JULY 27, 1956

AUTOSPORT

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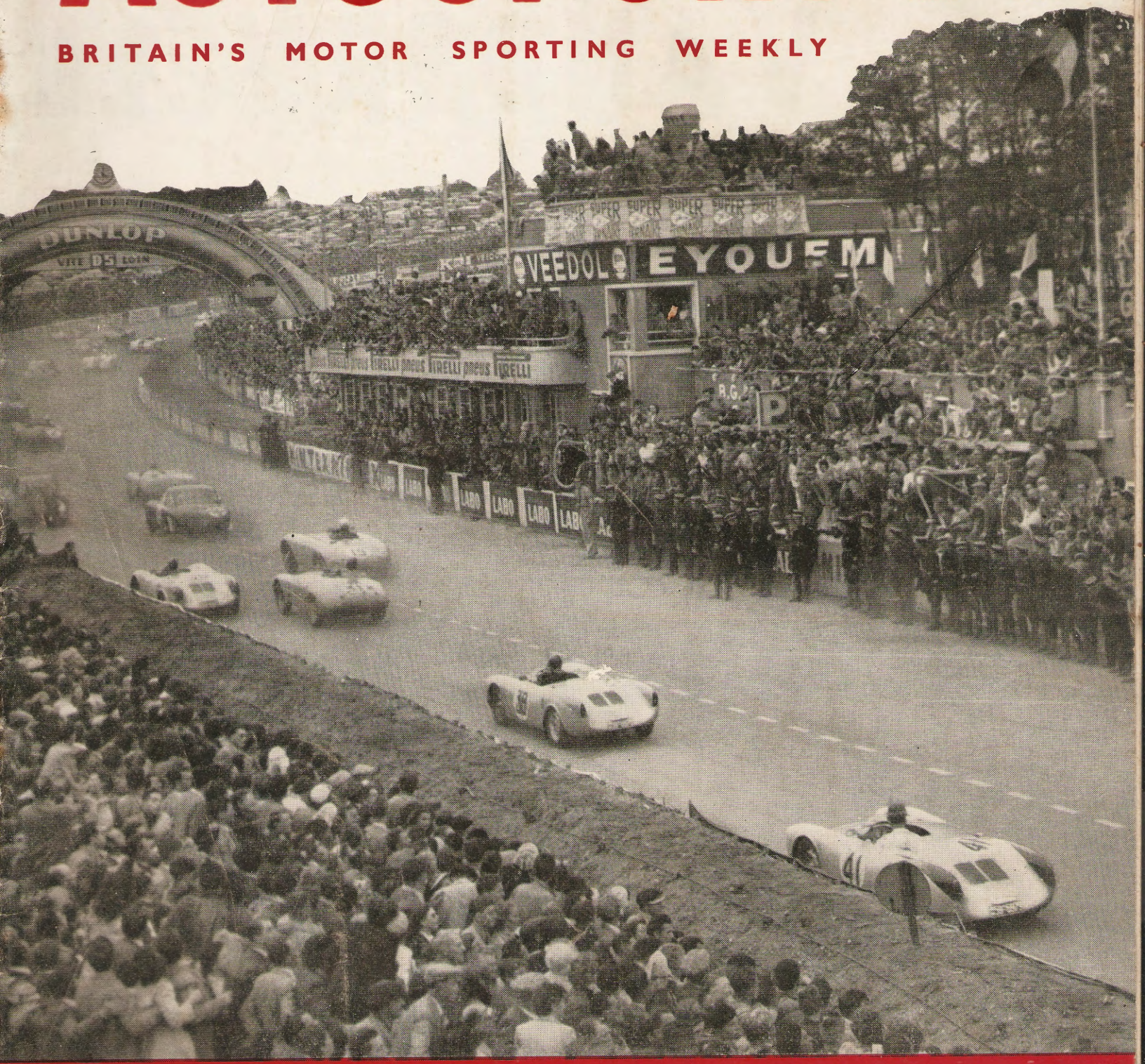
EVERY FRIDAY

Vol. 13 No. 4

BRITAIN'S MOTOR SPORTING WEEKLY



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 4 July 27, 1956

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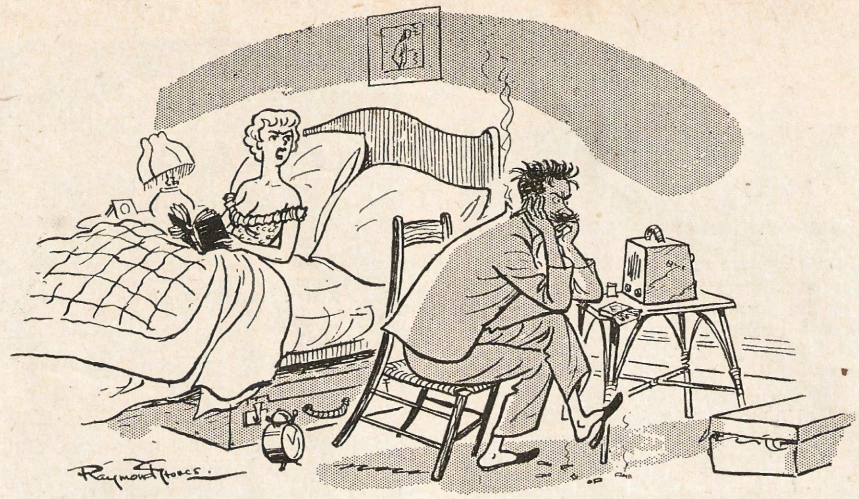
EDITORIAL

LES VINGT-QUATRE HEURES DU MANS

LARGELY due to the perseverance of the Automobile Club de l'Ouest, the great 24 hours race at Le Mans will once again be staged on the Sarthe circuit, now considerably modified to comply with safety regulations following the 1955 disaster. After all, Le Mans ranks as one of the world's premier sporting events, and its progress is followed by millions of people in every corner of the globe. In addition, as the commercially-minded French realize only too well, the race attracts thousands of visitors to the area, with consequent benefit to tradespeople generally—a fact which has made the £300,000 spent on the circuit more of an investment for the future. The entry list, whilst lacking the names of Mercedes-Benz, Alfa Romeo and Maserati from the "works-entered" category, is sufficiently representative from an International point of view to ensure strong support from the paying public. In any case, a very large proportion of those who come to Le Mans tend to treat the event as a kind of carnival, with the Grand Prix d'Endurance as the background. Great Britain is strongly represented by Jaguar and Aston Martin, two marques which have achieved a tremendous amount for British prestige. In the smaller category, Lotus face the challenge of Porsche, Osca and, to a lesser extent, privately owned Maseratis. For outright victory, Italy's most formidable contender is the new 2½-litre Ferrari, about which there is an aura of secrecy. Owing to its engine capacity, it can be a complete prototype, and one expects that it will be as much a pseudo-racing machine as was the much-criticized 300SLR Mercedes-Benz of 1955. The hopes of France are centred, as for many years, on Amedée Gordini. Everyone will wish the small Paris concern the best of luck. Theirs has been an uphill battle, with sheer engineering genius rising above the handicap of extremely limited resources. We in this country must, of course, hope for a green car victory, but, as is our nature, there is always the sneaking hope that one of the smaller concerns will come out on top, subjugating even our most fervent patriotic desires. Come what may it should be a hard-fought battle, with Jaguar in the role of pace-makers, and the most highly-favoured entries for the Grand Prix d'Endurance for many years. The Coventry concern have supported Le Mans for several years, and Sir William Lyons fully realizes the importance of successful sports car racing in the development of his fine machines. David Brown, too, knows the value of a 24 Hours success, and we in Great Britain are indeed fortunate in having men at the head of big industrial concerns who are not only brilliant directors, but have the interest of the sport at heart.

OUR COVER PICTURE

JUST AFTER 4 p.m.!—and the field is on the move at the start of the great 24 Hours Race, which begins on Saturday, 28th July, over the revised Sarthe circuit. This year the prototype regulations have precluded the race counting for the World's Sports Car Championship.



"You might have remembered this Le Mans thing was on at the same time as our honeymoon. . . ."

PIT & PADDOCK

FANGIO is unlikely to drive for Ferrari at Le Mans. The World Champion feels that he needs a rest. His place will probably be taken by Alfonse de Portago.

TONY BROOKS is a probable non-starter in the Aston Martin team. John Wyer is considering a young British driver to co-drive with the experienced Peter Walker.

DUNCAN HAMILTON, dropped by Jaguar, has been quickly snapped up by Ferrari for Le Mans. He will probably co-drive with Phil Hill.

HIS many friends will be distressed to learn that Stan Asbury is lying seriously ill in the Albert Ward, St. Mary's Hospital, Paddington, where he was taken after being found in a coma in an hotel last Thursday.

SOME 20 drivers at Silverstone on 14th July, including Hawthorn, Bueb, Hamilton and Archie Scott-Brown, were using the new Shell 100-octane petrol, which was put on sale that day throughout the country. Prices per gallon range from 4*s*. 11*d*. to 5*s*., according to zone.

THE B.B.C.'s "Music While You Drive" feature tomorrow (2-2.30 p.m.) will come from Le Mans, when it is hoped many visitors to the 24 Hours race will be interviewed, and record choices played to them.

THE recent German motor-cycle Grand Prix meeting at Solitude featured a sports-car race in which local lads Hans Herrmann and Von Trips in Porsches beat Barth's AWE comfortably.

EVER-GROWING demand for Laycock de Normanville all-British overdrives, has meant a considerable expansion of production facilities by Laycock Engineering, Ltd., who have acquired new factory space in the Sheffield area.

THEY'RE hoping to get Hawthorn, Fangio, Moss and drivers of similar calibre out for the Australian G.P. at Albert Park in December. Prize money for the race is now around £4,000.

L.D.O.S. activity has caused the Blackburn Welfare M.C. to switch dates for their Brough aerodrome race meeting from 23rd September to the following Saturday, the 29th. Regs. will be out shortly.

EUROPEAN-*v*.-AMERICAN drivers contest mooted for Monza in the autumn has been deferred until 1957 spring or mid-season.

DAVID PIPER and Bob Hicks, who were first and second in the 1,100 c.c. race at Sables d'Olonnes in Climax-engined Lotuses, have teamed up, and will race at Nürburgring on 5th August, then at Oulton Park and elsewhere.

CLOCK WATCHER: Seen at the British G.P.—R. H. (Bob) Wright, O.B.E., leader of the R. H. Wright timing staff from Ulster, complete with blazer, "Tempus Fugit" badge, and stop watches.

THE Austin and Healey Motor Companies are jointly presenting an Austin-Healey "100" to the R.A.F.-U.S.A.F. fund for the rebuilding of St. Clement Danes Church, in the Strand, London, as an Air Force Shrine of Remembrance. The car was officially handed over to the American Air Force at a ceremony outside the church on 20th July.

S.C.C.A. (New York Division) has obtained permission to hold a race meeting at the Montgomery airport, over a two-mile course. To quote from a U.S. daily, "the course is so near New York City you can hear a Maserati gear down without leaving Times Square".

FRANCE'S sole remaining hill-climb of classic status, that at Mont Ventoux, takes place this Sunday, 29th July, for special production and sports cars—the same weekend as Le Mans.

CARROLL SHELBY will be coming to Europe next year, and will probably drive a works Ferrari.

GIOVANNI BRACCO hasn't retired yet. He won the Biella-Pettinengo hill-climb in Italy recently with a GT 2500 Lancia.

MICHELIN "X" tyres are now officially listed by the Standard Motor Company as optional original equipment for Triumph TR2s and TR3s. Recommended pressures are 24 lb. per sq. in. for the front, and 28 rear. These should be increased by 5 lb. "if driven consistently hard and fast". Oh, well—29 and 33.

"AUTOSPORT" SERIES - PRODUCTION SPORTS CAR CHAMPIONSHIP

THE remaining fixtures qualifying for the AUTOSPORT Series-Production Sports Car Championship are as follows:

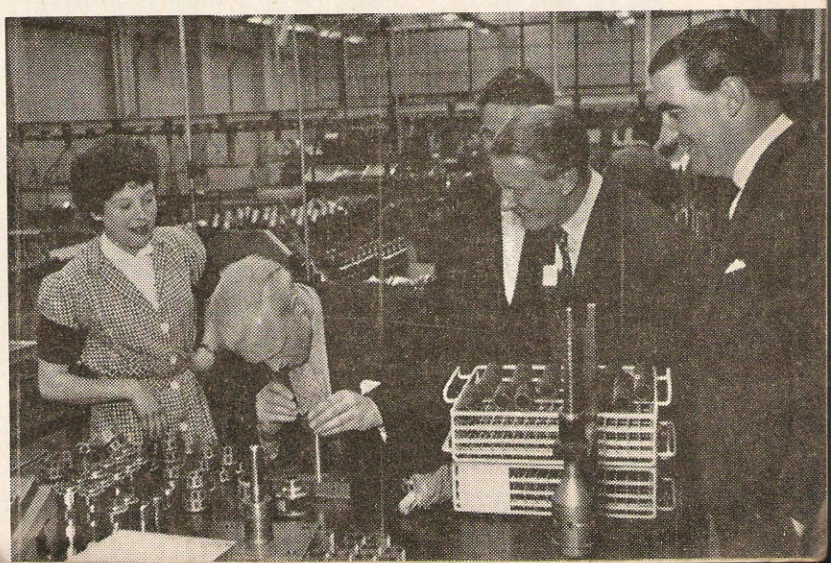
6th August: B.R.S.C.C. International Meeting at Brands Hatch.

26th August: Midland A.C. International Hill-Climb, Shelsley.

9th September: Bugatti O.C. International Hill-Climb, Prescott.

22nd September: Mid-Cheshire C.C. National Three Hours Sports Car Race and Final of Championship.

There will be 27 starters for the "Three Hours". These will be invited on the basis of points scored. A revised system of points scoring will be adopted for classes in the "Three Hours" race, which precedes the *Daily Herald* Gold Cup race for 1,500 c.c. machines.



TRYING HIS HAND at assembling free-wheel cage springs during the official opening of the Borg-Warner automotive transmission factory at Letchworth is Mike Hawthorn. Enjoying the fun are journalist Gordon Wilkins and publisher Tony Salmon.

SPORTS NEWS

THE GERMAN GRAND PRIX

NEXT in the 1956 World Drivers' Championship series of *grandes epreuves* comes the Formula 1 German G.P. at the Nürburgring. It takes place on 5th August, over 22 laps of the Nürburgring in the Eifel mountains of Western Germany, the total distance being 311.8 miles.

All the big teams are naturally represented, with Fangio, Collins, Castellotti and de Portago, Musso or Frère with Ferraris; the rising young German driver Graf Von Trips may also drive a Ferrari. Behra, Moss and Perdisa are down for Maserati, and Manzon and Pilette for Gordini. As announced elsewhere in this issue, B.R.M. are non-starters, but Vanwall have entered Schell and Trintignant. It may transpire that Mike Hawthorn will join the team for this race. Amongst the independent entries are Roy Salvadori with the Gilby Eng. Co.'s Maserati, and Bruce Halford, Maglioli, Godia, Villoresi and Rosier, all with Maseratis.

The meeting will also feature a 99-mile 1½-litre sports car race, for which competitors listed include two works Porsches, Moss and Behra with Officine Maserati entries, Maglioli (works Osca), three new works Borgwards, four AWEs, Bayol in the latest 1,500 c.c. Gordini, Salvadori and Brabham in works Coopers, and Piper and Hicks (Lotuses). A series production sports and grand touring car race will also be run.

THE FORMULA 2 LISTER

PRELIMINARY details have been released by Brian Lister (Light Engineering), Ltd., of Abbey Road, Cambridge, of the new Formula 2 Lister design. The car will have a space frame formed of 1 in. and ¾ in. 18-gauge steel tubing, weighing only 30 lbs. For the prototype a forward-mounted single o.h.c. 1,100 c.c. Coventry-Climax engine is being used, but eventually the twin cam, 1½-litre unit will be installed. Very light disc brakes will be fitted.

A single-seater body, leaving the wheels exposed, is now on the drawing board. When finalized, the Formula 2 Lister will be produced for sale, and as many of the chassis components are manufactured economically within the works of the parent company, George Lister & Sons, Ltd., the price should prove very reasonable.

MOSS'S DAY AT BARI

An Easy Victory for Maserati's No. 1 in 3-litre sports car—Behra and Perdisa follow in with 2-litre machines—Ken Wharton (Ferrari) 7th

SEVERAL years ago Stirling Moss made a great name for himself at Bari, when he fought against the G.P. Alfa Romeos in his little Formula 2 H.W.M. Last Sunday his reputation at Bari rose higher still, when he led the *Gran Premio* for sports cars from start to finish in a 3-litre Maserati. Second and third, driving 2-litre Maseratis, were Behra and Perdisa, the former having already won the 2-litre race, from which the first six finishers were admitted to the Grand Prix. Perdisa made great efforts to pass Behra, but instead lost control at a corner and ran off the course. Resuming the race, he finished in third position, holding off Taruffi's larger 3-litre car. Fifth was Musy the Swiss, in another 3-litre Maserati, sixth Bordoni in a similar machine, while seventh came Ken Wharton in a 3-litre Ferrari.

The official Ferrari team withdrew, the Scuderia being too occupied with preparations for Le Mans. Retirements included McKay Fraser and de Portago (Ferraris) and Graham Whitehead (Aston Martin). The Grand Prix, held over 36 laps of the 5.5 km. Lungomare della Fiera circuit, was watched by a crowd of some 50,000.

Provisional Results

Bari G.P. (124.28 miles): 1, **Stirling Moss** (3.0 Maserati), 1 hr. 30 mins. 52.4 secs., 81.82 m.p.h.; 2, Jean Behra (2.0 Maserati), 1 hr. 33 mins. 2.2 secs.; 3, Cesare Perdisa (2.0 Maserati), 1 hr. 33 mins. 6.2 secs.; 4, Piero Taruffi (3.0 Maserati), 1 hr. 33 mins. 21.9 secs.; 5, Benoit Musy (3.0 Maserati), one lap behind; 6, Franco Bordoni (3.0 Maserati); 7, **Ken Wharton** (3.0 Ferrari).

