/McGregor (Aston Martin), 0/863; 12. Scott/Asbury (Ford Zephyr), 0/797.5; 13. Hopkirk/Cave (Triumph), 0/753.5; 14. Kat/Kat (Triumph), 0/746; 15. Griffiths/Blockley (Triumph), 0/716; 16. Griffiths/Wisdom (Triumph), 0/679.5.

Other British entries or cars: 19. Milne/Johns (M.G.), 50/773; 20. Shepherd/Williamson (M.G.), 50/587.5; 21. Hartwell/Lewis (Sunbeam); 22. Revillon/Martell (Aston Martin); 23. Harper/Humphrey (Sunbeam Rapier); 26. Hall/Jackson (Ford Zephyr); 28. Dean/Sparrowe (Sunbeam Rapier); 30. Wadsworth/Brierley (Denzel); 32. Barker/Cooke (Standard 10).

Class Results

Group I, 1,001-1,300 c.c.: Fabre/de Clavelle (Peugeot), 1,301-1,600 c.c.: 1. Dean/Sparrowe (Sunbeam Rapier); 2. Lautmann/Utermöhl (Ford Taunus). 1,601-2,000 c.c.: Tavola/Marini (Alfa Romeo). 2,001-2,600 c.c.: Hartwell/Lewis (Sunbeam).

Groups II and III, up to 1,000 c.c.: Barker/Cooke (Standard 10). 1,001-1,300 c.c.: 1. Collange/Huguet (Alfa Romeo); 2. Blanchard/Jouanheaux (Denzel); 3. Strahle/Wencher (Porsche); 9. Wadsworth/Brierley (Denzel). 1,301-1,600 c.c.: 1. Buchet/Storez (Porsche); 2. Rickert/Kriplen (Porsche); 3. Mitchell/Faichney (M.G.); 4. Milne/Johns (M.G.); 5. Shepherd/Williamson (M.G.); 6. Harper/Humphrey (Sunbeam Rapier). 1,601-2,000 c.c.: 1. Gatsonides/Pennybacker (Triumph TR3); 2. Hopkirk/Cave (TR3); 3. Kat/Kat (TR3); 4. Griffiths/Blockley (TR3); 5. Wisdom/Wisdom (TR3). 2,001-2,600 c.c.: 1. Harrison/Harrison (Ford Zephyr); 2. Scott/Asbury (Ford Zephyr); 3. Hall/Jackson (Ford Zephyr). Over 2,600 c.c.: 1. Estager/Pebrel (Ferrari), 2. de Salis/McGregor (Aston Martin); 3. Revillon/Martell (Aston Martin).

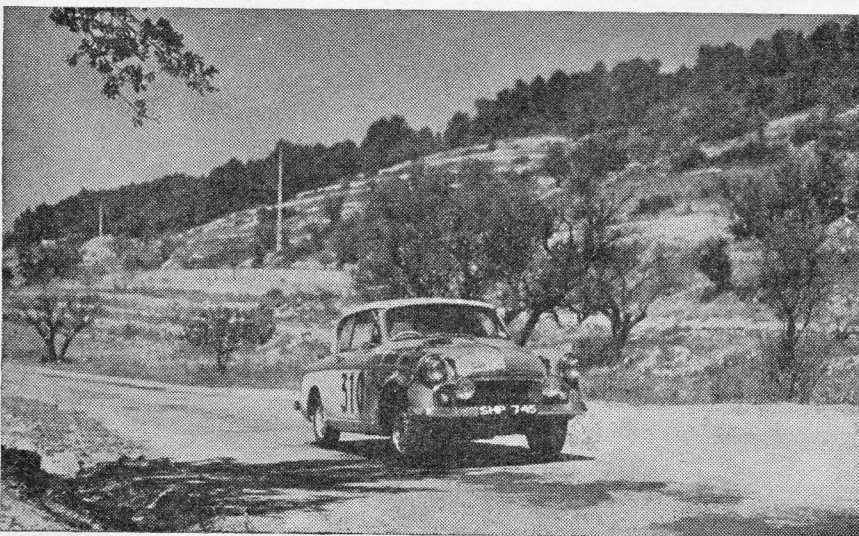
Coupe des Constructeurs: Triumph TR3—Hopkirk/Cave Gatsonides/Pennybacker, Kat/Kat, Griffiths/Blockley.

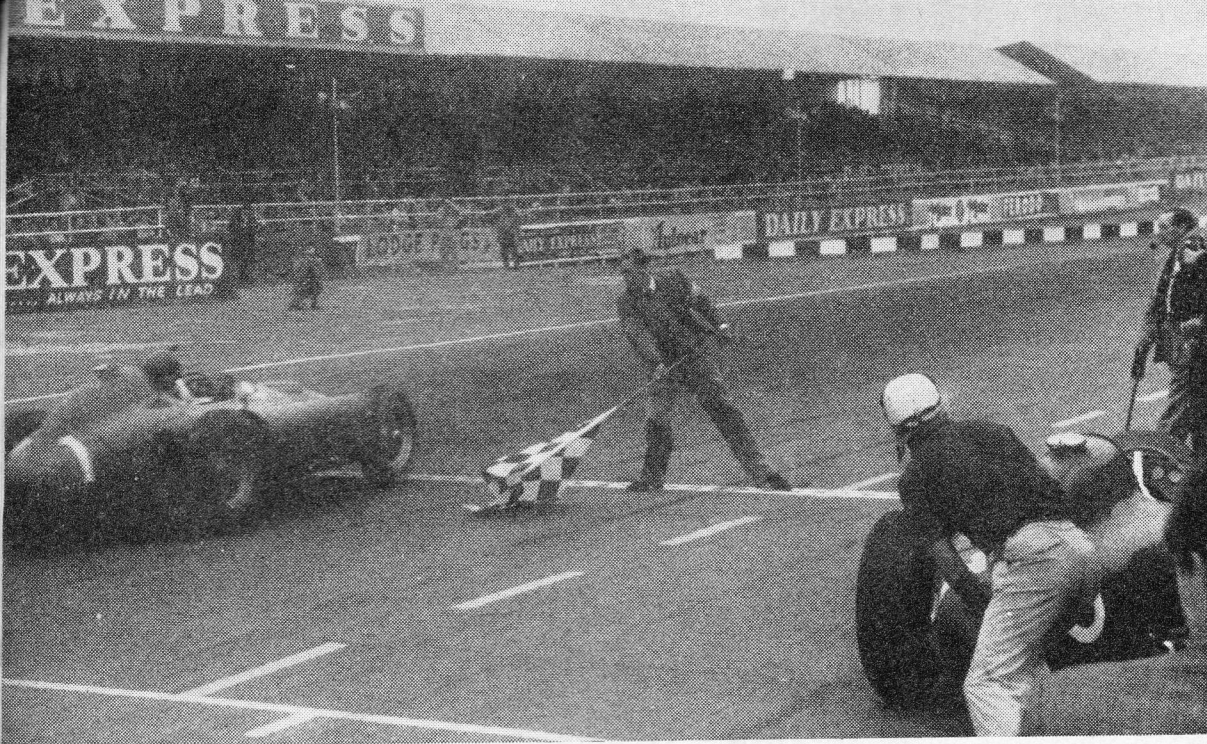
Coupe des Dames: 1. Mrs. Nancy Mitchell/Miss Pat Faichney (M.G.); 2. Miss Ann Hall/Miss Yvonne Jackson (Ford Zephyr).

ROOTES APPOINTMENTS

FOLLOWING Mr. Geoffrey Rootes' recent appointment as Deputy Chairman and Managing Director of the manufacturing companies of the Rootes Group, Mr. Brian Rootes, second son of Sir William, has been appointed Managing Director of Rootes, Ltd. In addition, Mr. Timothy Rootes, son of Sir Reginald, has been appointed Director in charge of sales and service of the manufacturing companies.

SOLE SURVIVOR of the works team of Sunbeam Rapiers was the Peter Harper/David Humphrey car, which finished 23rd in General Classification and sixth in their class.





★

THE FLAG for Fangio: The "Old Master" from the Argentine crosses the line in his V8 Ferrari to win the 1956 British Grand Prix, while de Portago pushes Castellotti's damaged machine in, to qualify for 10th place.

★

BRITISH GRAND PRIX FOR FANGIO

World Champion Shows his Greatness—Bold Bid by B.R.M. Ends in Disaster—Moss and Salvadori Eliminated by Mechanical Troubles—Jack Fairman's Wonderful Drive with the Connaught

By GREGOR GRANT

Photography by George Phillips
and Francis Penn

LET'S face it: he is still the great man! While his rivals fell out, one by one, Juan Manuel Fangio pursued his relentless way to win the 11th R.A.C. Grand Prix at Silverstone on the 14th July for Ferrari. In second place came Peter Collins (Ferrari), still leading in the World Championship, then Jean Behra (Maserati) and Jack Fairman (Connaught), who drove a brilliantly steady race throughout—a model of consistency and reliability.

Stirling Moss and Roy Salvadori (Maseratis) were outstanding, but both fell victim to mechanical troubles. Moss actually led for 53 laps, but retired on his 94th circuit. Salvadori ran in second place for 30 laps.

The G.P. had a sensational start, with the B.R.M.s of Mike Hawthorn and Tony Brooks in the lead. Mike was in front for 15 laps, with the crowd going almost delirious with excitement. Then the Bourne gremlins struck again, and he soon retired with a leaking drive-shaft oil-seal. Brooks crashed when his transmission locked solid at Abbey Corner, the B.R.M. overturning and being completely destroyed by fire. Tony was thrown out, and was taken to hospital with a fractured jaw and an ankle injury.

Vanwalls had an unfortunate day. Gonzalez broke his axle on the starting line, while Schell and Trintignant made repeated stops to clear blocked fuel lines. It was stated that the fuel was tending to dissolve the alloy tanks! Scott-Brown's Connaught shed a wheel when well-placed. Collins's Ferrari lost its oil pressure and he took over de Portago's car. Castellotti ran off the road, bending his machine, which was eventually taken over by de Portago and

black-flagged for being in a dangerous condition.

Of the 28 starters, only 11 were running at the end, with Fairman's Connaught and Gerard's Cooper-Bristol the sole British machines. A really excellent show was the privately entered Maserati of Horace Gould which finished in fifth place—4 laps behind Fangio. Moss did fastest lap in 1 min. 43.2 secs. (102.104 m.p.h.).

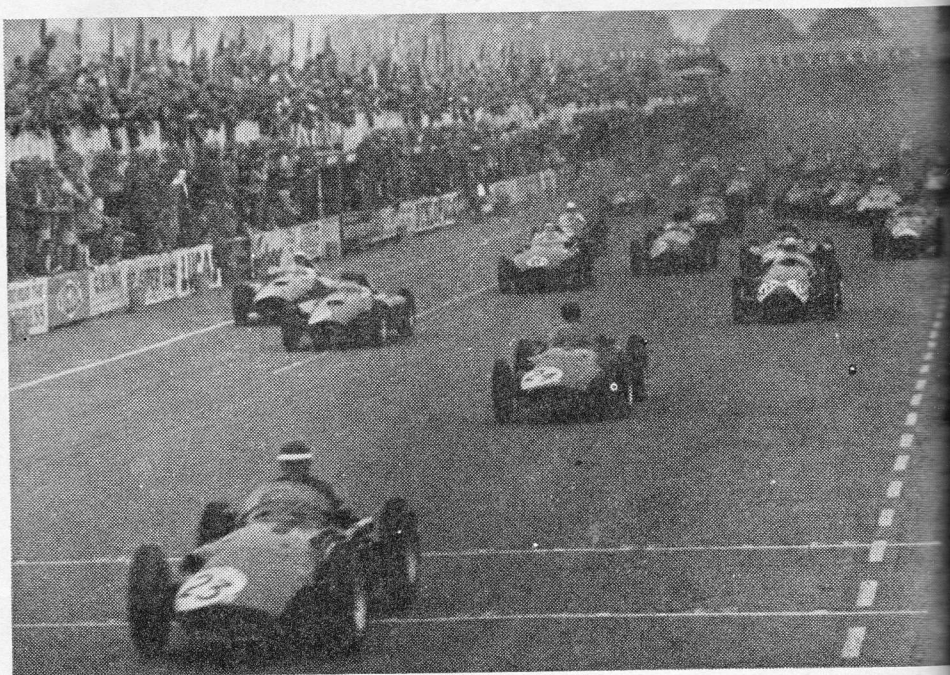
Coopers' new single-seater, superbly driven by Roy Salvadori, won the F2

race from Colin Chapman's Lotus at the remarkable speed of 96.00 m.p.h. Stirling Moss (Maserati) ran away with the sports car race, and Jim Russell (Cooper) was victorious in the fiercely disputed 500 c.c. race.

A crowd estimated at over 85,000 watched this very full day of racing. Traffic control was absolutely first-rate, Chief Constable Captain Bolton of the Northamptonshire Police and his extremely efficient officers having this taped.

* * *

THERE were three British drivers and one Argentinian on the front row of the starting grid—Moss (Maserati), Collins (Ferrari), Fangio (Ferrari) and



PRODIGIOUS was the getaway of the two B.R.M.s of Mike Hawthorn and Tony Brooks, with the Ferraris and Maseratis well back.

Hawthorn (B.R.M.). The grid, based on practice times, was as follows:—

The Starting Grid

Collins (Ferrari)	Hawthorn (B.R.M.)	Fangio (Ferrari)	Moss (Maserati)
1 m. 43 s.	1 m. 43 s.	1 m. 42 s.	1 m. 41 s.

Salvadori (Maserati)	Gonzalez (Vanwall)	Schell (Vanwall)
1 m. 44 s.	1 m. 44 s.	1 m. 44 s.

Titterton (Connaught)	Scott-Brown (Connaught)	Brooks (B.R.M.)	Castellotti (Ferrari)
1 m. 46 s.	1 m. 45 s.	1 m. 45 s.	1 m. 44 s.

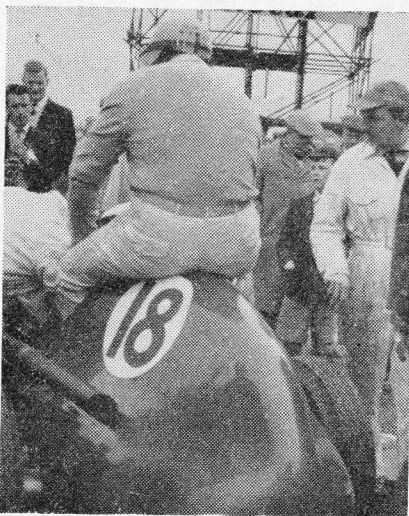
Gould (Maserati)	Behra (Maserati)	De Portago (Ferrari)
1 m. 48 s.	1 m. 47 s.	1 m. 47 s.

Manzon (Gordini)	Flockhart (B.R.M.)	Trintignant (Vanwall)	Perdisa (Maserati)
1 m. 49 s.	1 m. 49 s.	1 m. 49 s.	1 m. 49 s.

Fairman (Connaught)	Halford (Maserati)	Villoresi (Maserati)
1 m. 51 s.	1 m. 51 s.	1 m. 50 s.

Godia (Maserati)	Maglioli (Maserati)	Emery (Emeryson)	Gerard (Cooper-Bristol)
1 m. 55 s.	1 m. 54 s.	1 m. 54 s.	1 m. 53 s.

Brabham (Maserati)	Rosier (Maserati)	Ramos (Gordini)
2 m. 01 s.	1 m. 59 s.	1 m. 56 s.



WHILE YOU WAIT: Vanwall mechanics make adjustments to the seat width of car No. 18 to accommodate Froilan Gonzalez more comfortably, while "Pepe" sits on the tail. Their efforts were in vain, for he broke a half-shaft as he left the line.

Gonzalez, much slimmer than in former years, quietly watching his r.p.m. needle.

Up went the Union Jack; cars started to creep, and with a thrilling crescendo the field hurtled towards Copse—all except poor Gonzalez who moved a few feet, then came to rest with a broken axle—and that after flying especially for the race from Argentina!

Yes, there were two B.R.M.s in the lead, and the stands rose as the little dark green machines came round Woodcote. Hawthorn, Brooks, Fangio, Schell, Salvadori, Collins, Castellotti, Moss, Gould—B.R.M., B.R.M., Ferrari, Vanwall, Maserati, Ferrari, Ferrari, Maserati, Maserati. Ron Flockhart's race did not last long: his B.R.M. went out with engine bothers on lap 2. Paul Emery (Emeryson) stopped to change plugs; Jack Brabham's Maserati was retired.

