

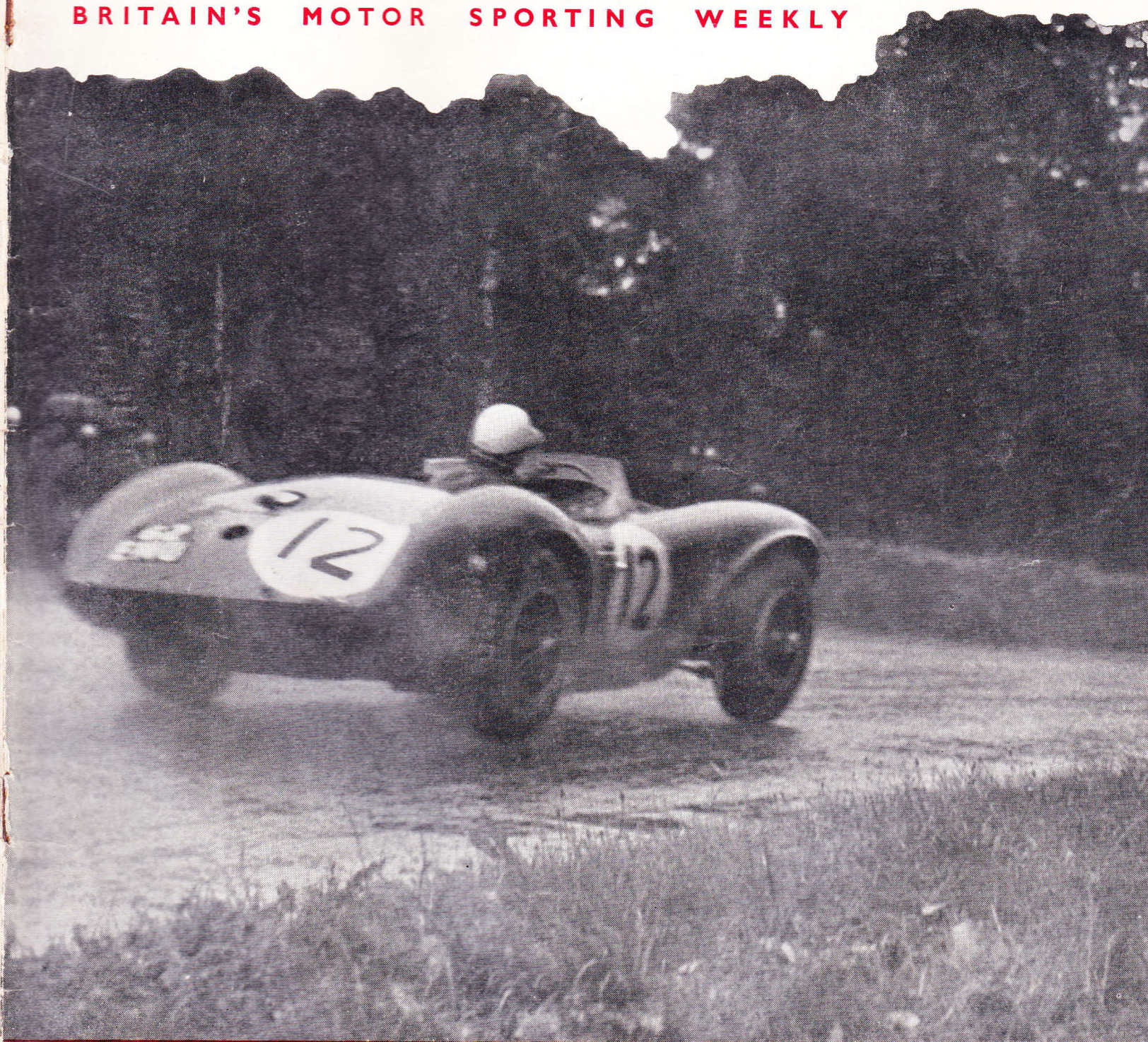
AUTOSPORT

AUGUST 24, 1956

1/6

EVERY FRIDAY
Vol. 13 No. 8

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

RACING IN THE RAIN AT THE OULTON PARK INTERNATIONAL : "MUSICAL CHAIRS" AT KRISTIANSTAD
JOHN BOLSTER TESTS THE NEW AUSTIN A105 : THE 750 M.C. SIX-HOUR RELAY RACE



OULTON PARK

Daily Herald
International Trophy Race

Overwhelming victory for
DAVID BROWN

ASTON MARTIN

SECOND SUCCESSIVE YEAR

1st

Stirling
Moss

2nd

Tony
Brooks

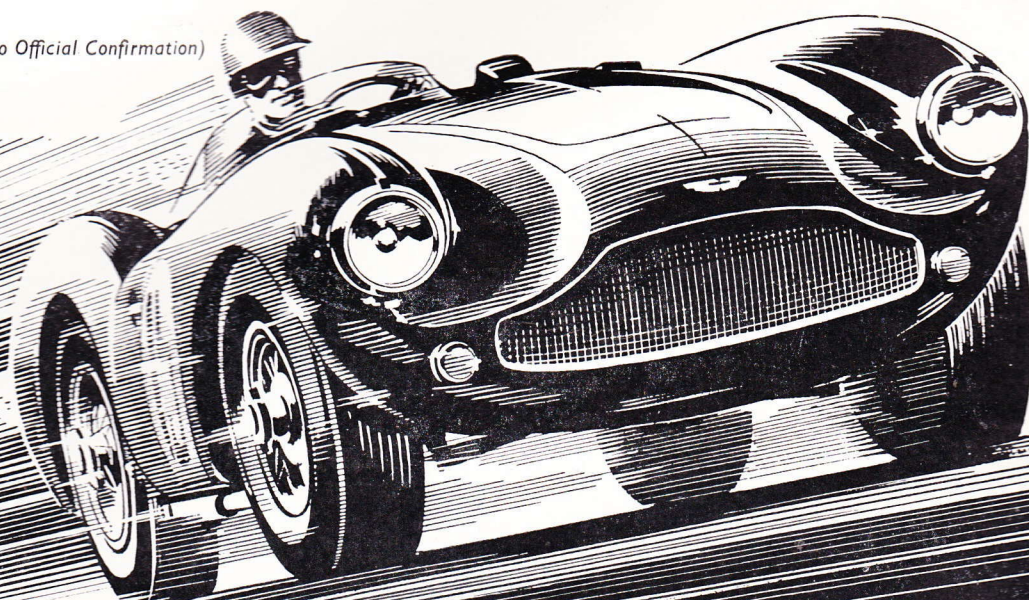
3rd

Reg
Parnell

4th

Roy
Salvadori

(Subject to Official Confirmation)



DAVID BROWN CORPORATION (SALES) LTD. ASTON MARTIN DIVISION, 96/97 Piccadilly, London W.1.

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 8

August 24, 1956

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Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office

PADDington 7673

Advertisement Department

PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Circulation Manager ERIC B. WATSON

Annual Subscription £4 9s. 0d.

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

Direct from the Publishers or all Newsagents

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EDITORIAL

WHOSE TURN NOW?

QUITE candidly, it is about time that the ridiculous practice of switching drivers around was stopped. In the Swedish Grand Prix, Scuderia Ferrari's pit resembled a fairground, with drivers queueing up for a wheel, just like folk waiting for their turn on "Dodgems". As things are at present, in certain International long-distance sports car races, there is nothing to prevent the team's No. 1 driver from being in every car in turn. Surely there should be a rule limiting the number of drivers for each car to those nominated in the programme, with possibly one reserve for each team of three cars. This constant switching is both irritating and confusing; for example, in the recent 1,000 kilometres race at Nürburgring, no less than four men shared drives in the winning Maserati. In Grand Prix racing it appears to be accepted that if the No. 1 blows up, he takes over a stooge's car. Here again, changes should be strictly regulated so that no more than one substitution should be permitted. World Championship rules should be altered, on the basis of one driver, one car. The switch-over system gives an enormous advantage to the stable with most vehicles, and virtually excludes independents from any chance of picking up points, unless, of course, all the top men run out of cars.

TO ABANDON OR NOT TO ABANDON!

THE dreadful weather at Oulton Park last Saturday posed a problem for the organizers. Flooding was so severe on parts of the circuit that it was not possible to carry on with the racing. Nevertheless, the B.R.S.C.C. and the *Daily Herald* felt that they had a duty to the paying customers, and the club speedily organized course-clearing squads who did an excellent job of work in draining away water and getting rid of accumulated mud. Entrants in the International Trophy race were then asked to make up their own minds as to whether or not it would be dangerous to carry on. With the exception of one entrant, who withdrew his team cars, all agreed to race. In point of fact, no thought of abandoning the racing entered the minds of officials, and drivers would have been most disappointed if racing had been stopped. It reflects great credit on all concerned that the meeting was able to proceed, and also a high degree of sportsmanship on the part of the drivers who went out under such appalling conditions, not to mention the army of officials who stuck manfully to their task, despite extreme personal discomfort. There is also the point that the main event was for sports cars, and presumably they were designed to be driven in the wet as well as the dry!

OUR COVER PICTURE

SOAKING SATURDAY: The *Daily Herald*/B.R.S.C.C. International Trophy meeting at Oulton Park last weekend was run under the most adverse of weather conditions, with pelting rain flooding the circuit at some points. Cornering at slippery Lodge Corner is Roy Salvadori, who completed a fine 1-2-3-4 victory for the David Brown team of DB3S Aston Martins, behind Moss, Brooks and Parnell.

SUCCESS FROM THE WORD GO



BP SUPER PLUS

100-OCTANE PETROL

OULTON PARK

"DAILY HERALD" INTERNATIONAL TROPHY RACE

up to 2,500 c.c. Class

1ST

LISTER-MASERATI

W. A. SCOTT-BROWN

and also

5th in the general classification



Also using BP Energol Motor Oil

(Subject to official confirmation)

OFFICIAL Connaught team for Monza on 2nd September is announced as Archie Scott-Brown, Les Leston and Jack Fairman.

OVER 100 people turned up at Bury, after Oulton Park, for the party given by John and Clare Horridge.

NEW Press arrangements at Oulton Park are first-rate, including the well-sited observation stand near the pits.

APPARENTLY K. Laverton's Lotus VI did comply with AUTOSPORT Series-Production Sports Car Championship regulations in the Brands Hatch Bank Holiday race. Reason for forfeiture of points was that Laverton himself had not entered in the actual Championship series.

FERRARI have two Formula 2 engines on the stocks. One is a "four", the other the V6.

MASERATI may run a Type 250F fitted with Bosch-type direct fuel injection in the Italian G.P. on 2nd September. Aerodynamic bodywork with Bugatti-Gordini style front treatment will be used.

JACQUES POLLET is sharing a 300SL Mercedes-Benz in the Tour de France with J. Dollin. Pollet won the 1954 Tour with a Gordini.

STAN JONES had a bad day with his newly acquired G.P. Maserati in the Port Wakefield races in Australia some weeks back. In the 30-lap main race it poured and poured, and he had to slow up and give best to Stilwell's D-type Jaguar; in another race he spun off, and also suffered a broken gear lever, then came into the paddock and slid in the slime into the back of a parked tender.

NOTABLE absentee from the Jaguar pit at Le Mans this year was Jack Emerson, engine backroom boy whose efforts have contributed much to the marque's successes. Extreme overwork put him into Warneford hospital shortly before the race. Sir William Lyons generously arranged special treatment, and Jack is due for release soon. Older readers may remember his achievements on Douglas racing motor-cycles at Brooklands and elsewhere.

PIT & PADDOCK

EMILE MATHIS, famous as a car manufacturer in France from 1924 to 1938, died recently in Geneva at the age of 76.

AT his "medical" before the Swedish G.P., Duncan Hamilton was asked what his blood group was. "Whisky and Perrier", he replied.

THE Messina 10 Hours race, now reduced to five hours' duration, takes place this weekend, 25th/26th August... classes for up to 1,500, 2 litres and over 2 litres. The race starts on Saturday night at 8 p.m. and finishes at 1 a.m. Joakim Bonnier is driving his 150S Maserati, Mackay Fraser probably a works Ferrari.

THE G.P. of Europe at Monza on 2nd September is to be preceded by the Eighth Coppa Inter-Europa, to be contested by Touring and Grand Touring cars in four classes, over a 5.75 kms. layout of the Monza circuit.

BRUCE HALFORD, driving his Formula 1 Maserati, will be competing in the Caen Grand Prix on 26th August.

1956 INDIANAPOLIS 500 Miles race winner Pat Flaherty was seriously injured in a crash during a race at Springfield last week.

★

TELEVISION TRIO: Commentating, uncomfortably, in pouring rain on the August Monday Brands Hatch meeting, Nevil Lloyd (centre) describes the racing for ITV viewers, while Pat Gregory (right) collects the information handed to him by lap-scorer Pamela Page.



AN A.M. FOR ROBIN: Richard Greene, "Robin Hood" in the TV film series, taking delivery of his new DB2-4 Aston Martin from George Abecassis of H.W. Motors. Finish is in two colours, the top being silver, and the rest?—why, Lincoln Green, of course!

SHERWOOD JOHNSTON of the Cunningham team has purchased a new D-type Jaguar for the forthcoming Elkhart Lake races, rules for which stipulate that one or other of co-drivers of each car must be its owner.

S.C.C.A. Beverly race results, as given in our report (3rd August), have been officially corrected, Shelby's speed in the big race being a record 82.1 m.p.h., and not 75.9 m.p.h. as early handouts gave. It was therefore fastest race of the day, and not Event 3.



SERGIO SIGHINOLFI, Ferrari test driver, has been trying out the new Formula 2 car at Modena recently, with apparently satisfactory results.

PROJECTED 1,100 c.c. and 1,500 c.c. class record attacks at Monza by Stirling Moss with a Lotus have been postponed from August to September.

MORE racing men want to have a go in the Tour de France which starts on 17th September. Manzoni hopes to drive either a Porsche or an Alfa Giulietta, and Joakim Bonnier a Ferrari. Behra's mount will be a Porsche Carrera, to be co-driven by his brother José, André Simon shares a 2-litre Maserati with Jean Thépenier, Schell hopes for a grand touring Ferrari which he will share with Jean Lucas, Bonnet and Vidilles share a D.B.-Panhard, and Gendebien wants to drive a Ferrari.



"and when they lifted the bonnet..."

SPORTS NEWS

WORKS FERRARI FOR SHELSEY INTERNATIONAL

GIVEN below is the complete entry list of cars taking part in the International hill-climb at Shelsley Walsh, which takes place tomorrow, 25th August, beginning at 1 p.m. Since our first preview of the event, in last week's issue, Ken Wharton has announced that he will be driving a 3-litre Ferrari in the large sports car class. This car is entered by Scuderia Ferrari, and it is the first time the Modena factory has entered a vehicle in a British hill-climb. Among others in its class, the Ferrari will have as opposition five H.W.M.-Jaguars, one of them driven by George Abecassis, five Austin-Healeys, three Jaguars and P. A. Everard's Cooper-Aston Martin. The event includes classes for the AUTOSPORT Series-Production Sports Car Championship.

SHELSEY ENTRIES

Racing Cars, up to 500 c.c.: Cooper, C. A. N. May, Miss P. Brock, C. G. Summers, R. B. James, H. C. Taylor, D. Parker, R. F. Catherwood, R. W. Colton, J. B. Welton; Tiger Kitten, C. Lones; Bond, B. E. Collins.

Racing Cars, 1,101-1,500 c.c.: Cooper, G. H. Keylock, R. W. Phillips, A. E. Marsh, "T. Dryver", D. Haig, M. A. H. Christie, K. Wharton; E.R.A., J. Stuart, D. R. Good; Novies Spl., F. B. Williams; Dijon, C. R. Instone; Wasp, E. J. Moor; Farley Spl., C. G. Summers; Becke Powerplus, A. P. Southon; Frazer-Nash, R. E. Wright.

Sports Cars, 1,101-1,500 c.c.: Cooper, A. E. Marsh, W. Bradley, H. C. Taylor; Lotus, J. D. Hollingworth, J. Lawry, R. F. Bloxam, Mrs. A. Scott-Moncrieff, T. E. B. Sopwith, Miss J. Bloxam; M.G.A., D. G. Dixon, A. Foster; Lester-M.G., P. G. Cotterell; H.R.G., D. J. Calvert; Midget, L/A.C. Hammond; Turner, R. F. Hill; Ford, J. E. B. Mitchell.

Racing Cars, 1,501-2,500 c.c.: Bugatti, P. J. Stubberfield; Alta Spl., F. A. Norris; G.N. Spider, B. H. Davenport; Orlebar Spl., D. Nicholson; E.R.A. Spl., J. Berry; E.R.A. K. Wharton.

Sports Cars, 1,501-2,500 c.c.: Cooper-Bristol, Sir C. Edwards; Frazer-Nash, H. Sutcliffe, F. Preece, J. R. Rudd, R. E. Wright; Bugatti, R. Robins, F. E. Wall, A. K. Haworth; A.C.-Bristol, K. N. Rudd, R. D. Jennings; Morgan, Mrs. E. P. Mayman, J. McKechnie, J. F. Brown; Triumph, R. B. James, L. B. Mayman, G. C. Hill, S. A. Hurrell; A.C. Ace, R. N. Robinson.