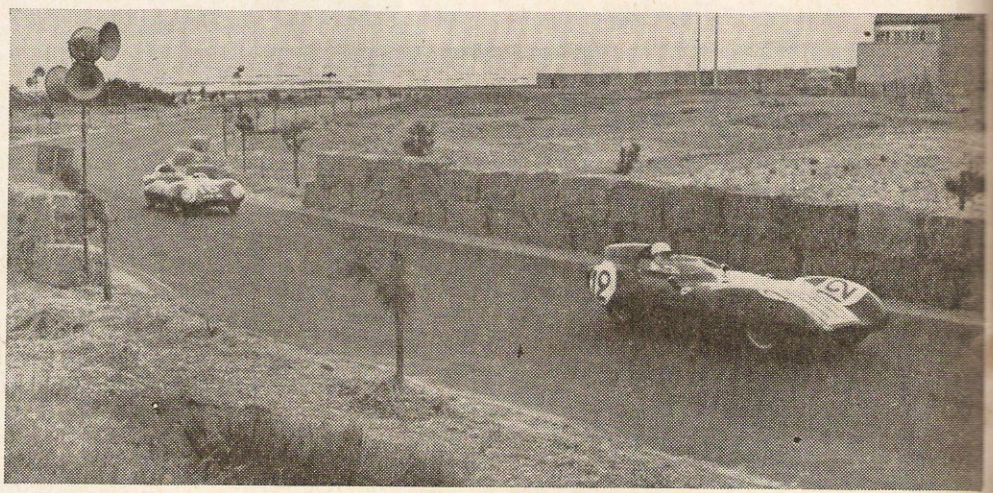
Up to 2 litres Sports (93.2 miles): 1, Jean Behra (2.0 Maserati), 1 hr. 11 mins. 16.7 secs., 78.22 m.p.h.; 2, Cesare Perdisa (2.0 Maserati), 1 hr. 11 mins. 30.7 secs.; 3, Giulio Cabianca (1.5 Osca), 1 hr. 13 mins. 10.5 secs.; 4, Munaron (2.0 Maserati), one lap behind.

CRIMOND TOMORROW

THERE will be racing tomorrow, 28th July, at the most northerly circuit in Britain—Crimond Aerodrome, Aberdeenshire. The Aberdeen & D.M.C. are the promoters, and entries, particularly strong from south of the Border, include Brian Naylor with the Lotus-Maserati. There are events for sports cars, *Formule Libre* racing cars and production touring cars, as well as some motor-cycle racing. The meeting commences at 2 p.m.

SHELBY FIRST AT BEVERLY

CARROLL SHELBY did it again at the Beverly, Mass., races on 7th July, winning the 35-lap, 91-mile "feature" race in his 4.4 Ferrari from Masten Gregory's Ferrari Monza and Johnston's D Jaguar. Fastest lap went to Gregory. A five-lap *Formule Libre* event brought glorious variety, Weaver's big G.P. Maserati winning from Michaels's diminutive Bandini-Offy, Keith's 500 c.c. Cooper and Cade's Chrysler-engined 8CL Maserati. Porsche, Lotus, Bandini, 300SL Mercedes and Corvette shared the rest of the wins, Porsche carrying off no less than five events. A full report of the meeting will be published shortly.

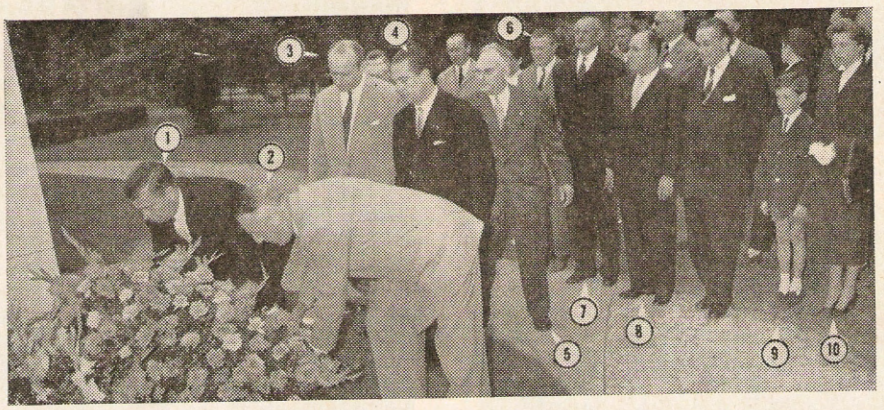


SABLES SUCCESS: (Above) David Piper and Bob Hicks enjoying a 1-2 victory with their Lotuses in the 1,100 c.c. class event at the International Circuit des Sables d'Olonnes near Bordeaux.

(Left) Local beauties in carnival costume testing out the strength of Piper's Lotus bodywork after the British drivers' success.

INTERNATIONAL BRANDS

THE B.R.S.C.C. are getting in an excellent entry for their International race meeting at Brands Hatch on August Bank Holiday Monday (6th August). The 12-race programme includes events for the new Formula 2, *Formule Libre*, Formula 3, and sports cars, plus a veteran handicap and the 24-lap AUTOSPORT Championship event for series-production sports cars. Amongst the many "names" are Salvadori, with F2 and sports Cooper-Climax, Scott-Brown and Leston in F1 Syracuse Connaughts, Colin Chapman, Bicknell and Allison in works Lotuses, and Gammon, Bueb, Brabham, Parnell and Russell, the latter in a new Elva-Climax as well as his F3 Cooper.



MONUMENT TO A MASTER driver, Jean-Pierre Wimille (killed in South America in 1949), was recently unveiled in Paris. On the left, a photograph of the memorial is superimposed on one of Wimille himself. Above, at the unveiling ceremony, are 1, Giraud Cabantous; 2, Etancelin; 3, Fangio; 4, Behra; 5, Mestivier; 6, A. Gordini; 7, De Peyérimoff; 8, Minister Lafay; 9, Wimille's son; and 10, Mme. Wimille.

Photos: Inter-Autos.

MODEL EXHIBITION

THIS year's "Model Engineer" Exhibition opens at the New Horticultural Hall, Westminster, London, on 22nd August, and among the special features will be a track on which model cars will race at speeds up to 50 m.p.h. The exhibition will be internationally representative, with models coming from Russia, Holland and Spain, and the exhibits range in value from a few shillings to as much as £3,000.

SOMETHING NEW

DELIVERIES began this week of the smallest and cheapest four-wheeler yet produced in this country, and the technical specification shows a remarkable number of interesting features. The vehicle is called the "Astra" and is being built by the well-known British Anzani Engineering Co. At present it is only produced as a light van, although its possibilities as a passenger vehicle are obvious. Firstly, it is the only British light car with all-independent suspension, the front being by divided axle, Lotus-fashion, and the rear by swing axles, Girling spring and damper units being used front and rear. The power unit is a British Anzani air-cooled twin-cylinder two-stroke of 322 c.c., developing 15 b.h.p. at 4,800 r.p.m. The engine is in unit with a three-speed gearbox having a reasonably high second gear, and a Siba Dynastart is used for starting and charging. The Girling hydraulic brakes have a greater lining area than some existing British small cars. Maximum speed is given at about 55 m.p.h., and fuel consumption as about 60 m.p.g. The price of the van version (inc. P.T. if you don't cut windows in the sides!) is £347 16*s*. It bears some resemblance to the Goggomobil.

NEW BORG-WARNER FACTORY

AT Letchworth, Herts, on 17th July, the American Borg-Warner Corporation opened their new factory, which will manufacture automatic transmissions and overdrives for British cars. Among those makes already using this equipment are Humber, Jaguar, Austin, Ford and Riley, and although the products are designed in the United States at the moment, an engineering department is being set up at the new factory.

RESTRICTION ON MOTOR TRIALS

The "Footpaths and Bridleways" clause goes through—Fines to be imposed for unauthorised use by cars or motor-cycles

THE Government's second attempt to add a new clause to the Road Traffic Bill to control the use of footpaths and bridleways for motor vehicle trials was successful, and when the Bill becomes law before the summer recess no person will be able to promote or take part in a trial on a footpath or bridleway without the authorization of the local authority and the written consent of the owner and occupier of the land. The new clause is primarily directed at motor-cycle scrambles—but it applies equally to motor car trials where footpaths or bridleways are used.

The maximum penalty for an offence under the new section will be a fine of £50. The clause which was finally accepted was slightly modified from that which was withdrawn after debate in committee, and the right of appeal against the refusal of a local authority to grant an authorization was dropped.

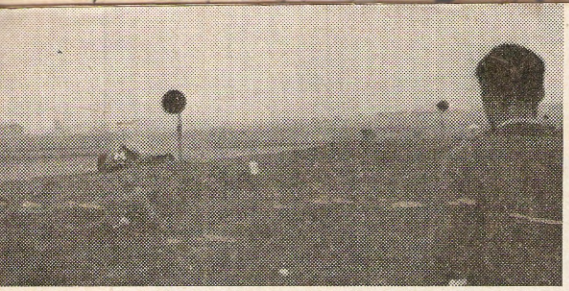
The brief debate in the House of Lords on the new clause was notable for the persistence of a muddled idea in some quarters that motor trials and motor races are synonymous. Lord Brabazon of Tara, the President of the Auto Cycle Union, who welcomed the clause, referred to this "confusion of thought" and explained that racing is not held anywhere but in a perfectly private, controlled ground. "These are trials and nothing else," he added. "It is true to say that a trial goes off the highway and on to bad ground, but there is no question of speed involved." He had maintained all his life that the bicycle was a nobler animal than the horse; and if that was true, then the motor-bicycle was still nobler. Fifty years ago the conversation of young men was of hocks and spavines, but now it was all "blown Bugs" and "V.P. props"—and if noble Lords did not know what that means they were not in touch with the younger generation. He reminded the House that the young men who rode motor-cycles were the new generation of mechanically-minded sportsmen, and he asked the peers when they were in a little trouble and wanted people to fly their jet planes, who were they going to get except these young men?

Among the other speakers, Lord Lucas of Chilworth declared that he was unrepentant in his opposition to the use of footpaths and bridleways by vehicles of any description engaged in a trial either of endurance or speed. He denied, however, that those who thought like him were spoilsports. "But we have a sense of values," he added, "and that is very necessary." Replying for the Government, Lord Selkirk took Lord Lucas up. "He said he is not a spoilsport," said the Minister. "But all he wants to do is to stop it!" Lord Lucas at once intervened to say that this was a gross misrepresentation of his speech. "I said I wanted to stop these scrambles on bridleways and footpaths—but they can be held somewhere else. You might as well say that, because I do my best to stop motor cars racing in the Peak District, I am against road racing. I am not."

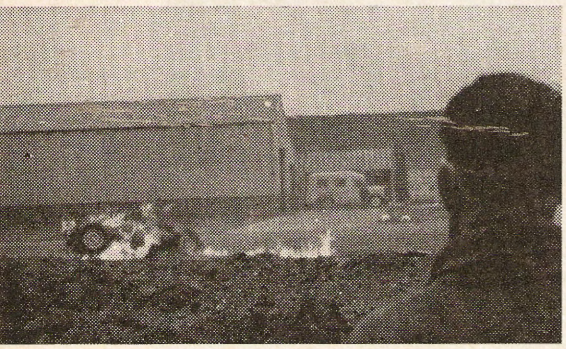
After a speech by Lord Silkin bemoaning the use of footpaths for "motor racing", Earl Howe protested that there was no question of motor racing in this. It was simply a question of trials; trials for motor-cycles and trials for four-wheeled vehicles. "The use they make of bridlepaths and the like is very limited," he said, "and the trials are nearly always organized by responsible bodies who take good care to see that no excess is committed because they know perfectly well that if it is, they will not get the consent of landowners in other areas for these trials."

The new clause was eventually added to the Bill without a division.

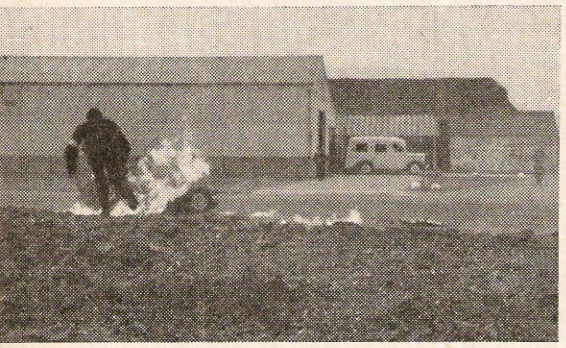
JOHN DUDLEY.



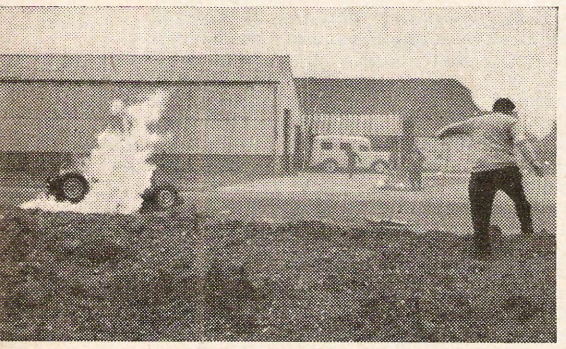
THE ACCIDENT TO TONY BROOKS: A series of photographs taken by Ranjit Topa at Abbey Curve. Above, the B.R.M. hits the bank.



The car turns over and bursts into flame. Brooks is thrown out. Opposite, the ambulance driver sees it all and . . .



. . . runs forward impulsively,, while an official rushes towards the blazing car, seeking the driver.



Another official runs to help Brooks, lying on the grass verge, while the ambulance driver hastens back to fetch his vehicle.

Now there are helpers galore. Brooks is taken into the ambulance, while the B.R.M. blazes to ashes.

PRELUDE to a race disastrous for the Owen Racing Organization's team in the British G.P.—mechanics at work on the B.R.M.s before the start.

LESSONS OF SILVERSTONE

Over 50 Per Cent. Retirement List—High Casualty Rate of Four-Cylinder Machines

By GREGOR GRANT

THE casualty rate in the British Grand Prix at Silverstone on 14th July was fairly high, there being 17 retirements out of 28 starters. From 11 British-built machines which took the depart, only the Connaught of Jack Fairman, and the obsolescent Cooper-Bristol of Bob Gerard were running at the end, the former finishing in a meritorious fourth place. I have always considered Fairman to be one of our most dependable drivers; add many hundreds of laps, testing racing and sports cars to his race total, and one sees that here is an extremely experienced conductor indeed. Bob Gerard's car had the only example of a push-rod engine in the race, and, at a conservative estimate, I should say he was 90 b.h.p. down on the least-powered of the remaining machines. Still and all, the speed of the 1,500 c.c. cars in the F2 event shows how far we have progressed within the past couple of years. Now, it must be realized that the days of the 6-cyl. Bristol motor are rapidly coming to an end, for anything other than production car racing.

The B.R.M.—what a disappointment these very swift machines were to the thousands of British race fans! Alas, it is an oft-repeated song of woe. Into the lead goes a B.R.M., then something goes wrong, and the marque soon disappears altogether from the score board. It would appear that both 16-cyl. and 4-cyl. cars are ideal sprint vehicles, but sadly lacking the mechanical stamina essential to G.P. racing. By this time, an Uhlenhaut would have cured every possible trouble—remembering how speedily he overcame unlooked-for snags in the 1955 Mercedes-Benz G.P. cars!

Tony Vandervell also has his troubles, but his Vanwalls have at least finished placed in a couple of *grandes épreuves*, and won the International Trophy at Silverstone last May at record speed. The curious tank corrosion by racing fuel during the British G.P. is a matter for the attention of scientists, and can easily be overcome. José Froilan Gonzalez's failure on the starting line can be put down to two main reasons: (*a*) pre-race nerves owing to long absence from racing; (*b*) fitting high-drag oversize tyres on the rear. Possibly nerves made him take the engine up to a very high r.p.m. and bang out the clutch—the resistance of the large tyres caused a half-shaft to go, and certainly didn't do the engine much good. Schell had injector trouble to add to his misfortune, and the engine finally began chucking water out through the exhaust!

Ron Flockhart's B.R.M. was an early casualty, the engine dying completely, possibly due to stripped timing gears. Hawthorn's car had definitely lost its tune a few laps before it stopped altogether with a tightening-up back-end, due to leakage of oil from a drive-shaft universal joint. As this was B.R.M.'s official explanation for Mike's crash at Goodwood last Easter Monday, he was most wise to come in. Until an explanation is issued by the Bourne people, we must trace this fault to be the most likely cause of Brooks's frightening crash. (See page 106)

Connaught had a comparatively early set-back when Archie Scott-Brown's car broke a wheel-hub, and shed the wheel, when he was lying very well up indeed. Then Titterington came in to change plugs, but the engine still fired erratically, and the trouble was traced to a flooding carburetter. He went on quite happily after that, until—bang!—and a con-rod became visible. This necessitated Fairman driving well within his car's capabilities, at least 2 secs. a lap slower than he could easily have done. A glance at the timekeeper's sheets tends to suggest that his non-stop run might have earned for him second place. Paul Emery's car went out after only 12 laps with incurable maladies.