The two Bourne cars were right out there in front, with Juan Manuel Fangio and Harry Schell in pursuit. Lap 3 and Collins had passed Schell into fourth place, and Salvadori moved closer to the Vanwall. Then Moss came through into fifth place, with Salvadori in his slipstream. On lap 8, Fangio slid off course at Beckett's, rejoining the race in sixth place behind Collins. Moss, going like the wind, had flown past Brooks and began to threaten Hawthorn.

It was clear that the B.R.M. was faster than anything else on the straight. Hawthorn was timed to exceed 137 m.p.h.—nearly 3 m.p.h. quicker than any of the Ferraris.

With 10 laps gone, Brooks had retaken Moss into second place, and the actual race order was:—

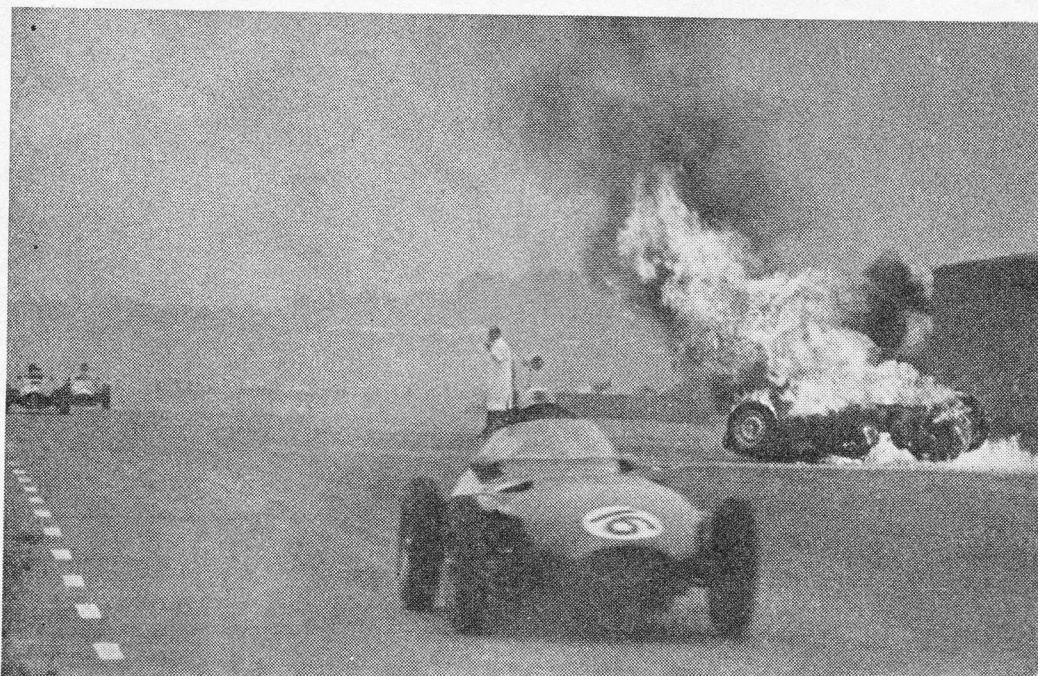
1. Hawthorn (B.R.M.), 17 mins, 50.8 secs., 98.40 m.p.h.
2. Brooks (B.R.M.), 17 mins, 58 secs.
3. Moss (Maserati), 17 mins, 58 secs.
4. Salvadori (Maserati), 17 mins, 59 secs.
5. Collins (Ferrari), 18 mins, 04 secs.
6. Fangio (Ferrari), 18 mins, 05.4 secs.

The Ferraris were losing ground, their heavy load of fuel making them more than a handful coming up Abbey Curve. Schell was in at his pits with a broken rear damper; it cost him 8 mins. to replace. Emery came in again for plugs, and Trintignant (Vanwall) had a magneto lead come adrift. Archie Scott-Brown was now very much in the picture, his Connaught definitely threatening Collins—he had already shot past both Castellotti and de Portago.

THE B.R.M.s LEAD: (Above) Mike Hawthorn and Tony Brooks, well away on the opening laps, with the pursuit not yet in sight. . . .

BUT once again the Bourne cars flattered only to deceive. Hawthorn retired after 24 laps, while Brooks's run ended grimly (right) when the car overturned and blazed to ashes near Abbey Curve.

As the two minutes signal came from the Lucas hooters, engines burst into life and there was all the bustle and excitement that precedes the start of a Grand Prix. Over the P.A. the course commentator shouted himself hoarse trying to get the starting area cleared. The drivers sat patiently in their cars: Fangio, inscrutable as ever; Moss looking grimmer than usual; Hawthorn very large in the tiny B.R.M.; Collins making himself comfortable at the wheel; Brooks completely calm and relaxed;



ABBEY CURVE: British driver Titterington (Connaught) leads the Frenchman Manzon (Gordini), the Spaniard Godia (Maserati) and the Italian Villorresi (Maserati).

ning reliably and well, Manzon keeping close company with Villorresi (Maserati) and Godia (Maserati). Perdisa, not going particularly fast, was being led by Ramos (Gordini), and had Bob Gerard's Cooper not too far away.

Trintignant went by, his Vanwall sounding peculiar. He stopped twice to try to cure fuel starvation. Castellotti called in at his pit to investigate a throttle fault, and lost a couple of minutes. Then came news that Brooks had come to a standstill at Club, with a rod adrift on the throttle control. With advice from marshal John Appleton, he made a jury repair and trundled back to his pit.

Fangio was not making much impression on either Moss or Salvadori. Collins, in fourth place, was a full lap ahead of the fifth man, de Portago (Ferrari), who in turn led Behra. At 40 laps, the race order was:—

1. Moss (Maserati), 1 hr, 10 mins, 45.8 secs., 99.23 m.p.h.
2. Salvadori (Maserati), 1 hr, 11 mins, 9 secs.
3. Fangio (Ferrari), 1 hr, 11 mins, 19.4 secs.
4. Collins (Ferrari), 1 hr, 11 mins, 51.6 secs.
5. de Portago (Ferrari), 39 laps.
6. Behra (Maserati), 39 laps.

Brooks set off again with the repaired B.R.M. after a delay of 9 mins, 43 secs. Salvadori's Maserati was seen to have a

Then on the 16th lap he was missing—he had shed a wheel at Beckett's. As Scott-Brown retired, Moss took Hawthorn for the lead; Fangio had screamed past Brooks but could do nothing about Salvadori who was staying with Mike all the way. Gradually Moss drew away from Hawthorn and at 20 laps the order was:—

1. Moss (Maserati), 35 mins, 37.8 secs., 98.61 m.p.h.
2. Hawthorn (B.R.M.), 35 mins, 42 secs.
3. Salvadori (Maserati), 35 mins, 42.2 secs.
4. Fangio (Ferrari), 35 mins, 56.2 secs.
5. Brooks (B.R.M.), 36 mins, 03 secs.
6. Collins (Ferrari), 36 mins, 13 secs.

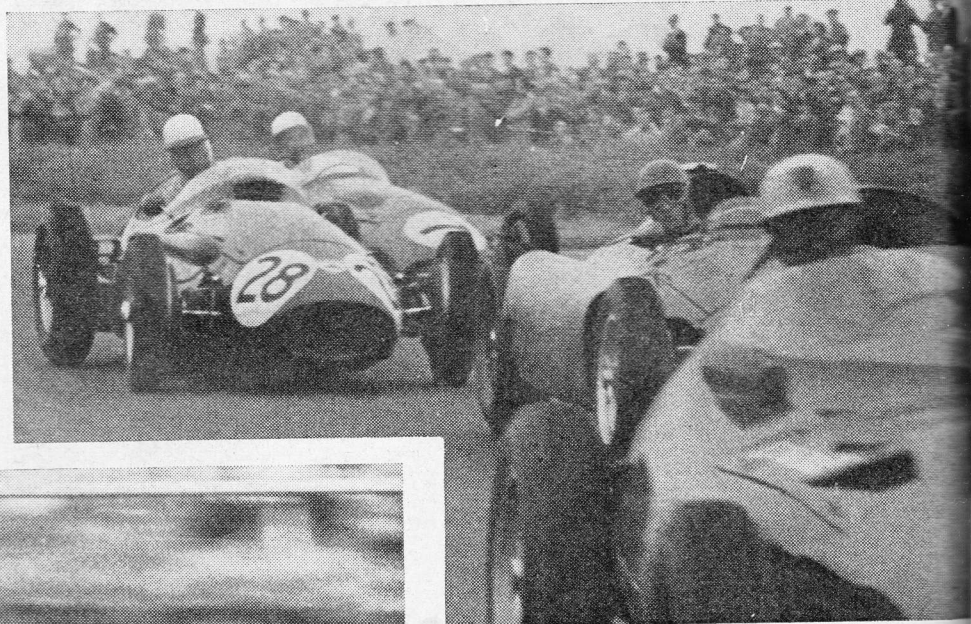
Rosier (Maserati) stopped at his pits with a leaking carburettor union, and Halford (Maserati) retired with a broken piston. Hawthorn was now obviously slowing, and Salvadori moved into second place. To the dismay of the crowd, the B.R.M. coasted into its pit. Grimly silent, Mike took off his crash helmet and pointed to the back end. Oil was leaking from a damaged universal joint oil seal, and Hawthorn's race was run. Shortly afterwards Titterington (Connaught) stopped for plugs and took on more fuel, did one more lap, and had the plugs changed again, Rosier stopped again, now with magneto bothers, did a couple of slow laps on five cylinders, and finally abandoned.

Moss was getting away from Salvadori and Fangio, the position at 30 laps being:—

1. Moss (Maserati), 53 mins, 15 secs., 98.93 m.p.h.
2. Salvadori (Maserati), 53 mins, 23 secs.
3. Fangio (Ferrari), 53 mins, 43 secs.
4. Brooks (B.R.M.), 54 mins, 04 secs.
5. Collins (Ferrari), 54 mins, 08.4 secs.
6. Castellotti (Ferrari), 54 mins, 43 secs.

Two British drivers in the lead, and another couple chasing Fangio for third place! Tony Brooks was showing that his historic Syracuse victory was no flash-in-the-pan, and Salvadori was laying claims to be recognized as a real top-liner. Moss, as ever, was the stylist *par excellence*, but Fangio was really working hard, his progress up Abbey Curve being terrifying to watch—however, the touch of the master was there.

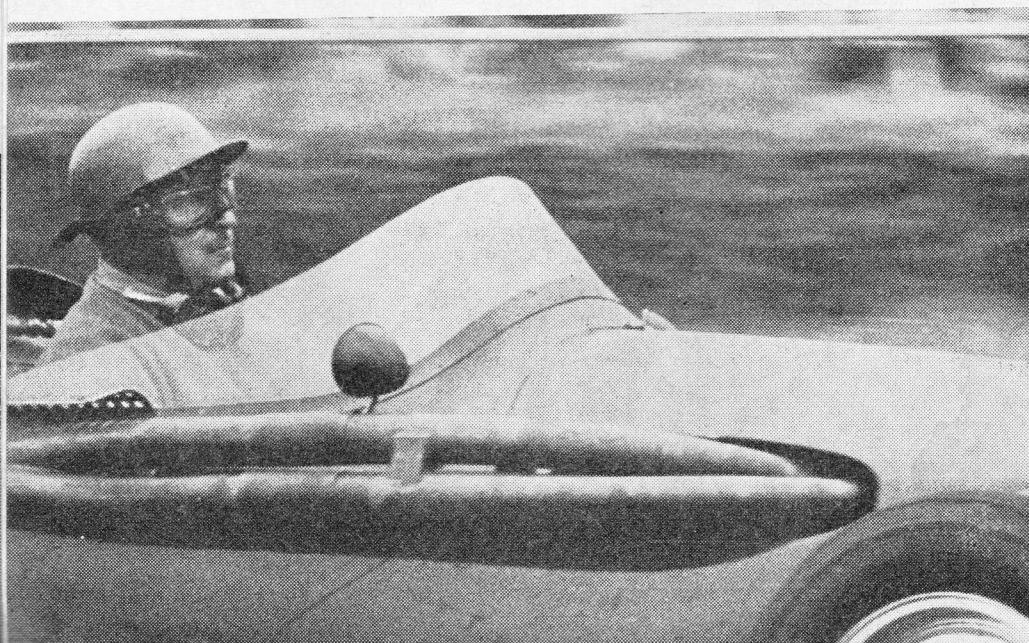
It was now interesting to watch the progress of Jack Fairman. This unspectacular driver, whose qualities as a test-cum-race pilot have always been acknowledged by Connaughts, was now in ninth place, not far behind Jean Behra's Maserati. Horace Gould was also getting round very smartly, and was just a few yards behind the Connaught. Gordini's 8-cylinder machines were run-



COPSE COMPRESS: (Above) Harry Schell's Vanwall, Peter Collins (Ferrari) and Salvadori (Maserati) "share" the corner, with Stirling Moss's Maserati behind, on the outside.

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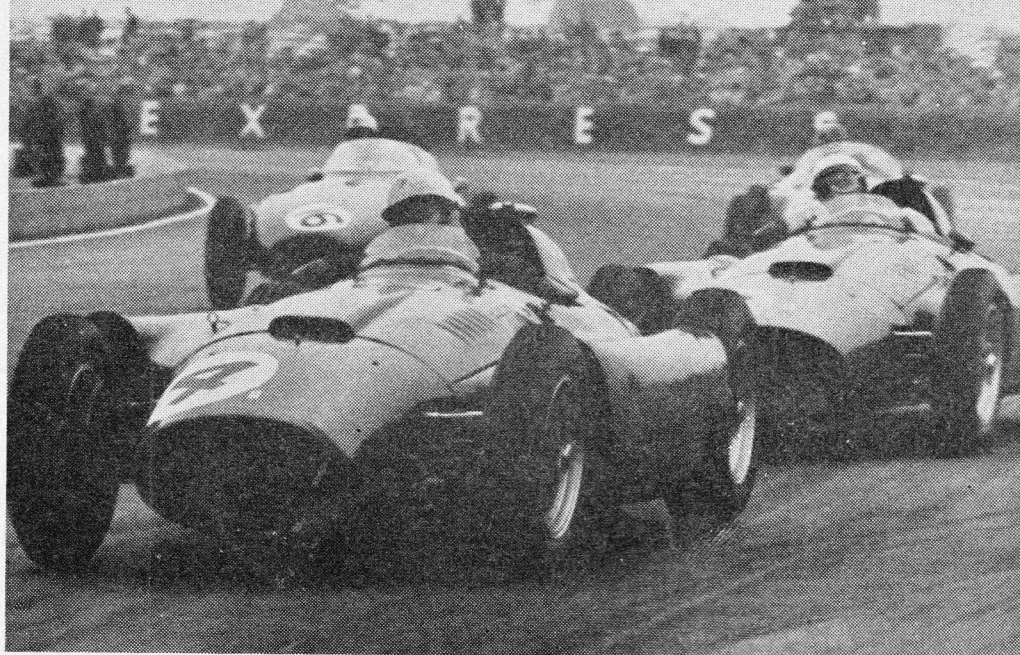
CONSISTENCY PAYS: (Left) Jack Fairman drove a fast, steady race to gain fourth place for Connaught—the highest British car to finish in Britain's Grand Prix.



tank-fixing strap flapping, and he was signalled by his pit to come in. This he did on his 50th lap. One lap later and Moss came in for fuel and oil, setting off still in the lead. Salvadori stopped again, this time to fix a loose ignition lead, and he dropped to fourth place. Horace Gould had overtaken Jack Fairman, and now lay sixth. He then stopped to take on more oil, and continued in seventh spot.