Sports Cars, over 2,500 c.c.: H.W.M.-Jaguar, R. Fielding, J. Clark, E. P. Scraeg, G. Abecassis, Mrs. D. Fielding; Austin-Healey, J. L. Hill, W. A. Bemrose, J. F. Dalton, R. C. Green, I. Sievwright; Jaguar, V. C. Leedam, P. M. Salmon, Miss E. M. Griffin; Vauxhall 39/98, T. H. Plowman; Vauxhall, N. G. Wilson; Aston Martin, G. H. Keylock; Ferrari, K. Wharton; Ford, "T. Dryver"; Humber Spl., D. J. Gupwell; Allard-Jaguar, J. Benny; Cooper-Aston Martin, P. A. Everard.

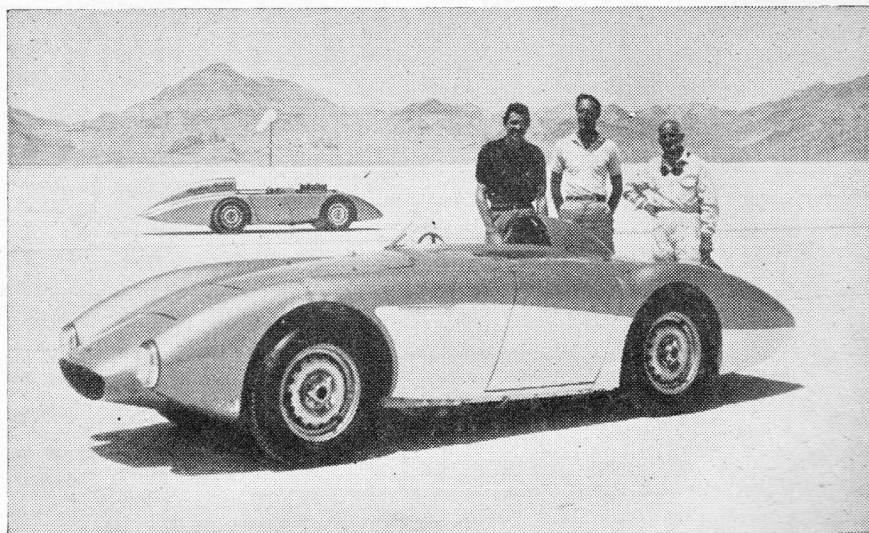
Teams: Bugatti, H.W.M., Austin-Healey, Triumph, Morean, Jaguar, Cooper-Climax.

M.A.C. Cars v. B.M.C.R.C. Motor-Cycles: Cars, Wharton, Marsh, Christie; Motor-Cycles, Brown, Ferbrache, Woods.

"AB" JENKINS

AMERICA lost a remarkable record-breaking driver recently, when Abbott Jenkins died from heart failure at Milwaukee, at the age of 73. Only a week or two before, Jenkins had broken 54 National records on the Utah Salt Flats he knew so well, co-driving a Plymouth saloon with his son. He was recently appointed Safety Consultant to the Pontiac Division of the General Motors Corporation.

"Ab" Jenkins was unique in the record breaking world. In 1926 he broke trans-American car records from New York to San Francisco. Less than 10 years later his fame spread world-wide when he set many long-distance International class records at Utah with his Mormon-Meteor, first using a Duesenberg engine,



and eventually a Curtiss-Wright V12 aircraft unit. With the car in this form he set up a World 24 Hours record in 1940 at 161.18 m.p.h., with many interim figures, including the 12 hours at 170.21 m.p.h. He also set an unofficial world tractor record at 68 m.p.h. on the Salt Flats!

A strict Mormon, with all that means in abstinence and self-discipline, Jenkins's stamina was remarkable, and he once drove for 72 hours without a break,



The late David Abbott ("Ab") Jenkins.

during one of his record forays. Although at one stage a Jenkins attack was mooted on world's land speed figures, with a special car, this came to nought, but his name will ever be cherished at Utah for his remarkable achievements in long-distance record breaking. He became the Mayor of Salt Lake City, and had to his credit a road coverage of over 2 million miles without an accident.

THE AVUSRENNEN

THE main event of the Avusrennen meeting, on 16th September, will be the Grand Prix of Berlin, for series production and racing sports cars up to 1,500 c.c. The race will be over 30 laps (249 km.) of the extremely fast banked circuit outside the German capital, and will, the organizers claim, provide an international foretaste of what may be expected of next year's Formula 2. Among those cars eligible are Maserati, Porsche, Borgward, AWE and, of course, Lotus and Cooper. A race will also be held for Grand Touring cars in classes up to 1,300 c.c., up to 2,000 c.c. and over 2,000 c.c. The meeting is organized by the Automobilclub von Deutschland, Wiesenhutenstrasse 2, Frankfurt am Main.

SALT SPEEDSTER: The modified Austin-Healey 100 which broke the 200 miles Class D record at 152.51 m.p.h., and the 500 kms. at 152.32 m.p.h. at Utah. Behind the car are Carroll Shelby, Roy Jackson-Moore and Donald Healey. In the background is another Austin-Healey with variations in bodywork.

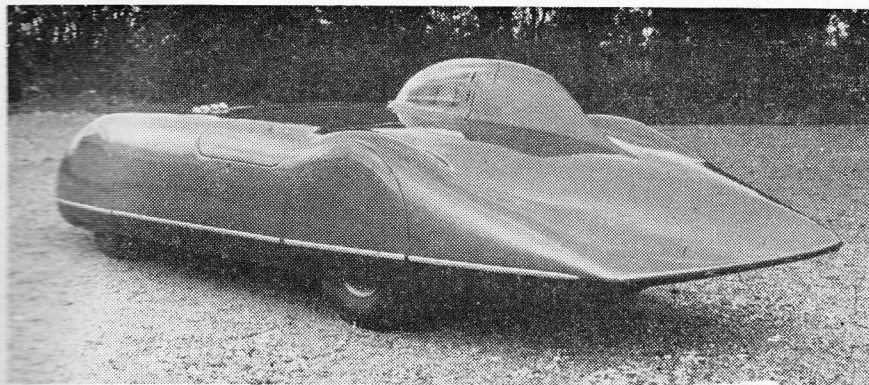
AUSTIN-HEALEY BREAKS 16-YEAR-OLD SPEED RECORDS

WITH Los Angeles driver Roy Jackson-Moore and Texan Carroll Shelby sharing the wheel, a modified Austin-Healey Hundred has broken International Class "D" and American records at the Bonneville Salt Flats, Utah, U.S.A. The car covered 200 miles at 152.51 m.p.h. and 500 kilometres at 152.32 m.p.h., breaking previous records set up in 1940. The car is basically a standard Austin-Healey Hundred chassis, with a body slightly modified to adapt it to a single-seater and to improve streamline characteristics. The engine is a six-cylinder 2,639 c.c. Austin A105 unit, with compression ratio raised to 9 to 1 and three multiple choke carburettors, developing 150 b.h.p. at 5,000 r.p.m. Suspension, gearbox and chassis dimensions are all standard Austin-Healey, but the car has Dunlop disc brakes, disc wheels and high-speed tyres.

IN PLACE OF "THE SWISS"

WITH the cancellation earlier this year of the Swiss Formula 1 Grand Prix, an International hill climb at Ollon-Villars has been laid on instead for this coming week-end, 25th/26th August. The event, known as the G.P. de la Montagne, has drawn an exceptionally good entry for a hill-climb, with Farina, Villorosi and Maglioli going from Italy, Harry Schell from France. Ken Wharton will be flying over from England after Shelsley Walsh to drive a 3-litre Ferrari. Chief home defence will come from "mountain king" Willy Daetwyler and Baron de Graffenried. There are classes for touring, sports and racing cars.

ENZO FERRARI is proposing the formation of a school for young Italian racing drivers, and suggests a Junior Championship, to be decided in four events at Rome, Imola, Modena and Monza.



NO SALT could settle on the finely tapered tail of the M.G.A.-based record car, with which Ken Miles and Johnny Lockett established Class F records of up to 12 hours' duration on the famous Utah flats.

16 CLASS RECORDS FOR M.G.

DRIVEN by Ken Miles and John Lockett, an M.G. has broken no fewer than 16 International class records at the Bonneville Salt Lake Flats, Utah. Numerous American class records were broken at the same time. The car used is basically an M.G.A., the chassis being equipped with a special two-seater streamlined body; the engine is a modified B.M.C. 1,489 c.c. "B" type unit. The records broken by this car were:

12 hours, 141.71 m.p.h.; 6 hours, 142.28 m.p.h.; 3 hours, 143.09 m.p.h.; 1 hour, 153.98 m.p.h.; 2,000 km., 141.86 m.p.h.; 1,000 miles, 141.46 m.p.h.; 1,000 km., 141.66 m.p.h.; 500 miles, 141.17 m.p.h.; 500 km., 142.97 m.p.h.; 200 miles, 154.30 m.p.h.; 200 km., 153.66 m.p.h.; 100 miles, 153.12 m.p.h.; 100 km., 151.75 m.p.h.; 50 miles, 150.89 m.p.h.; 50 km., 148.39 m.p.h.; 10 miles, 170.15 m.p.h.

THE V8 MASERATI

MASERATI's new 4½-litre V8 engine, tried out during practice for the Swedish G.P. at Kristianstad, is said to produce 365 b.h.p. at 7,000 r.p.m. Each bank of four cylinders has twin overhead camshafts, twin magnetos are fitted, and four Weber double-choke carburettors are set within the vee. A five speed gearbox is fitted, and weight of the complete car is approximately 850 kg. The sports bodywork on the prototype follows normal Maserati lines, but is marred by a large air box in the centre of the bonnet for the carburettor intakes. Large apertures each side of the radiator intake admit cooling air to the front brakes.

BRITISH RACING MECHANICS DINNER

THE first of the coming season's "classic" social occasions to be announced so far is the annual dinner and dance of the British Racing Mechanics' Social Club. This will be held at the Criterion Restaurant, Piccadilly, W.1, on Friday, 12th October; reception, 7 p.m.; dinner, 7.30; dress, lounge suits. Tickets are 30s. each from T. Harding, 18 Delta Road, Worcester Park, Surrey, and early application is essential as accommodation restricts the size of the party.

LOCAL WIN: M. Templeton ascending the very wet Craigantlet hill to clock best time of day in the Ulster A.C.'s annual climb last Saturday.

250 M.R.C. PLEASE NOTE!

THE Russian driver, Ambrosenkov, has set a new flying kilometre record for cars in the 250 c.c. class. Driving at Minsk, he recorded a speed of 200.55 k.p.h., or just under 125 m.p.h., for the measured distance.

CRAIGANTLET—A LOTUS WIN

LAST Saturday's Craigantlet hill-climb of the Ulster A.C. was marred by atrocious weather, on a par with that at Oulton Park the same day. Conditions were, in fact, the worst ever experienced at the Northern Ireland hill, and this, coupled with the withdrawal of Ken Wharton from the entry list, meant that the 1956 Craigantlet was far from being the best of the long series.

Ken Wharton complained bitterly about not being permitted two practice runs up the hill. Competitors arriving on Friday were allowed two runs, but those getting there by Saturday had to be content with one. Wharton's E.R.A. spluttered badly during its practice run, and he was not permitted to try his Cooper. Rather than run the latter machine without practice, Wharton withdrew both cars. Another would-be competitor, Ian Titterton, drove 150 miles to the hill, was late for scrutineering, and in consequence was debarred from taking part.

M. Templeton of Ballymena put up best time of the day in 87.13 secs., with his Mk. XI 1,100 c.c. Lotus, winning three classes and three trophies. Further details next week.

TO CLOSE THE SEASON

HAVING won the first G.P. of Venezuela late last year, Juan Fangio is number one on this year's entry list, this time in a Ferrari instead of a Maserati. Also nominated are the British topline Moss and Collins, while Schell, Castelletti, Musso and Perdida are other anticipated entries. The race is for sports cars, for the Gold Cup of General Marcos Perez Jimenez, and takes place over the 4.04 km. circuit, at Caracas, on 4th November.

CASTLE COMBE—FINIS

IT is with very real regret that we have to record the passing of Castle Combe as a motor racing circuit. At a general meeting of the Bristol M.C. and L.C.C. on 14th August, it was decided to terminate the lease of Castle Combe and relinquish all racing rights. The club inform us that the chief cause of this decision was the very high cost of the provision of safety precautions required by the R.A.C., as well as spectator fencing and track maintenance, all of which would have had to be carried out before further racing could take place.

KIRKISTOWN, 25th AUGUST

THE 500 Motor Racing Club of Ireland will stage what will probably be their biggest event ever at Kirkistown tomorrow. Apart from late entries, over 50 cars are down to compete. In addition to the 500 c.c. handicap and Triumph/Austin-Healey scratch races, and the *Formule Libre* event, the 1,172 c.c. Championship of Ireland, postponed from 14th July, and the annual Baird Memorial Trophy should provide an excellent day's sport. The *Formule Libre* race has drawn an entry of 14, which includes examples of Maserati, Duesenberg, Kieft, Lotus, Alta, Jaguar, M.G., Cooper, J.P. and McCandless cars.

GOING TO MONZA FOR THE G.P.?

AIR bookings to Milan for the Italian G.P. are already getting tight. Those seeking a means of getting there may be interested in Aquila Airways' flying boat service to Genoa the day before the race. Getting to Milan is a 2½-hour train journey; return flight is on Tuesday.





★

AIM UNIMPAIRED by the pelting rain or the gathering lake on the inside of Old Hall Corner, Stirling Moss keeps to the correct line with the Aston Martin DB3S, while en route to an unassailable victory in the Daily Herald International Trophy race.

★

MOSS — RAINMASTER

Double at Oulton Park with Aston Martin and Cooper-Climax—Lewis-Evans Wins "John Bull" Trophy—Mike Hawthorn in Spectacular Crash—Appalling Weather Curtails Race Distances

by GREGOR GRANT

Photography by Francis Penn

It was really bad luck for the B.R.S.C.C. and the *Daily Herald* that their attractive race meeting at Oulton Park last Saturday should have been held in about the worst possible weather conditions. How it rained! At times the track was flooded, and only heroic work on the part of marshals and the local fire brigade enabled racing to go on. Such was the delay that the *Daily Herald* International Trophy race had to be cut from 56 to 40 laps, and the *Sporting Life* Trophy event to 10 laps.

However, the water did not seem to worry Stirling Moss. He more or less ran away with the main event in an Aston Martin, and did the same with a Cooper-Climax in the 1,500 c.c. race, after Mike Hawthorn and Roy Salvadori retired, due to the first-named having a most alarming crash at Knicker Brook. Salvadori was actually struck by Hawthorn's somersaulting machine.

It was Aston Martin 1-2-3-4 in the International Trophy, but the race was robbed of much of its interest by the withdrawal of the two Ecurie Ecosse Jaguars. Team chief David Murray decided that conditions were too bad. As none of the other entrants withdrew, this was not exactly popular, particularly as the same drivers, in winning Le Mans,

had more than plenty of wet weather driving. Murray would not take the risk of a possible incident involving spectators in the event of one of his cars leaving the road.

The Formula 3 race was won by Stuart Lewis-Evans in Francis Beart's Cooper, Jim Russell being penalized 15 secs. for allegedly anticipating the start. The odd thing about it was that Russell actually finished level with Lewis-Evans.

* * *

LEADEN skies and heavy rain made Oulton Park a most depressing place. Nevertheless several thousand people turned up for what looked like a first-class day of racing—even although the weather forecast was gloomy: rain, and the threat of gales!

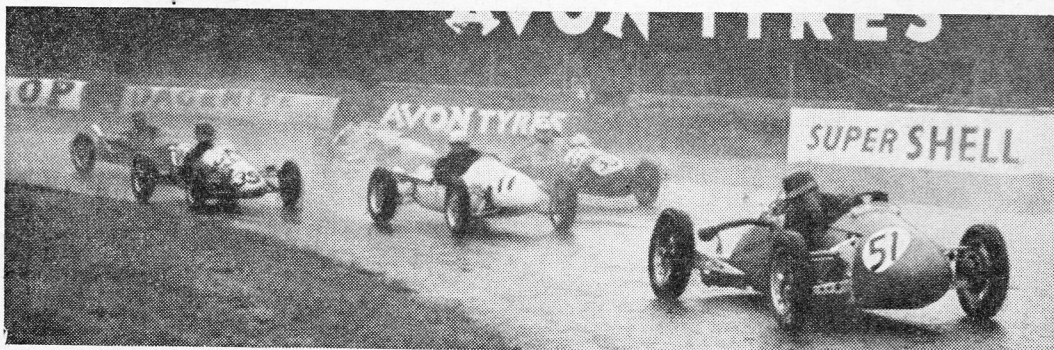
In practice Stirling Moss (Aston Martin) was fastest with 1 min. 58.2 secs.; Tony Brooks (Aston Martin) was next best with 1 min. 59.2 secs., and Ron Flockhart (Jaguar) recorded 2 mins. 00 secs. Brian Naylor was best of the "1,500s", his Lotus-

Maserati going round in 1 min. 59.8 secs.—1 sec. faster than Colin Chapman (Lotus-Climax). Hawthorn (Lotus) and Salvadori (Lotus) did 2 mins. 1 sec. S. Lewis-Evans, Bueb and Russell were best of the F3 entry in that order.