Therefore nine out of ten four-cylinder cars failed to finish. For the sake of the record the complete score reads:—

Car	No. Cyls.	No. Start	No. Finish	Per cent.
B.R.M.	4	3	Nil	
Connaught	4	3	1	
Vanwall	4	3	Nil	
Emeryson	4	1	Nil	
		10	1	10
Ferrari	8	4	3	
Gordini	8	2	1	
		6	4	66⅔
Maserati	6	11	5	
Cooper-Bristol	6	1	1	
		12	6	50

Fangio's Ferrari, of course, never missed a beat. His sole mistake was when his fuel-heavy car spun on the eighth lap at Beckett's, just in front of Brooks's B.R.M. Peter Collins's original car lost its oil pressure, but as lubricant was dripping from the undertray when he stopped at his pit, the car's abandonment may have been due to a more sinister reason. Alfonse de Portago showed great sportsmanship; he saw Pete's car stationary, and next time round came in and jumped out like lightning, vacating the seat for his teammate. As it seems unlikely that there was time for Sculati to give him a "come-in" signal, the Spaniard must have taken it on himself to hand over to the Championship aspirant. Anyway, it is the sort of thing that de Portago would do. Also one cannot forget his gesture in taking over Castellotti's rather bent machine, determined to get it to the finish. Incidentally, Castellotti's earlier pit-stop was to tighten a slipping water-pump driving belt (the pump is driven off the prop shaft!).

I should like to clear up a misunderstanding concerning the black flag. When this is waved, and the competitor's number shown, it does not mean disqualification as many people assume. It indicates to the driver that he is to complete the lap he is on, and then stop—which de Portago did. The stewards quite rightly wished to see whether or not the car was in a dangerous condition. With great eloquence, the Marquis persuaded them that it was not, and he was permitted to do one more lap, and then wait until the winner was flagged before pushing the car over the line.

Stirling Moss had the very bad luck to suffer a split tank, but, towards the end, it became obvious that oil was also being dropped. While he was going, he was really motoring, and at one time appeared to have the race well in hand. Nevertheless he was whipping his Maserati round the bends more hectically than I have seen him do for some time—particularly after his first pit stop to refuel, when "El Chueco" began to menace his lead. The modern Maserati seems to have a thirst for oil when driven hard. Gould had to stop twice, and Behra once, just before the end. Horace's drive was really first rate, and has surely earned him a place on the starting grid of the remaining major G.P.s. Roy Salvadori was, of course, brilliant, and like Moss, was delayed by breakages, in his case a tank retaining strap coming adrift. Roy has been reckoned to be too much of an individualist for regular "works" G.P. drives, but the eyes of at least three team managers looked covetously his way during his rapid progress behind Moss in second place.

Luigi Villoresi kept on his reliable way to the finish, as did Cesare Perdisa who doesn't like Silverstone one bit. The Spaniard Godia did well, with only one spin-off to mar his record. The cars of Rosier, Halford and Maglioli all fell victim to various troubles, none of them being in the picture when they faded out.

Manzon's Gordini ran like a train, and there is little doubt that "the Sorcerer" is rapidly developing his eight-cylinder machine. As I have said before, with proper financial backing, Gordini could more than hold his own with anyone. The older car, driven by da Silva Ramos, stopped with a broken magneto drive-shaft.

On the whole it was a fine Grand Prix, well organized and with the most evenly contested field since Formula 2 days. The B.R.D.C. and *Daily Express* are to be congratulated on the presentation of a programme unmatched anywhere in the world on a Grand Prix day. If so many people can come to Silverstone on a Saturday, one wonders what size of a crowd would arrive on a Sunday!

So far as I am aware, no other World Championship event takes place on a Saturday. Even the predominantly Protestant Dutch are tolerant about sport on the Sabbath!

THE TECHNICAL ASPECT

Few Mechanical Novelties but some Instructive Contrasts in Performance—Limitations of the "big four"

By JOHN BOLSTER

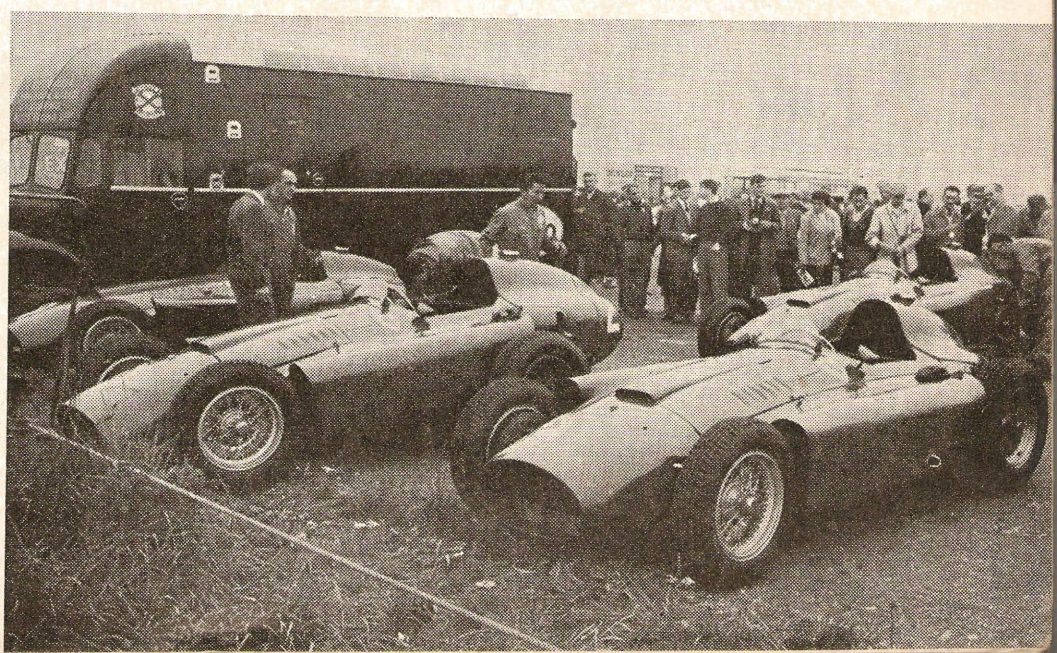
It was pleasant to be working at Silverstone again. I had a pretty tough assignment in the pits for the B.B.C., and I cannot say enough in praise of the B.R.D.C. officials, who were extremely co-operative all the time. The information service was a model of efficiency, too, which is a great help to a man with a microphone in his hand.

Among the cars, there were fewer technical novelties than usual. Nevertheless, there was much interest in relating the mechanical details to the performance obtained. For instance, I think there is little doubt that the Maseratis are appreciably quicker through a bend than the Lancia-based Ferraris, but that the latter cars have a usefully greater power output. Yet, in broad specification the two chassis do not differ greatly, though one carries a six-cylinder engine and the other a V8.

In both cases, there is a multi-tubular frame, wishbone i.f.s. in front, and a de Dion axle behind. Yet, the proportions of the suspension are markedly dissimilar. In particular, the G.P. Maserati has a bottom wishbone almost twice as long as the top one, while the Ferrari has two very short ones which, though unequal, are much closer to equality than those on the "Mas". On a somewhat bumpy course, with numerous changes of camber, one would expect the Maserati layout to be better, and one would probably be right. An anti-roll bar is fitted in front in both cases.

The British cars all held the road well, and the Connaughts had notably increased cornering power since their last Silverstone appearance. Their rear wheels now lean inwards at the top, as do those of the Vanwalls. In fact, the Connaughts and B.R.M.s looked very well on the corners while they were at their best, and although the Vanwalls did not, on this occasion, develop their full potential, the practice time of Gonzalez on a wet road proved that they are certainly controllable.

Yet, it is difficult to see any future for the 2½-litre "big four" as a type. It is not impossible that a Grand Prix win could again be notched up by a four-cylinder engine, but these cars are fundamentally more highly stressed than the "sixes" and "eights". To obtain the necessary power, the "four" must be developed to the point where it definitely becomes harsh; in fact, one might be



VICTORS FOR ITALY: The Ferrari team in the Silverstone paddock before the British Grand Prix.

unkind enough to call these power units extremely rough.

Now, the disruptive effect of vibration is only too well known, and such motors contain the seeds of their own destruction. It goes further than that, though, for the breakage of many auxiliary parts, such as throttle linkages, may be directly traced to this source. Furthermore, an over-square "four" of this size has a truly enormous piston diameter, which poses many problems. It is true that the short stroke reduces piston speed, but nothing can reduce the heat flow problems of a very big bore.

In the case of the B.R.M., valve disasters seem to have called a halt to development. The enormous inlet valve appears to be the Achilles' heel of the unit, and it is not at present possible to run it at its designed speed. It is rumoured that, in the early stages, the drawing embraced a 16-valve head. If that is so, it looks as though it will be necessary to revert to this idea, though it constitutes a major rebuild. Even desmodromic operation might be hard-pressed to cope with a 2¼ ins. valve at the speeds envisaged. The maddening thing is that it works so well for a short period.

Valve trouble does not appear to be the only snag with this engine. Both Mike Hawthorn and Tony Brooks were getting smothered in black oil and dirt, especially Tony. This could be due to the piston rings giving up the unequal struggle, and certainly both cars were sounding very "flat" after the usual preliminary sprint. Perhaps a 102 mm. piston presents almost as many problems as a 2¼ ins. valve. One wishes the project well, but more and more is one forced to the conclusion that it would be better for the 1,000 yards of Shelsley than the 300 miles of a Grand Prix.

THE BROOKS ACCIDENT

A Statement by the Owen Racing Organization

OWING to statements which have appeared saying that the crash which occurred to Tony Brooks's B.R.M. in the British Grand Prix was due to the transmission locking solid, the Owen Racing Organization wish to make the following statement:—

The closest possible investigation of the car has taken place and it has been proved beyond question of doubt that the transmission did not lock, neither was there any seizure of any sort, nor did anything break. During the race the throttle control rod on Brooks's car broke. He managed to get back to the pit where another throttle control was fitted. This was tested at the pit by banging the accelerator up and down to make sure it worked before he left the pit. However, on information received from Brooks, the throttle pedal felt a little sticky and, without doubt, on the very fast Abbey curve when Brooks eased the pedal, the pedal cannot have followed his foot instantaneously and the car did not reduce speed at the critical moment enough to negotiate the corner safely.

Owing to trouble experienced at Silverstone the Owen Racing Organization has decided not to enter the B.R.M. cars for the German Grand Prix on 5th August. Both Mike Hawthorn and Tony Brooks have been released to drive other makes of cars for this race.

I do hope I am wrong, but I think you need eight cylinders to do well consistently in today's *grandes épreuves*. It is true that the American four-cylinder Meyer-Drake engine is the king of Indianapolis, even though, for obvious reasons, it is affectionately nicknamed "the pneumatic drill". Nevertheless, this 500 miles track event is a special case, and I think the engine is only reliable under this no-gear-changing régime. A certain degree of flexibility is required to negotiate the four bends, but it is nothing like that which road racing dictates; attempts to use the Indianapolis-type fuel injection over here have underlined this.

Enough has now been learned by all the serious contestants to build some even faster and better cars than those we see today. In almost every case, however, there just isn't enough "lolly" to do it. Another thing is disturbing the Formula 1 entrants. That is the effect which the new Formula 2 will have on the popularity of the bigger cars.

As is well known, Formula 2 superseded Formula 1 to a large extent under the previous regulations. Admittedly, the 1½-litre supercharged cars had reached almost an all-time high in cost and complexity, and the 4½-litre unblown machines were pretty formidable monsters. The 2½-litre limit has produced the most sensible racing cars of all time, and I, for one, would be more than sorry if Formula 2 stole any of their thunder. I want to see these excellent cars, which have so many lessons to teach the everyday manufacturer, go on from strength to strength. The 2½-litre machines are now giving enough power to be really exciting both to drive and to watch.

Yet, the fact must be faced that the much cheaper 1,500 c.c. cars, running on petrol, may in fact lap some of the more difficult circuits faster than the G.P. racers. Anybody who spends a few days wandering round circuits with a stopwatch can tell you why. On any slow or medium-speed corner, a 500 c.c. car is miles an hour faster than a full-sized racing car. It can also brake much later on the approach. This is simply due to the much lighter weight of the tiny vehicle. The point is that one can very nearly drop a 1,500 c.c. Climax into an F3 chassis, and the winner of the Formula 2 race at Silverstone was visibly a 500 c.c. derivative.

The victorious Cooper is very new, but after a little more suspension research it should hold the road as well as any other Cooper, and corner almost as fast as the Norton-engined version. Its maximum speed will never approach that of a G.P. car, but because it can corner more quickly it may lap just as fast as the bigger machine. Formula 2 is certain to be well-supported, too, for many sports and 500 c.c. drivers intend to graduate.

Yet, if the cars are too much alike, and in particular if they all employ the same engine, the class will not attract the public interest. Five hundred c.c. racing is better than ever before, but the very perfection of the too-similar cars spoils the spectacle for the paying public. Personally, I thought Jim Russell's dice in the wet was the finest drive of the day, but very few spectators stayed to watch him do it. If Formula 2 follows the pattern of Formula 3, it will never make the turnstiles click.

It was thus with great pleasure that one saw a couple of variations on the F2 theme. One of these was the new Beart-Rodger that Ian Burgess drove. This car has an Osca engine with approximately "square" dimensions amounting to 1,350 c.c. The power unit is in front and the driver's seat is to the right of the shaft tunnel. At the rear, a Renault five-speed gearbox and final drive is employed with a de Dion axle. I would have thought that this gearbox from a 750 c.c. car would have been over-stressed, but no trouble has been experienced so far.

The location of the axle tube is somewhat reminiscent of a Connaught, though a normal Panhard rod is used. The chassis, of course, is tubular, and so are the wishbones. There are helical front springs and a transverse rear, and the turbo-finned drums look most impressive. The car was over-geared on this occasion, but it should be worth watching. The other variation was the Gordini, of which the twin-cam four-cylinder engine sounded most promising. However, a "cooking" chassis with an old-type rear axle had been pressed into service, and its roadholding was naturally not to be compared with the de Dion and independent rear ends of its competitors.

Speaking of Gordinis, Manzon's 2½-litre car had no less than eight separate exhaust pipes compared with Da Silva's two, and was consistently the faster of the pair. It ran very steadily among three Maseratis, which were unable to shake it off; perhaps the French straight eight is beginning to find its form at last. The big surprise of the race, though, was Salvadori's Maserati, which was at least as fast as the "works" jobs, and certainly seems to have benefited from its crash!

KEY to Theo Page's illustrations opposite

1. *EARLY MOD. on Salvadori's Formula 2 Cooper was the blanking-off of the forward air entry to the S.U. carburetters of the Coventry-Climax engine, and substitution of a rearward intake.*

2. *SINUOUS cooling device for the engine lubricant on the Maseratis, ahead of the radiator, as seen on Bruce Halford's car. A cord-controlled radiator blind is interposed between the oil cooler and the radiator.*

3. *DISC BRAKE on the rear of the G.P. Connaught, dished in form, and with cooling/lightening holes between hub and braking area.*

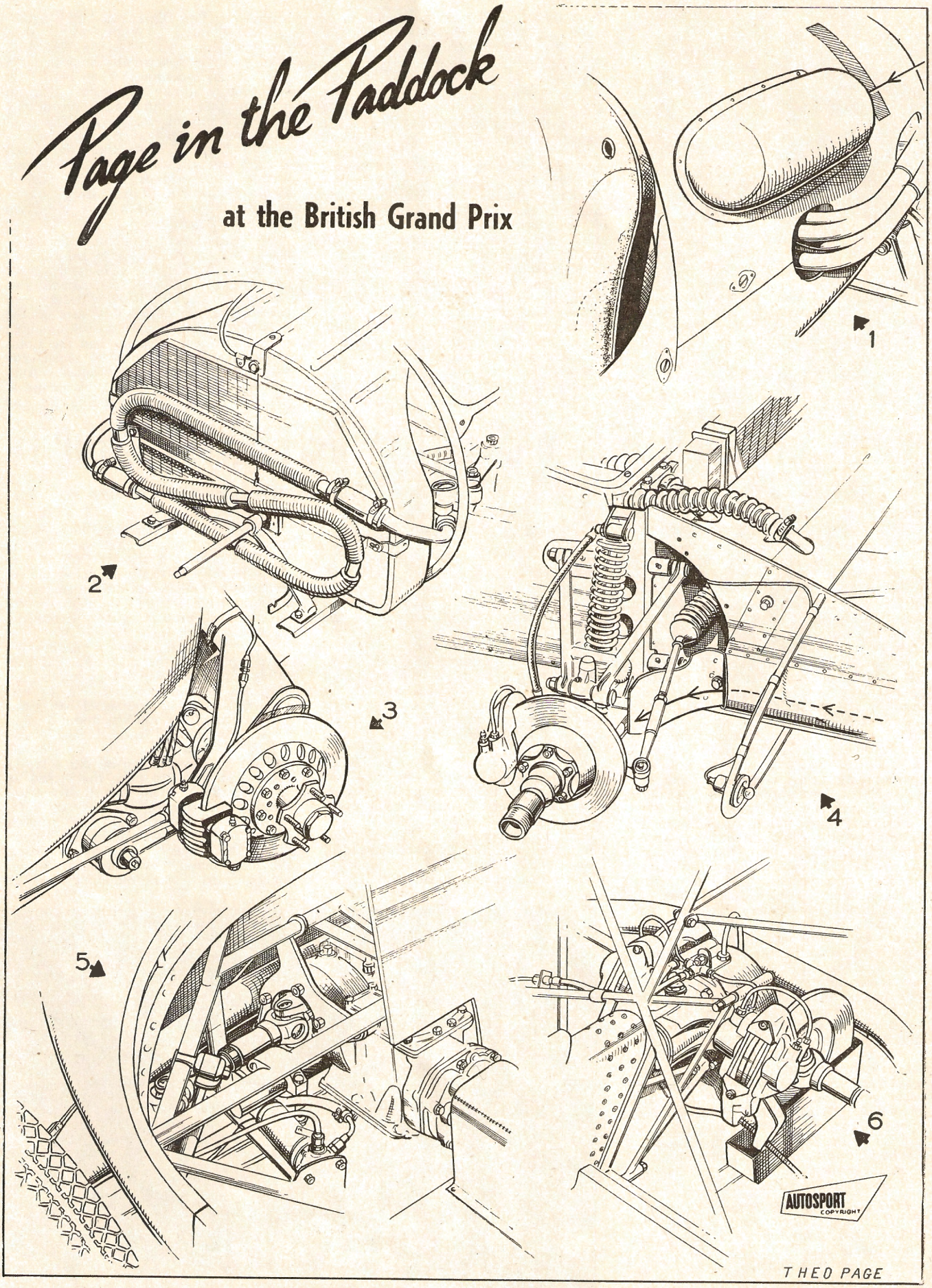
4. *FRONT SUSPENSION and disc brake detail on Scott-Brown's Lister-Maserati. Cooling air is ducted on to the brakes. Steering is of rack and pinion type.*

5. *BACK END of the 1,350 c.c. Osca-engined Beart-Rodger driven by Ian Burgess in the Formula 2 race, showing the rear-mounted five-speed Renault gearbox and de Dion axle. Suspension is by an underslung transverse leaf spring.*

6. *INBOARD REAR BRAKES and de Dion axle layout on Colin Chapman's Lotus, which went so fast in the Formula 2 event.*

Page in the Paddock

at the British Grand Prix



THEO PAGE

GOOD FOR YOU: Brian Naylor celebrates his victory at Wicklow with a bottle of Guinness.