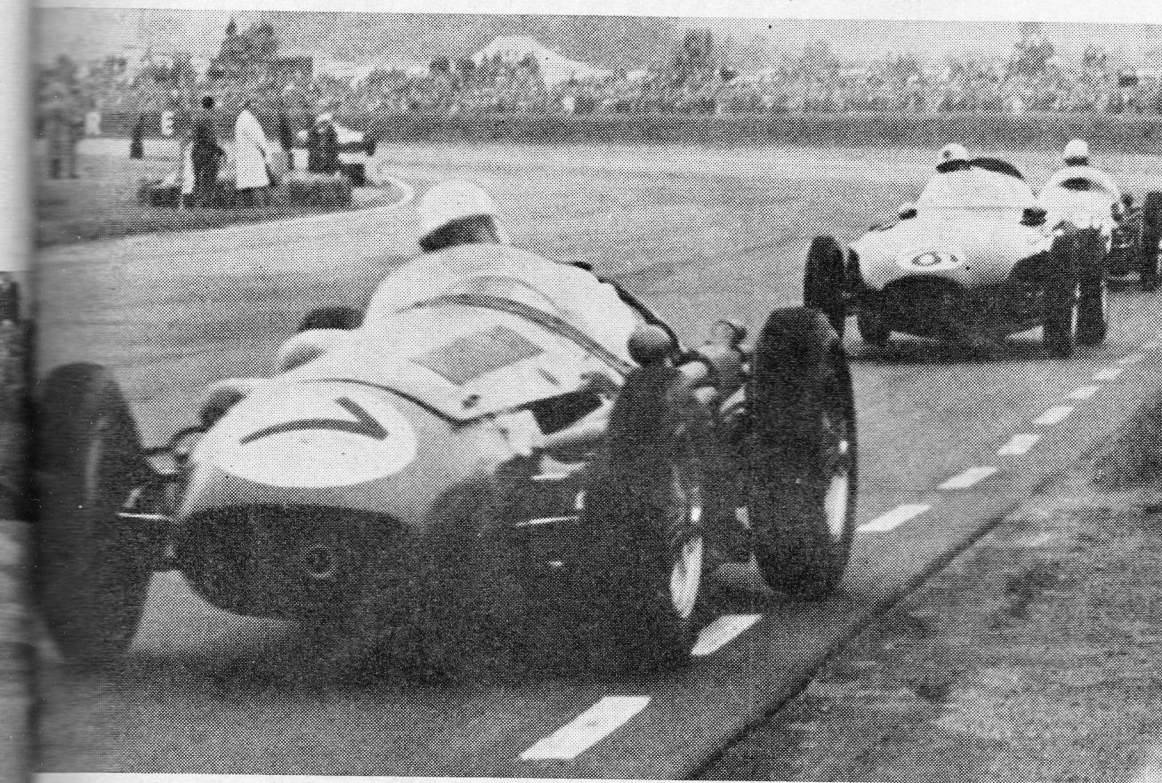
Then flames were seen to be shooting up from the Abbey Curve direction. Brooks, coming into the bend at high speed, apparently had the back end lock solid. The car overturned and literally exploded. Brooks was fortunately thrown out before the car turned over. With memories of Ken Wharton's Vanwall burning fiercely last year, drivers went past with a quick grim glance at the flaming wreckage, not knowing what had happened to its driver.

This disaster left Fairman as the only driver of a British car likely to finish placed. Both Vanwalls were in trouble with blocked fuel lines. Titterton was



DUET: (Above) Ferrari men Eugenio Castellotti and the Marquis de Portago tore round in close company for many laps. Here the duelling pair are passing Schell's Vanwall at Club Corner.

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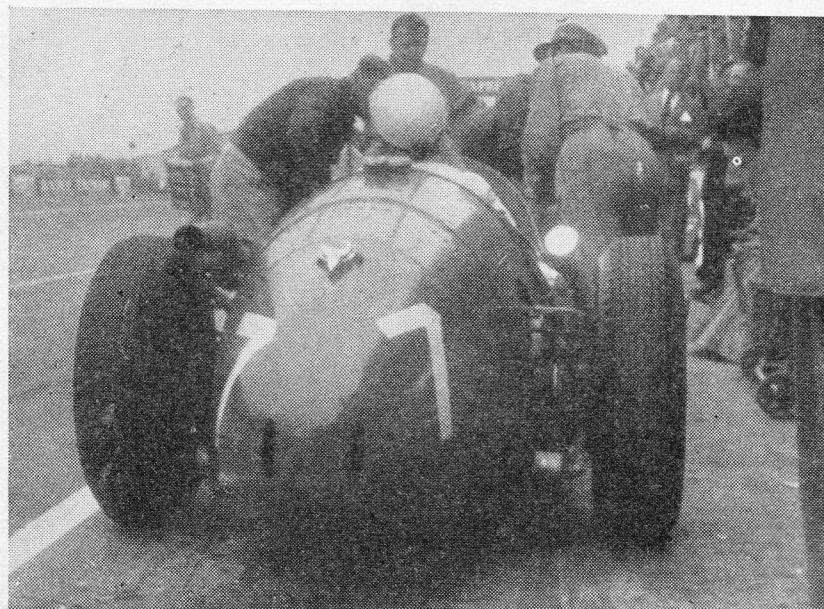
LEADERS: (Left) Stirling Moss and Roy Salvadori sandwich Schell at Club. Both Maserati drivers had wretched luck, Moss retiring with a split fuel tank, and Salvadori with diverse engine troubles after a brilliant drive in a privately entered car with which he held off Fangio for many laps.

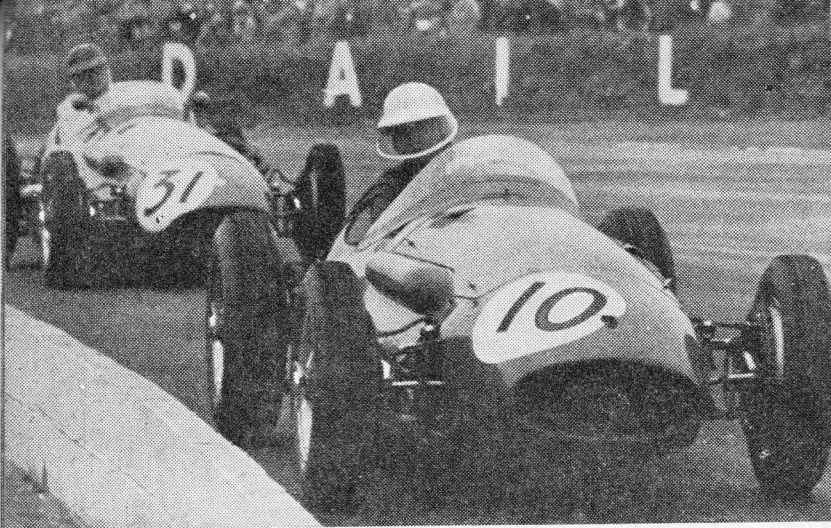
getting the other Connaught round, in 13th place, behind the blue Gordinis, with Gerard and Trintignant bringing up the rear. At 54 laps, Salvadori went out with engine failure, after a magnificent display. Out went the signals to Fangio, who now began to see what could be done about Moss. At 60 laps the race order was:—

1. Moss (Maserati), 1 hr, 46 mins, 19.2 secs., 99.11 m.p.h.
2. Fangio (Ferrari), 1 hr, 46 mins, 26 secs.
3. Collins (Ferrari), 1 hr, 48 mins.
4. de Portago (Ferrari), 59 laps.
5. Behra (Maserati), 59 laps.
6. Fairman (Connaught), 58 laps.

Next in trouble was Peter Collins. His oil pressure gauge zeroed and he abandoned after completing 63 laps. Two tours later, and the World

LEAD LOST: (Right) Stirling Moss's Maserati at the pits with ignition trouble after holding first place from the 16th to the 68th laps. He eventually retired at Stowe with a split tank, but made fastest lap of the race.





★
GOULD AND GODIA at Club Corner in their Maseratis. The Briton finished fifth, the Spaniard eighth.

dispute, de Portago set off again—very slowly—to stop just before the line awaiting the finish.

With 93 laps gone, Collins streaked past Moss into second place. Stirling's tank was leaking badly, which explained his stop for fuel. Next time round, the Maserati stopped altogether at Stowe, with a bone-dry tank.

★
 Then it was all over: Fangio roared over the line to complete 101 laps and win a British Grand Prix for the first time. At the same time, de Portago, nonchalantly smoking a cigarette and without a crash-helmet, pushed his crippled Ferrari over the line. Some newspapers made out that Fangio smoked a cigarette as he went past the

Championship challenger was in de Portago's machine—a lap behind the leaders. Harry Schell had fuel injection bothers to add to his fuel feed troubles.

Fangio was now putting on the pressure. Closer and closer he came to Moss who was going wonderfully well, but was struggling to make up for his earlier pit stop. Then, with 68 laps completed, and having led the race since the 16th round, Moss's engine went woolly and he stopped with ignition troubles, rejoining the race still in second place, but well behind the Argentinian. This was really bad luck, but such is motor racing. Juan Manuel now dominated the race. His tactics had paid dividends, and, apart from that ninth lap spin, he had never become flustered.

At 70 laps, Fangio, Moss and Behra were the only ones to complete the requisite number and the position was:—

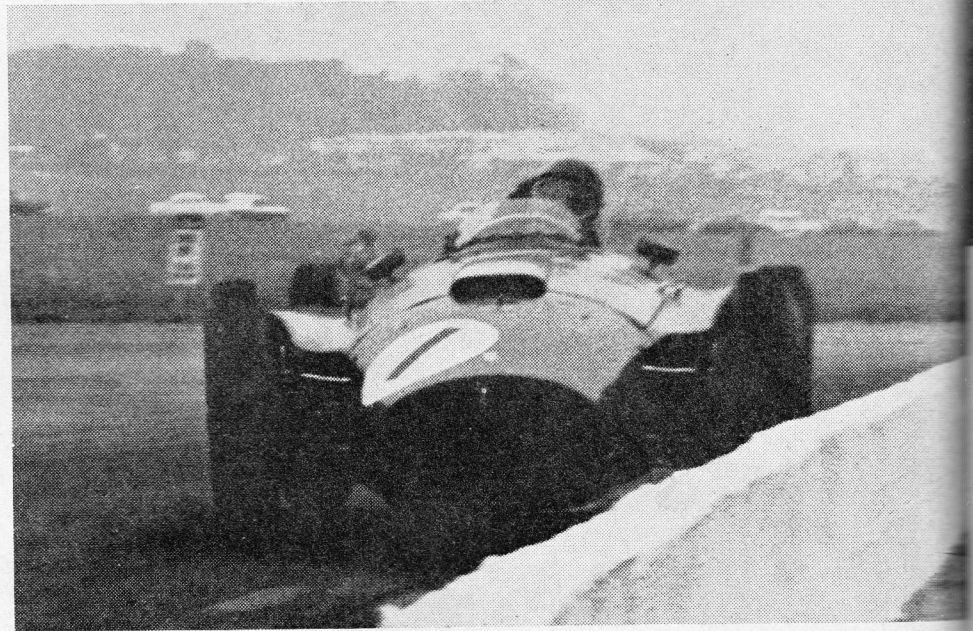
1. Fangio (Ferrari), 2 hrs, 04 mins, 01.8 secs., 98.77 m.p.h.
2. Moss (Maserati), 2 hrs, 04 mins, 57.4 secs.
3. Behra (Maserati), 2 hrs, 05 mins, 19 secs.
4. Collins (Ferrari), 69 laps.
5. Fairman (Connaught), 68 laps.
6. Castellotti (Ferrari), 67 laps.

Trintignant finally gave up his struggle with the Vanwall and retired, having completed 50 laps. Da Silva Ramos also abandoned his Gordini with unspecified troubles. Godia (Maserati) did a gilhooley at Beckett's, but managed to rejoin the race. Moss had to stop for fuel on his 80th lap, putting him one behind Fangio. At this point the race order was:—

1. Fangio (Ferrari), 2 hrs, 21 mins, 42 secs., 99.15 m.p.h.
2. Moss (Maserati), 79 laps.
3. Collins (Ferrari), 79 laps.
4. Behra (Maserati), 78 laps.
5. Fairman (Connaught), 77 laps.
6. Castellotti (Ferrari), 77 laps.

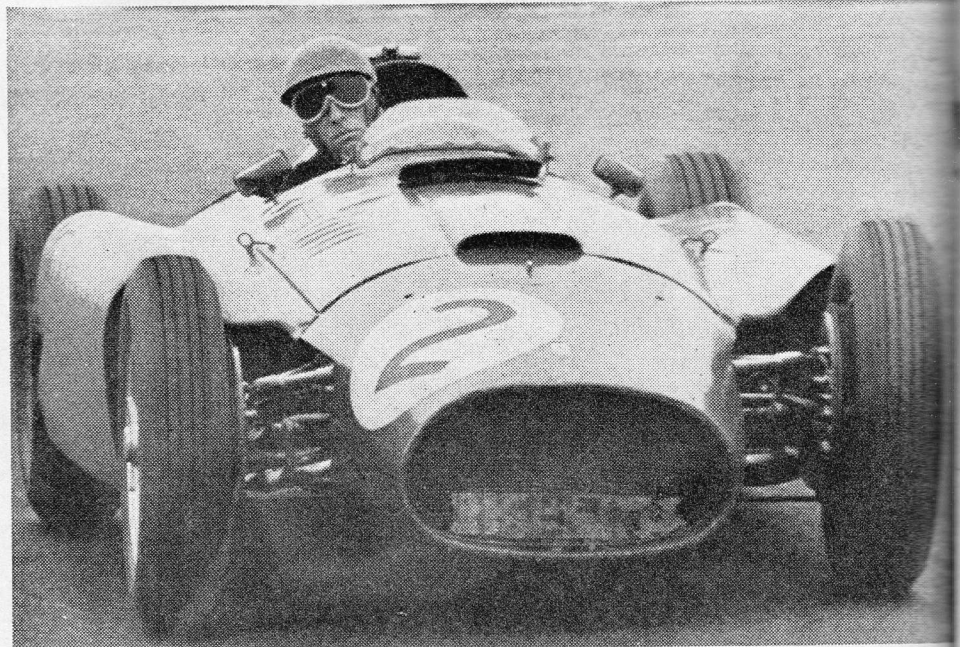
Interest now centred on Collins's efforts to catch Moss, whose car sounded far from healthy. Titterington's Connaught came to rest with a rod through the side, and Castellotti went off-course at Club, damaging a wheel and probably buckling the chassis. He limped back to the pits, had the wheel changed, and Alfonse de Portago took over a car which proceeded crab-wise, leaving four distinct wheel-marks.

Collins began to overhaul Moss rapidly, while Fangio circulated serenely, having the race more or less in his pocket. Stewards took a dim view of de Portago's car, but were too late in producing the black flag, and the Spaniard did another lap before coming in. Then ensued high comedy, as the Marquis endeavoured in excellent English to convince the stewards that the car was drivable. After a lengthy



FANGIO at Abbey (above), the British Grand Prix winner flirting with the inside brick wall in his Ferrari. He led from the 68th lap to the finish.

COLLINS at Stowe (below). After retiring with one Ferrari, Collins took over de Portago's, finishing second, thus retaining a precarious Championship lead.





A WINNER AGAIN: Fangio and his wife look content as they walk off after their efforts at Silverstone.

chequered flag. This is utter nonsense; the World Champion does not smoke at all!

Into second place came Peter Collins, with another 3 points in the Championship, followed by Jean Behra, the gallant Fairman, the never-say-die Horace Gould, and veteran Gigi Villoresi, who won the first Grand Prix at Silverstone, back in 1948. Ferrari had once again proved their worth, making four out of five wins this year for the Maranello marque. Stirling Moss had the consolation of making fastest lap.

In a last-minute effort, Manzon just failed to catch Godia for eighth place, and Bob Gerard, last of the 11 survivors, kept going till the end.

Results

1, Fangio (Ferrari), 2 hrs. 59 mins. 47 secs., 98.65 m.p.h., 101 laps; 2, De Portago/Collins (Ferrari), 3 hrs. 01 mins. 16.2 secs., 100 laps; 3, Behra (Maserati), 3 hrs. 00 mins. 37.8 secs., 99 laps; 4, Fairman (Connaught), 3 hrs. 01 mins. 20 secs., 98 laps; 5, Gould (Maserati), 3 hrs. 00 mins. 37 secs., 97 laps; 6, Villoresi (Maserati), 3 hrs.

02 mins. 10.4 secs., 96 laps; 7, Perdica (Maserati), 3 hrs. 01 mins. 19 secs., 95 laps; 8, Godia (Maserati), 2 hrs. 59 mins. 57 secs., 94 laps; 9, Manzon (Gordini), 2 hrs. 59 mins. 59 secs., 94 laps; 10, Castellotti/de Portago (Ferrari), 2 hrs. 59 mins. 55.4 secs., 92 laps; 11, Gerard (Cooper-Bristol), 3 hrs. 00 mins. 20 secs., 88 laps.
Fastest lap: Moss (Maserati), 1 min. 43.2 secs., 102.104 m.p.h.