There was a bit of panic near the beer tent when Meek's Meek Express brewed up. Folk stood around just watching the leaping flames, but prompt action with hand extinguishers by Laurie (Champion Plug) Hands and one of John Horridge's helpers saved the machine from serious damage. After it was all over, two fire engines arrived.

In Heat 1 of the *John Bull* Trophy race, P. Robinson (Cooper) made a superb start, and was into Old Hall Corner first, pursued by Jim Russell and Tom Bridger. However, Stuart Lewis-Evans streaked past the three of them to take a lead which he never lost. By half-distance (five laps) he was nearly 15 secs. ahead of Russell, who was being fiercely challenged by Bridger. Robinson dropped back behind Cliff Allison and Derek Strange. Boshier-Jones began to threaten Bridger, and the two of them duelled right to the end. Considering the terrible conditions, it was amazing that there was only one retirement—Meharey (Cooper).

PRESSING ON, wet or not, through one of Oulton Park's bends, go a group of 500s during a John Bull Trophy heat. J. Middlehurst's Kieft is ahead of E. G. Greenall's, M. C. Brakenbury's and R. T. Spreckley's Coopers. This Formula 3 event drew the highly respectable total of 53 entries.



★

BIG SPLASH: Jim Russell leads an almost invisible Stuart Lewis-Evans at Knicker Brook during their great struggle in the final of the John Bull Trophy race. They crossed the line dead level, but Russell was penalized for jumping the start.

★



Don Parker, Ivor Bueb and Henry Taylor battled grimly in Heat 2. Don pulled out a 2 secs. lead on Taylor on lap 1, but Henry fought back to such purpose that he drew level with the maroon Cooper. Ivor Bueb began to put on the pressure, but Taylor was fantastic in the wet. P. J. Mutton turned his Cooper over at Old Hall, and escaped with bruises. The wet began to play havoc with engines, and there were several retirements—mainly with water-logged magnetos.

Bueb eventually managed to take Taylor, and in a tremendous finish, all but passed Don Parker on the line, the little man winning by just one-fifth of a second. Taylor came through in third place, in Bueb's wake—and a really watery wake it was!

People then began to think about Noah and his Ark. Down came the deluge, and the circuit became flooded at many points. To make it even more difficult, rivers of mud were carried on to the road surface from scores of miniature torrents. However, the British are a hardy race; there was no thought of abandoning the meeting. Ken Gregory dispatched flying squads to all flooded parts, and Climax fire pumps went into action. Enormous brooms were produced and the mud was swept from the road. The only things missing were boats, and these would have been handy

to ferry marooned officials over the biggest lakes.

This wonderful effort on the part of the working party met with success. Drivers were taken on a tour of inspection and the general opinion was that although it was very wet, it was safe for racing. However, David Murray and Wilkie did a tour of honour in the Le Mans-winning Jaguar, and the "heid man" loaded both cars in the transporters and refused to start in the race, much to the disappointment of the entire Ecurie Ecosse set-up. Admittedly Murray had the right to judge whether or not it was wise to risk his cars and his drivers, but the fact remains that none of the other entrants withdrew.

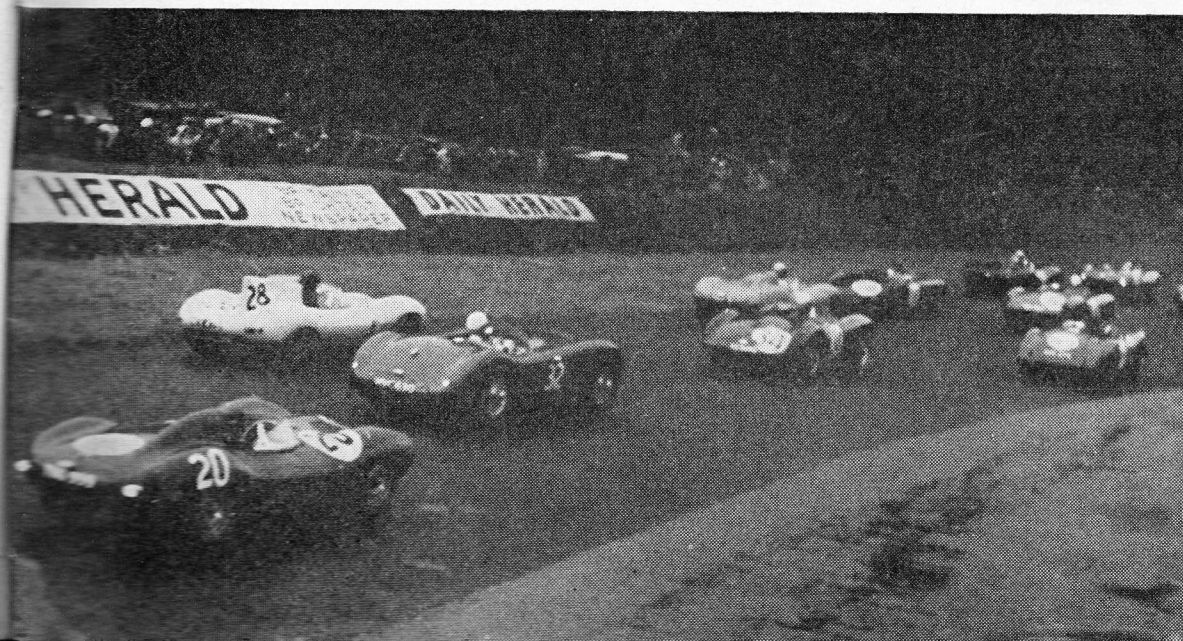
As so much time had been lost in draining operations, the race was cut from 56 to 40 laps. Stirling Moss made his usual immaculate start, and led the field right from the start. He was followed by his team-mates Tony Brooks and Reg Parnell, with Archie Scott-Brown's 2-litre Lister ahead of Roy Salvadori.

Lap 1, and Moss had piled up the enormous lead of 6.2 secs. At times the cars were hidden in showers of spray. How Moss drove at the speed he did in such conditions was amazing. No one could get near him. Meanwhile Archie Scott-Brown went ahead of Reg Parnell, splitting up the Astons nicely.

STARTING GRID

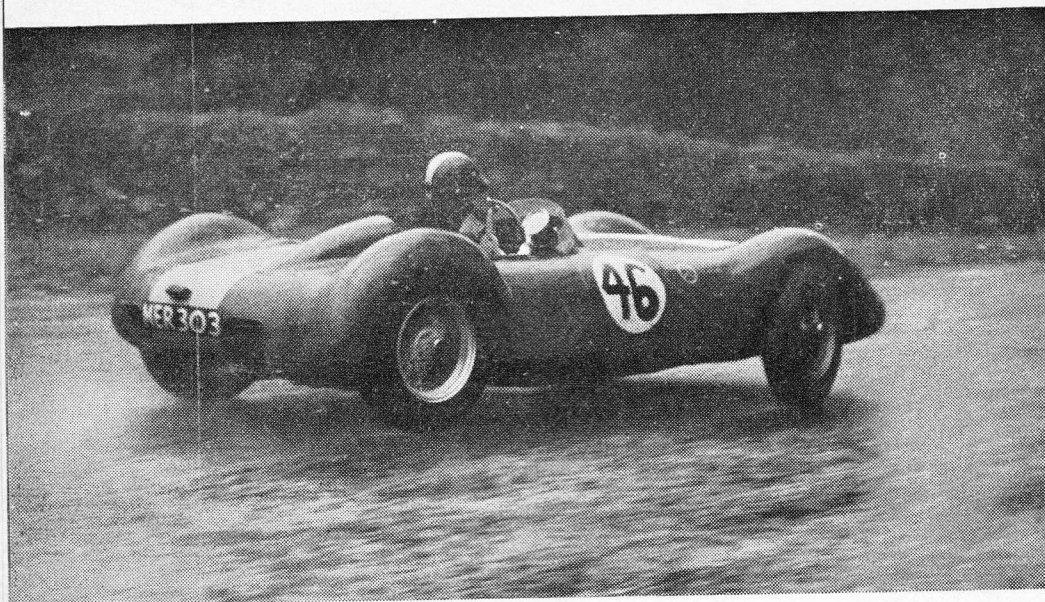
Moss (Aston Martin)	Brooks (Aston Martin)	Salvadori (Aston Martin)
1 m. 58.2 s.	1 m. 59.2 s.	2 m. 00.8 s.
Cunningham-Reid (H.W.M.)	Blond (Jaguar)	Scott-Brown (Lister)
2 m. 01.4 s.	2 m. 01.8 s.	2 m. 01.8 s.
Parnell (Aston Martin)	G. Whitehead (Aston Martin)	P. Whitehead (Maserati)
2 m. 02.8 s.	2 m. 04.0 s.	2 m. 04.6 s.
Lund (Lotus)	Taylor (Jaguar)	Protheroe (Tojeiro)
2 m. 07.2 s.	2 m. 08.0 s.	2 m. 08.4 s.
Horridge (Lister)	Baxter (Aston Martin)	Trimble (Jaguar)
2 m. 10.8 s.	2 m. 11.0 s.	2 m. 11.6 s.
Baillie (Jaguar)		Rouselle (Jaguar)
2 m. 16.4 s.		2 m. 14.2 s.

After three laps, Peter Whitehead's Maserati halted briefly at the pit, and rejoined the race in last place. At five laps, Moss was 23 secs. in front, and had lapped both Whitehead and Baillie (Jaguar). Scott-Brown still held off Parnell, and was easily leading the 2-litre category. Noel Cunningham-Reid's H.W.M. was in front of all the D-types. After eight laps, Mark Lund (Lotus-Bristol) made a pit stop, and lost his second place in the 2-litre class to John Horridge (Lister-Bristol). On the ninth lap, Parnell managed to get past Scott-Brown to make Aston Martins 1-2-3.



★

AWAY THEY GO, the leaders already out of sight, at the start of the International Trophy race. In this press stand view can be seen the last cars, including Capt. I. B. Baillie (Jaguar No. 20), F. Rouselle's Jaguar No. 28, from Belgium, M. Trimble (Jaguar C type, No. 32) and Berwyn Baxter's DB3S Aston Martin, No. 34.



but Lewis-Evans kept on his tail, looking for a chance to get past the water-barrier. Ivor Bueb was giving Parker no rest, but Bridger was keeping in front of both of them. Again water was troubling drivers, engines spluttering as cars splashed through the partially flooded areas. Bridger went off-course, and Boshier-Jones managed to get ahead of Bueb.

It was a great pity that Russell was penalized, as it might have been a dead-heat. The battle for third place was quite something, Parker just keeping ahead of Boshier-Jones and Bueb, with Cliff Allison and Derek Strange about a minute behind.

The light was very poor when the 1½-litre and 1,100 c.c. cars came out to dispute the *Sporting Life* Trophy, cut from 25 to 10 laps. The prospect of Moss v. Hawthorn was exciting, but

Salvadori then started to close up on the 2-litre car, and went into fourth place on lap 10.

Peter Whitehead retired his Maserati. Moss went farther and farther ahead, and after 12 laps was almost 50 secs. in front of Brooks, and he had lapped everyone except his three team-mates, Scott-Brown and Cunningham-Reid. Blond (Jaguar) led Protheroe (Tojeiro), and Graham Whitehead (Aston Martin) headed Trimble (C-type), Baxter (Aston Martin) and Henry Taylor (Jaguar). Rouselle (Jaguar), sole foreign entry, could not shake off Horridge's 2-litre Lister, and Baillie's Jaguar was far behind the rest.

The race now became a complete Aston Martins' benefit, and bets were being laid that Moss would lap the entire field, possibly with the exception of Tony Brooks. Cunningham-Reid's fine drive came to an abrupt end when his steering came adrift. The H.W.M. performed the most incredible antics, but the driver managed to bring it to a full-stop without hitting anything. Rouselle waltzed round at Knicker Brook, but re-started without trouble.

Stirling Moss's driving was effortless. The car was as steady as a rock and sounded as if it could go on for ever. Salvadori and Parnell had a minor tussle for third place, but Reg managed to keep in front.

Towards the end, Peter Blond closed up rapidly on Archie Scott-Brown, who had dropped back a long way behind the Astons. Graham Whitehead also came into the picture. Rouselle managed to draw well away from Horridge.

Moss did lap everyone but Brooks, to finish seven laps ahead of the last man, Baillie in the D-type.

In the final of the *John Bull* Trophy, Jim Russell made a tremendous start—too tremendous said the judges and docked him 15 secs. as a penalty. Anyway, Russell and Lewis-Evans had a real dog-fight, completely outstripping the rest. Behind them, Tom Bridger, Don Parker, David Boshier-Jones and Ivor Bueb went at it hammer-and-tongs, going past the stands in one gigantic flurry of spray.

Russell went at a remarkable pace, probably unaware of his 15 secs. penalty,

STEERING CLEAR of the "trough" at Old Hall (right), Capt. Baillie's D type Jaguar is harried through by E. Protheroe's Tojeiro-Jaguar.

W H O O P S ! Archie Scott-Brown with the Lister-Bristol (above) slews in the wet as he accelerates out of Lodge Corner. This car was the first 2-litre home, finishing fifth behind the Aston Martin quartet.

★

D-TYPES AT DEER LEAP: (Right) "Freddy" Rouselle in the Ecurie Nationale Belge Jaguar, followed by up-and-coming Formula 3 driver Henry Taylor, racing a big sports car for the first time. The course at this point is reminiscent of the Bremgarten circuit at Berne.



Salvadori was expected to intervene with the works Cooper. Right from the start Stirling and Mike went to it, and after the first lap, they came through together, followed closely by Salvadori, Peter Gammon, Cliff Allison and Jack Brabham—Gammon and Allison being in 1,100s and, of course, leading their class.

Moss began to pull away from Hawthorn, who was challenged by Salvadori. Then came the incident that altered the entire race. Hawthorn, who had been overtaken by Salvadori, went ahead coming into Knicker Brook. The Lotus skidded on some mud, turned round and somersaulted. Salvadori tried all he knew to avoid the car, but it turned over more or less on top of the Cooper. Roy ducked, and was struck on the crash helmet by a part of the Lotus. Meanwhile Hawthorn was thrown out, and landed about 40 feet from the crash. After an X-ray examination, he was found to be suffering from a sprained wrist. Salvadori, badly shaken by his horrifying experience, decided to retire.

(Cooper), 23 mins. 3.0 secs.; 6, I. L. Bueb* (Cooper), 23 mins. 14.8 secs.; 7, M. G. MacDowel* (Cooper), 23 mins. 16.8 secs.; 8, R. Mackenzie Low* (Cooper), 23 mins. 49.8 secs.; 9, R. J. Bicknell (Lotus), 24 mins. 2.4 secs.; 10, T. Dickson* (Lotus), 24 mins. 7.4 secs. **Fastest lap:** Moss, 2 mins. 8.45 secs. (77.41 m.p.h.).

*1,100 c.c. Class.

"John Bull" Trophy. Heat 1: 1, S. Lewis-Evans (Cooper), 22 mins. 44.2 secs. (72.86 m.p.h.); 2, J. Russell (Cooper), 23 mins. 11.0 secs.; 3, T. Bridger (Cooper), 23 mins. 12.0 secs.; 4, D. Boshier-Jones (Cooper), 23 mins. 12.6 secs.; 5, J. Hall (Cooper); 6, C. Allison (Cooper); 7, D. J. Strange (Cooper); 8, P. Robinson (Cooper); 9, S. Bloor (Cooper); 10, J. F. Westcott (Cooper). **Fastest lap:** Lewis-Evans, 2 mins. 14.8 secs. (73.74 m.p.h.).

Heat 2: 1, D. Parker (Cooper) 23 mins. 18.6 secs. (71.07 m.p.h.); 2, I. L. Bueb (Cooper), 23 mins. 18.8 secs.; 3, H. C. Taylor (Cooper), 23 mins. 20.0 secs.; 4, T. Taylor (Cooper); 5, E. Dawson (Cooper); 6, W. A. Towse (Cooper); 7, H. S. Howlett (Cooper); 8, J. Middlehurst (Kieft), 9 laps; 9, T. D. Wagner (Cooper), 9 laps; 10, R. T. Spreckley (Cooper), 9 laps. **Fastest lap:** Bueb (Cooper), 2 mins. 16.8 secs. (72.66 m.p.h.).

Final: 1, S. Lewis-Evans (Cooper), 26 mins. 53.2 secs. (73.94 m.p.h.); 2, J. Russell (Cooper), 27 mins. 8.2 secs.*; 3, D. Parker (Cooper), 27 mins. 19.0 secs.; 4, D. Boshier-Jones (Cooper), 27 mins. 20.2 secs.; 5, I. L. Bueb (Cooper), 27

(Continued overleaf)



ADDING ANOTHER CREAK to Stirling Moss's groaning side-board (above)—the Daily Herald International Trophy winner with his well-earned reward.



SPUME AND SPRAY (left) flies back as the field in the Sporting Life Trophy race for 1,500 c.c. sports cars leaves the line, Stirling Moss and Mike Hawthorn on the extreme right.