BRIAN NAYLOR (LOTUS-MASERATI) WINS LEINSTER TROPHY

Peter Whitehead (3-litre Maserati) Wins Scratch Race and Breaks Wicklow Circuit Lap Record

By JACK O'DONOGHUE

FOR the second year in succession, the Leinster Trophy has gone to roost across the water. Brian Naylor, driving one of Colin Chapman's latest Lotus creations fitted with a 1½-litre Maserati engine, won the only road race in these islands for 1956 at an average speed of 82.14 m.p.h., thereby not only taking the Leinster Trophy for best performance on handicap, but taking the up to 2,000 c.c. scratch race as well. Second on handicap was Len Earl (Jirano) and third was Charlie O'Hara (XK 120). Indicative of the type of handicap racing that is popular in these parts were the widely divergent types of motor car of these three, Naylor's ultra-streamlined sports-racing Lotus contrasting sharply with Earl's home-brewed single-seater and O'Hara's standard sports car.

New safety precautions on the part of Leinster Motor Club divided the race into two heats this year, thus allowing the faster cars to circulate in relative freedom from the peril of finding themselves rushing up the exhaust pipes of slower-moving machinery, as was the way in former years. Under ideal conditions for racing and without the aforementioned hazard, Peter Whitehead took his 3-litre Maserati sports car around the circuit to such purpose that while he was unable to finish higher than sixth on handicap he not only won the over 2,000 c.c. scratch race, but raised the late Bobbie Baird's lap record from 85.06 m.p.h. to 87.32 m.p.h. and the full distance record to 86.14 m.p.h.—and that was irrespective of previous sports car records or formula free to boot. All of which proves something about the speed of modern sports cars and was a pointer at the same time to the sagacity of the Leinster Club officials, who undertook the doubly difficult job of staging what were, in effect, two races instead of one for the Wicklow Trophy, and who came through the long evening's sport with flying colours for the efficient manner in which they tackled the job.

Practising on Thursday evening under glowering skies and over damp roads saw Whitehead fastest, doing a lap at 75.06 m.p.h. with the Maser; not very exciting, but on Friday he lopped 3 secs. off the record, getting around at 85.78 m.p.h. against his target speed of 85.3 m.p.h. Naylor did 80.50 m.p.h. in the Lotus-Maserati, 2½ m.p.h. over his handicap speed, but Templeton did 80.06 m.p.h. in his 1,097 c.c. Climax-engined Lotus. This was nearly 5 m.p.h. over his target speed and quite something in any company on the Wicklow circuit with such a small engined car.

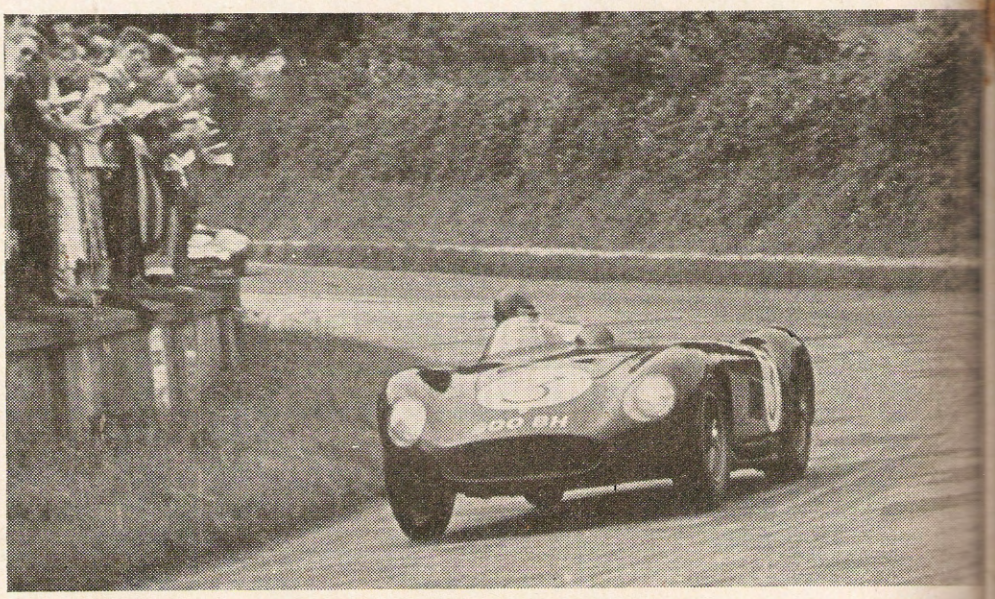
Race day was fine, slightly cloudy and nearly ideal for racing. The circuit was as it should be and if the spectating crowd was not vast, it was sizeable, manageable and as tractable as one could wish, in this age when road racing is the target for so much criticism from the do-gooders.

Fifteen cars lined up for Heat 1, confined to the faster men and machinery. Handicap race starts with their credit laps and time allowances are always most confusing affairs, but of the first bunch released Joe Flynn, in the evergreen red blown TC, seemed to be able to pull away from Charlie O'Hara's Jaguar. Last to leave were scratchmen Whitehead and Naylor, who had one credit lap, Whitehead quickly outstripping the smaller car with twice as much Maser engine to help him.

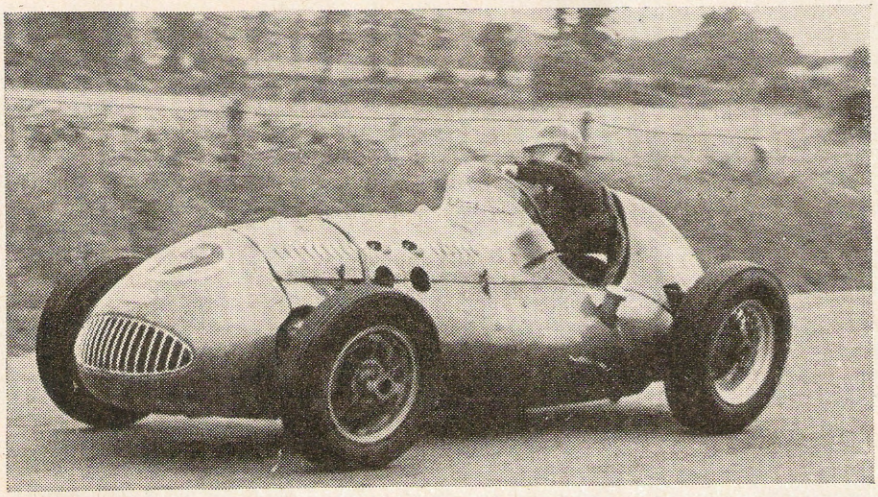
First to reappear was O'Hara, going like a train and already 7 secs. ahead of Black's TR2. Another 7 secs. and Joe Flynn screamed past ahead—but not far ahead—of Len Earl's 2½-litre Jaguar-engined Jirano. Whitehead flashed through going very fast indeed, with headlights on to warn the boys in front that he was a-coming. Then before we had time to think, Naylor tore by with his headlights blazing like beacons despite the brightness of the day. Whitehead might be quicker but Naylor was certainly brighter! Another lap and O'Hara was still well in front. Earl was second and perhaps 25 secs. behind. Flynn was now third and already beginning to slow. Black was out with vanished oil pressure.

Whitehead did his second circuit at 86.97 m.p.h., so the lap record was already gone for six. The atmosphere became charged with excitement; this race that was going to be a dreary procession because of too few cars on the 8.34-mile circuit, had the crowd humming with excitement. Naylor had the Lotus cracking around at over 80 m.p.h. and was larruping his target speed. Anto Coleman (Austin-Healey), lapping at over 76 m.p.h. was doing likewise, and driving in the manner born whilst doing it. Another lap and Earl was shooting for O'Hara with Bradshaw (XK 120) in third place. Flynn was going slower and slower and it was only a matter of time until he left the TC on the course with all oil pressure gone. Evans did likewise with his Jag.

Now Coleman was on Bradshaw's tail: lap 6 and the race was half run. O'Hara, grimly trying to hang on to Earl, was now steaming. Then Naylor was in fifth place and Whitehead had made up that credit lap and was about 5 mins. 45 secs. behind the leader at his, Whitehead's, rate of progress. To celebrate this on the seventh lap he did a lap in 5 mins. 45 secs. to push the record up to 87.02 m.p.h. This superb driver was making road racing look easy on a far from easy circuit and his progress through the "never ending" Rathnew right-hander was a pleasure to watch. Naylor, despite Woolaghans Bridge shinnanigans, was mopping up all



RECORD MAKER Peter Whitehead hurtles round Railway Road bend in his 3-litre sports Maserati. He raised the late Bobbie Baird's lap record by over 2 m.p.h.



SECOND: (Above) Len Earl working hard at Ballinabarney in his Jirano single-seater with 2½-litre Jaguar engine.

THIRD (right) in the Trophy handicap was Charles O'Hara, seen here with XK 120 Jaguar brakeless and boiling, and using all the available road at Ballinabarney in the final laps.

opposition in a big way and tore by the private Coleman-Bradshaw battle on lap 8 into third place.

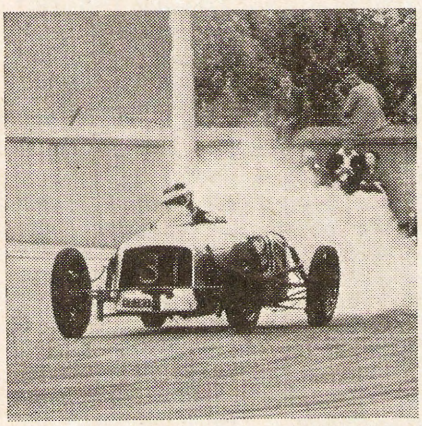
The race result then began to take probable shape. Naylor must win if all went well. He had upped his race average to slightly over 82 m.p.h. at this stage and nothing could hold him. Len Earl was still out front, and despite the fact that he was having the drive of his life and lapping at 75.4 m.p.h., which was well over his target of 73.5 m.p.h., it was not enough to stave off the Cheshire man. Coleman turned in a few laps at nearly 77 m.p.h. and looked as if he must be runner-up. However, he was not quite able to take the big Jag. of Bradshaw, and he would lose ground on the pull up to Woolaghans from Wicklow, making it up again on the run down to Rathnew. Templeton in a Climax-engined Lotus, having found himself at the tail of the hunt following a pit stop, was worth watching too. Lap 4 saw him last; by lap 8 he was lying eighth and circulating at 80 m.p.h. Came lap 9 and Heather pulled in for oil—and shortly afterwards retired with falling oil pressure.

Lap 10 and Naylor was in front and running away from the pack at the rate of about 30 secs. per lap. Whitehead was still whistling around far faster than anyone else but with one headlamp out now, and too far behind the first three to make any impression. O'Hara, using available road instead of brakes, still held on to third place, about 19 secs. behind Earl. Lap 11 and Whitehead had got to ninth place. Coleman tried all he knew to get by Bradshaw. Naylor was now streets ahead by over 90 secs. Coleman unluckily smote the bank at Rathnew, the prang costing him not only a possible photo finish for third place with O'Hara, but probably ruining his chances of winning the Sexton Trophy for 1956. Then it was all over. Naylor had won easily in the Lotus-Maserati at over 82 m.p.h., taking the scratch class for under 2,000 c.c. in the by-going. Len Earl was a very deserving and popular second and O'Hara, brake-

less still and boiling, pulled in third to have a rear wheel puncture as he stopped! Bradshaw was fourth and Templeton next in the little Lotus; despite his first lap pit stop he averaged 77.89 m.p.h., 2 m.p.h. faster than anything in front of him except Naylor. This was a most exciting race, with a very high standard of driving throughout and a race in which practically every one of the 10 finishers exceeded their set handicap speeds.

IN the second heat, for the slightly less rapid machinery, there was again a 15-car line-up, consisting of nine assorted M.G.s, a few TR2s, Whitren's J.A.P.-engined device and Ian Titterington in a Ford Special. There followed from the start some hair-raising motoring, contrasting with the first heat, even though Billy Lacy, driving the M.G. with which he won this race a few seasons back, was the only driver who was approaching his set handicap speed. He was going like the clappers and lapping faster than anything else on the course, including M.G.A.s and TR2s. However, he was to retire on the last lap with a blown gasket.

Limit man Gill (TC), Hartigan, Burke and Lacy led the race in a group until three-quarter distance when a remarkable series of crashes and retirements eliminated all of them and brought victory to Bill Telford, with Douglas Acheson's M.G. second, and N. Delicato (Triumph) third. Telford's average was 71.46 m.p.h.



HEAVY SMOKER at Wicklow Corner during the second heat is Ian Titterington's 933 c.c. Ford Special.

Results

Heat 1: 1, J. B. Naylor (1,484 c.c. Lotus-Maserati), handicap 1 lap, time, 1 hr. 13 mins. 0.8 sec., speed, 82.14 m.p.h.; 2, L. G. Earl (2,663 c.c. Jirano), 1 lap and 4½ mins., 1 hr. 14 mins. 19.4 secs., 75.59; 3, A. C. O'Hara (3,442 c.c. Jaguar), 1 lap and 4½ mins., 1 hr. 14 mins. 36 secs., 75.30; 4, W. E. T. Bradshaw (3,442 c.c. Jaguar), 1 lap and 4 mins., 1 hr. 14 mins. 47.4 secs., 75.62; 5, M. Templeton (1,097 c.c. Lotus-Climax), 1 lap and 1½ mins., 1 hr. 15 mins. 10.2 secs., 77.89.

Fastest Lap (Record): P. Whitehead (Maserati), 5 mins. 43.8 secs. (87.32 m.p.h.).

Heat 2: 1, W. H. Telford (1,991 c.c. Triumph), 1 lap and 5½ mins., 1 hr. 17 mins. 31.4 secs., 71.46; 2, D. Acheson (1,489 c.c. M.G.), 1 lap and 5½ mins., 1 hr. 17 mins. 44.4 secs., 71.26; 3, N. Delicato (1,991 c.c. Triumph), 1 lap and 5½ mins., 1 hr. 18 mins. 15 secs., 70.80; 4, J. McDonald (1,478 c.c. M.G.), 1 lap and 5 mins., 1 hr. 18 mins. 15.2 secs., 71.25; 5, L. P. Beshoff (1,489 c.c. M.G.), 1 lap and 5 mins., 1 hr. 19 mins. 13.8 secs., 70.36.

Overall Placings: 1, Naylor; 2, Earl; 3, O'Hara; 4, Bradshaw; 5, Templeton.

The Awards

Leinster Trophy: First on handicap, J. B. Naylor.

Holmpatrick Cup: Second on handicap, L. G. Earl.

Dunlop Trophy: Third on handicap, C. A. O'Hara.

Englebert Trophy: Fourth on handicap, W. Bradshaw.

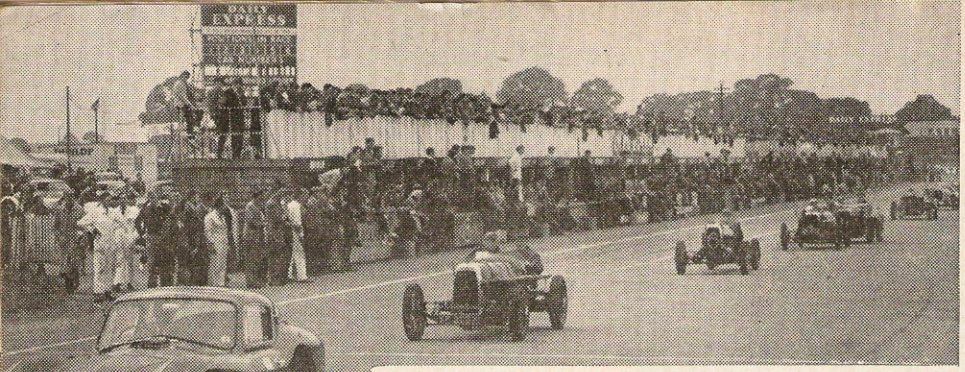
Smithfield Trophy: Next best Irish driver, M. Templeton.

Frank O'Boyle Trophy: Next best Leinster Club member, W. Leeper.

Team Prize: Triumph (Heather, Durbridge and Telford).

Over 2,000 c.c., scratch: 1, P. Whitehead, 86.14; 2, W. Bradshaw, 75.62; 3, L. G. Earl, 75.59.

Up to 2,000 c.c., scratch: 1, J. B. Naylor, 82.14; 2, M. Templeton, 77.89; 3, C. H. Davies, 74.75.