Fastest Laps

Fangio (Ferrari), 1 min. 44 secs., 101.319 m.p.h.; Collins (Ferrari), 1 min. 45.4 secs., 99.973 m.p.h.; Castellotti (Ferrari), 1 min. 45.8 secs., 99.595 m.p.h.; Collins (Ferrari), 1 min. 45 secs., 100.35 m.p.h.; Moss (Maserati), 1 min. 43.2 secs., 102.104 m.p.h.; Behra (Maserati), 1 min. 44.2 secs., 101.124 m.p.h.; 9, Perdica (Maserati), 1 min. 48.2 secs., 97.386 m.p.h.; Godia (Maserati), 1 min. 50.2 secs., 95.618 m.p.h.; Villoresi (Maserati), 1 min. 50 secs., 95.792 m.p.h.; Maglioli (Maserati), 1 min. 53.6 secs., 92.757 m.p.h.; Ramos (Gordini), 1 min. 52.2 secs., 93.914 m.p.h.; Schell (Vanwall), 1 min. 45.2 secs., 100.163 m.p.h.; Trintignant (Vanwall), 1 min. 45.4 secs., 99.973 m.p.h.; Scott-Brown (Connaught), 1 min. 47.6 secs., 97.929 m.p.h.; Titterton (Connaught), 1 min. 46.8 secs., 98.663 m.p.h.; Fairman (Connaught), 1 min. 47.6 secs., 97.929 m.p.h.; Hawthorn (B.R.M.), 1 min. 46 secs., 99.407 m.p.h.; Brooks (B.R.M.), 1 min. 45.6 secs., 99.784 m.p.h.; Flockhart (B.R.M.), 1 min. 59.4 secs., 88.251 m.p.h.; Gerard (Cooper-Bristol), 1 min. 51.4 secs., 94.589 m.p.h.; Rosier (Maserati), 1 min. 56 secs., 98.838 m.p.h.; Salvadori (Maserati), 1 min. 44.8 secs., 100.545 m.p.h.; Halford (Maserati), 1 min. 51.4 secs., 94.589 m.p.h.; Brabham (Maserati), 1 min. 54 secs., 92.431 m.p.h.; Gould (Maserati), 1 min. 47.6 secs., 97.929 m.p.h.

Grand Prix Lap Chart on Pages 80-81.

THE FORMULA 2 RACE

SALVADORI WINS WITH THE NEW COOPER

IN reality, the first race to be held under the rules of the new Formula 2, which comes into force officially and internationally next year, was more or less an event over 25 laps (75 miles) for sports cars up to 1,500 c.c. The Formula 2 regulations call for cars below that cubic capacity, using petrol fuel of not more than 100 octane rating. Of the 21 starters, the only foreign entry was the 1,490 c.c. Gordini of Andre Pilette, the Sorcerer's new F2 engine being concealed beneath an elderly and unfashionable body. Of the remaining 20, 15 were Lotus or Cooper sports cars with Climax engines. Leston's Willment did not materialize, so instead he drove the Speed Shop's fast Cooper. There was, however, one notable newcomer, making its first public appearance in the first race for which it was designed—namely, the 1,460 c.c. Formula 2 Cooper, driven by Roy Salvadori. This machine, which looks rather like an overgrown half-litre

Chapman (Lotus) leads at first, finishes Second and makes Fastest Lap

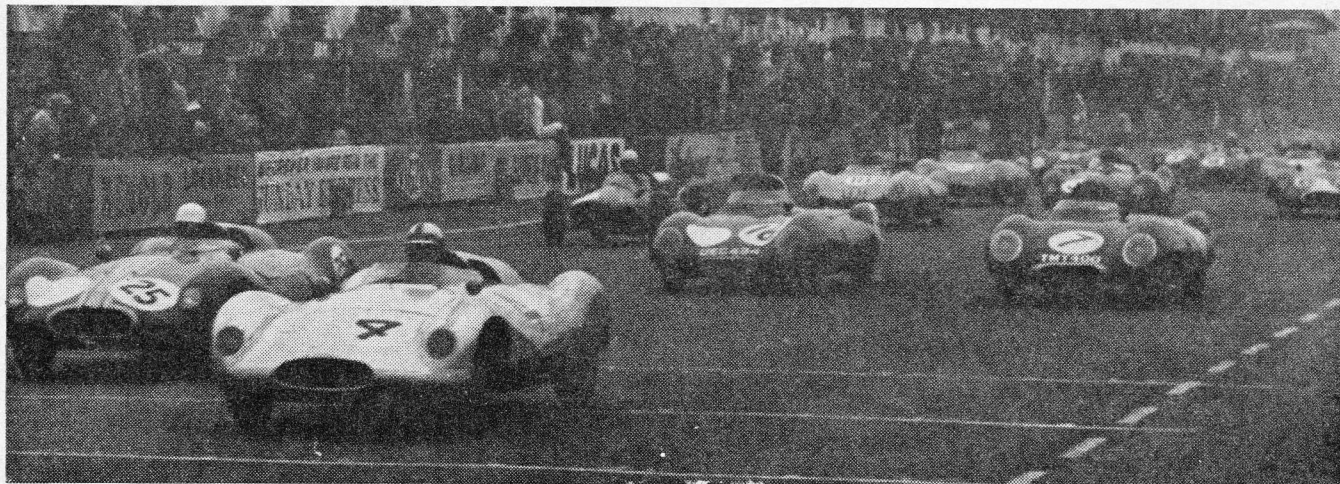
car, had the single o.h.c. Climax engine, but it is proposed to fit the "double-knocker" version as soon as it is ready. As it was not a sports car event, the sports cars running were allowed to have their lamps removed and passenger seats taken out.

As the only pukka Formula 2 car of the lot, it was not surprising that the Salvadori Cooper had scored the best time in practice, 1 min. 49 secs. (96.67 m.p.h.). Close behind, though, came Colin Chapman's Lotus, with 1 min. 50 secs. (95.79 m.p.h.), while Cliff Allison did 1 min. 52 secs., and the third Team Lotus entry, Bicknell's, 1 min. 53 secs. Also with 1 min. 53 secs. were the Coopers of Bueb and Leston. Reg Parnell returned to racing, after his crash at Crystal Palace at Whitsun, at the wheel of Tom Sopwith's Lotus, and a practice time of 1 min. 55 secs., which

put him on the second row of the grid, with Leston and Bicknell. In front of them were Salvadori, Chapman, Allison and Bueb. Non-starters totalled four—MacDowel (Cooper), Richards (H.A.R.), Hawthorn (Lotus) and Bonnier (Alfa Romeo).

In view of everything, Salvadori started as one of the hottest favourites for a long time, to such a degree that no one met even considered anybody else as winner, provided, of course, that the car held together on this, its premier appearance. When the flag went down on the opening race of the day, though,

WELL BACK at the start of the Formula 2 race, Salvadori (No. 1) was led off the grid by Ivor Bueb (Cooper, No. 4), Reg Parnell (Lotus No. 7), Les Leston (Cooper, No. 25) and Cliff Allison (Lotus, No. 16).



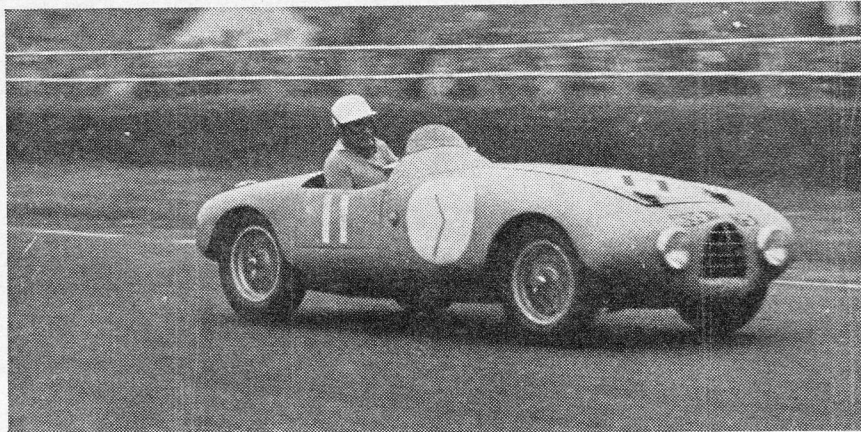
there was a slight surprise in store, for, first away from the grid, by quite a considerable margin, was Colin Chapman, with Salvadori about fifth. At Stowe, the order was Chapman, Bicknell, Bueb, Leston, Salvadori, the F2 Cooper moving up to fourth at the lap's end. The next time round Salvadori had taken

GRID POSITIONS—FORMULA 2 RACE

Bueb (Cooper)	Allison (Lotus)	Chapman (Lotus)	Salvadori (Cooper)
1 m. 53 s.	1 m. 52 s.	1 m. 50 s.	1 m. 49 s.
Parnell (Cooper)	Leston (Cooper)	Bicknell (Lotus)	
1 m. 55 s.	1 m. 53 s.	1 m. 53 s.	
Pilette (Gordini)	Marsh (Cooper)	Brabham (Cooper)	Hill (Lotus)
1 m. 57 s.	1 m. 56 s.	1 m. 56 s.	1 m. 55 s.
Somervail (Lotus)	McMillan (Cooper)	Frost (Lotus)	
2 m. 00 s.	2 m. 00 s.	1 m. 58 s.	
Brooks (Lotus- Connaught)	Burgess (OSCA)	Naylor (Lotus- Maserati)	Hall (Lotus)
2 m. 01 s.	2 m. 00 s.	2 m. 00 s.	2 m. 00 s.
	Taylor (Cooper)	Summers (Cooper)	
	2 m. 10 s.	2 m. 07 s.	
		Smith (Elva- Maserati)	

Bueb too; then Bicknell's sudden and early retirement to the pits with water gushing out beneath the car, made him second. Brought within striking distance of the Chapman Lotus, Salvadori halved its 2 sec. lead on lap 5 and glued on to its tail on lap 6. Thereafter Chapman found a little more speed and held off the threat for four circuits, putting in the fastest lap of the race, in 1 min. 47.6 secs. (97.93 m.p.h.), on No. 7. Whereupon Salvadori did 1 min. 48.4 secs. (97.21 m.p.h.) on No. 9, and passed the leading Lotus at Copse, from which moment he never looked back.

At the pits, meanwhile, Somervail (Lotus) had called in to investigate an oil leak, and Tony Brooks was soon to retire his Lotus-Connaught with brake trouble. Third and fourth places during this time had been filled by Bueb and Leston, running close together almost half a minute behind the leaders. Then a lap before Salvadori and Chapman changed places, the Willment Cooper pulled in front of Bueb, although the gap between the second and third cars had lengthened to 40 secs. by half-distance. The order at this time, then, was Salvadori, Chapman, Leston, Bueb, Allison and Brabham, with the man in front slowly but surely increasing his lead. At 15 laps this stood at 3 secs. and Chapman was getting mixed up with the tailenders. The Pilette Gordini, sounding healthy and going steadily, held on to 12th place, behind Reg Parnell and ahead of W. S. Frost. At 13 laps Bueb repassed Leston and held the position for three circuits, until Leston retook him, by which time Salvadori had put the



length of the pit area, or about 12 secs., between himself and Chapman—a lead which he continued to increase to 14, 17 and then 21 secs. by the 21st lap. On the 17th time round Leston found the Cooper jumping out of top gear and a couple of laps later lost the cog altogether. Bueb passed him for the last time, and he was forced to drop back behind Allison too, to drive the last seven laps, and finish, in fifth place. Among the six leaders, this was the last place-change of the race, the last incident being the retirement of McMillan (Cooper) at Abbey. The first new Formula 2 car from Surbiton had won its first race very convincingly by just over half a minute, although it is notable that, apart from the fastest lap being set by Chapman's Lotus, this car also made the fastest speed over the measured 1/10th-mile on Hangar Straight—123.71 m.p.h., against Salvadori's 119.21 m.p.h. Incidentally, asked afterwards if he thought his car would win, John Cooper said a definite "no". They had been having trouble with the roadholding during practice—which they cured by fitting 500 c.c. springs, and the car was finished off with the aid of Theo Page's AUTO-SPORT cutaway drawing—which shows just how unpredictable a racing car can be!

MAXWELL BOYD.

Results

1, R. Salvadori (Cooper), 45 mins. 44 secs. (96.00 m.p.h.); 2, C. Chapman (Lotus), 46 mins. 14.6 secs.; 3, I. Bueb (Cooper), 47 mins. 15.2 secs.; 4, C. Allison (Lotus), 47 mins. 20 secs.; 5, L. Leston (Cooper), 46 mins. 26.4 secs.; 6, J. Brabham (Cooper), 46 mins. 30.2 secs.; 7, G. Hill (Lotus); 8, K. Hall (Lotus); 9, D. Taylor (Cooper); 10, A. E. Marsh (Cooper); 11, R. Parnell (Cooper); 12, A. Pilette (Gordini); 13, W. Frost (Lotus); 14, I. Burgess (Osca); 15, J. Somervail (Lotus). Fastest lap: Chapman, 1 min. 47.6 secs. (97.93 m.p.h.). Team Prize: Cooper (Salvadori, Brabham, Taylor).

LOTUS TRIO which finished the Formula 2 race 11th, 7th and 8th—Reg Parnell, Graham Hill and Keith Hall.

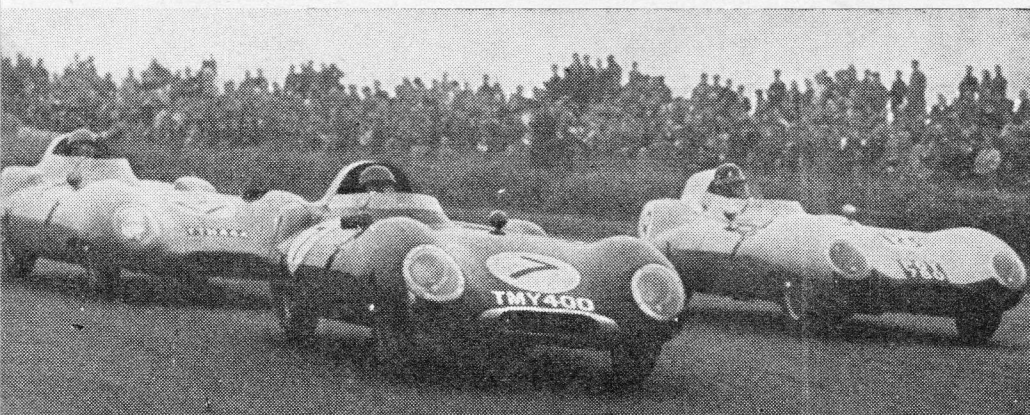


LAP-BY-LAP SCORE CHART OF

BRITISH G.P. (SILVERSTONE)

CAR	DRIVER	KP	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	
FERRARI	FANGIO	1	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	
FERRARI	COLLINS	2	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	
FERRARI	CASTELLOTTI	3	1	1	1	1	1	1	1	1	1	24	24	7	7	24	7	7	24	7	7	24	7	7	24	7	7	24	7	7	24	7	7	24	
FERRARI	DE PORTAGO	4	16	16	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
N.S. FERRARI	GENEBIEN	5	28	2	16	7	7	7	7	7	7	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
N.S. MASERATI	VOLONTERIO	6	2	28	28	16	28	28	28	28	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
MASERATI	MOSS	7	3	7	7	28	16	4	3	3	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	
MASERATI	BEHRA	8	7	3	4	4	4	3	4	19	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
MASERATI	PERDISA	9	31	4	3	3	3	19	19	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
MASERATI	GODIA	10	4	19	19	19	16	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
MASERATI	VILLORESI	11	20	31	20	20	20	20	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	
MASERATI	MAGLIOLI	12	19	20	31	17	17	17	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
GORDINI	DA SILVA RAMOS	14	21	21	21	8	8	8	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	
GORDINI	MANZON	15	9	8	8	21	21	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	
VANWALL	SCHELL	16	25	17	17	31	31	31	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
VANWALL	TRINTIGNANT	17	15	9	11	11	11	11	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
VANWALL	GONZALEZ	18	8	11	15	15	15	15	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
CONNAUGHT	SCOTT-BROWN	19	11	15	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
CONNAUGHT	TITTERINGTON	20	17	30	30	12	12	12	29	29	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
CONNAUGHT	FAIRMAN	21	10	10	12	29	29	29	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
N.S. CONNAUGHT	OLIVER	22	12	12	29	14	14	14	10	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
B.R.M.	HAWTHORN	23	32	32	10	10	10	10	14	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
B.R.M.	BROOKS	24	14	14	14	24	24	24	24	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
B.R.M.	FLOCKHART	25	30	24	24	27	27	27	27	27	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32
COOPER-BRISTOL	GERARD	26	26	27	27	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	
MASERATI	ROSIER	27	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	
MASERATI	SALVADORI	28	27																																
MASERATI	HALFORD	29																																	
MASERATI	BRABHAM	30																																	
MASERATI	GOULD	31																																	
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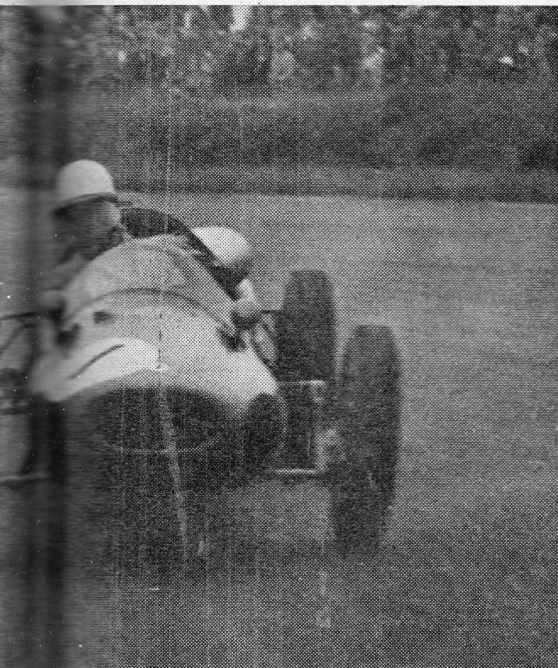
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NEW WINE, OLD BOTTLE: (Left) Driven consistently into 12th place by Andre Pilette, this rather outdated Gordini was powered by the Sorcerer's new F2 engine.