This left Moss out on his own, and the only interest settled on the struggle for second place, featuring Allison, Hall, Gammon and Brabham. Hall, driving really well, cut ahead of Allison, and Gammon fell back behind Brabham's 1½-litre machine. Stirling won as he pleased, and Keith Hall pipped Allison by 1½ secs. for second place, to win the 1,100 c.c. category.

Let's hope that there will be better weather on 22nd September for the AUTOSPORT Three Hours Race, and the Daily Herald Gold Cup—now for up to 1,500 c.c. sports cars, in place of Formula 2 as originally planned.

THE RESULTS

The "Sporting Life" Trophy: 1, Stirling Moss (Cooper), 21 mins. 53.2 secs. (75.69 m.p.h.); 2, K. Hall* (Lotus), 22 mins. 44.8 secs.; 3, C. Allison* (Lotus), 22 mins. 46.0 secs.; 4, J. Brabham (Cooper), 22 mins. 53.0 secs.; 5, R. D. Gammon*

APPROPRIATE indeed was the use of Coventry-Climax-engined pumps, to draw off the water at flooded points on the course.



Moss—Rainmaster—continued

mins. 20.6 secs.; 6, C. Allison (Cooper); 7, D. J. Strange (Cooper); 8, W. A. Towse (Cooper); 9, E. Dawson (Cooper); 10, J. F. Westcott (Cooper). **Fastest lap:** Russell (Cooper), 2 mins. 11.8 secs. (75.41 m.p.h.).

* Penalized 15 secs. for anticipating the start.
Retirements—13.

"Daily Herald" International Trophy: 1, Stirling Moss (Aston Martin), 40 laps, 1 hr. 26 mins. 3.8 secs. (76.99 m.p.h.); 2, C. A. S. Brooks (Aston Martin), 40 laps, 1 hr. 27 mins. 51 secs. (75.43 m.p.h.); 3, Reg Parnell (Aston Martin), 39 laps, 1 hr. 26 mins. 41.4 secs.; 4, Roy Salvadori (Aston Martin), 39 laps, 1 hr. 26 mins. 47 secs.; 5, A. Scott-Brown (Lister), 38 laps, 1 hr. 26 mins. 3.8 secs.; 6, P. Blond (Jaguar), 38 laps, 1 hr. 26 mins. 6.4 secs.; 7, G. Whitehead (Aston Martin), 38 laps, 1 hr. 27 mins. 56.8 secs.; 8, H. C. Taylor (Jaguar), 37 laps, 1 hr. 26 mins. 15.6 secs.; 9, M. Trimble (Jaguar), 37 laps, 1 hr. 27 mins. 11.6 secs.; 10, B. Baxter (Aston Martin), 37 laps, 1 hr. 27 mins. 27.2 secs.; 11, F. Rouselle (Jaguar), 36 laps, 1 hr. 26 mins. 36.6 secs.; 12, J. Horridge (Lister), 35 laps, 1 hr. 26 mins. 50.4 secs.; 13, Capt. I. B. Baillie (Jaguar), 33 laps, 1 hr. 26 mins. 50 secs. No other finishers. **Fastest lap:** Stirling Moss (Aston Martin), 2 mins. 6.8 secs. (78.39 m.p.h.).



INCIDENT without serious consequences during practice came when R. H. R. Hett hit the bank at Lodge Corner in his Cooper.

AMPOL AUSTRALIAN TRIAL . . . MUD, MUD, MUD

A 403 PEUGEOT, driven by Wilf Murrell and Alan Taylor, won the 7,000-mile mud battle which constituted the Ampol "Half Round" Trial. With abnormal rains, the route became a marathon English-type trial. Only 30 cars finished in the time allowed. Mud oozed up behind grilles to cake up in radiator cores as cars bulldozed through knee-deep slush.

Both graziers, Murrell and Taylor had been considering a Round Australia for some years, and their success was due to their meticulous preparation, particularly to waterproofing. By fitting headlight washers operating from a four-gallon reservoir, they saved precious minutes as others stopped to wash mud from screens and lamps, often to find themselves without traction when it came to starting again.

The winners lost a total of 258 points, and were followed by M. Goldsmith (Volkswagen), 395 points, and J. Murray (Holden), 688 points.

The trial was marred by the deaths of Les Slaughter and Bill Mayes, driving an M.G. TF. Holding third position, they were killed instantly when the car hurtled over a 50 ft. embankment in the last stage of the trial between Grafton and Glen Innes in N.S.W. They had

competed in the previous big trials, were employed by P. & R. Williams, the Sydney concessionaires for M.G., and were popular amongst local enthusiasts.

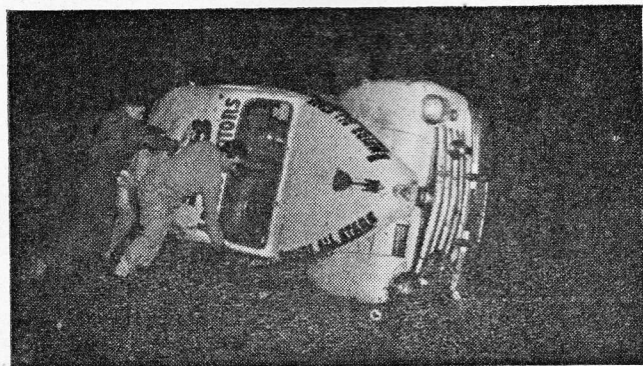
Combined with the confusion of two trials (the Mobilgas 8,700 miles Round Australia began one week after the Ampol Trial finished), the outcry at the damage done to roads and a fatal

accident have caused questions to be asked in Parliament as to whether such events are desirable.

Some 17 competitors entered for both events, but as they competed in the unauthorized Ampol Trial, they were disqualified from running in the Mobilgas for which an official permit was issued. Thirty-two holders of competition



HEAVE HO!
(Above) Willing hands help William Ralph to free his Standard Vanguard from the mud encountered between Kingoonya and Alice Springs.



(Left) The crew of a Ford V8 attempt to right their car after it had spun off the road near Mildura.

licences who competed in, or assisted in, the organization of the first trial had licences suspended for periods varying from three months to five years, under judgment of a Court of Inquiry set up by the Confederation of Australian Motor Sport. They included prominent drivers Peter Antill, "Duck" Anderson and 1954 winner Jack Murray.

The Mobilgas Trial commenced on 4th August, and up to halfway around the course leaders were the Parkins brothers in a Volkswagen, followed by a Holden and another Volkswagen, while the field had already been reduced to 30-odd of the 86 starters.

H. A. C. RUSSELL.



GORDINI JOY-DAY AT PESCARA

Robert Manzoni Heads the Maseratis and Ferraris in 225-mile Italian Road Race

Robert Manzoni,
winner of the Pesca-
cara G.P.

ITALY seems a lucky place for Robert Manzoni and Gordini. In May he won the Naples Formula 1 G.P. from the Ferraris on their home ground. Last Sunday, in the Pescara sports car G.P., he did it again, this time with the six-cylinder 2-litre Gordini, beating Taruffi's Maserati to the line by the narrow but vital margin of $\frac{1}{2}$ sec., to the intense excitement of the large crowd in the Pescara tribuna. Eighth, and third in the $1\frac{1}{2}$ -litre class, came another Gordini, that driven by the Brazilian Dos Santos, so that Amedée Gordini's usually worried countenance must have worn a large grin indeed last Sunday!

The race, for up to 2-litre cars, was over 14 laps of the very long and difficult Pescara road course, which measures 16 miles round. The entry was excellent, totalling 34 cars, and Gordini hopes looked slender indeed, with but one car in each of the two classes, for $1\frac{1}{2}$ and 2-litre machines. For Maserati there were Schell, Taruffi, Behra, Landi and Giardini, the latter replacing Perdida, still not fit after his Nürburgring crash. Ferrari drivers included Carini, Munaron, Cortese and Rosier, while the Osca

men, running in the 1,500 c.c. class, included Villorosi, Sgorbati and Chiron, but not Fangio, who decided to spectate instead. Maglioli was the sole Porsche representative, while David Piper and Bob Hicks fielded their two British 1,100 c.c. Lotus-Climax machines.

The start was at 9 a.m.—Pescara races always start early in the morning, for some reason—and Jean Behra seized an early lead, pursued by Taruffi and Villorosi, with Manzoni's blue Gordini lying fifth. Behra looked to be unassailable, and pulled farther and farther away until, with 11 laps run, trouble struck at his Maserati, and he made a lengthy pit stop. This let Cortese's Ferrari into first place, with Taruffi (Maserati) following closely. But the Maserati was not in its

best form, the exhaust manifold leaking badly, so that its unfortunate driver was almost asphyxiated by fumes. Nevertheless he got past Cortese, the latter dropping back. But, as in Sweden the previous week, victory was to elude "the Trident". Robert Manzoni closed steadily on the ailing Maserati, and on the last leg of the last lap the Gordini burst through Montesilvano and on to the long final straight with Taruffi close in his sights. Nearer and nearer he came, and with about 600 yards to go, the French blue car caught the Italian red one, to howl across the line first by a bare half second. Taruffi was almost unconscious at the finish, and had to be lifted from his car.

The unlucky Behra was now a lap behind—a long way at Pescara—and was classified 14th, but with fastest lap to his credit. Gino Munaron of Geneva (Ferrari) followed Taruffi home, then came Franco Cortese in another Ferrari. Villorosi's Osca won the 1,500 c.c. class, finishing fifth overall, with Carini (Ferrari) sixth and Joakim Bonnier (Maserati) seventh and second of the 1,500s. Maglioli's Porsche retired after seven laps with broken shock absorbers, while Schell's Maserati broke a valve on lap 1. He later took over G. Musso's car, to finish 10th. Eighteenth in general order came David Piper's 1.1-litre Lotus, but Hicks in the sister car dropped out on the sixth round.

Provisional Results

1, Robert Manzoni (Gordini), 14 laps, 225½ miles, in 2 h. 41 m. 2.7 s. (82.88 m.p.h.); 2, Piero Taruffi (Maserati), 2 h. 41 m. 3.2 s.; 3, Gino Munaron (Ferrari), 2 h. 41 m. 7.9 s.; 4, Franco Cortese (Ferrari); 5, Luigi Villorosi (Osca); 6, Piero Carini (Ferrari); 7, Joakim Bonnier (Maserati); 8, Dos Santos (Gordini); 9, Azzuro Manzini (Maserati); 10, Harry Schell (Maserati); 11, Louis Chiron (Osca); 12, Ottavio Guarducci (Ferrari); 13, Gino Sbraci (Ferrari); 14, Jean Behra (Maserati); 15, Alberico Cacciari (Maserati); 16, Louis Rosier (Ferrari); 17, Amelio Caravaglia (Maserati); 18, David Piper (Lotus).

1,500 c.c. Class: 1 L. Villorosi (Osca), 2 h. 41 m. 38.0 s. (82.06 m.p.h.); 2, J. Bonnier (Maserati); 3, Dos Santos (Gordini); 4, L. Chiron (Osca).
Fastest lap: Jean Behra (Maserati), 10 m. 45.7 s. (85.75 m.p.h.).

SNETTERTON, 2nd SEPTEMBER

THE idea of a Ford-only race seems to have caught on among rally drivers, and this race will probably be divided into two events, one for Anglias and Prefects, the other for Consuls and Zephyrs. "Sahara expert" and rally driver Ralph Sleigh is among the early entries. Other events at this meeting are for Formula 3 cars and sports cars. Ivor Bueb's Ecurie Demi-Litre, Team Lotus and Ecurie Ecosse are among the invited teams. Regs. are available from Oliver Sear, East Harling, Norwich, and entries close next Monday, 27th August.

TWELVE MARQUES FOR OULTON PARK

NO less than 12 manufacturers will be represented in the AUTOSPORT Three Hours Race at Oulton Park on 22nd September, which is also the final of the Series-Production Sports Car Championship. The marques are A.C., M.G., H.R.G., Austin-Healey, Porsche, Jaguar, Swallow Doretti, Triumph, Frazer-Nash, Morgan, Lotus and Ford—all "same-as-you-can-buy" vehicles.

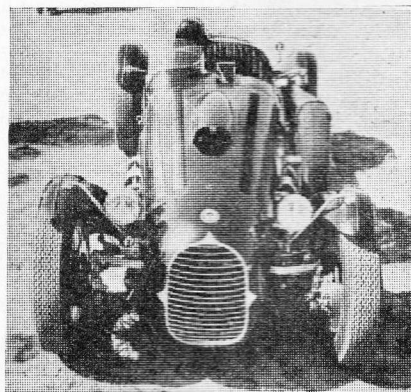
Owing to the adoption of a credit lap system of handicap for the Championship proper, the race will be extremely open. During qualifying events, lap times were recorded, and in consequence, the faster cars will be handicapped to cover a greater distance than certain of the smaller-capacity machines. In the classes, cars will, of course, race on level terms. At present, class leaders are: Up to 1,200 c.c., J. Lawry (Lotus-Ford). 1,201-1,500 c.c., D. J. Calvert (H.R.G.). 1,501-2,500 c.c., K. N. Rudd (A.C. Ace-Bristol). Over 2,500 c.c., J. F. Dalton

(Austin-Healey 100S). Rudd has amassed the greatest number of points in the contest, having won every event in which he has entered, also scoring bonus marks for fastest laps.

The event starts at 11 a.m., and will be followed by the up to 1,500 c.c. Daily Herald Gold Cup race for sports cars up to 1,500 c.c., for which the largest amount of prize money ever offered in a British event will be available. First man past the post receives £1,000 and the Gold Cup. Organizers of the meeting are the Mid-Cheshire Motor Club, Hon. Secretary, Dr. A. W. Lilley.

AN H.W.M. REBORN

A 1950 H.W.M. which took part in the film *Such Men Are Dangerous*, and bought later by Tom Carstens, Tacoma, U.S.A., has been transformed by its new owner from a 2-litre sports car into sports-racing special of no less than 5 litres. Doing away with the original Alta engine and Wilson gearbox, a Chevrolet V-8 power unit bored-out to 4,949 c.c. was fitted in conjunction with a Jaguar gearbox and C-type ratios. The ENV differential was replaced by a magnesium quick-change unit. With slight modifications to the porting and valves, an Edelbrock racing camshaft, and an Edelbrock triple-carburettor manifold, the output of the Chevrolet engine is estimated to be nearly 300 b.h.p. at 6,000 r.p.m. The remainder of the transmission now consists of an aluminium flywheel, an 11 ins. Buick clutch and a Chevrolet clutch housing, modified to take the Jaguar gearbox. With 6.70 x 16 rear tyres, a back-axle ratio of 4 to 1 and a rev. limit of 7,000



PLUS THREE LITRES: Tom Carstens's 1950 ex-Formula 2 H.W.M. as it is today, with a 5-litre V8 Chevrolet engine installed in place of the original 2-litre Alta unit. A Jaguar gearbox has been adapted, and over 140 m.p.h. achieved.
Photo, Road and Track

r.p.m. the maximum speeds through the gears are 47.6, 81, 118 and 142 m.p.h., and the car's acceleration appears to be equal to any, including the Jaguar D and $3\frac{1}{2}$ -litre Ferrari.

LEARNER DRIVERS in the Coventry area will now be able to make use of a new school just opened, which has a $3\frac{1}{2}$ -acre road system on private ground for novices to undergo initial instruction away from the public roads. Advanced pupils will find every kind of road junction provided, but raw beginners will enjoy their first drives on tracks lined with straw bales!



JOHN BOLSTER
TESTS

THE AUSTIN A105

Austin's New, Lower, More Powerful Model is the Cheapest 100 m.p.h. Saloon Yet—and has Roadholding to Match

Most people are familiar with the exploits of Ken Wharton in a very much modified Austin saloon. Both in speed and roadholding, this car has far surpassed anything previously associated with the name. It is thus of great interest that many of the lessons learned from this competition vehicle have now been applied to a production machine.

The result is the new A105, and it inherits much of the speed and controllability of the prototype. This is, without doubt, the cheapest saloon on the market which will encompass a genuine, stopwatch-timed, 100 m.p.h. Lower than previous Austins, it holds the road in a manner which allows its considerable performance to be used in safety. It is, in fact, a notable addition to the ranks of Britain's high performance cars.

The A105 has a roomy four-door saloon body which also forms the chassis, as is current practice. In having independent front suspension by helical springs, and a normal rear axle on semi-elliptic springs, it also follows the popular trend. The only unusual feature technically is an anti-roll bar at the rear. With a wheelbase of 8 ft. 7½ ins. and a track of 4 ft. 3½ ins., it is a compact

car of moderate weight.

If the car itself is typical of medium sized British saloons, the power unit is not. A relatively large six-cylinder with twin S.U. carburetters, it develops no less than 102 b.h.p. at 4,600 r.p.m. This is enough to give a very spirited performance, especially when allied with a gearbox with very well chosen ratios. The power to weight ratio is of such an order that the car is lively on top gear, too, and an overdrive is provided for effortless high-speed cruising.

Theoretically, then, the new large Austin should provide rapid family transport of a type not previously available, except by spending considerably more money. How does it work out in practice? That is what I have recently been finding out.