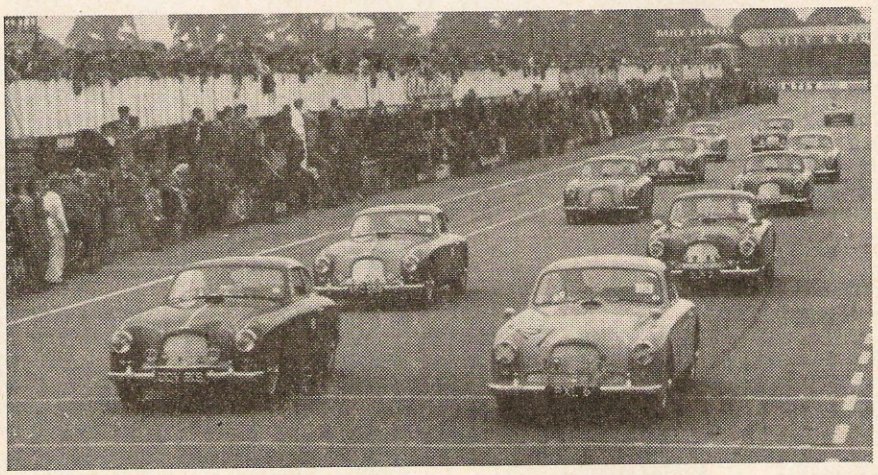
HISTORY of Aston Martin was seen in the first section of the great parade (left). Leading the column is the club's president, Marquess Camden, in one of the latest DB3S coupés. Behind him is the car built for the 1922 French Grand Prix and driven now, as then, by Clive Gallop. Next in the line is "Sammy" Davis in "Razor Blade". The rear of the procession (below) was brought up by a glittering contingent of DB2s and 2-4s, plus a DB3S.

Happy Birthday, A.M.O.C.!

Big Crowd at Silverstone for the Aston Martin Owners' Club Twenty-First Anniversary Meeting—Elwell Smith wins St. John Horsfall Trophy

WE first began to appreciate that this was to be no ordinary "Club Silverstone", when we found ourselves on the road to the circuit in the middle of quite a procession of cars, all being driven in that brisk and happy manner that betokens the man who has a car because he loves motoring, as opposed to the man who motors merely because he has a car. On arrival at the gates a few minutes before the first race was due to start, we were confronted with well-filled car parks, well-filled grandstands and a paddock so well-filled with competitors that they were still putting in practice laps, and starting time had to be put back half an hour.

The occasion for this pilgrimage (held appropriately enough on the 21st of July) was the 21st Birthday Party of the Aston Martin Owners' Club, being also the seventh St. John Horsfall Race Meeting. However, although excellent racing was seen during the day, the "top of the bill" was taken by the anniversary parade of Aston Martins—a fabulous procession of well over 100 lovingly preserved examples of the marque, spanning 34 years of racing history. They swept past the stands, led by the Club's President, the Marquess Camden, in one of the latest DB3S coupés. The first section of the parade comprised a specially selected group of historic Astons. There was the car generally accepted to be the one driven by Clive Gallop in the French Grand Prix of 1922, and Gallop himself drove it again on this occasion. Sammy Davis appeared at the wheel of "Razor Blade", now owned by Lieut.-Comdr. P. L. D. Attwood, but originally tailor-made for Sammy in 1923 for an attack on the one-hour light car record. Its present owner still races it frequently at Vintage events and it was seen in action during the day. Pat Driscoll drove the car in which he and C. Penn-Hughes finished second in the Rudge Cup race of 1933. One after another they came

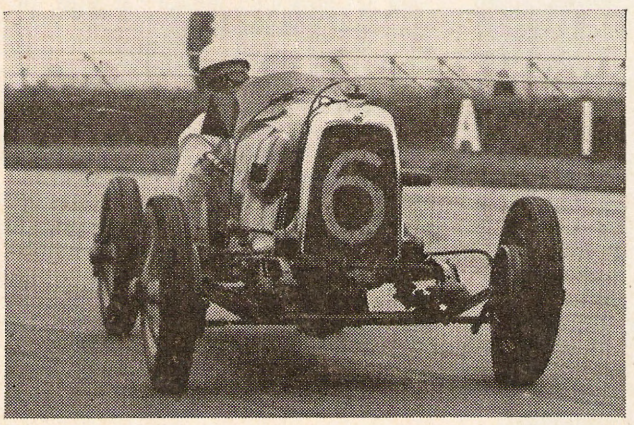


—works team cars from right through the 'thirties—and then the post-war era. VMF 64 was there, used for every kind of racing during the 1950-51 season and now in hectic retirement as a high-speed works "hack". Other DBs had also been built for various Mille Miglias, Le Mans and Monte Carlos, and finally came Lyndon Sims in the DB2 with which he won this year's R.A.C. Rally.

After this score or so of distinguished veterans there came the groups representative of the different stages in the development of the Aston Martin—the Lionel Martin Series, the first and second Bertelli series, and the Mark IIs and Ulsters and Two-Litres that brought the marque up to the outbreak of war. Then came the post-war DBs—the DB1, DB2, DB2-4, DB3 and finally the DB3S. Round they all toured again, for a second triumphant lap, these immaculate cars of a truly sporting breed, brought along by their devoted owners to mark the coming of age of their own club.

In the presence of such a display, the racing seemed almost superfluous, but nevertheless turned out to be well worth watching. The meeting was open to most of the well-known "one make" clubs and so there was strong but friendly inter-marque rivalry all day. After one of the popular "Regularity Trials"—lapping at set speeds for half an hour—in which everybody qualified for either a first or second class award, there was a five-lap scratch race for the 750 and 1,172 formula cars, in effect two races run concurrently. Here were the home-built specials in force, their driver/constructors no doubt exulting over the Finance Bill reprieve. There was a sprinkling of Lotuses and Bucklers as well, and two Mark VI Lotuses, those of Laverton and Lawry, took the lead. Behind them came Broadly's neat Ford-engined Lola and then a bunch containing two Mark VIs and a Mark IX, but headed by Millard's Austin 7 special! The 1,172 c.c. cars could not beat the 750, and so, when the leader, Laverton, dropped out, apparently with ignition trouble, Millard finished third overall and of course won the 750 class. Quite an achievement!

The next event was also two races in one, for Bentleys and for Aston Martins. This one was a handicap race, but the Bentleys steadily moved ahead of the smaller Astons, the 3-litre T.T. Replica Bentley of Hollis moving quickly ahead of the others to win by such a handsome margin that Hollis exuberantly slapped the flank of his mount as he took the flag, to the delight of the crowd. Elwell



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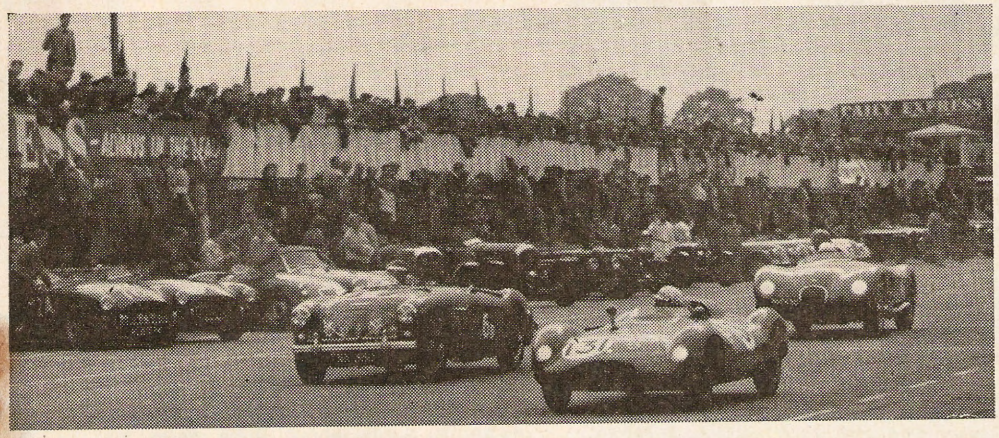
STILL SHARP: Lieut.-Comdr. Attwood's 1923 single-seater Aston, popularly known as "Razor Blade" from its slim silhouette, is still on very active service, and is seen here during one of the races. It was originally built for Sammy Davis, who drove it in the parade.



Smith won a battle for his own Trophy, by taking his Aston over the line just 0.2 sec. ahead of Lownds.

There followed an exciting five-lap scratch race for sports cars over 1½ litres, which brought out the fast machines, the fastest of them all turning out to be Dick Steed's Cooper-Jaguar. Six seconds behind him there was almost a dead heat between Cunningham-Reid's long-snouted Lister-Bristol and Murkett's pale green D-type Jaguar, the two of them having tussled all the way.

The St. John Horsfall Trophy for Aston Martins was contested in two races, one for pre-war and one for post-war cars. Each event was an impressive spectacle, clearly showing the abrupt change in sports car styling that the war-time gap in production brought about. These were handicap events involving not only different starting times but also credit laps—most confusing! In the pre-war race, Elwell Smith emerged again as a winner, in his 1933 International, while D. L. Sidney in a blood-red DB2 started as limit man for the "moderns" and was never caught.

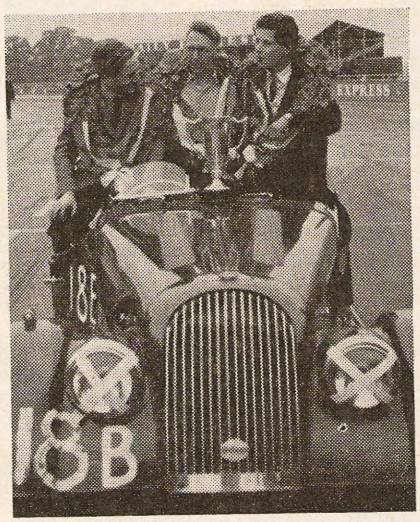
We then had a five-lap scratch race for sports cars up to 1½ litres, which produced all the Coopers and Lotuses with Climax engines. Frost in a Mark XI Lotus led all the way by quite a margin, but second place was held by a 16-wheeled vehicle consisting of Martin (Mark XI), McMillan (Cooper-Climax), Ashdown (Mark IX) and Hewitt (Mark IX), in which order they crossed the line.

For sheer heart-stopping excitement, the next event, the relay race for the David Brown Trophy, would be hard to beat. There were 24 teams of three cars each, lined up in echelon along the pit area, the first car of each team being sent off according to handicap. Each car of the trio had to complete seven laps, the sash being handed over from one driver to another. Thus the cars came scrambling in to change over all very much at about the same time, and the phenomenal avoidances had to be seen to be believed, as cars, drivers and pit crews dodged in and out, with non-stopping cars hurtling past a few inches away! The whole procedure looked incredibly dangerous, and the system used at the 750 M.C. "Six Hours Relay" infinitely to be preferred! However, out of it a team of Morgan Plus 4s emerged the winners.

There remained but two races to complete the programme. The first was a five-lap scratch event for sports cars up to 1,250 c.c., which brought out largely the same field as the 1½-litre affair, but which was won by McMillan in the Cooper, narrowly from Frost (Lotus) with Ashdown (Lotus) third. The last battle was for the United States Air Force Trophy and was a 15-lap scratch race for unlimited sports cars. Here Dick Steed led from start to finish, but was relentlessly pursued at close range by Cunningham-Reid in the Lister. Berwyn Baxter's DB3S Aston settled itself early into third place and Trimble's C-type Jaguar into fourth, after Murkett's D-type had left the circuit for good in a cloud of dust at Becketts on the third lap and McMillan's Cooper had appeared wearing a very battered front end, but still motoring.

So, after another half-hour trial which had been crowded out of the beginning of the programme, the hosts and their guests set out for home. What a party!

STUART SEAGER.



LIGHTS ON (top) as K. S. Coutch (Austin-Healey), G. Nixon (Cooper-Climax) and J. Trimble dash past the crowded pit area during the relay race. Winners (above) of the event were the Morgan Plus 4 team of Meredith, Phipps and McKecknie.

★

BATTLE AT BECKETTS during the big sports car scratch race. In the foreground are Lord Ebury's Bentley and Randle's Healey, while ahead of them are Livanof's DB2-4, Mainwaring-Evans's Ace and Cutler's Healey.

Results

5-lap Scratch Race, 750 Formula: 1, E. Millard Austin Spl.), 64.81 m.p.h.; 2, D. Rees (Austin Spl.); 3, P. E. Stanley (Austin Spl.). **1,172 Formula:** 1, J. Lawry (Lotus Mk. VI), 66.60 m.p.h.; 2, E. H. Broadley (Lola); 3, M. Buckingham (Lotus Mk. VI).

5-lap Handicap Race: Bentleys, 1, M. D. Hollis (1923 T.T. Replica), 63.58 m.p.h.; 2, B. R. Eastick (1930 4½-litre); 3, Lord Ebury (1934 3½-litre); **Aston Martins,** 1, D. Elwell Smith (1928 International), 61.19 m.p.h.; 2, S. Lownds (1934 Mk. II); 3, D. Greaves (1932 Le Mans).

5-lap Scratch Race, sports cars over 1,500 c.c.: 1, R. Steed (Cooper-Jaguar), 67.53 m.p.h.; 2, N. Cunningham-Reid (Lister-Bristol); 3, E. A. Murkett (Jaguar "D").

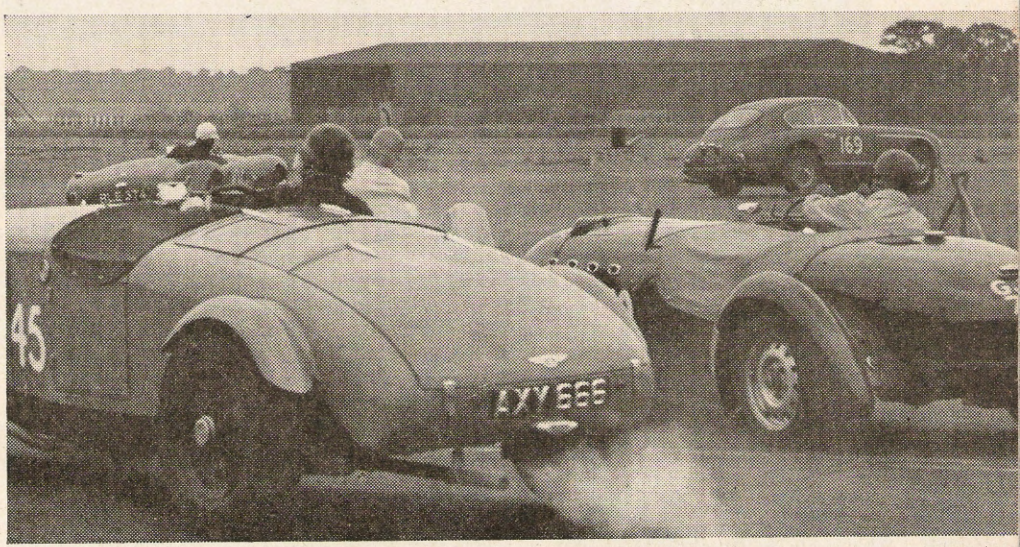
St. John Horsfall Trophy Race (two 10-lap handicaps for Aston Martin): pre-war cars, 1, D. Elwell Smith (1933 International), 61.79 m.p.h.; 2, J. Freeman (1936 Speed Model); 3, W. B. Fowler (1933 Le Mans); 4, D. Edwards (1930 International. **Fastest lap:** Freeman, 71.47 m.p.h. **Post-war cars:** 1, D. L. Sidney (DB2), 66.18 m.p.h.; 2, Mrs. J. Bloxam (DB2/4); 3, G. Livanof (DB2-4); 4, L. Sims (DB2). **Fastest lap:** B. Baxter (DB3S), 78.23 m.p.h.

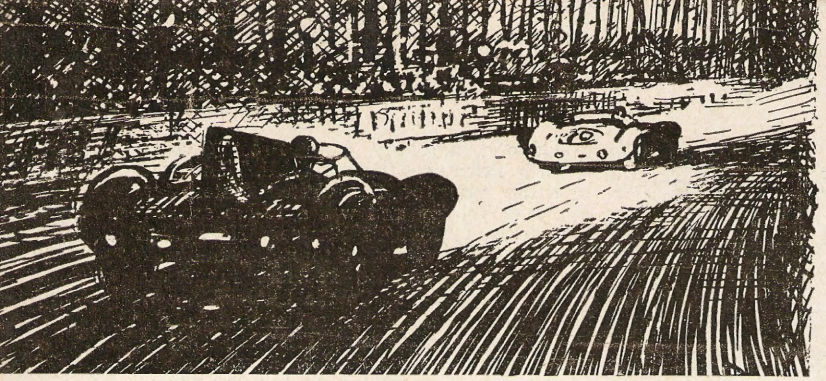
5-lap Scratch Race, sports cars up to 1,500 c.c.: 1, W. S. Frost (Lotus Mk. XI), 75.61 m.p.h.; 2, J. Martin (Lotus Mk. XI); 3, A. McMillan (Cooper-Climax).

David Brown Challenge Cup Race (21-lap handicap relay race): 1, Morgan 4/4 Club No. 1 team, J. McKecknie, R. Meredith, B. Phipps (Morgan Plus Fours), 67.69 m.p.h.; 2, 750 M.C. No. 2 team, M. J. Harris, D. Rees, E. Millard (Austin 7 Spls.); 3, Healey D.C. No. 1 team, J. Dalton, D. S Shale (Austin-Healey 100S), R. E. Evans (Austin-Healey 100M).

5-lap Scratch Race, sports cars up to 1,250 c.c.: 1, A. McMillan (Cooper-Climax), 76.61 m.p.h.; 2, W. S. Frost (Lotus Mk. XI); 3, P. H. Ashdown (Lotus Mk. IX).

U.S.A.F. Trophy Race (15-lap scratch race, unlimited sports cars): 1, R. Steed (Cooper-Jaguar), 78.23 m.p.h.; 2, N. Cunningham-Reid (Lister-Bristol); 3, B. Baxter (Aston Martin DB3S); 4, J. M. Trimble (Jaguar "C"). **Fastest lap** (and fastest of meeting): Steed, 79.96 m.p.h.