★

A WINNER (below) first time out, was the brand-new F2 Cooper, driven by Roy Salvadori and seen here at Copse. The car was completed from Theo Page's drawing just before the day of the race!



THE SPORTS CAR RACE

EASY FOR STIRLING MOSS

Victory for Works 3-Litre Maserati—Class Wins for C. M. Lund (Lotus-Bristol) and Desmond Titterton (Jaguar)

AFTER that enthralling Grand Prix, the rest of the racing seemed just a mite superfluous, a steady stream of departing cars at the circuit exits rather confirming the view that the British G.P. can well stand on its own feet, without other races as programme trimmings. The 25-lap sports car event, for over 1,500 c.c. machines in 2-litre, 3-litre and over 3-litre sections, came 45 minutes after Fangio had won the big race, and the runners included Moss, Titterton, Salvadori and Scott-Brown, of whom at least the first three had had a more or less wearing time driving in the Grand Prix.

An entry of 26 was somewhat depleted by non-starters. Joakim Bonnier's Alfa Romeo and McKay Fraser's Ferrari, both of the Scuderia Bonnier, were absentees, as were the Ferraris of Phil Hill and Ken Wharton, the latter spectating in mild chagrin. The Egyptian Phoenix, down to be handled by C. Davis, once again failed to rise, while the third Ecurie Ecosse Jaguar of Ninian Sanderson was scratched. But that man Moss was there, with one of those formidable red 3-litre Maseratis which specialize in winning 1,000 kilometre races abroad. His was, in fact, the only Continental machine present, confidently facing an assortment of Jaguars, Aston Martins, Cooper-Jaguars, a Tojeiro-Jaguar, an H.W.M.-Jaguar, and other smaller machines, totalling 20 when they formed up at the pits for the Le Mans getaway.

The accident to B.R.M. driver Tony Brooks in the Grand Prix left the single works Aston Martin cockpit vacant, so Roy Salvadori took over the car in place of his Gilby Engineering Co. entry.

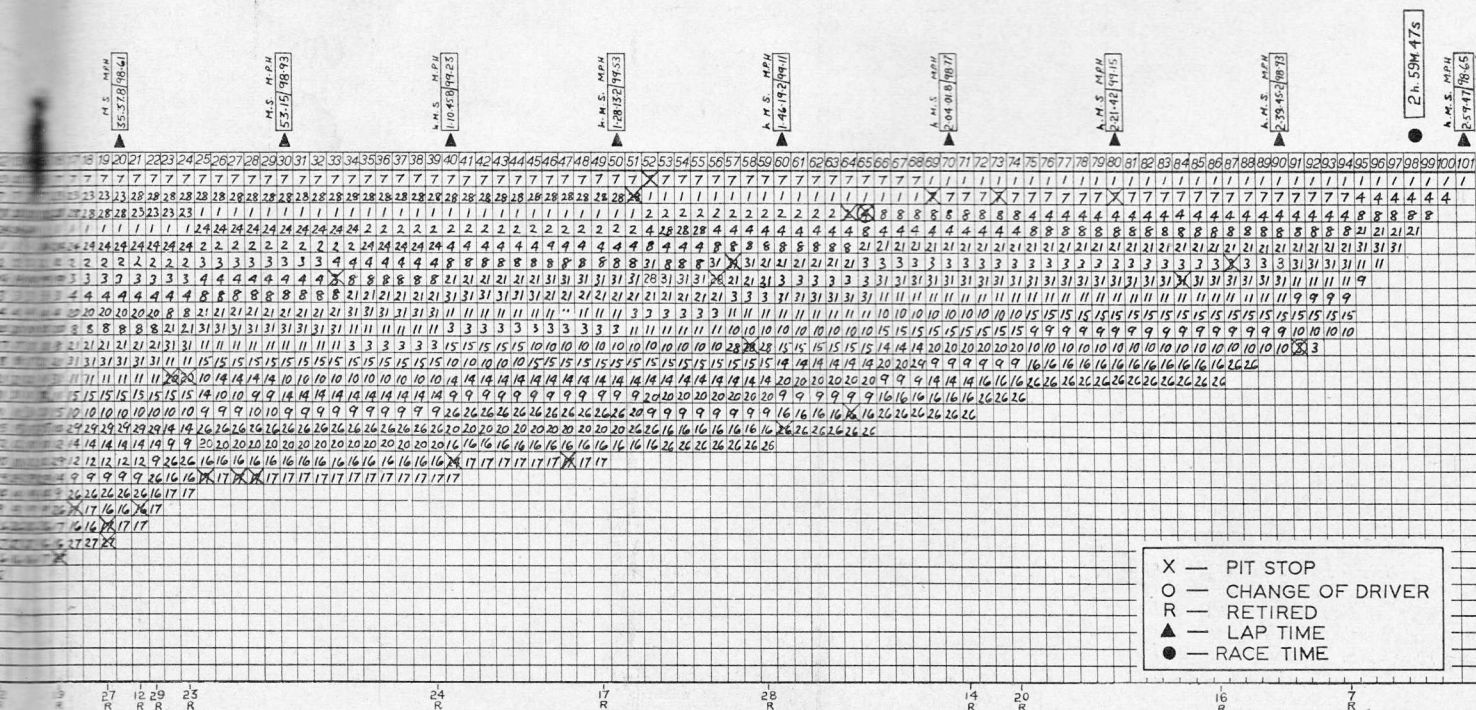
Noel Cunningham-Reid drove the big green H.W.M. in George Abecassis's stead, and Mike Anthony got in a late entry of his Lotus with "laid over" Bristol engine, and Mark Lund as the driver.

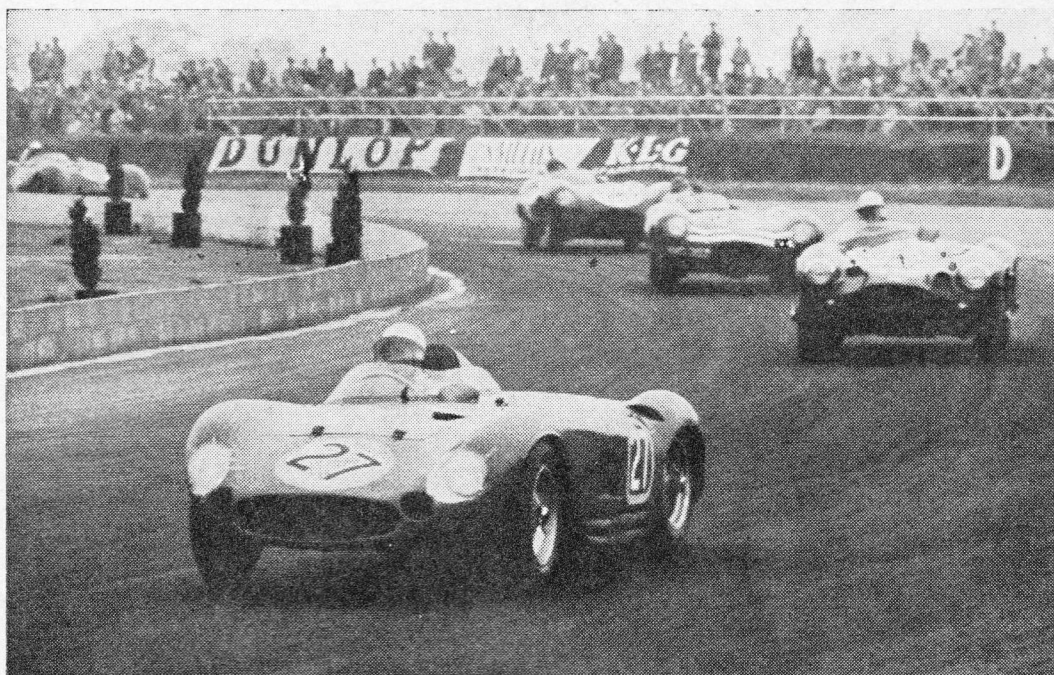
With a best practice lap in 1 min. 47 secs., 4 secs. faster than the next best, Titterton's Jaguar, there was little doubt about the potential winner. Moss in the Maserati, at the head of the line, was first away, first into Copse Corner, and first thereafter to the end, drawing remorselessly away, and coming within a few seconds of lapping the second place car, Salvadori's DB3S, at the finish.

Roy Salvadori, equally, had the rest of the opposition well in hand, so that, so far as the two leaders were concerned, there was little excitement. Behind, the tussle was harder. Titterton took up a firm third place, followed by Hamilton and Protheroe in Jag. D and Tojeiro-Jag. respectively. Protheroe was in fighting form, and on lap 3 had passed old OKVI, while just behind this pair another struggle developed between Ron Flockhart in the "Wilkie"-modified Ecurie Ecosse 3-litre Jaguar, and Cunningham-Reid's H.W.M. with the full Coventry 3,442 c.c. The extra half litre told, and on lap 5 the blue car yielded to the green.

Now that familiar long-snouted, fruity noted 2-litre, Scott-Brown's Lister-Maserati, thrust into the picture and harassed Flockhart all round the circuit. Down at Copse there was excitement when the cream D-type Jaguar No. 10 took command of affairs from its occupant, the American, Jack Ensley,

(Continued overleaf)





★
GATHERING speed as he takes the first corner on the first lap, Moss in the 3-litre Maserati pulled remorselessly away from all opposition in the Daily Express International sports-car race. Behind are Salvadori (Aston Martin) and Titterington and Hamilton with Jaguars.
 ★

slewed its way laterally out of the bend on to the grass, and slammed the bank sideways. That reduced the field from 20 to 18, Tom Kyffin's Aston Martin having come to a firm stop at Stowe after three laps.

Hamilton's Jaguar now became Cunningham-Reid's next target, and on lap 6 H.W.M. had relieved OKVI of fifth position, while simultaneously, horrible "tinkle-tinkle" piston noises emanated from the Lister-Maserati, so that Archie coasted sadly to a halt at Copse Corner and walked home.

By now, Moss had lapped four tail-enders, and had already turned one lap at 96.67 m.p.h. to second fastest man Salvadori's 93.25 m.p.h.—clearly demonstrating his unassailability. Protheroe now had Cunningham-Reid looming in his mirror, and after spinning at Abbey in his efforts to stay ahead, ceded fourth position to the H.W.M. on the ninth round. At this stage a track marshal was sprinkling cement powder on the more slippery areas at Copse, cars storming through in miniature dust clouds.

From the ninth to the 13th lap the order of the entire field went entirely unchanged, Moss leading everyone, Salvadori the 3 litres, and Lund's smart Lotus the 2 litres and, moreover, getting ahead of Steed's Cooper-Jaguar into eighth place overall. Lap 13 was unlucky for Austen Nurse, whose Lister-Bristol failed to answer the helm as he came up to Woodcote, and charged straight on into the public safety barrier opposite the pits. Poor Nurse struck the steering wheel hard, breaking several ribs, while the Lister was practically broken in half under the impact with the bank. Fifteen runners remained.

Now the sullen skies lowered, all too soon occasional spots of rain became

Starting Positions

Moss	(Maserati)	1 m. 47 s.
Titterington	(Jaguar)	1 m. 51 s.
Salvadori	(Aston Martin)	1 m. 51 s.
Scott-Brown	(Lister-Maserati)	1 m. 52 s.
Hamilton	(Jaguar)	1 m. 53 s.
Flockhart	(Jaguar)	1 m. 54 s.
Cunningham-Reid	(H.W.M.-Jaguar)	1 m. 54 s.
Protheroe	(Tojeiro-Jaguar)	1 m. 55 s.
Ensley	(Jaguar)	1 m. 56 s.
Steed	(Cooper-Jaguar)	1 m. 59 s.
Kyffin	(Aston Martin)	2 m. 00 s.
Moore	(Lister-Bristol)	2 m. 01 s.
Head	(Cooper-Jaguar)	2 m. 01 s.
Baxter	(Aston Martin)	2 m. 02 s.
Nurse	(Lister-Bristol)	2 m. 02 s.
Davis	(Lotus-Bristol)	2 m. 02 s.
Crabb	(Tojeiro-Bristol)	2 m. 03 s.
Trimble	(Jaguar)	2 m. 07 s.
Lund	(Lotus-Bristol)	2 m. 11 s.

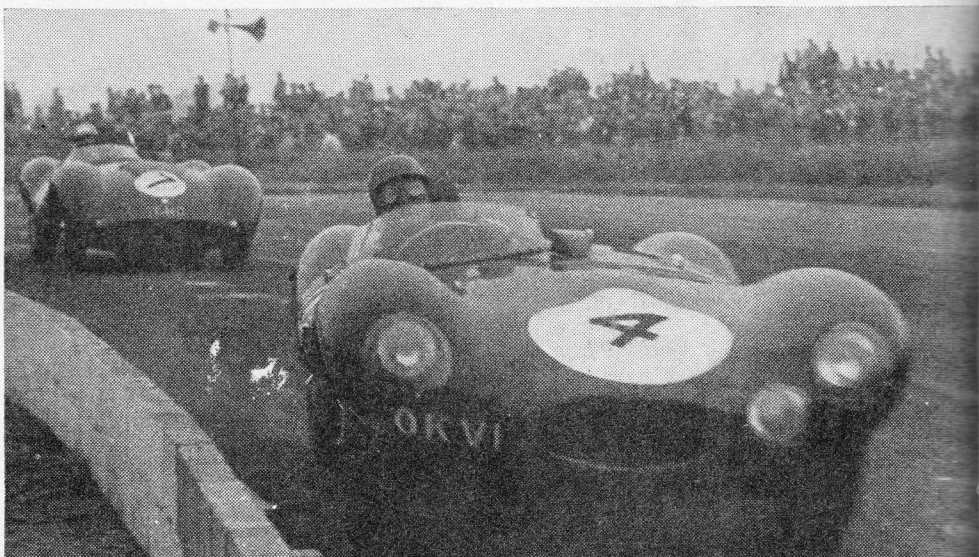
more numerous, and the "dreaded side-slip" became a frequent reality. As the circuit became more slippery, particularly on the well "rubberized" corners, drivers cut off earlier and went through feather-footed, yet still emerging from the bends with their noses pointing decidedly towards the infield and their tails at the crowd.

Next Duncan Hamilton had to stop at his pit to repair a broken throttle spring, losing several places, and by the 18th lap Stirling Moss in that sleek and so very fast Maserati had lapped all but Salvadori and Titterington. Three rounds later Cunningham-Reid got into

involved manoeuvres at Stowe Corner, ending up in the wattle fencing, both Protheroe and Flockhart whipping past him. Extricated, the H.W.M. rejoined the race, now down to sixth place. Rapidly making up time, Cunningham-Reid closed on Flockhart to catch the blue Jaguar with one lap yet to go, but Protheroe was too far ahead for the H.W.M. to regain its former fourth place.