On taking one's seat, the driving position and all-round visibility are found to be satisfactory. There is quite a lot of room in the body, and the petrol tank is extra large to allow long journeys to be completed non-stop. The luggage boot is adequate but not enormous, a concession to the moderate overall

length. The clutch operates smoothly, and as one moves off on first gear the acceleration is obviously above the average.

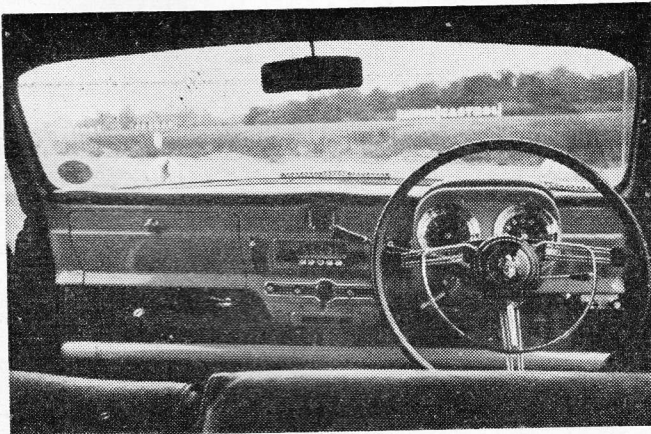
The gear lever is the normal Austin one on the steering column. Ken Wharton's competition car had a floor-mounted lever, and I would personally prefer that arrangement. The present lever gives quite precise selection if the movements are made deliberately, but for obtaining the best performance figures a more direct control would enable faster changes to be made. Perhaps the makers would consider offering us a floor shift as alternative equipment?

With 45 m.p.h. available on second speed, and no less than 73 m.p.h. on third, the gearbox can obviously be used with advantage. It is almost silent, except on first gear, and there is quite powerful synchronization of the upper three ratios. On top, 85 m.p.h. is often seen on the road, and after a good long

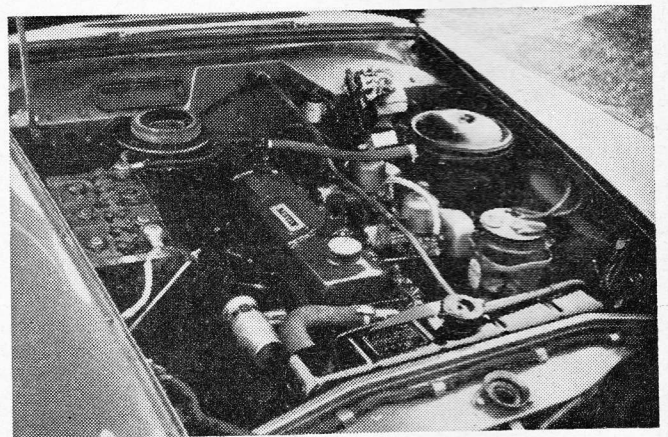
run a genuine 100 m.p.h. may be obtained. The overdrive is semi-automatic, and may be locked out of action.

For fast driving on typical British roads, I prefer not to use the overdrive. The change up is relatively slow, only occurring with the throttle fully released. There is a "kick-down" change into direct drive, by pressing the accelerator to the floor, and this also occurs automatically below 30 m.p.h. Under these conditions, though, a free wheel is in operation except when the overdrive ratio is actually in use. Thus, the overdrive is a touring luxury gear rather than a device for increasing performance. On long, straight Continental roads it would be worth its weight in gold, for its ratio of 2.87 to 1 guarantees swift, silent cruising that is a delight. Naturally, the acceleration is then less brilliant, and the maximum speed falls to 95.7 m.p.h.

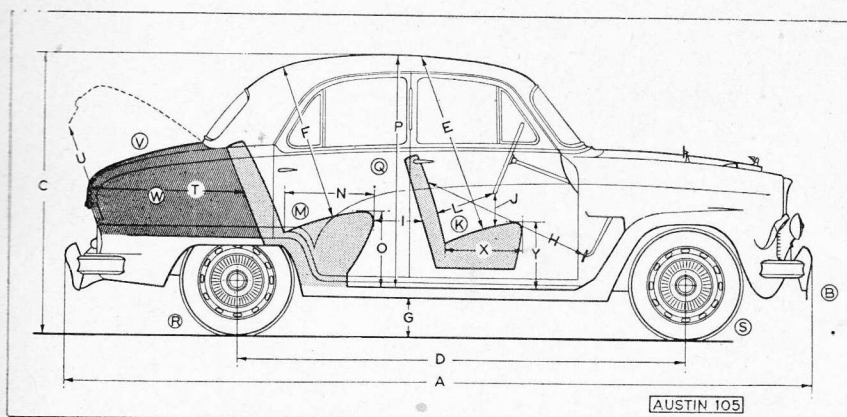
The engine has just the characteristics that appeal to the enthusiast. It is quiet except at maximum speed, and it never becomes rough. Yet, it has the "feel" of a sports unit, with just a suspicion of "hardness" about it. I would say that



CONTROL ROOM is spacious, and the cowled instruments are right in front of the driver. A floor gear change would be preferable to the column change fitted.



POWER HOUSE contains the 2,639 c.c., 102 b.h.p., six-cylinder B.M.C. unit, with twin S.U. carburetters—ample power for the compact saloon body.



Dimensions

- | | |
|---|--|
| A Overall length, 14 ft. 2½ ins. | O Height of rear seat cushion from floor, 1 ft. 3 ins. |
| B Overall width, 5 ft. 4 ins. | P Maximum interior height, 4 ft. 0½ ins. |
| C Overall height (unladen), 5 ft. 2 ins. | Q Maximum width between centre pillars (at waist), 4 ft. 4½ ins. |
| D Wheelbase, 8 ft. 7½ ins. | R Rear track at ground level, 4 ft. 3½ ins. |
| E Front head room, 3 ft. 1 in. | S Front track at ground level, 4 ft. 3½ ins. |
| F Rear head room, 2 ft. 11 ins. | T Luggage compartment (max. depth), 2 ft. 2½ ins. |
| G Ground clearance, 7½ ins. | U Luggage compartment, height of opening, 1 ft. 11 ins. |
| H Pedal to seat squab, 2 ft. 8½ ins. min., 3 ft. 0½ in. max. | V Luggage compartment, width of opening, 4 ft. 1½ ins. |
| I Distance between seats, 9½ ins. min., 1 ft. 1½ ins. max. | W Luggage compartment, approx. capacity, 14 cu. ft. |
| J Steering wheel to seat cushion, 4½ ins. | X Front seat depth, 1 ft. 6 ins. |
| K Front seat width (max.), 4 ft. 4½ ins. | Y Front seat height from floor, 1 ft. 3 ins. |
| L Steering wheel to seat squab, 11 ins. min., 1 ft. 3 ins. max. | |
| M Rear seat width (max.), 4 ft. 6½ ins. | |
| N Depth of rear seat cushion, 1 ft. 6 ins. | |

exactly the right compromise has been struck between extreme performance and flexibility.

The suspension is interesting. It is by no means soft, but such bumps as are felt are insufficient to jar the car seriously. Obviously, one does not expect the kind of ride that independent four-wheel suspension gives, but within the limits of a conventional design a very fair balance has been achieved. Corners may be taken quite fast without excessive roll, and the steering only becomes a little heavy when full lock has to be applied suddenly. The car always feels under full control, even when driven very hard indeed.

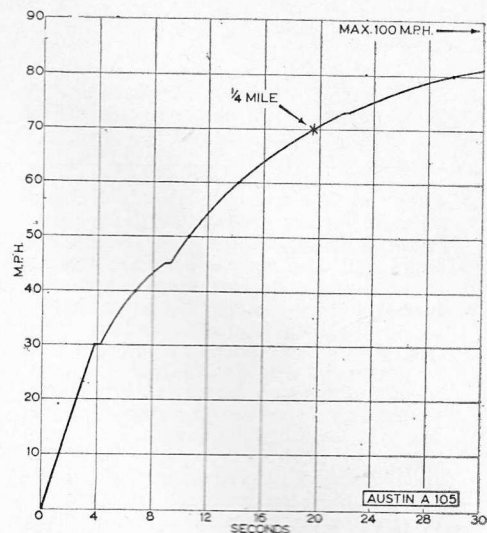
On wet roads, the behaviour is satisfactory as long as some discretion is used in applying full throttle on the lower gears. Careless use of the accelerator produces fairly pronounced wheelspin, due to the somewhat greater weight which the front tyres bear in comparison with those at the rear. Full power can always be used on dry surfaces, however, even when moving off in bottom gear.

I did not drive the car under com-

petition conditions, but for normal fast road work the brakes are entirely adequate. Even when used at maximum speed, they showed no tendency to fade, and they remained smooth in operation when hot. The pedal pressure is fairly light, and the brakes are progressive.

The A105 is a car that likes to hurry. It has a naturally high cruising speed, and the good acceleration soon restores the rate after a check. It is compact enough to be nippy in traffic, and can overtake quickly and safely by virtue of its powerful engine. On a long journey, I found it to be a very effortless performer, and it can put up a good average without tiring the driver. It was amusing to observe the surprise of other drivers, who did not expect to be passed by an Austin.

The arrangement of the instrument panel is very pleasant, and the car is fully equipped. The only awkward control is the handle for locking the overdrive out of action, which is curiously placed in front of the passenger. "My" car had rather an attractive two-colour scheme, in a sort of ivory-beige and gunmetal combination.



Acceleration Graph

Some of the brighter colour arrangements in the catalogue, though, are more startling than artistic.

In view of its performance, the fuel consumption of the Austin is moderate for a six-cylinder car. The accessibility of most of the units needing periodical servicing appears to have been carefully considered. The machine gives the impression of being thoroughly practical and built for hard work. This is not only a fast car but a useful medium-sized family saloon.

An experienced road test driver is usually able to form a pretty good idea of what a car will be like from its specification. It is therefore a compliment to say that the Austin A105 is a much better car than I expected it to be. It is certainly the best model that has borne its maker's name.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Austin A105 saloon, price £739 (£1,109 17s. with P.T.).

Engine: Six cylinders, 79.4 mm. x 89 mm. (2,639 c.c.), pushrod operated overhead valves. 102 b.h.p. at 4,000 r.p.m., compression ratio 8.25 to 1. Twin S.U. carburettors Lucas coil and distributor.

Transmission: Borg and Beck 9 ins. single dry plate clutch with hydraulic operation. Four-speed gearbox with steering column control, plus manually operated overdrive. Ratios 2.87 (overdrive), 4.10, 5.89, 8.43, and 13.57 to 1. Hardy Spicer open propeller-shaft. Hypoid rear axle.

Chassis: Stressed skin body-cum-chassis. Independent front suspension by wishbones and helical springs. Cam and lever steering, with three-piece track rod. Semi-elliptic rear springs with torsional anti-roll bar. Armstrong piston-type dampers all round. Pressed steel disc wheels, fitted 6.40-15 ins. tubeless tyres. Girling hydraulic brakes in 11 ins. drums, 2 L.S. in front.

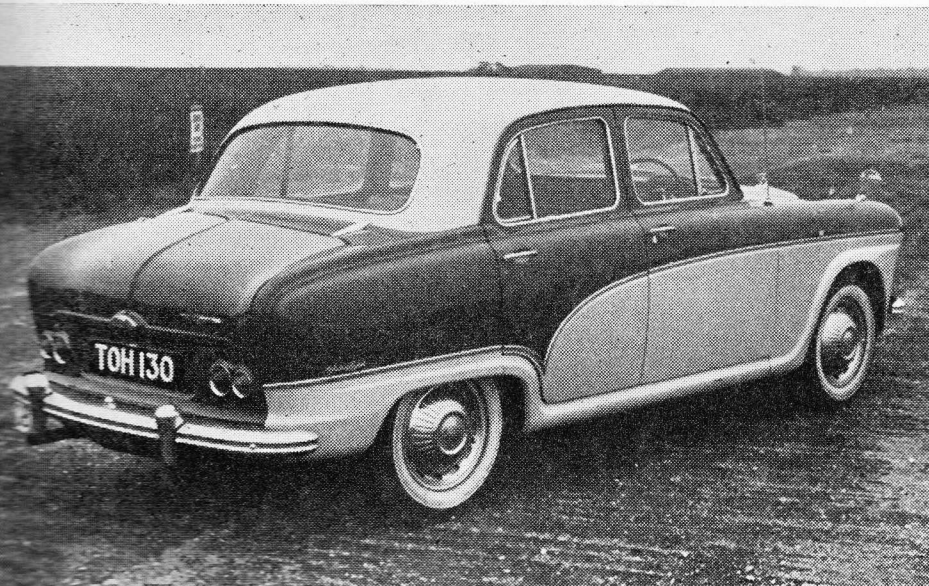
Equipment: 12 volt lighting and starting. Speedometer, water temperature, oil pressure, and fuel gauges. Clock, ventilating, heating, and demisting system, two spotlamps, flashing indicators, radio (extra).

Dimensions: Wheelbase 8 ft. 7½ ins. Track, front 4 ft. 3½ ins., rear 4 ft. 3½ ins. Overall length 14 ft. 2½ ins. Overall width 5 ft. 4 ins. Turning circle 36 ft. Weight 26½ cwt.

Performance: Maximum speed (direct top) 100 m.p.h. (overdrive) 95.7 m.p.h. Speed in gears, third 73 m.p.h., second 45 m.p.h., first 30 m.p.h. Standing quarter mile 19.6 secs. Acceleration: 0-30 m.p.h. 3.8 secs.; 0-50 m.p.h. 10.8 secs.; 0-60 m.p.h. 14.2 secs.; 0-70 m.p.h. 19.6 secs.; 0-80 m.p.h. 29.4 secs.

Fuel Consumption: Driven hard, 20 m.p.g.

LOWERED quite appreciably by suspension improvements, and slimmed down by the use of two colours, the new Austin has a more businesslike "sit", and has lost much of the "cow-hipped" rear view of the earlier Westminster.



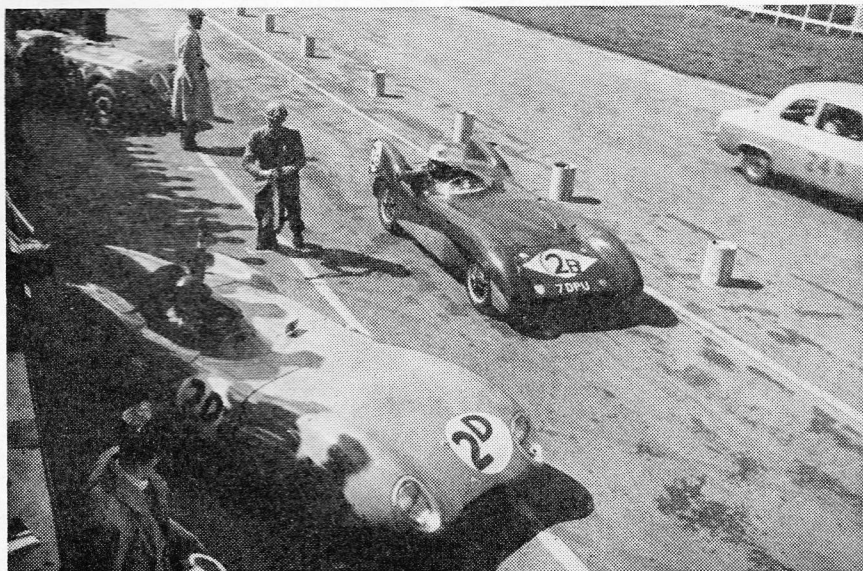
SIX HOURS to go—as the first cars of 24 teams swarm out on to the track after the Le Mans start.

ONCE again the Seven-Fifty M.C. have staged their annual National Six-Hour Handicap Relay Race at Silverstone, and once more it has been a great success. A good crowd of spectators turned out to watch 24 teams battle during the long afternoon, and saw victory go to Dick Jacobs' team of M.G. Magnettes, driven by Harold Rumsey, Mike Edmondson, John Waller, Alan Foster and Peter Clarke. Second place fell to a team of TR2s and a TR3, conducted by N. V. L. Barclay, G. A. A. Johanson, T. C. Corbett and T. A. Gold. Recruiting the required number of drivers for an event of this magnitude



Six Hours at Silverstone

Magnettes Win 750 M.C. National 6-Hour Relay Race



was a little more difficult this year, due to the introduction, on the back of 1956 competition licences, of the clause precluding drivers with little racing experience from taking part in National events. However, this did mean that the standard of driving was generally good and there were no serious incidents in spite of the remarkably assorted collection of cars on the track at the same time. In his "briefing" to the drivers over the loud speakers just before the start, Clerk of the Course Holly Birkett reminded drivers that, after all, it was a handicap event and therefore "didn't really count", the idea being for everyone to have some fun for a few laps, without breaking their necks!