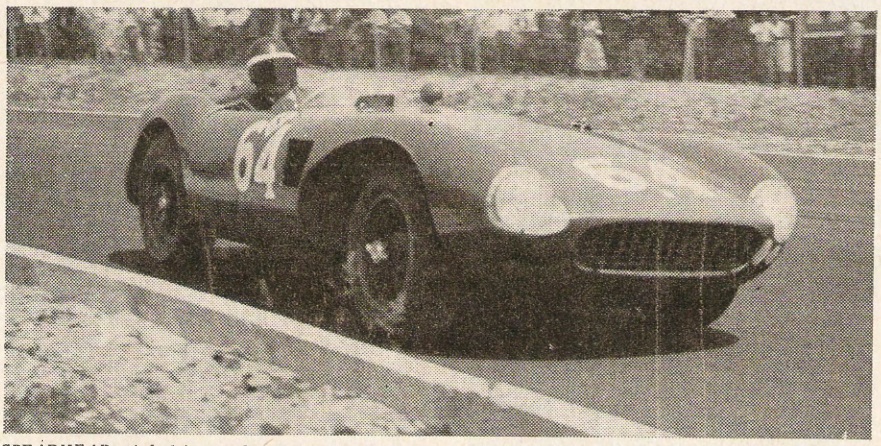


THIS WEEKEND . . .

The Twenty-Fourth 24

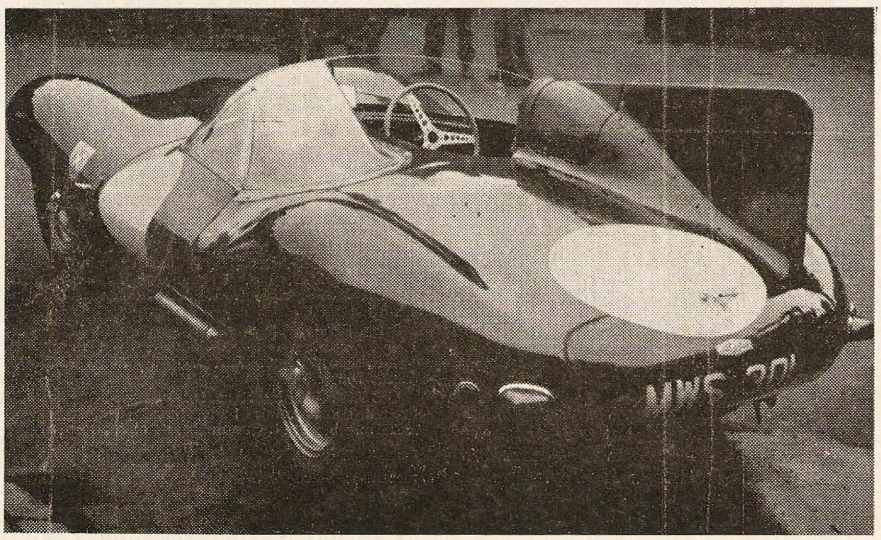
Prospects of great Jaguar - Ferrari - Aston Martin - G

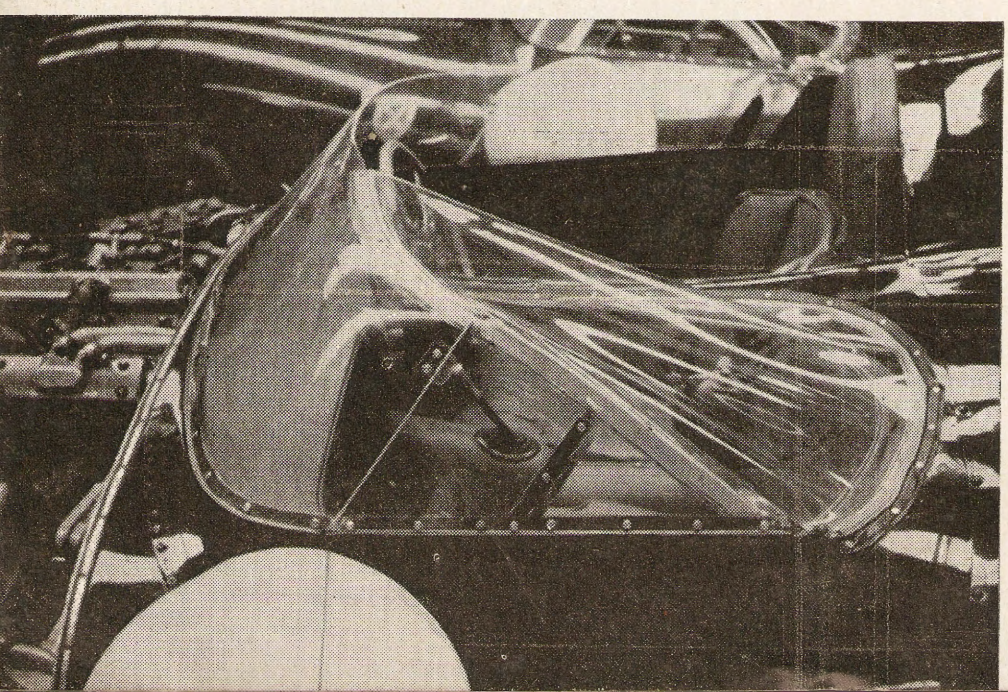
Endurance Race—Lotus team plus lone Cooper v. Por



SPEARHEAD of Italy's attack will be the 2½-litre Ferraris (above), in the hands of Schell/Trintignant, Castellotti/de Portago and Musso/Gendebien. The cars are based on the successful "Testa Rossa" 2-litre design, with four-cylinder engines tuned to run on 100 octane fuel.

DEFENDING their fine Le Mans record of three victories will be the Jaguar team and the similar Ecurie Ecosse machine, seen below. A form of "fairing" for the full-width screen, which regulations demand, has been devised by use of a plastic "bubble" over the passenger's seat.





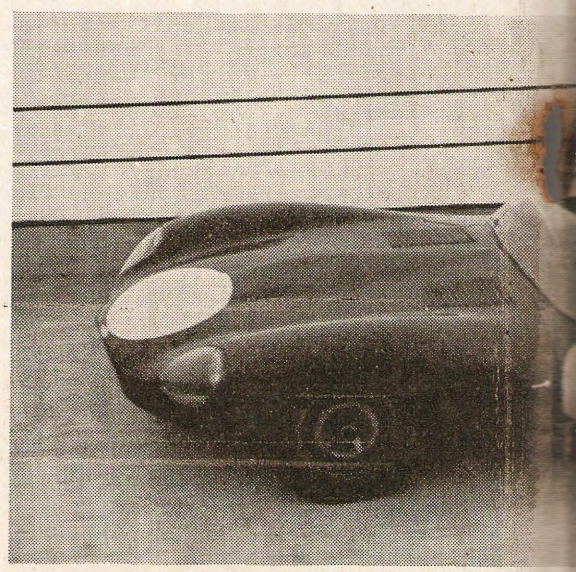
EVERYTHING is teed up for "Les Vingt-Quatre Heures du Mans", which, by reason of the world-wide publicity given to it, must be regarded as the most important sports-car race in the world. To win outright, cars must be driven virtually at their maximum for the entire 24 hours, doing about three miles a minute on the long Mulsanne straight. This year the circuit is fractionally shorter, probably not more than 8/100ths of a mile, which, however, represents over 140 yards, and therefore must affect the lap record. This means that we must start again, using previous records only for comparison.

The modifications to the corner after the pits, out of Dunlop Bridge, and at Arnage should make the Sarthe circuit faster than ever before. There is also considerable resurfacing in the "Maison Blanche" area.

Jaguar must start favourites. The cars are modified versions of the 1955 winner, with power-outputs of 275 b.h.p. at 5,750 r.p.m. with three d/c. Weber carburetters. At least one car may have Lucas fuel injection, the engine producing slightly more power with a noticeable improvement in acceleration, particularly in the middle rev. ranges. Details modifications have saved about half-a-hundredweight in all-up weight.

The problem of a full-width windscreen has been cleverly solved. The portion of the curved Perspex screen protecting the passenger's side has been completely encased, to form a wedge-shaped "bubble". This does not affect the aerodynamics to the extent a more normal curved screen would have done.

Other modifications to meet the new regulations required the provision of a



CLOSE-UP (left) of the Jaguar cockpit "bubble" of plastic, produced to improve aerodynamic efficiency with the full-width screen.

Heures du Mans

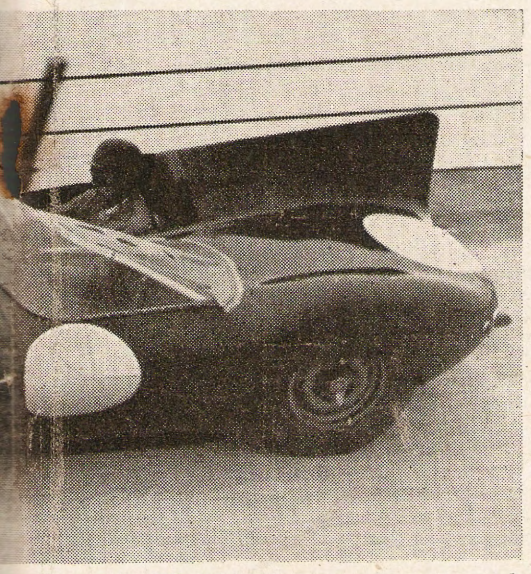
Gordini Battle in France's Classic
Porsche and Osca in 1,500 c.c. class

passenger's door, an electric windscreen wiper, and enlargement of each seat width to 20 ins. Also a 28-gallon tank has been fitted to comply with the 130 litres limit demanded by the regulations. The de Dion axle used experimentally at Silverstone last May cannot be used, but Jaguars are yet to be convinced that this lay-out carries any advantages on the Sarthe billiard table.

A fuel-injection car will most likely be driven by Mike Hawthorn and Ivor Bueb, the two remaining cars by Desmond Titterington/Paul Frère, and Jack Fairman/Ken Wharton. The "Ecurie Belge" machine will be in the hands of Laurent/Swaters, and the Ecurie Ecosse with Ron Flockhart and Ninian Sanderson. An XK 140 hard-top will be driven by Bob Walshaw/Ronnie Adams.

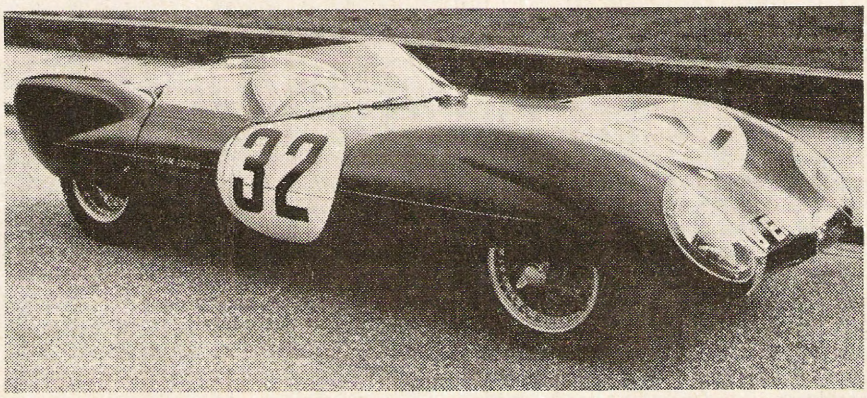
Aston Martin are quietly confident. The defection of Officine Maserati means that Stirling Moss will be in the team, and, of course, Peter Collins's contract with Scuderia Ferrari excluded Le Mans. The cars showed great speed at Rouen, and almost 100 per cent reliability; we also gather that John Wyer is not overworried concerning the new fuel-limit regulations. It is likely that disc brakes will be used, in place of the normal drum pattern. The team will probably read, Collins/Moss, Parnell/Salvadori, and Brooks/Walker—that is if Tony Brooks is fit enough after his Silverstone crash.

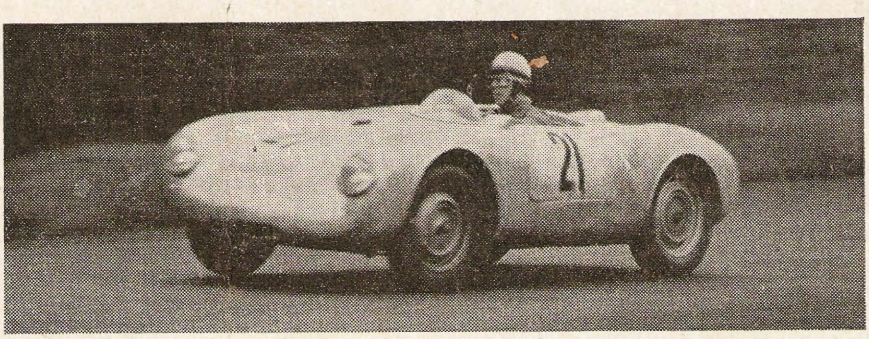
Chief challenger to the British cars will be the prototype 2½-litre Ferraris, but one must not discount the 3-litre Gordinis. Scuderia Ferrari will be without both Juan Manuel Fangio and Peter Collins, and the team for their three cars will be Schell/Trintignant, Castellotti/de



HIGH SPEED testing (above) of the works Jaguars was carried out at the M.I.R.A. track at Lindley. At least one car may utilize fuel injection.

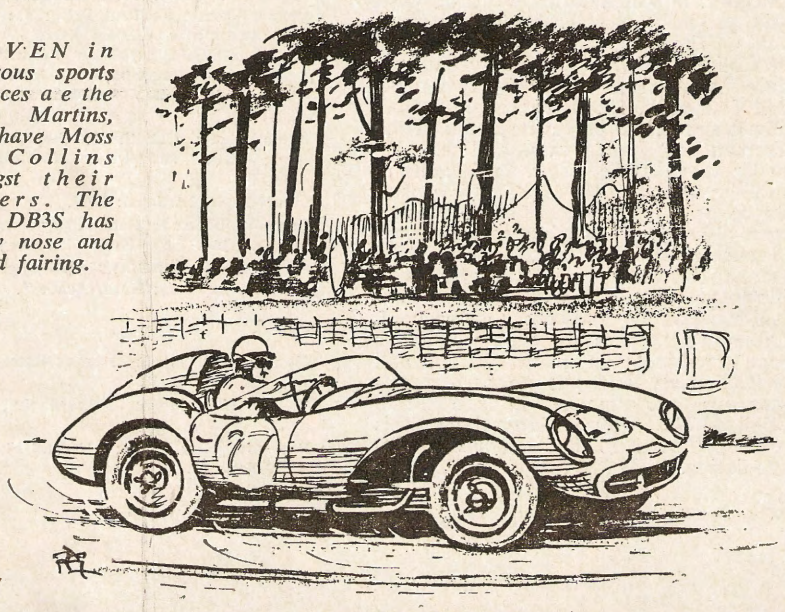
LINE-UP of Lotuses (above), destined for Le Mans. These lightweight Climax-engined cars are fleet challengers in the 1,500 c.c. and 1,100 c.c. classes. (Below) Close-up of one of Colin Chapman's beautiful little machines.





STERN RIVALS to Lotus will be the Porsche team, victors of many a long-distance 1,500 c.c. event, with the latest 1500 RS model (above).

PROVEN in numerous sports car races are the Aston Martins, who have Moss and Collins amongst their drivers. The latest DB3S has a new nose and head fairing.



FAST and successful in many 1½-litre class events, (above) the Italian Osca.

SOLO effort by Cooper (right) is a Climax-engined "1,100", to be driven by Americans John Bentley and Ed Hagus.

LE MANS ON THE AIR

B.B.C. Light Programme, 28th/29th July

Commentators: Raymond Baxter and Robin Richards

Saturday, 28th July

3.50- 4.10 p.m.: The Start
5.20- 5.30 p.m.: Progress Report
6.35- 7.00 p.m.: The Third Hour
10.20-10.30 p.m.: Lights On
11.40-11.50 p.m.: The Eighth Hour

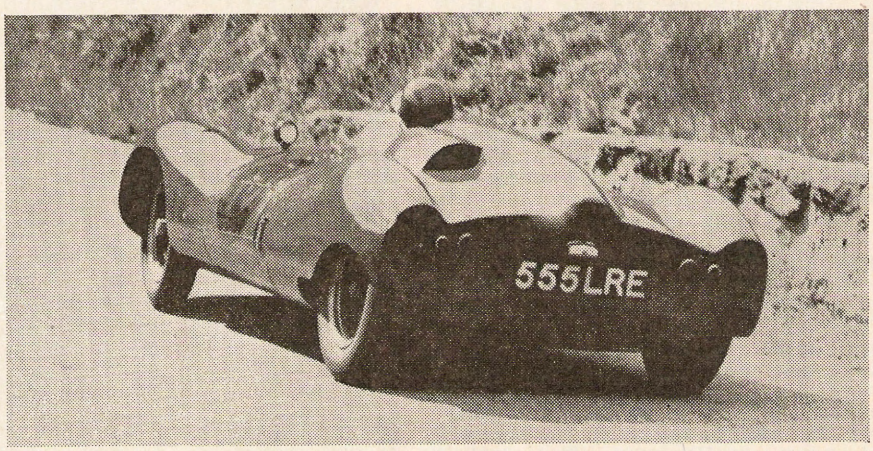
Sunday, 29th July

8.20- 8.30 a.m.: Morning Report
10.15-10.30 a.m.: Progress Report
1.00- 1.15 p.m.: The Final Stages
3.45- 4.15 p.m.: The Finish

Portago, Simon/Gendebien. Other Ferraris will be driven by Duncan Hamilton/Phil Hill, Megrat (2-litre). The Scuderia Ferrari cars are based on the "Testa Rossa" machines, which were successful in the Supercortemaggiore G.P. at Monza. However, they are fitted with a lowered-compression ratio version of the 1955 G.P. "four". A V8 Lancia-powered car may run, but it appears that this engine does not take too kindly to the 100 octane type of fuel which will be provided. One forecasts also that a rigid rear axle will be employed rather than de Dion. Bodywork is more streamlined than on previous machines.