So the race ran out in the order Moss, Salvadori, Titterington, Protheroe, Cunningham-Reid, Flockhart, spaced well out—a race miserable in its final stages for all, but which revealed the relative
(Continued on page 84)

TOJ. CHASES JAG.: E. Protheroe in the Tojeiro-Jaguar with independent rear springing looms up in the mirror of Duncan Hamilton's D-type Jaguar with rigid rear axle. Protheroe passed shortly after, and finished fourth.



Unbeatable!



PETROL AND MOTOR OIL



British Grand Prix Meeting, Silverstone, July 14

FORMULA II RACE

1st ROY SALVADORI COOPER-CLIMAX 96.00 m.p.h.
2nd COLIN CHAPMAN LOTUS-CLIMAX 94.94 m.p.h.

Manufacturers' Team Prize

COOPER CAR CO. LTD. ROY SALVADORI • JACK BRABHAM • DENNIS TAYLOR

SPORTS CAR RACE

Class C (Over 3,000 c.c.)

1st DESMOND TITTERINGTON JAGUAR 89.01 m.p.h.
Entered by Ecurie Ecosse

2nd E. R. PROTHEROE TOJEIRO 87.81 m.p.h.

Class E (Up to 2,000 c.c.)

1st C. M. LUND LOTUS-BRISTOL 85.42 m.p.h.

(Subject to official confirmation)

All using Esso Extra Petrol and Esso Extra Motor Oil, the same superb products you can buy from your local Esso Dealer

The Sports Car Race—continued

prowess of drivers under difficult conditions. Mark Lund brought the Lotus-Bristol home a fine seventh, easily heading the other 2-litre cars, and several of the larger ones too. Moss's fastest lap at 96.67 m.p.h. (in the dry) was practically of Formula 1 velocity, and his unchallenged win meant some small compensation for himself and for Officine Maserati, after their intense disappointment in the Grand Prix.

C. POSTHUMUS.

Results

1, Stirling Moss (3-litre Maserati), 25 laps in 46 mins. 44 secs. (93.94 m.p.h.); 2, Roy Salvadori (Aston Martin), 48 mins. 47 secs.; 3, Desmond Titterton (Jaguar), 24 laps in 47 mins. 21 secs.; 4, E. Protheroe (Tojeiro-Jaguar), 24 laps in 48 mins. 00 secs.; 5, Noel Cunningham-Reid (H.W.M.-Jaguar), 24 laps in 48 mins. 08 secs.; 6, Ron Flockhart (Jaguar), 24 laps in 48 mins. 12 secs.; 7, C. M. Lund (Lotus-Bristol), 23 laps in 47 mins. 17 secs.; 8, Richard Steed (Cooper-Jaguar), 23 laps in 47 mins. 19 secs.; 9, Alan Moore (Lister-Bristol), 23 laps in 48 mins. 05 secs.; 10, Duncan Hamilton (Jaguar), 23 laps in 48 mins. 09 secs.; 11, Michael Head (Cooper-Jaguar), 23 laps in 48 mins. 43 secs.; 12, Berwyn Baxter (Aston Martin), 23 laps in 48 mins. 52 secs.; 13, J. M. Trimble (Jaguar), 22 laps in 47 mins. 41 secs.; 14, Cliff Davis (Lotus-Bristol), 22 laps in 48 mins. 10 secs.; 15, P. R. Crabb (Tojeiro-Bristol), 21 laps in 47 mins. 08 secs.

Class C (over 3,000 c.c.): 1, Titterton (Jaguar), 89.01 m.p.h.; 2, Protheroe (Tojeiro-Jaguar); 3, Cunningham-Reid (H.W.M.-Jaguar).

Class D (2,000-3,000 c.c.): 1, Moss (Maserati), 93.94 m.p.h.; 2, Salvadori (Aston Martin); 3, Flockhart (Jaguar).

Class E (1,500-2,000 c.c.): 1, Lund (Lotus-Bristol), 85.42 m.p.h.; 2, Moore (Lister-Bristol); 3, Davis (Lotus-Bristol).

Fastest lap: Moss (Maserati), 1 min. 49 secs. (96.67 m.p.h.).

THE FORMULA 3 RACE

RUSSELL'S RACE IN THE RAIN

Stuart Lewis-Evans Makes
a Race of it

THE rain which had threatened all day was still falling as 27 cars came to the grid for the 17-lap, 51-mile, Formula 3 event, the last of the meeting. The field was entirely national, the only foreign entry, Swede Tord Anderssen, being a non-starter. Don Parker over-turned in practice avoiding another competitor and suffered shoulder injuries. Ivor Bueb had pole position on the front row of the grid with a practice time of 1 min. 57 secs.; on the far side to him came David Boshier-Jones, with 2 mins.



dead, and between the two, Stuart Lewis-Evans and Jim Russell, both 1 min. 58 secs. In the second row were Bridger, Wicken and Raby, all with 2 mins. All 14 drivers in the front four rows were Cooper-mounted.

Splashing and slithering away from the starter's flag, Boshier-Jones led Lewis-Evans, Russell and Bueb, but Lewis-Evans had pulled in front by the time Copse was reached. The leaders managed to navigate a rainswept Stowe on an even keel, but farther back, there was great revolving and at one moment, no less than four cars were engaged in varying degrees of waltz movement, causing many others to take hasty evasive action. At the end of lap 1, Lewis-Evans led from Russell, while Bridger

THEY'RE AWAY: Ivor Bueb and Jim Russell lead the 500s off the line, with Raby and Wicken on their heels, all driving Coopers.

and Dickson had risen to third and fifth places, sandwiching Bueb between them, with Boshier-Jones sixth. By lap 3, the field had spread out all round the circuit, Strange (Cooper) had retired with magneto trouble and Lewis-Evans and Russell were tied together in the lead, a distance in front of Bridger.

The Kentish man continued to hold off the British Formula 3 champion until the seventh circuit, when the positions were reversed. By lap 10, Fenning (Staride) had left the race at Club, and Denley (Cooper) had retired with a slipping clutch. Russell led Lewis-Evans by $\frac{1}{2}$ sec., George Wicken had displaced Bridger for third spot and Bueb lay fifth. On the 12th lap, Raby (Cooper) joined the spinners, this time at Abbey, but managed to go on. At Club, the next time round, Cowley, in the Petty, found himself in the same predicament, with the added embarrassment of hitting another car, but both were able to continue. Among the leaders after 13 laps the order was still Russell, Lewis-Evans, Wicken and Bridger. At 15 laps, though, with two to go, Wicken, pressing on in "C'est Si Bon", quite regardless of the conditions, took Lewis-Evans, the latter spinning and falling back another place, behind Bridger, on the 16th. Russell continued steadfastly in the lead to finish with 9 secs. in hand over Wicken. Bridger splashed home 7 secs. later, followed by Lewis-Evans and Henry Taylor, while Bueb fell to seventh, behind Dickson.

MAXWELL BOYD.

Results

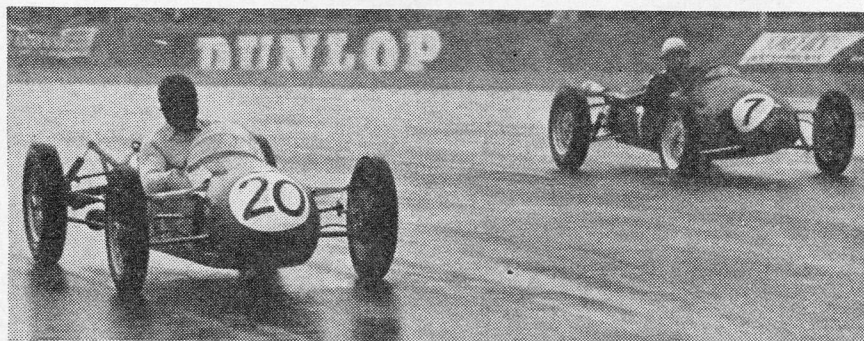
1, J. Russell (Cooper), 39 mins. 25 secs. (75.74 m.p.h.); 2, G. Wicken (Cooper), 39 mins. 34 secs.; 3, T. Bridger (Cooper), 39 mins. 41 secs.; 4, S. Lewis-Evans (Cooper), 39 mins. 54 secs.; 5, H. Taylor (Cooper), 40 mins. 15 secs.; 6, T. Dickson (Cooper), 40 mins. 32 secs.; 7, I. Bueb (Cooper); 8, I. Raby (Cooper); 9, D. Boshier-Jones (Cooper); 10, P. Procter (Cooper); 11, P. Robinson (Cooper); 12, E. Hall (Cooper); 13, A. Cowley (Petty); 14, R. Hett (Cooper); 15, R. Barrett (Cooper); 16, G. Symonds (Cooper); 17, D. Taylor (Cooper); 18, Sir T. Beevor (Cooper); 19, R. Mayne (Cooper).

Fastest lap: Russell and Lewis-Evans, 2 mins. 15 secs. (78.05 m.p.h.).

RARE VARIETY: In these Cooper-dominated days, it is pleasant to see a new make of Formula 3 car. This is A. V. Cowley's Petty in the wet at Woodcote corner, with Wicken's Cooper on the outside.

STARTING GRID—500 c.c. RACE

Boshier-Jones (Cooper)	Lewis-Evans (Cooper)	Russell (Cooper)	Bueb (Cooper)
2 m. 00 s.	1 m. 58 s.	1 m. 58 s.	1 m. 57 s.
Bridger (Cooper)	Wicken (Cooper)	Raby (Cooper)	
2 m. 00 s.	2 m. 00 s.	2 m. 00 s.	
D. Taylor (Cooper)	H.C. Taylor, (Cooper)	Hall (Cooper)	Dickson (Cooper)
2 m. 02 s.	2 m. 01 s.	2 m. 01 s.	2 m. 00 s.
Procter (Cooper)	Davis (Cooper)	Robinson (Cooper)	
2 m. 03 s.	2 m. 03 s.	2 m. 03 s.	
Barrett (Cooper)	Fenning (Staride)	Strange (Cooper)	Cowley (Petty)
2 m. 06 s.	2 m. 05 s.	2 m. 04 s.	2 m. 03 s.
Denley (Cooper)	Truman (Cooper)	Howlett (Cooper)	
2 m. 08 s.	2 m. 07 s.	2 m. 06 s.	
Allison (Cooper)	Hobart (Martin)	Symonds (Cooper)	Summers (Cooper)
2 m. 26 s.	2 m. 17 s.	2 m. 12 s.	2 m. 09 s.
	Mayne (Cooper)	Beevor (Cooper)	
	2 m. 34 s.	2 m. 31 s.	



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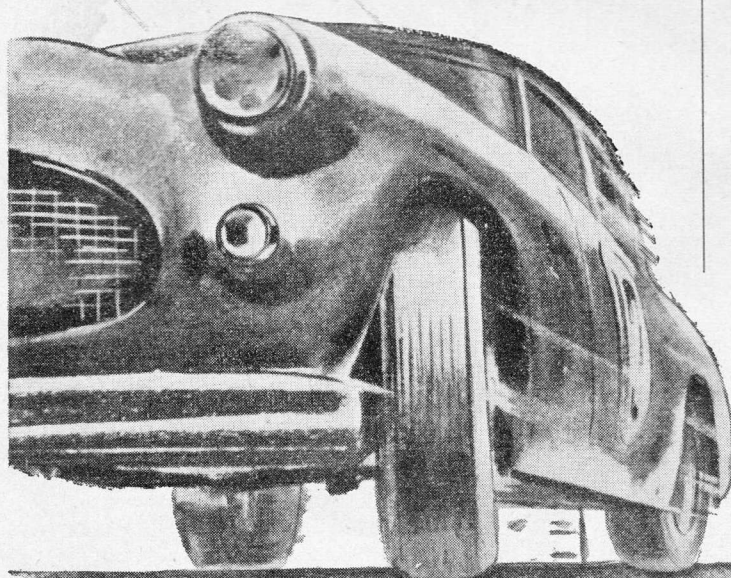
—TRIUMPH

LADIES' PRIZE

—M.G.

**6 CLASS
WINNERS**

(Subject to official confirmation)



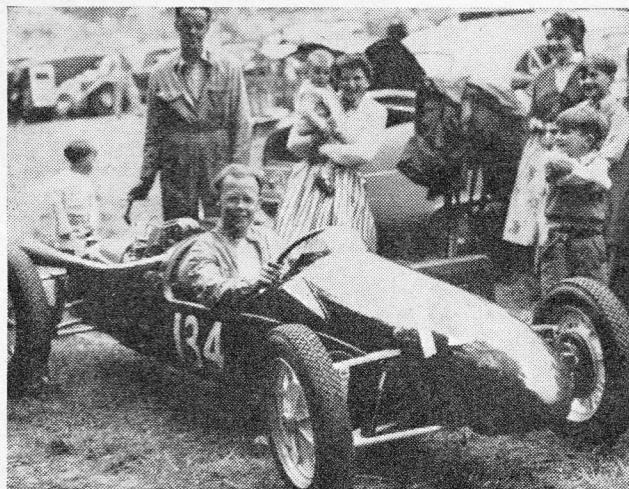
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FORMULA THREE AT SCARBOROUGH

Scotsman Tom Dickson (Cooper)
Wins at Oliver's Mount

THE Scots driver T. Dickson took the prime honours in the Formula 3 car races, organized by the Scarborough and District M.C. as part of their annual "Cock o' the North" National motorcycle and F3 meeting, on Friday and Saturday, 6th and 7th July. Dickson won his heat and the final of the event, but in the final was pressed closely by Philip Robinson (Cooper).

The meeting, held on the "true" road



NOSE TO TAIL through Mere Hairpin on the first lap (above) go Tom Dickson, the eventual winner at Oliver's Mount, P. Robinson and W. Harris (Flather Spl.).

★

HONOURS for Perth: (Left) Tom Dickson after winning the Final at 61.01 m.p.h. in his Cooper.

versed and the cars finished in that order—all the others dropping out.

On Saturday afternoon, eight cars lined up for the final. As the flag fell, Robinson, wheels spinning madly, led away, but it was Dickson who led from Robinson after lap 1. For two laps Dickson increased his lead, but on the sixth of the nine-lap race, Robinson moved up to press home his challenge. This failed, and Dickson won by nearly ten seconds, with Harris third.

PETER CRAVEN.

Results

Heat 1: 1, T. D. Dickson (Cooper), 60.72 m.p.h.; 2, P. R. Procter (Cooper); 3, J. Middlehurst (Kieft). Fastest lap: Dickson, 2 mins, 19.4 secs. (62.37 m.p.h.).

Heat 2: 1, P. Robinson (Cooper), 60.15 m.p.h.; 2, W. G. Harris (Flather Spl.). Fastest lap: Robinson, 2 mins, 20.6 secs. (62.15 m.p.h.).

Final: 1, T. D. Dickson (Cooper), 61.01 m.p.h.; 2, P. Robinson (Cooper); 3, W. G. Harris (Flather Spl.). Fastest lap: Dickson, 2 mins, 19.2 secs. (62.42 m.p.h.).

circuit on Oliver's Mount, just outside the centre of Scarborough, started on the Friday evening with two heats and a total of 10 drivers. Cliff Allison, who won the event last year, was one of the two non-starters. The Oliver's Mount circuit is not an easy one, and the drivers at practice earlier on the Friday were noted to be picking their shut-off points with care. No wonder, for this tricky, twisting, two-and-a-half mile circuit packs into its short length three hairpin bends, four other curves and a one-in-six clutch-ripping climb.

At the start of Heat 1, Dickson was on the back line of the grid. Peter Procter (Cooper) led away from the flag, but by the time the cars came through again at the end of the first lap, Dickson was in the lead, with Procter second. They continued in that order throughout the six-lap heat, with Dickson building up his lead to nearly 20 secs.

The second heat had a high retirement rate—only two cars from five starters finished. As the cars sat on the line waiting for the starter's flag, Robinson's engine died. He was pushed away, started, but instead of returning to the grid, put in a lap of the circuit. As he approached the grid from the rear, he waved the starter to let the rest of the pack go, and came through hard on their heels. G. Burnard (Staride) stalled on the line and was pushed off, only to retire later in the race. First lap positions were: 1, W. Harris (Flather Special); 2, Robinson, but on the second lap these were re-

THE promised Government amendments to the Finance (No. 2) Bill, exempting the amateur car builder from the purchase tax imposed by the proposal to tax the conversion of goods vehicles into passenger vehicles, were well received in the House of Commons when they were moved by Mr. Henry Brooke, Financial Secretary to the Treasury. Mr. Brooke warned the House that if the proposal to exempt specials from tax were exploited commercially, the Government would have to look at the position again. The amendments, he added, will entirely free from charge to purchase tax the amateur who builds a car by assembling or completing the assembly of parts, or who constructs or completes the construction of the body. "From the letters which I have subsequently received from honourable members on both sides," he said, "I have a sneaking feeling that for once the Financial Secretary may be popular in proposing these amendments."