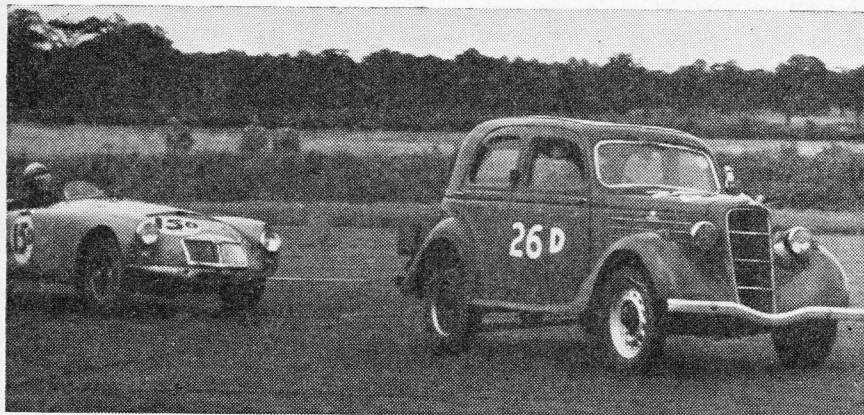
The entries ranged from the scratch team, which included two C-type Jaguars and a DB3S Aston Martin, to the limit team, credited with 44 bonus laps, and composed of Ballamy-modified Ford 10s. These were real "Q-Cars", Charles Meisl's Popular, for example, having an Aquaplane head and twin monobloc Amal carburettors, as well as the Ballamy chassis mods. that include divided front axle and a Panhard rod at the rear, plus smaller wheels to reduce the overall height. This quite transformed a humble saloon into a real

Provisional Results

1, M.G. Magnettes: H. E. Rumsey, J. M. A. Edmondson, J. R. Waller, A. Foster, P. Clarke, 183 laps (including 33 credit laps); 2, "Shuttlecocks": N. V. L. Barclay (TR3), G. A. A. Johanson, T. C. Corbett, T. A. Gold (TR2s), 182 (14); 3, Seven-Fifty Formula: D. Rees, M. J. Harris, C. F. Lawton (Austin Spls.), 181 (37); 4, "Seuderia Throtolo Bendori": I. F. Walker, Mrs. Jean Bloxam, J. Bekaert, J. McAndrew-Uren (Ford Anglias), J. Miles (Ford Thames), 181 (39); 5, A.C.O.C.: R. Jennings, M. D. W. Mainwaring-Evans, R. N. Robinson, R. A. Hudson (Aces), W. Grant-Norton (Acceca), J. Patten (Acceca-Bristol), 180 (13); 6, Club Lotus: I. W. R. Martin, P. Ashdown, G. B. Hewitt, W. H. Ellis, M. Zervudachi, A. T. Bik (Lotuses), 180 (1); 7, "Dusseldorf Wednesday": J. E. Sharpley, F. Copeman, C. D. MacCarthy, I. Scott-Watson (DKWs), 179 (37); 8, Morgan 4-4 Club: J. McKechnie, R. E. Meredith, B. Phipps, Angela Palfrey, A. Newsham (Morgan Plus 4s), 178 (13); 9, Invictas: Lord Ebury, R. M. Willoughby, A. R. Ainsworth, J. A. Shuster, 178 (25); 10, Chiltern C.C.: R. F. North, S. A. Hurrell, I. J. Coe, D. H. Wilson-Spratt, D. A. Wilcocks, D. R. Morrison (TR2s), 178 (13).

VICTORS (above, left) were the M.G. Magnette team, seen wreathed in smiles and laurels after the race. **L. to r. they are** John Waller, Harold Rumsey, Dick Jacobs (team manager), Alan Foster, Mike Edmondson and Peter Clarke.

PIT STOP (Left): At the end of his rapid first stint, Ashdown comes in to hand over the sash to Ellis. The Club Lotus team led the race for over an hour.



Gran Turismo vehicle! The Elva team of i.o.e.-headed Anglias and Prefects was there in force, plus another team of modified Fords under the name of Scuderia Throttole Bendori—which would have included Ian Walker's very rapid i.o.e.-converted Prefect, had not a collapsed rear hub race been discovered just before the start. This after all-night work to replace big-ends which had run in practice. However, Ian drove Uren's car during the race. The team also included an oddity in the form of a Ford Thames (Anglia) van, with windows in the sides, an Aquaplane head and twin S.U.s, plus a deal of suspension stiffening. This innocent-looking vehicle, entered by J. Miles and C. M. J. Andrew, went like a rocket, and during the race we watched it walk away from one of the Elva Anglias and eventually lap it.

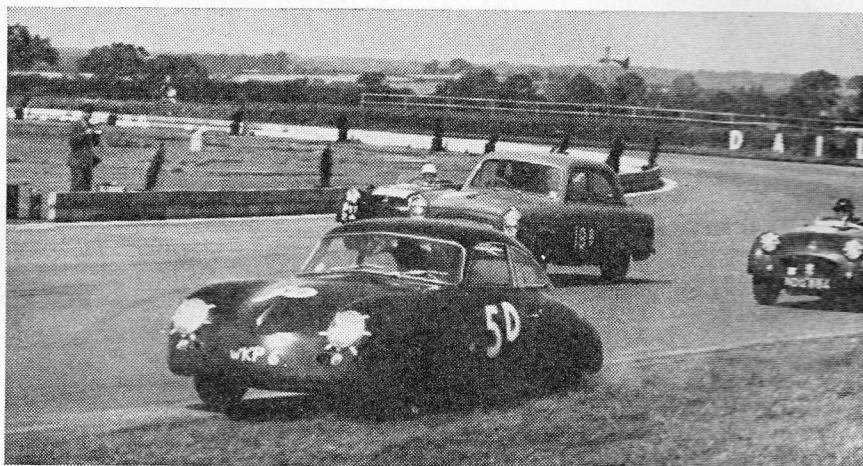
Other entrants of interest included Denis Jenkinson, who circulated for the Porsche team, John Patten, who has forsaken his Porsche for a healthy sounding Aceca-Bristol, and M. J. Harris, who makes an Austin 7 special go indecently fast, and who appeared to be going through the long Tower Bend at least as fast as the TR2s.

The course (of course) is not the usual club circuit, but the 2½-mile extended version, that includes a long downhill straight on the runway from Maggotts towards Club Corner; a full hairpin there, then back up the runway again to take a long left-hander (Tower) back on to the normal straight down to Woodcote. On previous years, the hairpin after a downhill blind has been a

VAN VELOCE: The Miles/Andrew Ford Thames van was amazingly fast and is seen at the hairpin (with one wheel in the air) shortly before passing Walton (19A) in an Elva Anglia.

SECOND CHILDHOOD of G. D. Adamson's 1937 Ford 10 (above) was brought about by extensive Ballamy suspension modifications. It is seen at Maggotts about to be passed by Robin Carnegie's M.G.A.

SCRAMBLE at Copse (below) in which Stan Wilder's very rapid Porsche took to the grass. Behind him is Gadsby in one of the Elva Fords.



severe test of brakes, but this time there was such a strong wind blowing all day, straight up the slope, that the cars were in fact going much faster uphill than down, which made Tower a most interesting bend!

The very high wind did at least disperse the rain which had fallen during the morning, and kept it off all day, in contrast to Oulton Park conditions. The track was dry and the sun shining at 1 p.m. when the flag fell for the Le Mans start, and the first car of the scratch team, Tom Kyffin's DB3S, was

soon in the lead, with 44 laps to make up on the limit man. However, for the first few laps he was closely tailed by Ashdown's Mark 9 Lotus-Climax 1,100, and it was noticeable how the latter car closed right up at each corner, only dropping behind on the straights.

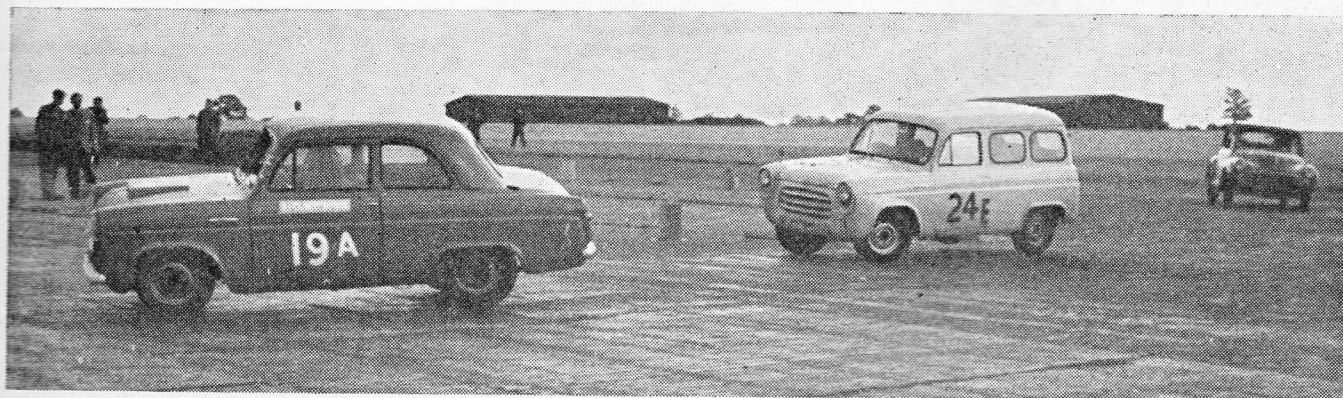
Nevertheless, Kyffin's lead was short-lived, for just 10 minutes from the start he was out, with rear axle failure, and Maurice Charles had to go out with the C-type to take over the sash. At about the same time, John MacKechnie of the Morgan team came in with a damaged rear wheel after a spin, and Barrie Phipps went out in his place.

The contest then settled down to a steady pace, and at 1.30 the Club Lotus team were still leading on handicap, a proportion of the total credit laps being used in this calculation, to give a clearer picture to the spectators of what was happening. Second place, however, was held by the 1,172 Formula team of Lotus Sixes and Bucklers. By 2.30, the Lotuses had been displaced from the lead by N. V. L. Barclay's team of Triumphs, King's Triumphs were second and the Lotuses down to sixth place. By 3 o'clock the Magnettes were in the

lead, with Barclay's team second, and there ensued a needle match for the rest of the race between these two teams.

By four o'clock the TRs were leading; with the Magnettes, the Lotuses, the Aces, the Invictas, Austin 7s and Ian Walker's Fords all sharing second place on computed handicap. Then at 4.30, the Austins were ahead, with the Magnettes second and the Triumphs third. Interest really became keen, because if the 750s won, what a marvellous "home" victory it would be. Anyway, they held

(Continued on page 251)



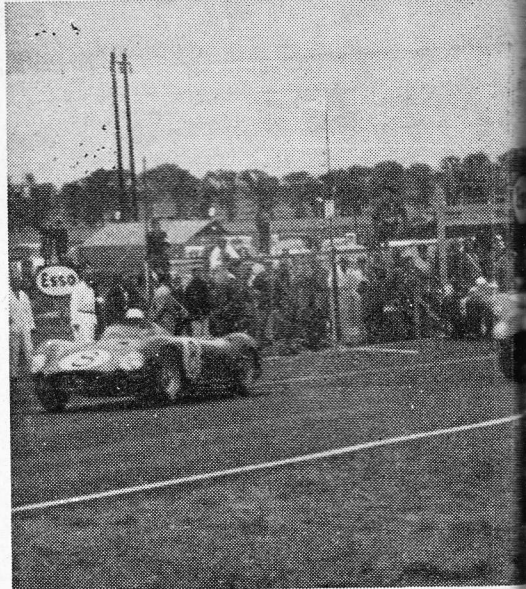
IN spite of the fact that Ferrari were in an almost unassailable position in the World Sports Car Championship, both they and Maserati turned up in full strength for the Swedish Grand Prix (fully reported last week) and it was evident from the outset that a serious battle was to be waged. The "turnout" of both teams was impeccable, Ferrari having five cars and the availability of no less than 12 drivers to choose from, while Maserati entered five 3-litre models (one of which appeared to be Musy's private car) and had also brought along the new 4½-litre experimental car.

The arrival of these teams for practice, driven to the circuit in line-ahead formation, with lorries and tender cars bringing up the rear, was most impressive and a considerable contrast to some of the antics seen in earlier years. The Ferraris were all the 3½-litre model, two being the four-cylinder version and three the 12-cylinder type. The front cowls on each car were painted in the appropriate colours of the country for each driver, Fangio's No. 1 car having a blue and yellow band, Collins/Hawthorn a green band, white for von Trips,

'T'WAS EVER THUS: Stirling Moss takes his customary lead in the Le Mans-type start—but he was at the head of the line anyway—and Peter Collins in No. 5 3½-litre Ferrari is already moving up, soon to pass the Maserati.

etc. The identification numbers, when studied in conjunction with the programme, showed how the drivers were to be paired, but it became quite clear in practice that some changes of both cars and partnerships were contemplated.

Considerable interest was shown in Maserati's new 4½-litre twin o.h.c. V8, which could not be described as the prettiest sports/racing car ever seen, but which did have 375 b.h.p. under the bonnet, making it probably one of the most potent. The rev. counter needle showed a "red sector" at 7,500 r.p.m. and when the bonnet was raised the four double-choke Weber carburetors, with their huge vertical air intakes, looked like a bird's eye view of Battersea Power Station! Stirling Moss had taken this car round in practice, but not as quickly as the 3-litre machines and it was then given to Taruffi, Schell



MUSICAL CHAIRS

Chop and Change of Ferrari

and others to "have a go". Oil had then begun to appear on different parts of the circuit, and it was not long before the culprit was found to be this new Maserati. Schell was called in, the rear panel was opened (wherein lay fuel and oil tanks as big as gasometers), two or three mechanics looked and shuddered, and the monster was quietly wheeled away.

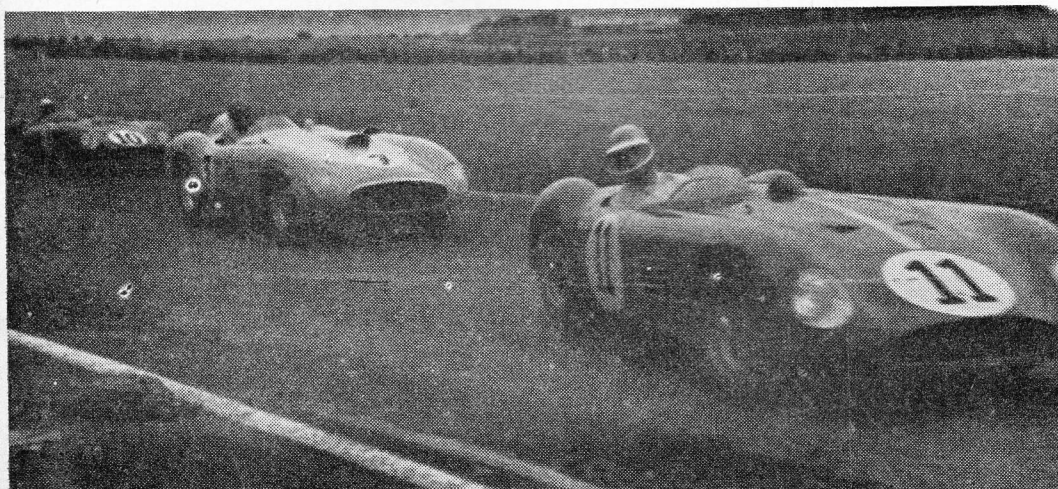
Throughout the rest of the practice periods everybody tried everybody else's cars within the main teams, and as official times were not available until late in the evening before the race it was difficult to know how all had fared, but Fangio and Moss had got down to 2 mins. 23 secs., which equals 164.6 k.p.h. for the 6.53 kilometre circuit.

David Murray's Ecurie Ecosse had brought two cars direct from Le Mans,



NEW BLOOD for the Ferrari team: (Above) Berghe von Trips of Germany drove well, finishing second with Peter Collins, after the latter had retired with his first car.

EARLY STAGE of the race (below), with the Maseratis of Godia and Villoresi sandwiching the Nottorp/Andersson Ferrari. But "the Trident" had a bad day, all five entries retiring.



IN THE RUNNING AGAIN was old D-type Jaguar, which Peter and Graham had brought back from the end of the



CARS AT KRISTIANSTAD

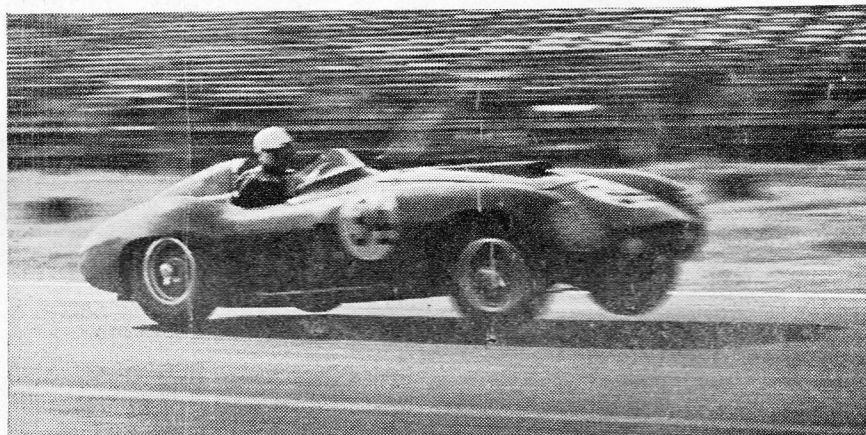
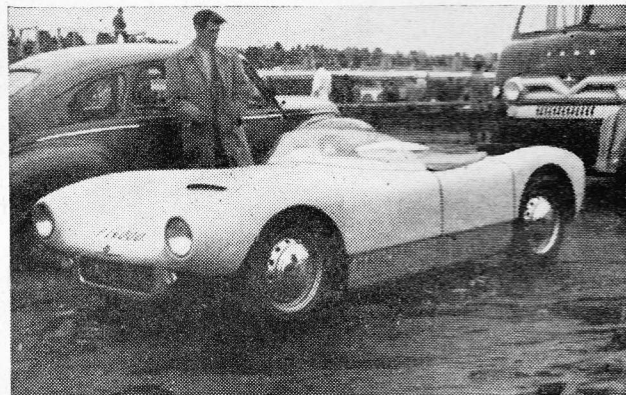
Drivers Confuses All at Sweden's Grand Prix

By Bill Holt

the best of which Titterington had got round in 2 mins. 31 secs. While their second car was having its axle ratio changed from 3.5 to 3.3, Graham and Peter Whitehead had to decide to change theirs from 3.3 to 3.5. Something to do with engine power and that man "Wilkie"?