Gordini's 8-cylinder machines are in the hands of Manzon/da Ramos and Pilette/Guelfi. These are basically similar to the 1955 car, but have much-improved disc brakes and power output. Amedée has also conducted exhaustive fuel consumption tests. As no one takes the Talbot and Salmson entries really seriously, the hopes of France rest entirely on "the Sorcerer". Nevertheless, the dash of Behra, and the wiliness of Rosier might put one of the Maserati-powered Talbots fairly high up on the leader board—if the prototype machine proves to be reliable enough.

Great interest centres in the 1,500 c.c. category, in which Lotus, Porsche, Osca and privately owned Maseratis join in battle. The single-o.h.c. Coventry-Climax of Colin Chapman's entry may not produce as much power as its twin-o.h.c. and four-o.h.c. rivals, but aerodynamically it appears to be streets ahead of the German and Italian cars—and may actually prove to be faster. In fact, if no troubles are experienced, Lotus is a good tip to win the Index of Performance, even although Porsche's record in long-distance races is a formidable one. The German car will have the new-type axle illustrated in last week's issue, but fuel-injection is unlikely to be used. Cabianca's Osca is the type which has been prominent in recent Italian and Sicilian races, and put up such a tremendous performance in the Mille Miglia. The 1½-litre Maserati has, this season, proved to be particularly disappointing.



As for the rest of the entry, there is a V8 BMW-powered Frazer-Nash, and various small-capacity machines from Stanguellini, Moretti, D.B., I.B., R.B., and V.P.—also a U.S.A.-entered Cooper. Then there is also a lone representative of the marque Mercedes-Benz, a 300SL privately entered by Prince von Metternich/Einsiedel—probably under the benevolent eyes of either Neubauer or Kling.

However, if I were a betting man I would quote the odds for the 1956 Le Mans race as:—

Evens: Jaguar.
3-1: Aston Martin, Ferrari.
4.1: Gordini.
10-1: Lotus, Porsche, Talbot (Behra/Rosier).
100-1: The rest.

Pride of place must be given to the Coventry firm, if only because their 3½-litre engines will not have to work nearly as hard as their 3-litre and under rivals!

GREGOR GRANT.

THE ENTRY LIST

Great Britain

Jaguar (3.5 litres): Mike Hawthorn/Ivor Bueb; Desmond Titterington/Paul Frère; Jack Fairman/Ken Wharton (Sir William Lyons, Jaguar Cars, Ltd.); Ron Flockhart/Ninian Sanderson (Ecurie Ecosse); Roger Laurent/Paul Swaters (Ecurie National Belge); Bob Walshaw/Ronnie Adams (XK 140).

Aston Martin (3.0 litres): Stirling Moss/Peter Collins; Reg Parnell/Roy Salvadori; Peter Walker/X.

Frazer-Nash (2.6 litres): X/X.

Lotus (1,500 c.c.): Colin Chapman/H. Mackay Fraser; (1,100 c.c.) Keith Hall/Reg Bicknell; (1,100 c.c.) Cliff Allison/Peter Jopp.

Cooper (1,100 c.c.): Hagus/Bentley*.

France

Gordini (3.0 litres): Manzon/Ramos; Pilette/Guelfi; (2.5 litres) X/X.

Talbot (2.5 litres): Behra/Rosier; Zehender/Lucas.

Panhard: Hery/Pailler; Hemard/Flahault; P. Chancel/Beaulieu.

R.B.: Breuil/Donmee.

V.P.: Dumazer/Campion.

Salmson: Nersessian/Monneret.

D.B.: Three cars, no drivers named.

Italy

Ferrari (2.5 litres): Schell/Trintignant; Castellotti/de Portago; Simon/Gendebien (Scuderia Ferrari); (3.5 litres) Hamilton/Hill; Megrat/Tavans†.

Maserati (1,500 c.c.: Cornet/Mougin†; Bourillot/Perroud†

Osca: Cabianca/Villoresi; Laroche/Radix†.

Moretti: Two cars, drivers not nominated.

Stanguellini: Two cars, drivers not nominated.

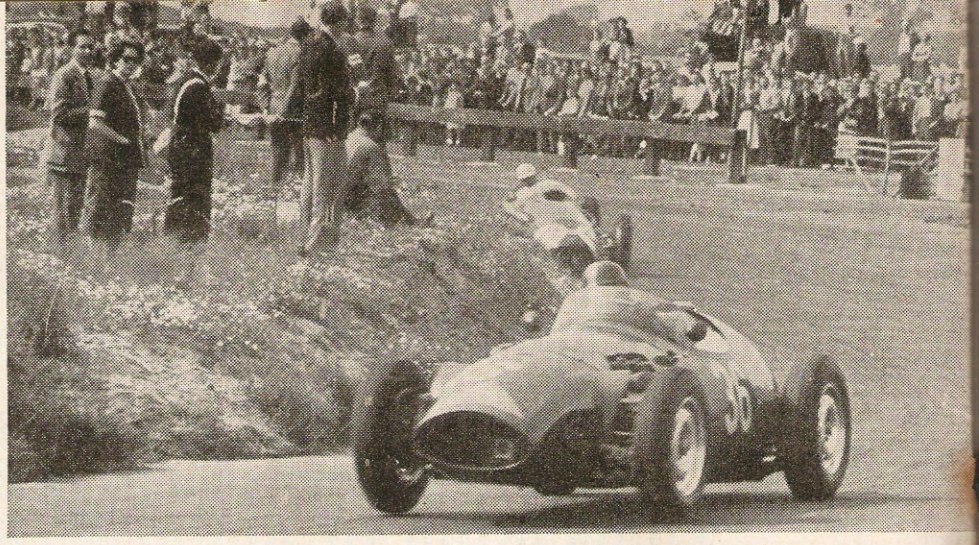
Germany

Porsche: Herrmann/Frankenberg; Von Trips/Maglioli; Seidel/X; Bourel/Slotine†; X/X.

Mercedes-Benz (300SL): Metternich/Einsiedel.

*U.S.A. †France.

At the time of going to press, no detailed information on composition of teams was obtainable from the organizers.



LEADING Salvadori's Maserati through the Esses during the Vanwall Trophy race is Archie Scott-Brown in the works F1 Connaught. This car retired, but not before breaking the Snetterton lap record.

VANWALL TROPHY MEETING AT SNETTERTON—

THREE STARTS, THREE WINS, FOR SALVADORI

Vanwall and H. W. Sear Trophies for the Gilby Engineering Co.'s Maserati—Scott-Brown (Connaught) sets new circuit record but retires

THE best thing about last Sunday's Vanwall Trophy meeting at Snetterton was the weather. After a week or more of ferocious storms and floods, almost anything was expected bar the pleasant sunshine which actually graced the afternoon. It brought out a keen if not numerically remarkable crowd of spectators in gay summer colours, with that sprinkling of violent shirting which betokens the presence of American contingents from local aerodromes. Looking at the entry list of six cars for the day's big race, one might suspect they were bored. But were they? "That Salvadori was worth the ticket—him and Scott-Brown coming through the Esses—gee!" said one. "I coulda gone to a flower show", said another, "but I get a better time here—I love those vintage motors". A third just grinned: "Been here every meet this year".

As if conscious that the first race started 20 mins. late, and that time must be made up, Tom Bridger and Jim Russell led off like scalded cats in race 1, the Formula 3 10-lapper. Bridger reached the first corner first, and fled "as before the frightful fiend" himself on the opening round. "Fiend" Russell gave him no quarter, and on lap 2 swept round his young opponent going into Riches, his speed taking him a little wide so that Bridger swiftly retook him on the inside. Russell wasn't having this—not at Snetterton, practically on his own doorstep—and looking positively Mephistophelean as he flung the Cooper through the bends, he caught Bridger again, and gradually extended the inches of advantage into yards.

Bridger never caught him thereafter, I. E. Raby held a firm third place, and R. Harrison and Jack Westcott battled for fourth throughout. D. J. Strange circulated with what looked like most of a straw bale wrapped round his front suspension. Behind scuttled a motley collection of dated F3 machinery: Mk. VI Coopers, a J.B.S., an Iota, and two Emerysons, one of which—P. Johnston's—introduced variety in exhaust notes with its Triumph vertical twin engine. Of the 24 starters, exactly 50 per cent. fell out before Russell crackled over the line, winner of his umpteenth Snetterton race by 2.6 secs.

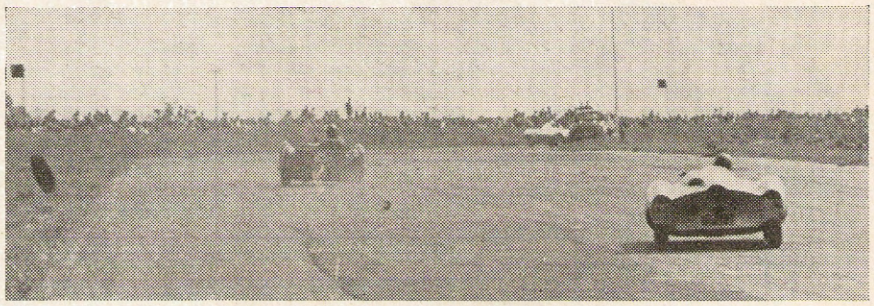
For race 2 (up to 1,500 c.c. sports, 10 laps) spectators witnessed the novelty of Salvadori racing a Lotus for the first time. The works Cooper not being present, John Coombs offered him the wheel of his Lotus-Climax. Roy accepted, and promptly won. Archie Scott-Brown beat him off the line in another Lotus, but Dennis Taylor disrupted the status quo completely by leading both of them in his Cooper-Climax on the opening round. Salvadori spurted, however, and was first at the Esses. Lap 2 at Riches, and Scott-Brown, too, was past, while Peter Gammon led the 1,100s in fourth position. The order of this quartet went unchanged to the end; Scott-Brown turning the fastest lap, but held back by a slipping clutch. This malady also afflicted W. S. Frost in his maroon Lotus Mk. XI, but he, too, managed the fastest lap of the 1,100 c.c. class in the course of a brisk set-to with J. J. Richards's similar Lotus. G. Baillie's Lotus Mk. VI cast forth a wheel at Coram Curve, and J. Fiander's Tojeiro went excitingly astray at the same spot.

The field for the 15-lap Vanwall Trophy Formula 1 race was certainly on the thin side, with 12 entries and six non-starters. But to stifle discontent there were the makings of a goodly scrap between Scott-Brown's works Connaught and the three Grand Prix Maseratis of Salvadori, Gould and Brabham. The race began well enough, with Salvadori and Scott-Brown duly getting to close grips, the Connaught narrowly leading the superb-sounding Maserati for six laps, and both leaving the rest of the field well behind.

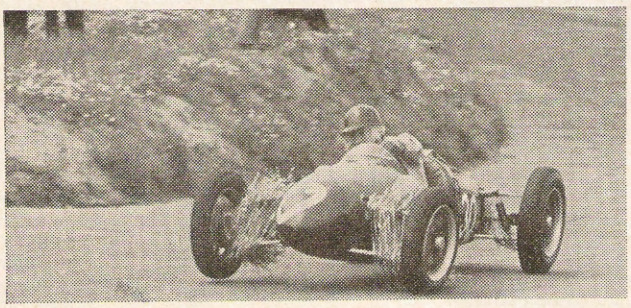
Then the gearbox oil pressure gauge on the Connaught zeroed, and Scott-Brown drew in to consult Rodney Clarke. A vital oil lead had detached itself, and that was that—but Archie had a new Snetterton lap record in 1 min. 41.4 secs. as some compensation. So Salvadori sped his lonely way to an easy victory, leading newcomer L. Hunt's neat but slow Cooper-Aston Martin by four laps, W. F. Morice's Cooper-Bristol by two, Jack Brabham's ex-Owen Maserati by one lap, and Horace Gould's imposing red Maserati by 1 min. 7.4 secs.

The Vintage handicap for the Stanley

(*Continued on page* 118)



THREE-WHEELED Lotus—G. Baillie's—seen coming out of the Esses, with the errant wheel on the left, and a nicely drifting Cooper-Climax on the right.



BIT EARLY FOR HARVESTING? (Left) D. J. Strange's Cooper carried convincing evidence of an off-course excursion throughout race 1.

Snetterton—*continued*

Sears Trophy was great fun, with two front-drive Alvises, a thunder of Bentleys, a vast white 36/220 Mercedes-Benz, a superb 30/98 Vauxhall and a hearty-noted Type 37 Bugatti to do battle together. D. W. Kitchener, sawing at the wheel of his Alvis, led in comparative leisure by grace of a 4 mins. start. Giving him 1 min. in an externally similar car, G. N. Davies ran second for two laps, then moved up when Kitchener retired in an imposing geyser of steam. J. H. Pratt's Bugatti, meanwhile, was rasping round spiritedly, catching the Alvis on lap 4 at the Esses with a joyous little wag of its blue tail.

Excitement now brewed amongst the bevy of Bentleys, A. Chaffey's 3-litre and D. McClure's and S. J. Lawrence's 4½s fighting tooth and nail all round the circuit. With such *élan* at the wheel, so much "poke" under the bonnet, so much tonnage in rapid motion and such limitations of adhesion, something was bound to happen somewhere. On lap 5 it did. Thundering through the first S, McClure "lost" it, the Bentley charging sideways, skittering oil drums aside in its wake, bounced up off a bank and ended up again a wooden barrier with a hearty wallop. That let Lawrence's grey 4½ through, and with the Bugatti's disappearance, it led the race from the Vauxhall and the Alvis. The scene at the Esses was now tidied up, the Bentley being pushed behind the barrier, and some of the displaced "Christmas tree" décor being restored to its severely mauled container.

Sinely's Mercedes, never very happy, now retired, and Quartermaine's 30/98 had to yield second place to G. G. McDonald's famous 3-4½-litre Bentley hybrid, making the final order Bentley-Bentley-Vauxhall, with another Bentley and the Alvis the sole survivors. And when it was all over, McClure extracted his battered Bentley and drove it back to the paddock, and, later, home. They certainly "made 'em in those days"!

There wasn't much doubt about which sideboard the H. W. Sear Trophy was destined for, in the final 10-lap event to *Formule Libre*. Roy Salvadori's green Maserati was headed off the line by John Ogier's sports Tojeiro-Jaguar, but it soon nosed its way to the front. Jack Brabham's similar but disc-braked Maserati followed round at a respectable distance, but Ogier showed no respect for a Grand Prix car, chasing it vigorously through the bends until, woe and alas, the Maserati emitted oil which went on to its own rear tyres. The next corner was Riches, that long right-hander, and with such self-inflicted aid to back-end break-away, the "Mas" not surprisingly spun, and was out.

Up to second place, then, went Ogier, while Tom Kyffin strove mightily but in vain to catch him. Way behind was a newcomer to *Formule Libre*, B. H. Clinkard's Alvis S/S Special of the Equipe Maritime, a lengthy vehicle with a not very healthy 4.3-litre Alvis six-cylinder engine, an H.W.M.-like monoposto body, enormous rear wheels to counter an unsuitable axle ratio, and cantilever rear suspension which, at this early development stage, was decidedly "lollopy" through the Esses. Still, it finished the course, which is the first object with any racing car. But what a pity the Scott-Brown Connaught could not have been squeezed in as a late entry, when he and Salvadori could perhaps have refought their Vanwall Trophy duel, over the full distance this time.

C. POSTHUMUS.

Results

Event 1, "Eastern Daily Press" Trophy (Formula 3), 10 laps: 1, J. Russell (Cooper), 19 mins. 15.8 secs., 84.10 m.p.h.; T. Bridger (Cooper), 19 mins. 18.4 secs.; 3, I. E. Raby (Cooper), 19 mins. 28.2 secs.

Fastest lap: Russell, 1 min. 53.4 secs., 85.71 m.p.h.

Event 2, Sports Cars up to 1,500 c.c., 10 laps. Class A (up to 1,100 c.c.): 1, P. Gammon (Cooper-Climax), 19 mins. 16 secs., 84.08 m.p.h.; 2, J. H. Richards (Lotus-Climax), 19 mins. 34.6 secs.; 3, W. S. Frost (Lotus-Climax), 19 mins. 44.4 secs. **Class B (1,101-1,500 c.c.):** 1, R. Salvadori (Lotus-Climax), 18 mins. 24.4 secs., 88.01 m.p.h.; 2, A. Scott-Brown (Lotus-Climax), 18 mins. 37.4 secs.; 3, D. Taylor (Cooper-Climax), 19 mins. 4 secs.

Fastest laps (Class A): Frost, 1 min. 54 secs., 85.26 m.p.h. **Class B:** Scott-Brown, 1 min. 47.8 secs., 90.17 m.p.h.

Event 3, Vanwall Trophy (Formula 1 Cars), 15 laps: 1, R. Salvadori (Maserati), 26 mins. 24.8 secs., 92 m.p.h.; 2, H. Gould (Maserati), 27 mins. 32.2 secs.; 3, J. Brabham (Maserati), one lap behind; 4, W. F. Morice (Cooper-Bristol), two laps behind; 5, L. Hunt (Cooper-Aston Martin), four laps behind.

Fastest lap: Scott-Brown (Connaught), 1 min. 41.4 secs., 95.86 m.p.h. **New circuit record.**

Event 4, Stanley Sears Trophy (Vintage Cars), 8 laps: 1, S. J. Lawrence (1928 4½-litre Bentley), handicap: 30 secs., 21 mins. 38.4 secs., 71.44 m.p.h.; 2, G. McDonald (1927-30 4½-litre Bentley), scratch, 21 mins 45.4 secs.; 3, M. Quartermaine (1921-25 Vauxhall 30/98), handicap: 50 secs., 22 mins. 19.4 secs.