Mr. Cyril Bence, Labour M.P. for Dunbartonshire East, welcomed the amendments. He had been particularly concerned with a young man who lives only two doors from him and who had finished building a motor car three months ago. Before the clause was amended, it was estimated that, if the car was put on the road and the man applied for a log book, he would have had to pay £150 to £180. The young

man had built the car over three years by spending his pocket money each week. At this rate he would have had to save his pocket money for another four years to pay the purchase tax. When he first saw the clause Mr. Bence considered it one of the worst things that the Government had done to stifle the enterprise and ingenuity of our young generation of engineers. He was grateful that the Chancellor had listened to the pleas which had been made.

The amendments were also welcomed by a Conservative M.P., Sir Ian Clark Hutchison, and by Mr. Frederick Mulley—a Labour member—who said that, had the clause gone through unamended, he believed that it would have had serious consequences for the people who make small racing cars and that it would have had a detrimental effect on motor racing sport, which in turn might have affected our export sales. "Because," he added, "oddly enough, I believe that it is our racing and sports car manufacturers who are still able to hold their own in the American market."

The amendments were agreed to without a division, and the Finance (No. 2) Bill went forward to its formal consideration by the House of Lords and towards the Statute Book in a far better shape from the point of view of all motoring enthusiasts.

JOHN DUDLEY.

THAT BILL: AMENDMENTS MADE!

SHELL *All the Winners!*



SILVERSTONE

**BRITISH
GRAND PRIX**

1st

FERRARI

J. M. Fangio

2nd

FERRARI

P. Collins and Marquis de Portago

4th

CONNAUGHT

J. Fairman

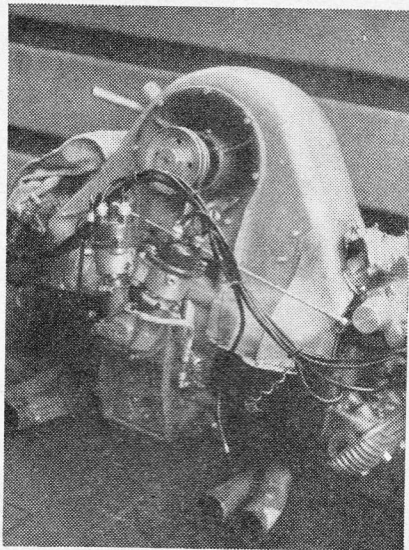
Subject to official confirmation

Also using Shell Fuel

THE PORSCHE 1500 RS

Stuttgart's latest competition sports machine, winner of the Targa Florio and destined for Le Mans

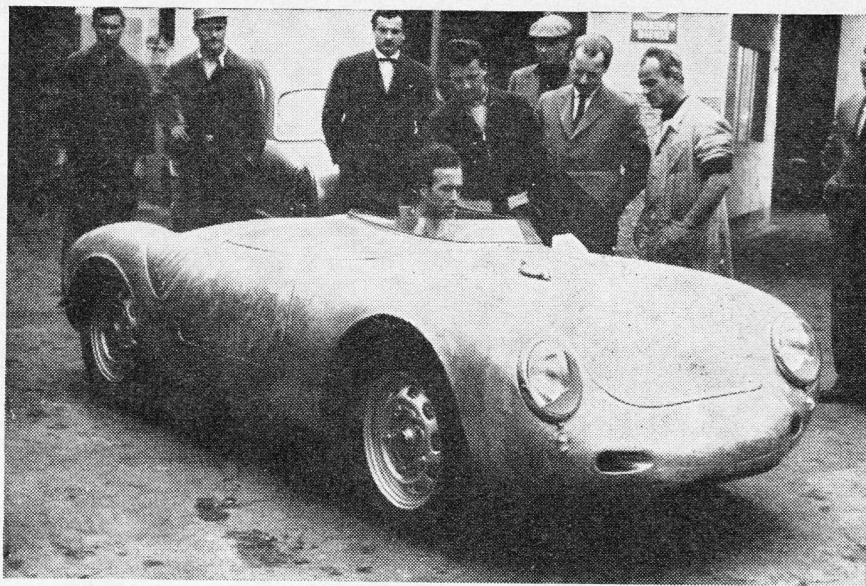
Photographs by Gunter Molter



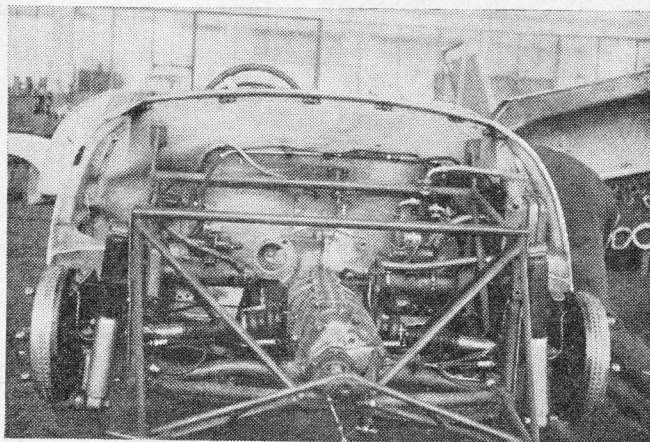
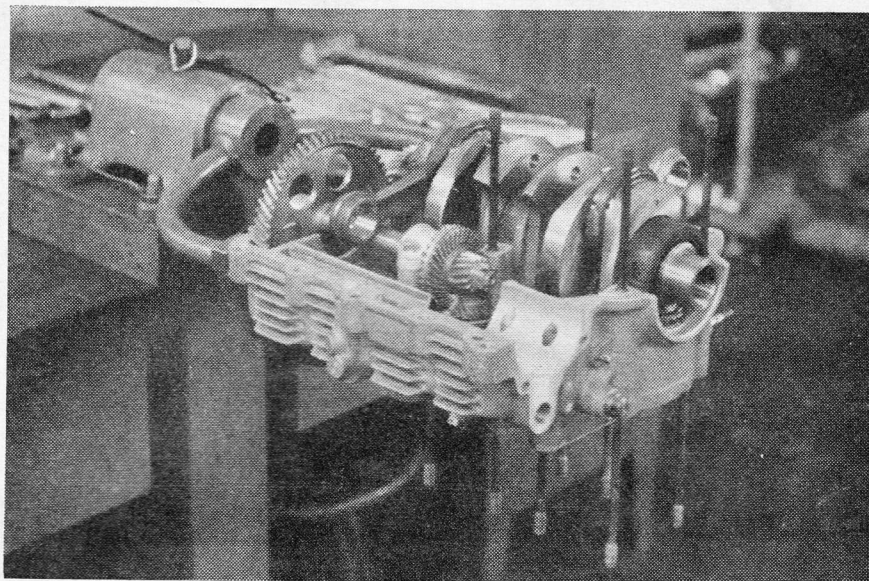
THE FOUR-CYLINDER (above), air-cooled, "boxed" engine with the carburetors removed. The casing contains a high-speed fan for cooling.

★

LAID BARE (right) in this photograph are the crankcase, crankshaft and camshaft drive—marked departures from the Volkswagen genesis of the Porsche engine!



SURROUNDED by a group of mechanics at the Porsche factory, is the new 1500 RS, due to run at Le Mans. Note the wrap-around windscreen.



SWING-AXLE rear-end (above) with the engine removed, showing the telescopic dampers and drilled brake drum fins. GRANDMOTHER (left) of all competition Porsches is this, the first light alloy Porsche, built in Austria. The car is driven now by Ing. Hild, the Uhlenhaut of the Porsche racing department, who is seen in the photograph.

CORRESPONDENCE

That Bill

It was with great glee that I tore open the envelopes containing our current Bulletin to remove the 2,000 petition forms relating to the tax on Specials, on hearing of the deletion of that clause from the Finance Bill.

On behalf of all enthusiasts and the members of this club in particular, I should like to extend our grateful thanks to you and your staff for their interest and strenuous efforts in this great campaign.

Once again AUTOSPORT has proved its claim to the title "The Clubman's Magazine".

With best wishes from us all for your future prosperity.

p.p. THE SEVEN-FIFTY MOTOR CLUB,
KEN WELFARE,

BEDFONT, MIDDLESEX. DIRECTOR/GENERAL SECRETARY.

I WAS very pleased to see in the national Press yesterday that the clause in the Finance Bill for applying Purchase Tax to special cars had been deleted.

I feel that the thanks of sporting motorists are mainly due to AUTOSPORT, and more especially to the great lead taken by John Bolster in the defence of the "Special" builder, and for the strong criticism which he made of Sir Robert Boothby, and the Government's suggestions, generally.

PETER STUBBERFIELD.

MAIDENHEAD, BERKS.

More on Genius

IN reply to Mr. E. W. Pate's letter of 29th June, while not disagreeing that Mr. Rodney Clarke is a clever designer, I would like to point out that not only is Amedée Gordini a designer of very clever ability but also constructs his cars, acts as mechanic before races and as pit manager during races. During the period 1952-54 he ran the financial side of the business as well—I believe M. Garczynski does this side of it now. Only a man whose whole life is devoted to the sport could have continued as he has, usually under the most adverse conditions; truly a genius, to whom I would like to pay my deepest respect.

J. BÉMAR.

AUCKLAND, NEW ZEALAND.

C. M., not Ted

IN all fairness to C. M. Lund's fine drive at Silverstone in the sports car race on Saturday (when he finished seventh overall and first in the 2-litre class), I should like to correct the impression in the minds of motor racing enthusiasts who saw TV or heard the radio commentary, when it was announced that it was I who was the driver . . . I only wish it had been.

TED LUND.

COPPULL, NR. CHORLEY.

Racing on Sundays

HOW nice it must have been on 1st July for many people to walk through the gate of the Brands Hatch circuit, with their hands deep in their mackintosh pockets and see a programme of F3 and sports car racing, which despite incessant rain, was of the usual high standard.

Newcomers, to whom the names of Wicken, Parker, Gammon and Bicknell meant very little, had no need even to buy a 2s. programme. So, absolutely free, a nice racing programme (slightly damp), all by courtesy of The Lord's Day Observance Society.

Does this mean that yet another circuit must join the overcrowded Saturday meetings, or can we again badger our M.P.s to repeal this out-of-date act. After all, if the men from whom our future Grand Prix drivers come are disturbing the Sabbath, then I, too, am guilty by driving my bus past peaceful homes, four and five times a day.

Incidentally, one gentleman was missing from his usual front row place on the grid. He was disturbing the peaceful French Sunday morning, co-winning the Rheims 12 Hours. His name? Ivor Bueb.

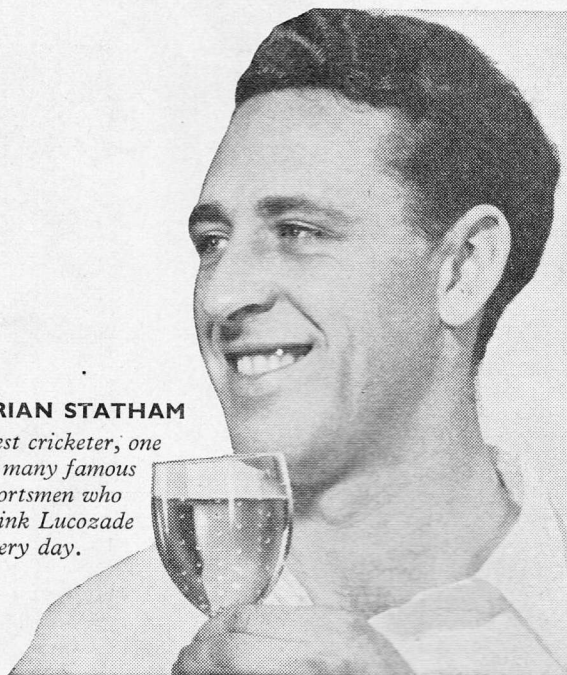
F. W. RISBRIDGER.

POPPLAR, E.14.

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

BRIAN STATHAM

Test cricketer, one of many famous sportsmen who drink Lucozade every day.



From a Sportsman's point of view . . .

LUCOZADE replaces lost energy

Glucose is one of the best known sources of energy. The important thing for every sportsman is to get it into the system quickly and pleasantly. That is where Lucozade, the sparkling glucose drink, is so valuable: in no time at all nerves and muscles have benefited from its glucose content.

LUCOZADE quenches your thirst

Lucozade has a wonderful sparkling freshness and really quenches thirst quickly. It is the perfect answer to mouth dryness and fatigue. That's why famous sportsmen always keep a bottle handy.

LUCOZADE builds up endurance

Besides giving you a quick supply of energy, Lucozade helps to build up your *reserve* of energy. So whatever your sport keep Lucozade in your home and drink it every day.

Doctors and nurses use Lucozade in hospitals, nursing homes, clinics and schools.



LUCOZADE

replaces lost energy!

THE SPARKLING GLUCOSE DRINK

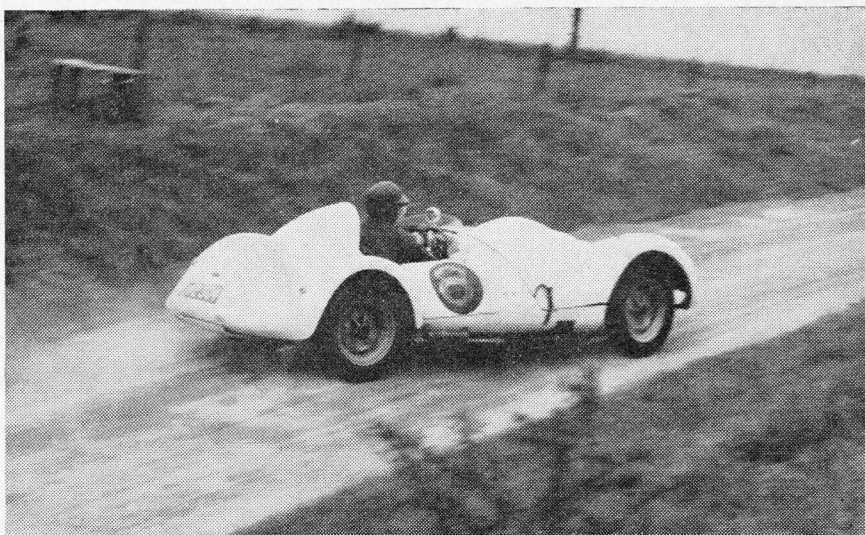
Club News

By STUART SEAGER

THE club movement is often regarded as the "poor relation" of big-time racing, but where would the organizers of international events be without the enthusiastic support of the "club types"? Looking through the programme of the British Grand Prix, we came across the acknowledgments to the vast army of people necessary to run an event of this calibre. Apart from more than 200 people mentioned by name, comprising stewards, judges, observers, flag marshals, paddock and pit marshals, timekeepers, medicos, scrutineers, commentators and the like, we note that the pit area was marshalled by the Vintage Sports Car Club, the scoreboards were operated by the Bentley Drivers' Club, the start area was manned by the B.R.S.C.C., and course marshals (no, they're not the ones who shout at you vulgarly—and yet, come to think of it . . .) were recruited from the Aston Martin O.C., Bentley D.C., B.R.S.C.C., Eight Clubs, M.C.C., M.G.C.C., Midlands M.E.C., North Staffs M.C., Northampton & D.C.C., Nottingham S.C.C., Peterborough M.C., 750 M.C., Vintage S.C.C. and Sunbac. What a turnout!