Excitement was intense in the small town of Kristianstad on the evening before the race, many hundreds of children of all ages seeking autographs and crowding the main square in front of the Frimura Hotel, so much so that drivers had difficulty in getting to the doors. Accommodation of any sort was at a premium, as the full Grand Prix "circus" was present together with its entourage of trade, publicity men, Press, and the usual "hangers-on". The local administration had reimposed the

HOME PRODUCT: (Right) Sweden's latest, the Saab Super-sport "Sonette", with 748 c.c., 3-cylinder, two-stroke engine, made a demonstration lap before the Grand Prix.



PRANCING HORSE: (Above) The Råbelöv circuit is still bumpy, as the Mille Miglia 375 Ferrari of Swedish drivers Allan Borgefors/C. G. Hammarlund demonstrated.

(Right) American driver Robert E. Tappan (Ferrari No. 6) is passed by Gunnar Carlsson's "Monza" Ferrari down the straight. Co-driven by Mackay Fraser and Olof Persson, Tappan's car finished sixth.

recently relaxed laws concerning the supply of liquid refreshment, and sandwiches had to be ordered before a drink could be served. A lot of sandwiches were eaten.

Parts of the circuit had been resurfaced since last year, but with heavy rain on the morning of the race, the prospects of high speeds did not look too bright. However, the weather improved as 12 o'clock, start time, approached, and the number of spectators

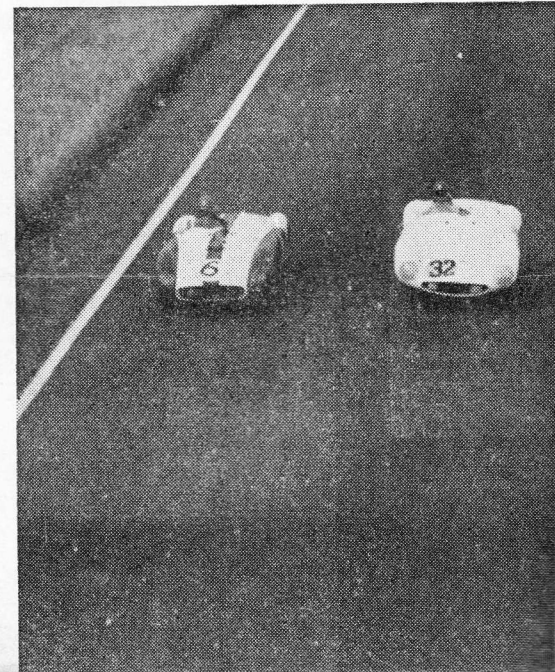


Duncan Hamilton's ex-works 1954 Le Mans Whitehead brought through to fourth place by the 1,000 kms. race.

increased considerably. A brief run round the circuit before zero hour showed evidence of extreme efficiency in the marshalling organization, all those in charge of various functions being conspicuous in white overalls, while soldiers with trained dogs were responsible for spectator control. (No doubt efficient, but a little damaging to the morale.)

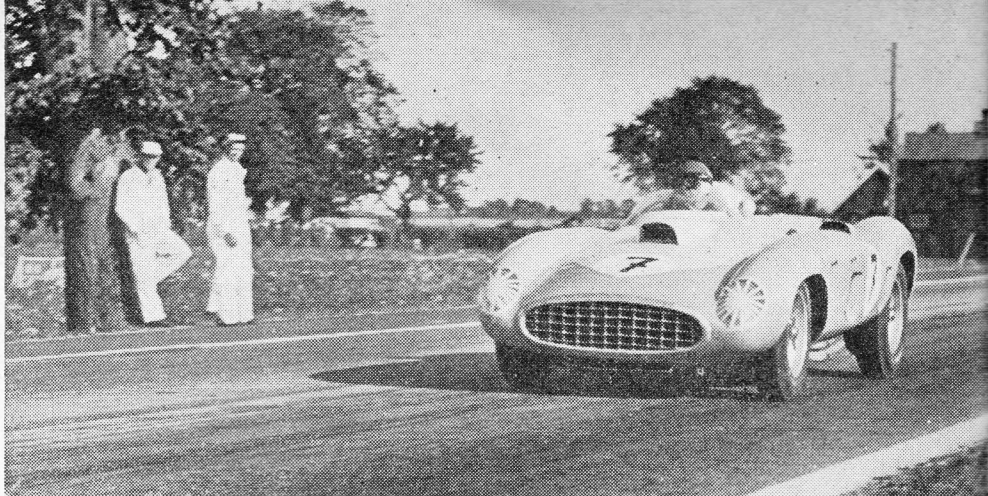
The line-up of cars at the start showed that Ferrari had already changed their "order of battle" and the loudspeakers were busy giving the amendments to the list as shown in the programmes.

As has already been reported, Peter Collins, who was on the top of his form, led for the first 2½ hours, and it was after this time that the changes of drivers



started. The regulations stipulated a maximum of three hours for a driver to be the limit, and as the race was expected to last 6½ hours it was apparent that two stops per car would be necessary.

The initial Ferrari stops allowed Moss to bring his Maserati from second to first place for 14 laps, but after handing over to Behra, there was trouble with the brakes and, at a second stop for adjustments, clumsy refuelling and over-spill caused the Maserati to catch fire. The incident was dealt with in a most speedy manner and all admired the courage of one mechanic, whose overalls

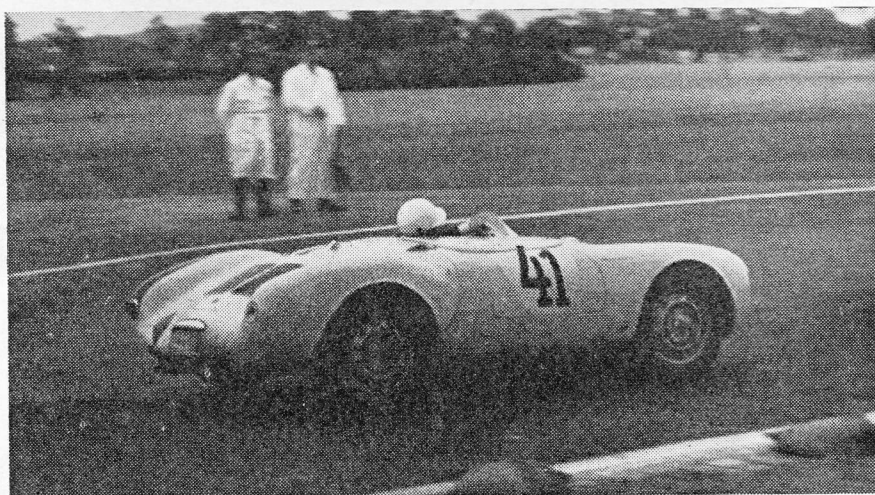


FIVE LITRES of Ferrari sports car, the formidable 350 b.h.p. machine driven into fifth place by Sture Nottorp (a noted Swedish Frazer-Nash exponent) and Ivar Andersson.



LABOUR IN VAIN: (Above) Maserati mechanics at work before the race on Piero Taruffi's 3-litre, which was eliminated early after colliding with Ron Flockhart's Ecurie Ecosse Jaguar.

FROM BELGIUM: (Right) The Porsche Spyder of Mlle. Gilberte Thirion and Claude Dubois, of the Equipe Nationale Belge. Although delayed initially, they came through to fourth place in the up to 1,500 c.c. series sports class, ahead of the Kaiser/Herrmann works car.



were well alight, standing quietly still while two marshals sprayed him with extinguishers. Moss later took over the remaining Maserati, running in fifth place, but to no avail, due to further brake trouble.

Meanwhile Ferrari were juggling their drivers round in accordance with refuelling needs and the three-hour limit, and Collins found himself back in the battle in another car, having hardly had time for a cigarette and Cola.

Perusal of all this, in retrospect, shows that he was scheduled to drive one car, finished second in another and retired in a third (in which he had been leading the race earlier). Surely a complicated situation for spectators to follow?

The Fangio/Castellotti run had come to an end on lap 123, and there was nothing that Maserati, with the mastery of Moss, could do against the remaining might of Ferrari with Trintignant and Phil Hill in the lead.

The race ran to its conclusion of 153 laps at 6.40 in the evening, a number of Swedish Ferraris in the "Series Sports-car" class finishing well up in classification, and the remaining lone Jaguar of the Whitehead brothers being placed fourth in general classification, after a steady and uneventful run.

It was pleasant to note that no serious accident or personal injury occurred, although alarms and excursions off-course were numerous, and the state of some of the cornfields adjoining the circuit looked as if a madman had been let loose with a combine harvester.

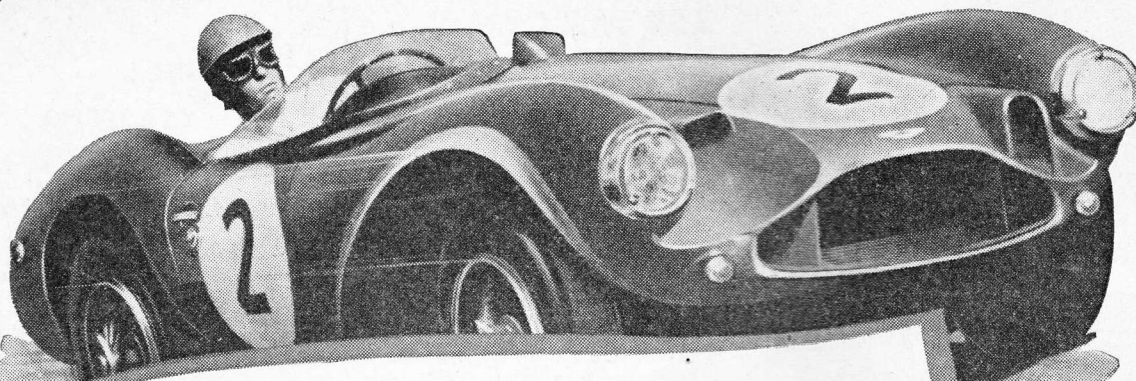
WORLD SPORTS CAR CHAMPIONSHIP

FERRARI'S third victory in the World Sports Car Championship, decided at the Swedish G.P. meeting, was by a margin of six points over the rival Maseratis, with Jaguar a poor third with seven points. Only a marque's three best performances count in this year's scoring, and the placings are determined as follows:—

1. Ferrari, 8 points (1st at Sebring); 8 points (1st, Mille Miglia); 8 points (1st, Swedish G.P.). Total, 24.
2. Maserati, 8 points (1st, Buenos Aires 1,000 km.); 8 points (1st, Nürburgring 1,000 km.); 2 points (5th, Sebring). Total, 18.
3. Jaguar, 4 points (3rd, Sebring); 3 points (4th, Swedish G.P.). Total, 7.
4. Porsche, 1 point (6th Sebring); 3 points (4th, Nürburgring 1,000 km.). Total, 4.
5. Aston Martin, 3 points (4th, Sebring). Total, 3.
6. Mercedes-Benz, 1 point (6th Buenos Aires 1,000 km.); 1 point (6th, Mille Miglia). Total, 2.

SOMETHING FOR NOTHING

A GENEROUS free sample of Jizer soluble solvent degreaser is offered by the manufacturers to the readers of AUTOSPORT. Known now, in improved form, as Red Aromatic Jizer, this product is excellent for cleaning car engines, component parts and garage floors. It will, in fact, make water remove oil and grease from any surface, and easily removes tar from paintwork. For a sample, write to Deb Chemical Properties, Ltd., Forfar Works, Spencer Road, Belper, Derbyshire, and be sure to mention AUTOSPORT.



18 AUGUST 1956

OULTON PARK

"DAILY HERALD" INTERNATIONAL TROPHY RACE

Won for the 2nd year in succession by

David Brown

ASTON MARTIN

1st 2nd 3rd 4th

STIRLING MOSS

ANTHONY BROOKS

REG PARNELL

ROY SALVADORI

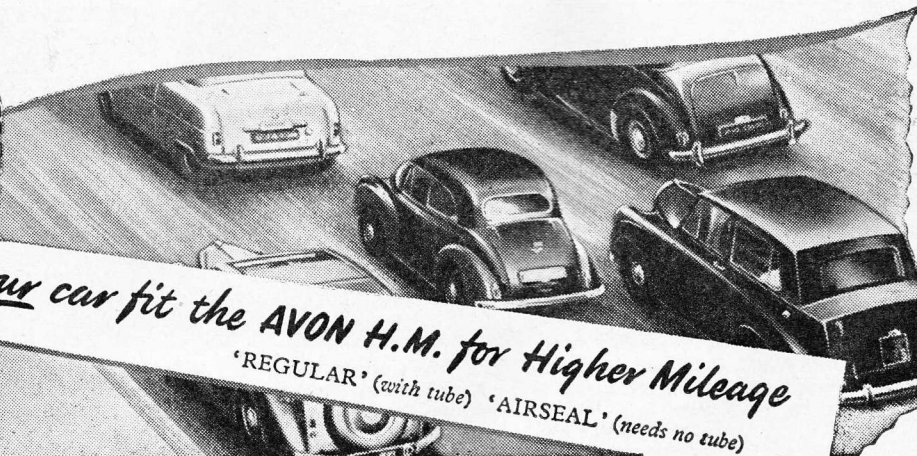
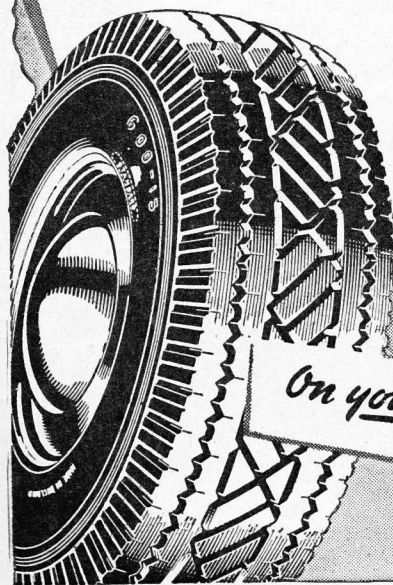
on

AVON

to-day's

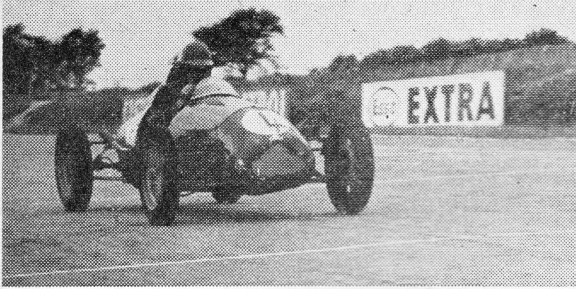
leading tyres

(Subject to official confirmation)



On your car fit the AVON H.M. for Higher Mileage

'REGULAR' (with tube) 'AIRSEAL' (needs no tube)



WORTH-WHILE JOURNEY was made by Bill Knight, who came all the way from Jersey to win two 250 c.c. races and the quarter-litre class of the last event. His car is a Cooper-J.A.P.



THREE TIMES a winner also was the bearded Reg Barrett, whose Norton-powered Cooper left the rest of the field standing in all the Formula 3 events.

AUTOSPORT can legitimately take some of the credit for the existence of the 250 Motor Racing Club, for it was in correspondence in these columns some two years ago that the club was mooted, gained support and was eventually founded. Since those days, the club, with its hard core of enthusiasts, has prospered, and last Saturday reached the milestone of holding its first open invitation race meeting. The circuit chosen was Brands Hatch, and the guests invited, the members of the Brighton and Hove M.C., B.A.R.C., London M.C. and West Essex M.C.

The programme consisted of seven events, two each for 250 c.c., 500 c.c. and saloon cars up to 1,200 c.c., and a finale with the Formula 3 and Class K machines out together.

With only four entries the saloon races were the least well supported—a pity because ordinary cars are always worth watching at Brands Hatch, a circuit well within their capabilities. In the end, though, the runners were reduced to three, when J. P. Turner had an accident with his Fiat on the way to the circuit. This left J. K. Bell's blue Morris Minor tourer, with Alta cylinder head, L. Scott-Wood's Austin A50 and N. W. Graham's Austin A30, with twin

250 M.R.C.

"Request the Pleasure . . ."