Fastest lap: McDonald, 2 mins. 10 secs., 74.77 m.p.h.

Event 5, H. W. Sear Trophy (Formule Libre), 10 laps: 1, R. Salvadori (Maserati), 18 mins. 5.2 secs., 89.57 m.p.h.; 2, J. Ogier (Tojeiro-Jaguar), 19 mins. 21.6 secs.; 3, T. Kyffin (Aston Martin), 19 mins 27.2 secs.

Fastest lap: Salvadori, 1 min. 44 secs., 93.46 m.p.h.

TWO ROUND-AUSTRALIA TRIALS

Ampol Sydney to Sydney 7,000 Mile Event Now in Progress—Mobilgas Trial in August

THE Ampol Petroleum Round Australia Trial began in Sydney on Sunday, 15th July, covering a distance of 7,000 miles in a clockwise direction through Melbourne, Adelaide, Alice Springs, Darwin, then East to the Coast and South to Sydney. The Trial was organized by the Australian S.C.C. without a Permit from the Confederation of Australian Motor Sport, and those taking part will automatically have competition licences cancelled, should they hold them. The Trial therefore drew few entries from licence holders, but is serving its purpose as an advertising medium.

The authorized Mobilgas Trial leaves Sydney on 4th August, covering 8,750 miles in 15½ days, including 146 hours rest spread over 10 stops. The same route (illustrated on this page) as former "Redex" Trials through every State of the mainland will be followed with the exception of Darwin and the introduction of 1,000 miles of new territory. Trade entries are limited to one Austin, one Lloyd, three Simca Elysées and one Goliath. David McKay, who toured Europe with the Kangaroo Stable last year after driving to London in a VW Microbus with his wife, has one of the Simcas. Stan Jones, Bill Patterson and "Bib" Stillwell will each drive the new General Motors Holden just released. Doug. Whiteford and Lex Davison each have a Peugeot 403; Bob Foreman, navigator and co-driver to Laurie Whitehead, navigator and winner of last year's controversial "Redex", has entered a Volkswagen. Whitehead, considering himself too old, has also resigned from his position as Motoring Editor of the Melbourne *Herald* to take on a distributorship of Volkswagen.

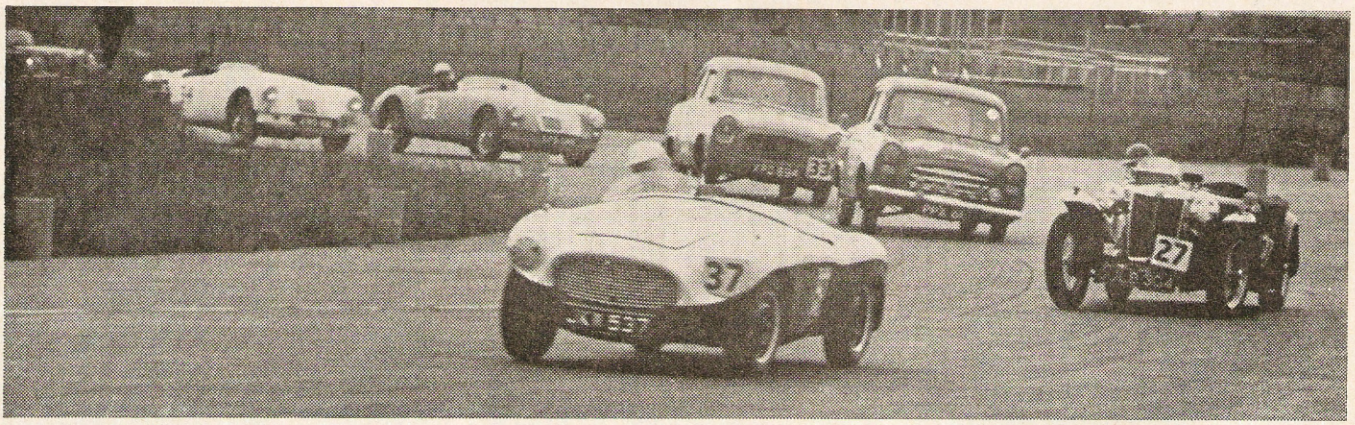
Arthur Wylie, Managing Editor of Australian *Motor Sports*, is Clerk of the Course, and it is estimated that at least 2,400 people will man control and stop-over points throughout the route.

The method adopted in earlier Trials of spray painting component parts with radio-active paint has been dropped; nor will there be any secret controls for the enforcement of average speeds. It is considered that insufficient time has been allowed for each section to make it possible to carry out repairs without incurring loss of points for late arrival.

With rainfall at present higher than the record set in 1931, roads throughout N.S.W. and Victoria are closed and towns flooded. Organizers have had to prepare possible alternatives over several sections.

H. A. C. RUSSELL.

AUSTRALIAN driver Stan Jones has taken delivery of a 250F Grand Prix Maserati, together with spare 3-litre engine for *Formule Libre* events.



ALL THE FUN OF THE FAIR: The spirit of club racing captured at the M.C.C. Silverstone meeting recently. Leading the field here is B. T. Thomas in the rare R4 Jowett Jupiter, followed by Tomei (M.G. TC) Cuff-Miller and Uren (Anglias) and Dixon and Brierley (M.G.As).

Club News

By STUART SEAGER

As one who feels strongly that you cannot have too many gear ratios to choose from in a car, I was no less than flabbergasted when a non-enthusiast neighbour, who had just changed his car from one with a nice close-ratio four-speed box to one with only three cogs, explained his approval of the change with the remark, " . . . but it's not so much work, old man"! The same character once enlisted my help in tracing a faint ticking noise he had noticed in his earlier vehicle. When it was quickly identified as the normal operating sound of the electric petrol pump, he swore it had never done it before!

* * *

THE **Gosport A.C.** will be holding a 150-mile rally on 12th August, starting from Chichester, and have invited entries from the Hants and Berks, M.G., Chichester, London, West Hants and Dorset, Chiltern and B.A.R.C. Then on 2nd September there is another speed trial at Eastney, Portsmouth, with classes for saloon, sports and racing cars over a standing ¼-mile. For this one the invited clubs are the B.A.R.C., B.R.S.C.C., 750, West Hants and Dorset, London, V.S.C.C. and Bugatti O.C. Details of both events are obtainable from P. E. Heke, 44 Burney Road, Alverstoke, Gosport, Hants. . . . The **500 M.R.C. of Ireland** will be holding a closed-to-club race meeting at Kirkistown on 25th August, in which the programme will include a scratch race for the 1,172 Championship of Ireland, a scratch race for Austin-Healeys and TR2/3s, plus *Formule Libre* and handicap races. Entries close on 18th August, with J. Robb, Lynwood, Marino, Co. Down. . . . On 19th August the **East Anglian M.C.** hold an Autocross at Colne Park, White Colne, Essex. The invited clubs are the London, Eastern Counties, S.C.C. of Norfolk, West Essex, Snetterton M.R.C., B.R.S.C.C. and B.A.R.C. Two practice laps of the 800-yard course will be allowed, plus two timed runs, the better time to count. Entries close on 13th August with C. U. M. Walther, Chalkney Mill, Earls Colne, Colchester, Essex. . . . The S.E. Centre of the **M.G.C.C.** meets on 2nd August at the Freemasons Arms, Devonshire Hill, Hampstead. . . . Regulations are now available for that annual rallyist's nightmare—the London Rally—generally regarded to be one of the toughest National rallies of the year. The **London M.C.** will be holding it this year on the 21st-22nd September, and once again the night section will be in the wildest parts of Wales, working from a marked map supplied by the fiendish organizers. This year Harold Rumsey is the chief instigator, and full details are obtainable from him at the Red Lion, Pembridge, Leominster, Herefordshire. Entries close on 24th August. . . . Another National event for which regulations have now been published is the one known as the annual Brighton Speed Trials, to be held by the **Brighton & Hove M.C.** on the 1st September on Madeira Drive, Brighton Sea Front. There are classes to suit everybody and entries close on 18th August with the club at 296-298 Madeira Drive Arches, Brighton 7, Sussex.

THE IRISH RALLY 1956

REGULATIONS are now out for the Irish Rally to be run by Irish Motor Racing Club on 14th, 15th and 16th of September. The event will start from three points, Dublin, Limerick and Newry (Northern Ireland) at around 8 p.m. on the Friday and after an all night run which according to our guess will include a nocturnal navigation test. Still guessing, we expect a breakfast break in Killarney before a day's motoring to the Saturday night stop in Galway. The return run to Dublin on Sunday will probably embrace parts of Connemara. "A scenic route of approximately 850 miles" sounds nice, if competitors can find time to look at the scenery!

Racing Club are looking forward to a very big entry this year, as last year's revival of this event was an excellent affair. We are all hoping for a good number of British entries as the local boys read so much about their goings-on in Britain, that they would like to cross swords with them in Irish style navigation, and particularly in the type of tests laid on over here which differ somewhat from the British style. There are classes for production sports cars (any capacity); saloons (up to 1,000 c.c.); saloons (1,001 c.c. to 1,250 c.c.); saloons (over 1,250 c.c.); and "production" means one of which at least 25 have been catalogued. Minor engine "mods" are allowed. However, full details are in the very detailed "regs." from Irish Motor Racing Club, 37 Exchequer Street, Dublin.

J. O'DONOGHUE.

Recent Results

SUNBEAM REGISTER

Wolverhampton Weekend, 21st-22nd July

Age-Distance Rally: 1, C. A. Purdey (1931 Sunbeam 25 sal.), 220 miles; 2, R. Webster (1935 Sunbeam 25); 3, R. C. Carter (1921 23/60 Sunbeam).

Navigation Test: 1, F. W. Joyce (1934 Sunbeam Speed 20); 2, C. Paget (1934 Sunbeam 25 tourer); 3, R. de Burgh Wilmot (1934 Sunbeam Dawn).

Concours d'Élégance: 1, R. F. Hudson (1922 Sunbeam 14 tourer); 2, C. F. South (1913 Sunbeam 12/16 tourer); 3, F. W. Joyce (1934 Sunbeam Speed 20).

C. F. South Tankard (most interesting car): A. Rawlings (1928 Talbot 14/45 saloon). **Oldest Car:** C. F. South (1913 Sunbeam 12/16 tourer).

COVENTRY & WARWICKS M.C.

Driving Tests, 15th July

Best Performance: B. March (Triumph TR2). **Ladies' Award:** Mrs. S. March (Ford Thames).

First Class Awards: J. R. Sidwell (TR2), (closed); S. Keen (Morgan); D. A. Y. O'Clarey (TR2); F. R. Larrad (TR2); J. R. Sidwell (TR2), (open).

Second Class Awards: D. A. Newman (TR2); W. B. Florsham (Standard 10); M. T. Smith (TR2).

Team Award: D. A. Y. O'Clarey, F. R. Larrad (TR2s), S. Keen (Morgan).

PLYMOUTH M.C.

Inter-Club Driving Tests

Best Performance: North Cornwall M.C. "A" team: G. S. Edwards (Dellow), W. G. Penhale (TR2), H. Davy (Ford Anglia); 2, North Cornwall M.C. "B" team: C. R. Parsons (Dellow), Mrs. N. Parsons (Dellow), R. Prout (Austin A70). **Best Individual Performance:** L. B. Fredman (Morgan Plus 4).

MIDLANDS M.E.C.

Driving Tests, 15th July

Best Performance: M. J. Eaves (Dellow), aggregate 144.1 secs.

Closed Cars, up to 1,500 c.c.: D. J. Smith (Ford Prefect), 154.9; **Over 1,500 c.c.:** A. H. Allso (Vanguard), 184.3. **Open Cars, up to 1,500 c.c.:** J. A. Turvey (Iago Spl.) 147.7; **Over 1,500 c.c.:** R. W. Best (Triumph TR3), 159.1.

BURNHAM-ON-SEA M.C.

Veteran Rally, 15th July

Best Performance (up to 1904): H. S. Symons (1903 Sunbeam). **Best Performance (up to 1916):** J. Buncombe (1910 Clement-Bayard); 2, R. W. Shakespeare (1911 Swift). **First Class Award:** J. S. Scott (1911 Brennabor).

More **Club News** *on page* 124.

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CORRESPONDENCE

That Bill

I WOULD very much like to thank all those people who have written to me, telephoned me, and shaken me by the hand in connection with "That Bill". Actually, I blush to take any credit because, from the many people who worked for us, two stand out head and shoulders.

The first of these is Mr. Kennedy of the Special Builders' Car Club, and all the other club secretaries know how he bombarded them with fuel for the campaign. The other is the one and only Sir Robert Boothby, whose infamous speech did more to ensure the defeat of his own side than any other single factor.

As usual, our so-called "National" club, the R.A.C., sat back and did nothing. Now, they are feebly kowtowing to the Lord's Day Observance cranks by refusing to issue permits for Sunday competitions. If they are not going to do their duty by persuading the Government to alter the law of 1780, I suppose we shall have to do it for them again.

JOHN V. BOLSTER.

WROTHAM, KENT.

MY hearty thanks to all who have helped to bring about the modification to the Finance Bill.

Special credit is due to AUTOSPORT for the time and space given to help the special builder in this problem; and above all a special "Thank you" to John Bolster, whose letters and articles must surely have gained our cause great support among the general public.

R. W. WOODGATE.

LOWESTOFT.

The British G.P.

THE British Grand Prix meeting at Silverstone last Saturday was indeed a success from a racing point of view. However, there being no obvious fault in the P.A. system throughout the day at Club Corner, I suggest the organization from a spectators' point of view was marred by the following items:—

(1) Olivier Gendebien (Ferrari) was not announced as a non-starter in the G.P. (2) No mention was made that Froilan Gonzalez had broken a half-shaft in his Vanwall at the start of the G.P. (3) No official result was given for the G.P. (4) No starters were given for the 500 c.c. race (Event 4).

If my statement is incorrect I can only apologize, but my four companions share the same opinion.

To waive the point, it was as good a day's motor racing as one could wish to find in this country. Thank you, Silverstone organizers.

R. C. D. GARNHAM.

KINGSBURY, N.W.9.

From the B.R.D.C. Secretary

AT the recent British Grand Prix meeting at Silverstone, the British Racing Drivers' Club was fortunate in having the services of some 400 honorary officials, each of whom played a vital part in making a complete success of the event.

The club realizes only too well the extent to which the Sport depends on the continued support of these voluntary officials, and my committee has asked me to express, through your columns, its very sincere thanks to all those who devoted themselves so assiduously to their duties.

JOHN EASON GIBSON,
SECRETARY, BRITISH RACING DRIVERS' CLUB.

LONDON, W.1.

On Geniuses

I AGREE with W. E. Pate when, in his letter (29th June, 1956), he reminds us of the gallant efforts of Rodney Clarke. Let us also not forget men like Cooper, Chapman, Kieft, Emery, etc. etc. Surely these men are every bit as much geniuses as Gordini. All have battled to keep B.R.G. to the fore of the motor racing world, and they have achieved it. I respect Gordini, and have watched his cars keenly, but let's be fair.

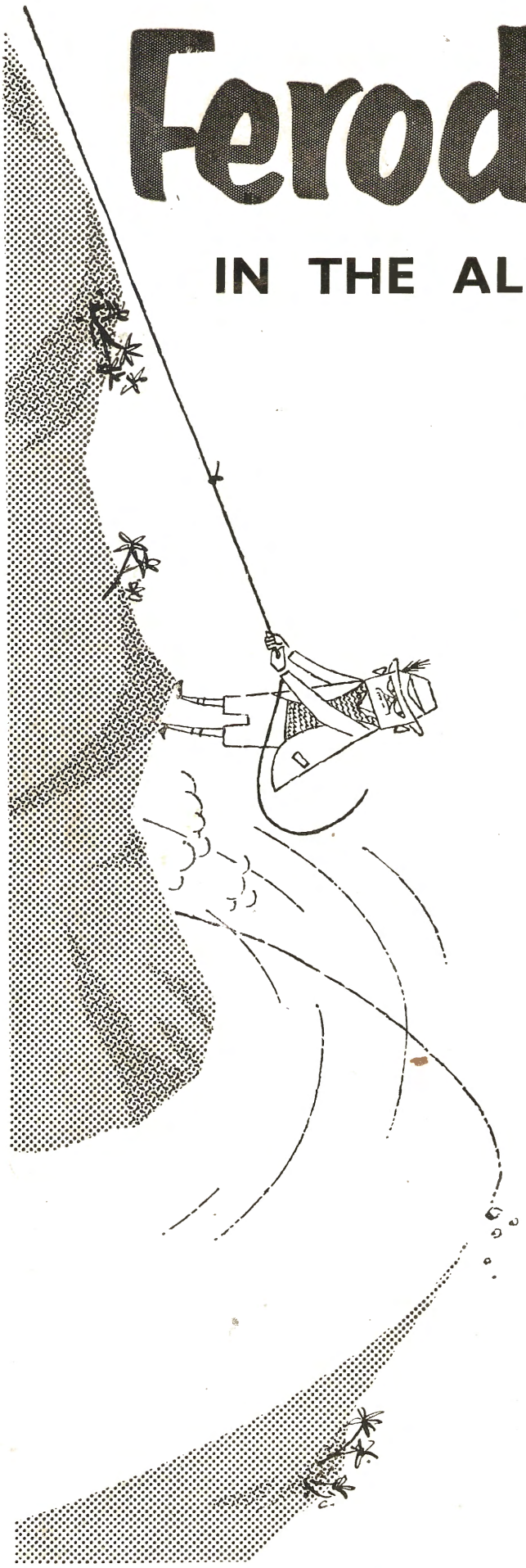
CLIVE C. RAWLINSON.

CHELMSFORD, ESSEX.

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

Ferodo First

IN THE ALPINE RALLY . . .



COUPE DES DAMES

M.G.
Mrs. Mitchell — Miss Faichney

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Collange — Huguet (top bonus marks)

PORSCHE
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Mrs. Mitchell — Miss Faichney

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