* * *

THE 250 M.R.C. is really getting on its feet now, after initial struggles, and now has over 200 members. On 18th August, the first invitation race meeting is to be held at Brands Hatch and entries are invited from the London, West Essex, Brighton & Hove and B.A.R.C. There is to be a programme of races for 250 c.c. and 500 c.c. racing cars, and for saloon cars up to 1,200 c.c. Details from A. F. Budd, 45 Hollywood Road, London, S.W.10. In view of this meeting, the sprint that was to have been held at Stapleford this Sunday (22nd) has been cancelled. . . . The North London E.C.C. will be holding a driving test meeting at that popular venue, Heston Aerodrome, on 16th September. It is a closed meeting, but the club are offering a special month's membership for 2s. 6d. to anyone who would like to take part. Application must be made before 26th August, to G. Bance, 11 Bath Road, Reading, Berks. . . . Entries close tomorrow (21st) for the Nottingham S.C.C. race meeting to be held at Mallory Park on 6th August. Invited clubs are the B.A.R.C., B.R.S.C.C., Aston Martin O.C., Midland A.C., Sunbac and the Midland M.E.C., and there are events for sports cars and for F3 and Formule Libre racing cars. Secretary of the meeting is A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham. . . . On 5th August, the Liverpool M.C. are holding their annual driving test meeting at the Dunlop premises at Speke; seems slightly ironic, considering the amount of rubber that is left behind at these events! Invited clubs are the Bolton-le-Moors, Wirral 100, B.A.R.C., Lancs & Ches, Mid-Cheshire, Southport, and Blackpool & Fylde M.C., and entries close on 1st August with N. H. Jones, 247 Hunts Cross Avenue, Woolton, Liverpool. Cash awards, too. . . . Brands



TAIL-WAGGING on his way up Brunton during the B.A.R.C. meeting there recently, Peter Bailey nevertheless took his Tojeiro to the top in good time.

Hatch is the venue for the Maidstone & Mid-Kent M.C. sprint meeting on 19th August, and the invited clubs are the B.A.R.C., B.R.S.C.C., Hastings, St. Leonards & East Sussex C.C., 750 M.C., Thames Estuary A.C., Tunbridge Wells M.C., and West Essex C.C. There is a comprehensive range of classes, including 750 and 1,172 formulae. Entries close on 11th August, with R. A. Aberly, Yeoman Nurseries, Ashford Road, Bear-

sted, near Maidstone, Kent. The same club will be organizing this year's Ramsgate National Speed Trials, which will be held on 26th August and for which regulations are available from P. A. Elvidge, 144 Wincheap, Canterbury, Kent. . . . The S.E. Centre of the M.G.C.C. will be meeting on 26th July at the Dulwich Wood House, near Crystal Palace, and the Three Jolly Wheelers, Woodford Bridge, Essex.

MID-THAMES CAR CLUB

THE Mid-Thames Car Club held their third annual Summer Night Rally on 30th June/1st July. This rally was also the first R.A.C.-observed event since the Club was officially recognized last month. It covered 200 miles on interesting roads which had not been used in any previous Mid-Thames events, starting at the Club's headquarters in Teddington and finishing at Beare Green, near Dorking.

Results

Best Performance: S. M. Actman/J. Gamble (Ford Anglia); 2, A. E. C. Hartnell (Ford Anglia).
Novice Award: G. R. Munro (Triumph Roadster).

INTER-CENTRE TESTS

AN M.G. Car Club driving test challenge match between the South Eastern and the Midland Centres, took place at Heston Aerodrome, Middlesex, on Sunday, 15th July. There were 36 entries and each entry had two runs at each of six tests. The match was won by the South Eastern Centre with a total of 270½ points to 154½ of the Midland Centre.

BIRMINGHAM Y.C.M.C. MIDLAND RALLY

THROUGH the beautiful country of Dovedale, cars in the Midland Rally of the B.Y.C.M.C., held on 8th July, produced a spectacular display of waterworks, as they plunged through numerous fords, much to the delight of the many spectators. This part of the Alpine Section, true to its namesake, proved a stern test of driver and navigator. The rally started from New Oscott, and a total of 72 map references kept

the competitors on their toes, whilst 15 secret check points clipped them at the same time. All except eight cars were eliminated at the last control before the evening section, through being over time. Of these eight, four again were eliminated for exceeding 40 m.p.h. in the last section, over a measured distance of 10 miles of a main trunk road—a lesson to drivers on timekeeping in the future.

Results

1, A. J. Prescott (Ford Squire), 1,160 pts.; 2, J. R. Orchard (Riley Pathfinder), 1,240; 3, P. Towers (Jowett Jupiter), 1,540; 4, Miss Y. Mountford (Standard 10), 2,590. **Ladies' Award:** Miss Y. Mountford. **Navigators' Award:** N. Ward. No team prize.

MIDLAND A.C.

Shelsley Walsh Hill-climb, 30th June

B.T.D.: A. E. Marsh (Cooper-Climax), 38.8 secs.
Best Vintage or Thoroughbred Car: B. R. Eastick (Bentley), 43.8.

Team Award: 1, Hagley & D.L.C.C., 225.8 secs, aggregate; 2, B.A.R.C., 226.0; 3, Bugatti O.C., 227.4.

Production Touring Cars: 1, A. B. Griffiths (Ford Zephyr), 56.6; 2, "T. Dryver" (Daimler), 59.4.
Sports and Modified Cars, up to 1,100 c.c.: 1, A. E. Marsh (Cooper-Climax), 38.8; 2, W. D. W. Knight (Cooper-Climax), 40.6. **1,101-1,600 c.c.:** 1, P. H. G. Cotterell (Lester-M.G.), 46.6; 2, J. A. R. Grice (G.N. Spl.), 49.0. **Over 1,600 c.c.:** 1, J. R. Rudd (Frazer-Nash), 43.4; 2, G. B. Corser (Jaguar "C"), 43.6.

BRISTOL M.C. & L.C.C. "MENDIP PETIT PRIX"

23rd June

1, A. G. Herbert (Morris Minor), 231.6 secs.; 2, J. Buncombe (Ford Anglia), 256.6; 3, T. D. Warren (Triumph TR2), 300.0; 4, N. Dawes (Morris Spl.), 338.0.

GLOSSOP & D.C.C. MILEAGE RALLY

24th June

1, Mrs. J. Brown/P. Swan (Land Rover); 2, A. Worsley/E. Sharp (Hillman); 3, W. Wardle/K. Marler (M.G.). **Ladies' Award:** Miss S. Nuthall/W. Gray (Morris Minor).

More Club News on page 92

CASTROL

WINS

LADIES' CUP ALPINE RALLY

Miss Nancy Mitchell
and
Miss Pat Faichney



(Subject to official confirmation)



THE MASTERPIECE IN OILS

Coming Attractions

July 21st. Herts County A. & Ae.C. National Hill-climb, Westbrook Hay, near Hemel Hempstead, Herts. Start, 2 p.m.

Aston Martin O.C. St. John Horsfall Memorial Trophy Race Meeting, Silverstone, near Towcester, Northants.

Leinster M.C. Leinster Trophy Races, Wicklow, Eire.

Veteran C.C. Hastings Rally and Speed Trials, Hastings, Sussex. Assemble, Park Cross Road, 10.30 a.m. Speed Trials, Robertson Terrace, starting 2.30 p.m.

July 22nd. Grand Prix of Bari (S), Bari, Italy.

Snetterton M.R.C. Vanwall Trophy Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

B.A.R.C. (East Sussex Centre) Driving Test Meeting, Ovingdean, near Brighton, Sussex. Start, 11.30 a.m.

Guildford M.C./Citroën C.C. Driving Test Meeting, R.A.F. Station, Odiham. Start, 2.30 p.m.

Forces M.C. Driving Tests and Gymkhana, Army Mech. Transport School, Bordon, Hants. Start, 2 p.m.

Sporting Owner D.C. Autocross, London Gliding Club, Dunstable, Beds. Start, 1.30 p.m.

Sunbeam Register Rally, Goldthorn Park, Wolverhampton. Parade starts, 2 p.m.

July 28th. Aberdeen & D.M.C. Race Meeting, Crimond Aerodrome, Aberdeenshire. Start, 2 p.m.

Vintage S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.30 p.m.

July 28th-29th. Le Mans 24 Hours Race (S), Le Mans, France.

July 29th. Windsor C.C. Concours d'Élégance, Red House, Warren Row, near Maidenhead, Berks, 6 p.m.

FURNESS D.M.C. FESTIVAL RALLY 16th/17th June

Best Performance: E. G. Vanner/P. Hindley (Ford), 61 marks lost.

Under 1,600 c.c.: 1. A. Newsham/P. Dingley (Ford), 99; 2. H. G. Webster/P. Glaister (M.G.), 130. **Over 1,600 c.c.:** 1. F. Snaylam/T. Warburton (Triumph TR2), 82; 2. J. Grimshaw (Sunbeam-Talbot), 217. **E. Vanner Trophy:** C. L. Kinns/Mrs. Kinns (Triumph TR2), 174. **First Class Award:** J. Akeroyd (Sunbeam-Talbot). **Second Class Award:** A. H. Senior (Austin A50). **Finishers Awards:** A. H. Norton (Austin A40), J. E. Bullough (Ford), B. Morgan (Austin A30), F. L. Burton (A.C. Ace). **Driving Tests:** Woodward Trophy, M. Flather (M.G.); G. Newby Prize, C. L. Kinns (Triumph TR2).

COVENTRY AND WARWICKSHIRE MOTOR CLUB

Attleborough Driving Tests, 15th July

Best Performance: B. Mercer (TR2); 2 and **Ladies' Award:** Sheelagh Mercer (TR2).

1st Class Awards: R. Sidwell (TR2, closed); S. Keen (Morgan, closed); D. O'Clarey (TR2, closed); F. R. Larrad (TR2, open); R. Sidwell (TR2, open). **2nd Class Awards:** D. A. Newman (TR2, closed); B. Florsham (Standard 10); M. T. Smith (TR2, open).

PONTEFRAC DE LACY M.C.

Dusk to Dawn Rally, 24th June

1. M. Hurst (M.G. 1½ saloon); 2. G. Street (Ford Special); 3 (tie), H. Kennedy (TR2) and M. Sewell (A70).

CEMIAN M.C.

Knowland Trophy Driving Test Meeting, 1st July
Best Performance: L. T. Cornish (TR2). **Best C.M.C. Performance:** J. P. Hollamby (Morris Minor).

Up to 1,300 c.c., open: M. R. B. Cannon (Cannon Spl.). **Up to 1,300 c.c., closed:** 1. F. E. Still (DKW); 2. W. H. Albrecht (Volkswagen); 3. R. H. Porter (Volkswagen). **Over 1,300 c.c., open:** L. N. Needham (TR2). **Over 1,300 c.c., closed:** 1. J. Sprinzel (TR2); 2. E. D. Woolley (Porsche); 3. G. N. Tughan.

Team Award: L. T. Cornish (TR2), W. H. Albrecht (VW), T. P. Dawe (TR2).

SEVERN VALLEY M.C.

Shropshire Rally, 1st July

Best Performance: P. D. Fullwood (Sunbeam); 2. A. Myatt (Husky), 5 marks lost; 3. E. Carder (Hillman), 15. **Novice Award:** R. Mayall (Austin-Healey). **Team Award:** P. Fullwood, E. Carder, G. Rowlands.

PETERBOROUGH M.C. DRIVING TESTS

24th June

Best Performance: H. Denton (Morris). **Ladies' Award:** Mrs. C. Sears (Volkswagen). **Open Cars:** 1. W. Bates (TR2); 2. A. Govey (M.G.). **Closed Cars:** 1. H. Denton (Morris); 2. J. Taylor (Vanguard).

YORKSHIRE S.C.C. DRIVING TESTS

24th June

Open Cars: 1. J. E. Haxton (Ford); 2. G. Sparks (M.G. TF); 3. A. Birkett (TR2). **Closed Cars:** 1. P. R. Bolton (Anglia); 2. E. Batte (Anglia); 3. W. Ackroyd (Anglia). **Specials:** R. J. Wilson (Morford); 2. J. Clegg (Clegg Spl.); 3. S. Hitchen (Dellow).

ROMFORD ENTHUSIASTS' CAR CLUB

Cat's Whiskers Rally, 30th June/1st July

1. M. Dillaway (A40), 90 points lost; 2. C. Boyce (Ford Anglia), 140; 3. K. L. Gibson (Morris Oxford), 170; 4. D. Poppy (VW), 234; 5. B. Hills (M.G. TF), 245.

ALVIS REGISTER

THE Hon. Registrar of the Alvis 12/50 Register, N. H. Johnson, has changed his address. It is now 2 Anne Way, Hainault, Essex.

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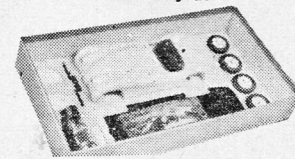
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The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

USED CARS FOR SALE

A.C.

1955 (March) ACE, blue/blue, 9,000 miles only. Many extras, including heater, washers, etc. Taxed year end. Specially built for well-known driver and little used. A genuine and immaculate specimen. £1,025.—Gordon White & Co., Gerrards Cross 2077-8.

1948 GREY saloon, one loving owner, 12,000 miles since reconditioned by makers, total mileage 65,000, brakes, battery, tyres, all excellent. Heater, radio, screenwashers, tools, instruction book. Owner now bought Rolls-Royce. £395.—M. W. Harrap, Hill Farm, Bentley, Farnham. (Bentley 2178.)

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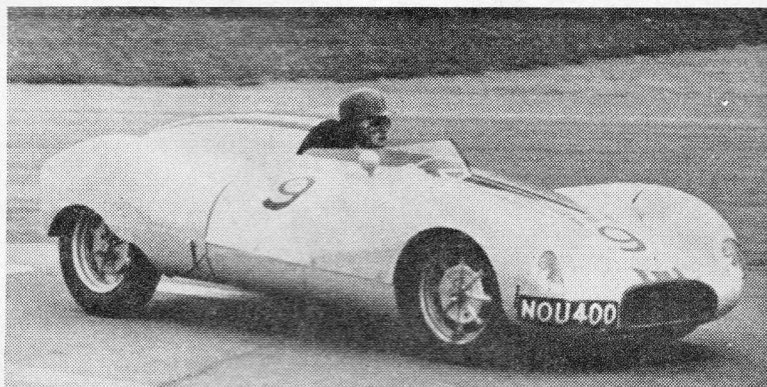
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LES LESTON'S famous accessory store now has in stock a full range of "Grand Prix" racing kit including: finest quality silk poplin overalls, £4 10s. 6d.; trousers, £2 15s. 6d.; crash helmets, £4 19s. 6d.; visors, £2 12s. 6d.; net-backed Sure-Grip gloves, 19s. 6d. pair.—Leston's, 314 High Holborn, London, W.C.1. CHAncery 8655.

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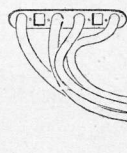
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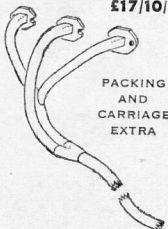


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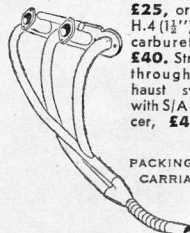
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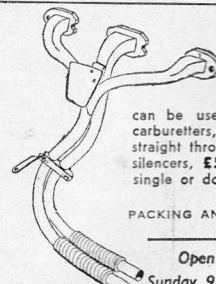
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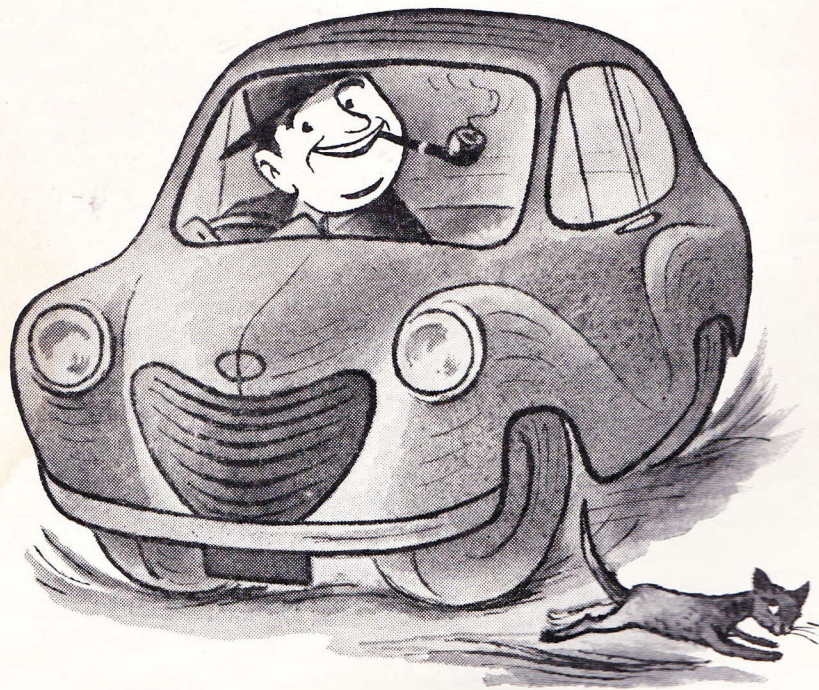
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