Three Drivers, W. Knight, R. Barrett and J. K. Bell, Win All the Races at Successful First Open Invitation Meeting

SU carburettors. But, like the 10 little nigger boys, the field was to be depleted still further, for only 25 yards from the start of their first race, the A30's throttle linkage came adrift, leaving Bell to motor gently round for 10 laps to win his own race in his own time. With help from the R.A.C. scrutineer, Fred Matthews, Graham got going again and finished four laps in arrears. In their second race, the A30 pulled away from the Minor as the flag fell and led it for the first circuit, but Bell went ahead just before Paddock at the start of the second and was never headed again, though the distance between the two cars remained constant throughout, neither being able to increase nor reduce the gap.

From the outset of the Formula 3 events there was very little doubt as to who would win them. In both cases R. Barrett's red Cooper-Norton shot into the lead and its driver had things entirely his own way all the way. In the first race he had built up almost half a lap's lead by half distance (five laps), while the second, over only seven laps, he won by 20 secs. Peter Luke, driving the other Norton-powered Cooper, just managed to take second place in the seven-lapper from M.

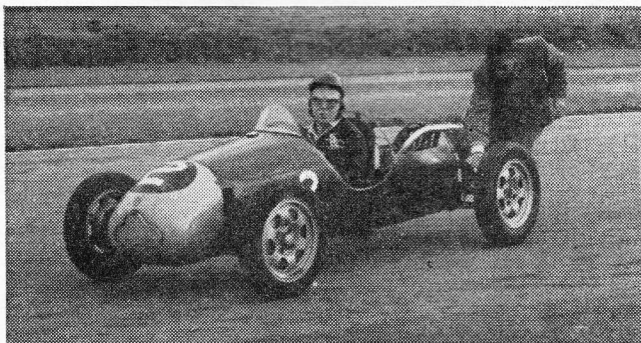
Bennett's J.A.P.-engined Staride. Luke had held this spot throughout, apart from one lap when D. H. Pollard (Cooper-J.A.P.) managed to pass him, only to disappear immediately from the fray. The first of the two races was the most closely contested as far as places behind the leader were concerned, for fighting hard for second and third spots were the four very equally matched J.A.P.-engined machines of R. Bayton (Kieft), D. H. Pollard and N. T. Bradley (Coopers) and M. Bennett's Staride. Eventually they finished in that order.

Naturally, being a 250 Club meeting, the most important events were those for the little Class K cars, powered by their cheap and, in some cases, elderly, but lovingly restored, motor-cycle engines. This point is well illustrated by the case of one driver the writer was told of, who used up three engines in three meetings—all of 1932 vintage and bought for 50s. each! At that price engines are economically expendable! At the first 250 M.R.C. meeting there was an entry of precisely three 250 c.c. cars; this time they managed to field a dozen (although only nine actually reached the line), and so many cars are either building or being planned that next year's numbers are expected to be in the 30s or higher. And to show further the enthusiasm of club members for their new form of racing, it is worth noting that Ian Watson travelled down from Leeds with his Birsay, while Bill Knight came all the way from Jersey just for the meeting. Unfortunately the twin-cylinder fuel injection Jason was not among those present.

As it turned out, it was well worth Knight's time to make the long journey, for he won both his races with little trouble and, in fact, his J.A.P.-engined Cooper proved to be the most reliable car of all. If any criticism can be made of 250 racing, judged by Saturday's events, it is that the level of mechanical unreliability is too high. In the first of their races only four of the eight starters completed the 10 laps, and in the second

(Continued on page 251)

Results	
Event 1. 250 c.c. Racing Cars (10 laps):	1, W. Knight (Cooper-J.A.P.), 52.64 m.p.h.; 2, C. B. Forster (J.B.S.-Rudge); 3, I. A. Watson (Birsay-Triumph).
Event 2. Formula 3 (10 laps):	1, R. Barrett (Cooper), 66.00 m.p.h.; 2, R. Bayton (Kieft); 3, D. H. Pollard (Cooper).
Event 3. Saloons, up to 1,200 c.c. (10 laps):	1, J. K. Bell (Morris Minor), 50.21 m.p.h.; 2, L. Scott-Wood (Austin A50); 3, N. W. Graham (Austin A30).
Event 4. 250 c.c. Racing Cars (7 laps):	1, W. Knight (Cooper-J.A.P.), 53.4 m.p.h.; 2, C. B. Forster (J.B.S.-Rudge); 3, I. A. Watson (Birsay-Triumph).
Event 5. Formula 3 (7 laps):	1, R. Barrett (Cooper), 67.58 m.p.h.; 2, P. A. Luke (Cooper); 3, M. Bennett (Staride).
Event 6. Saloons, up to 1,200 c.c. (10 laps):	1, J. K. Bell (Morris Minor), 52.22 m.p.h.; 2, N. W. Graham (Austin A30); 3, L. Scott-Wood (Austin A50).
Event 7. 250 c.c. and Formula 3 Mixed (5 laps):	F3: 1, R. Barrett (Cooper), 66.47 m.p.h.; 2, M. Bennett (Staride); 3, N. T. Bradley (Cooper). 250 c.c.: 1, W. Knight (Cooper-J.A.P.); 2, H. Pickett (J.B.S.-Rudge); 3, K. Harris (Smith-Anzani).



INTERESTING CAR was Peter Collins's first Cooper, now owned by R. F. Kerridge and fitted with a Rudge 250 c.c. engine. Here it is being pushed to the start of the last race.



ONE OF THE NEATEST 250 c.c. racing cars built specially for the job is the minute, "pram"-wheeled Birsay, with Triumph engine, constructed and driven by Ian Watson of Leeds.



" DAILY HERALD "
INTERNATIONAL TROPHY
OULTON PARK

1ST DAVID BROWN ASTON MARTIN

ALSO 2nd, 3rd, 4th, ASTON MARTIN

(Subject to official confirmation)



THE MASTERPIECE IN OILS

CORRESPONDENCE

Outburst re Mike Hawthorn

PERMISSION to disagree with Mr. Pearson, please? It is common knowledge (and supported by facts) that Mike Hawthorn is in the first half dozen of the world's Grand Prix drivers. Herrmann and von Frankenberg are really not in the same street at all, while Karl Kling never won a major Grand Prix for Mercedes-Benz. To mention Rudolf Caracciola and Lang is putting the clock back a bit, to say the least, Mr. Pearson! May I end by saying that even Fangio has commented on Mike's skill on more than one occasion?

M. J. W. IRWIN.

MERSTHAM, SURREY.

I WAS extremely interested to read Mr. Pearson's letter in which he states that Karl Kling, Hans Herrmann and von Frankenberg are, in his opinion, superior drivers to Mike Hawthorn. I should be even more interested if Mr. Pearson could inform me when any of the three drivers he mentions won either the French G.P., Spanish G.P., Sebring or Le Mans—or, if it comes to that, any motor racing "classic".

N. SYRETT.

ADDLESTONE, SURREY.

I THINK it is ridiculous to suggest, as Mr. Pearson does in the latest AUTOSPORT, that Karl Kling, Hans Herrmann and von Frankenberg are on anything like the same level as Mike Hawthorn. Karl Kling, in two years as a Mercedes-Benz driver, gained one second place, one third, two fourths and a fifth place in the *Grandes Epreuves*. In those same years Hawthorn gained one first, three seconds and a fourth place. I think this speaks for itself. As for the other two drivers they may be very good at small capacity sports car racing, as are Colin Chapman and Reg Bicknell, but this is hardly the same as G.P. racing. Mike Hawthorn has twice won a *Grande Epreuve*, thus putting himself on a level with Moss, Gonzalez, Collins and Villorosi. He may not have equalled the records of Ascari, Farina, Nuvolari and Fangio but his record of results is better than those of the three drivers mentioned by Mr. Pearson put together.

P. R. STOKER.

RUISLIP, MIDDLESEX.

MR. PEARSON'S knowledge of motor racing must be small indeed if he puts three very second-class German drivers ahead of Hawthorn. To the best of my knowledge neither Kling, Herrmann nor von Frankenberg has won a major Grand Prix, while Hawthorn has won two, against Fangio, Ascari and Moss.

M. L. FIRMIN.

SILVERTON, DEVON.

Mountains' Challenge Review

AS much as I like to read John Gott's articles, I am disappointed to find an experienced competitor say... "if" Sears would not have crashed, etc....

Also it seems that he has overlooked the main point in his tabulated results, that is, not the well-earned success of the TR3, which after all is built for such events, but that the Ford Zephyr finished best of all so-called production cars and this is a cheap car in contrast to all the expensive machinery used.

F. HARRISON.

CHESTERFIELD.

Canadian Appreciation

I FEEL I should take this opportunity to say how very much I appreciate receiving AUTOSPORT each week; most of all though, I appreciate your Airmail edition. After any important race at home a number of us here start watching the mail each day for that white envelope. More often than not, it brings with it the first bit of news that we get of whichever race it is covering. Canadian papers might as well not exist for all they ever tell us.

Therefore with great pleasure and very many thanks, another year's subscription is on its way to you.

JOHN F. FITZGIBBON.

RAMORE, ONTARIO,
CANADA.

G.P. Drivers in Sprints

ONCE again I read with regret that a Grand Prix driver has taken the honours at a small club sprint.

Whilst it is exceedingly gratifying for the promoters of club sprints to receive such entries, surely a line should be drawn and these "big boys" should remain "in their own backyard".

The average club member who enters such affairs is mostly an amateur and sprints are the only form of competition within his means.

Surely the "top liners" who have everything at their disposal are sporting enough to stay away from the "small fry", or do they compete for the sake of pot hunting?

"AMATEUR".

SUDBURY, SUFFOLK.

On Bikes at Brighton

MR. JOSEPH BAYLEY'S letter in your "Correspondence" section of the 17th August is very much appreciated by the riders mentioned, especially as your journal is basically for the motorist. All the motor-cyclists concerned, who have in the past competed at the Brighton and Hove M.C.'s Speed Trials, have done so only by the kindness of the club, and therefore, no doubt, they feel, and rightly so, that the club should have the final say if we were to be invited or not.

Since last September I have been looking forward to this year's event, only to learn a matter of two weeks ago that no motor-cyclists were to be invited, a sad blow indeed, not only to the riders but, as Mr. Bayley states, to the spectators as well. As Mr. Bayley suggests, too much of a thing gets very boring to the spectators, and to break the continuous sight of one car after another proceeding down a straight piece of road, by seeing a very few motor-cycles doing their stuff, does help to break that monotony. No one can really say that speed trials are of great interest to spectators, even if the competitors get a lot of fun out of such events.

F. J. WILLIAMS.

SALTDEAN, SUSSEX.

And On Bentleys!

IN reply to Joseph Bayley's letter of last week, I write not to start an argument as to whether motor cycles should compete at the international speed trials, but to object strongly to his second paragraph concerning the Bentley Drivers' Club and Ladies' classes. It is quite probable that he is one of those "hundreds of knowledgeable motor cycle spectators" that he writes about, but he certainly has no knowledge whatsoever of the "four wheelers".

I note with regret that he wishes to abolish the classes for the Bentley D.C. and the ladies, but his reasons are completely groundless. If Mr. Bayley still has his AUTOSPORTS, he only has to glance back over the last few years and see the names of famous lady drivers who figure in the first three places. He may also note the cars they drive, such as supercharged E.R.A.s. To call them a "bevy of clueless cuties wrecking the current boy friend's XK 120" is downright unjustifiable, and if he were to compete in a race with Miss Patsy Burt, Miss Jean Bloxham and others who race so regularly, I am sure he would have to take back what he has said.

I must admit that his description of a Bentley rather puzzled me—"arthritic pantechnicon". Well, really, that is just about the limit. Do you realize, Mr. Bayley, that a vintage Bentley has done 27.21 secs. for a standing start kilometre, and that is faster than most cars can do. Compare it with R. R. C. Walker's Mercedes-Benz 300SL time of 28.79 secs. last year at Brighton. For the standing start quarter mile Jack Williamson, in a four-seater fully road-equipped vintage 4½-litre Bentley, achieved 16.21 secs. at the B.D.C. Silverstone sprints, 1955; compare this with AUTOSPORT's figures for the Austin-Healey 100S and Jaguar XK 140 of 16.8 secs.; may I also remind you that a Bentley achieved a lap of 143.11 m.p.h. at Brooklands, and in 1950 Forrest Lycett averaged 134.755 m.p.h. over the flying kilometre.

If you were to go to Silverstone for one of the many excellent club meetings, you would notice that the vintage Bentleys have to give away many seconds in a handicap race to nearly all of today's sports cars, including XKs and Austin-Healeys, so at least the handicappers do not consider them "arthritic". If that is what you call Bentleys, then I would hate to hear what you have to say about some of our post-war cars.

BARRINGTON R. EASTICK.

SONNING-ON-THAMES, BERKS.

[Any reader having news of the whereabouts of a pre-war T.B. three-wheeler is asked to drop a postcard to the Editor of this journal.]



SMASHES

16 International Class Records at Utah

*on the Bonneville Salt Lake Flats, driven by Ken Miles of Los Angeles
and John Lockett of Claverdon, Warwickshire.*

12 hours 141.71 m.p.h.

6 hours 142.28 m.p.h.	500 kilos. 142.97 m.p.h.
3 hours 143.09 m.p.h.	200 miles 154.30 m.p.h.
1 hour 153.98 m.p.h.	200 kilos. 153.66 m.p.h.
2,000 kilos. 141.86 m.p.h.	100 miles 153.12 m.p.h.
1,000 miles 141.46 m.p.h.	100 kilos. 151.75 m.p.h.
1,000 kilos. 141.66 m.p.h.	50 miles 150.89 m.p.h.
500 miles 141.17 m.p.h.	50 kilos. 148.39 m.p.h.

10 miles 170.15 m.p.h.

This car is basically the M.G.A. chassis equipped with special two-seater streamlined body, using basic B.M.C. "B" type engine of 1489 c.c.

Numerous American class records were also broken.



Subject to official confirmation

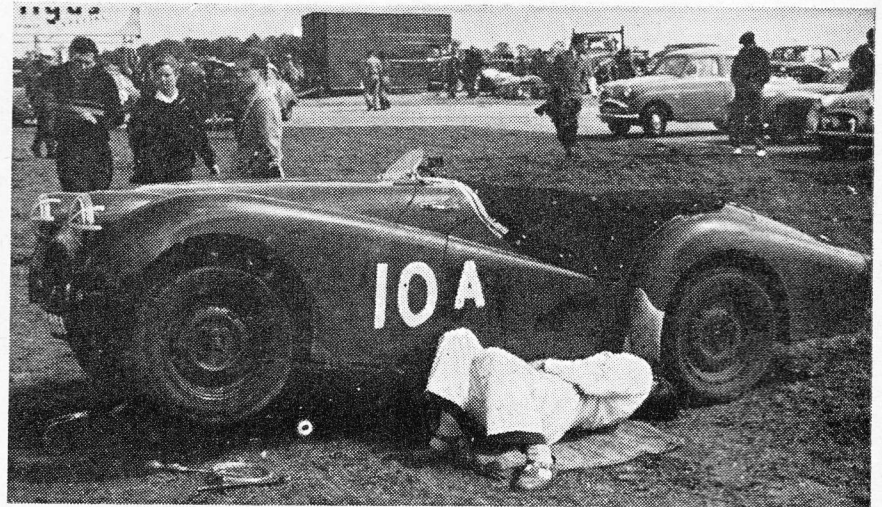
THE BRITISH MOTOR

CORPORATION LTD

Club News

By STUART SEAGER

THE London M.C. remind those who have not yet entered for this year's London Rally (21st-22nd September) that individual entries close at midnight tomorrow (25th August). However, the organizers could do with more entries for the club team award, and have extended the closing date, for this section alone, to Wednesday (29th). Hurry, now. . . . The North London E.C.C. will be holding a night navigation rally on 21st-22nd October, mainly in Hertfordshire and finishing around 2 a.m. It is a closed event but the club are offering once more their "Sports Membership" to any member of a recognized club, by which, for the payment of 2s. 6d. at least 21 days before the event, they can become members of the N.L.E.C.C. for one month and thus be eligible to compete. Applications should reach G. Bance, 11 Bath Road, Reading, Berks, by 30th September. The same club are also running a driving test meeting at Heston Aerodrome on 16th September, for members only. . . . The Cemian M.C. will be holding their eighth annual Gymkhana on 16th September at Iver Heath, Bucks, and this light-hearted event is open to any member of a recognized club. The "tests" will be laid out on a smooth grass surface, and further particulars may be obtained from F. L. Rourke, 26 Soho Square, London, W.1. . . . The Bristol M.C. & L.C.C. are holding their Naish Hill-Climb on 15th September. For those who are not familiar with the course, it has a grass surface, except for the three hairpin bends and the starting area, which are concrete. The event is open to members only, and details are obtainable from A. L. Hallpike, 2 Northumbria Drive, Westbury-on-Trym, Bristol. . . . The Darlington & D.M.C. are once again running a day of high speed trials at Croft Aerodrome, near Darlington, on 9th September. The meeting is open to members of the B.A.R.C., Yorkshire S.C.C., Newcastle, King's College, Middlesbrough, B.R.S.C.C., and Lancashire A.C., and regulations are available from D. O. Stephens, 215 Parkside, Darlington, Co. Durham. The event



IN TROUBLE during the 750 M.C. Six-Hour Relay at Silverstone, M. D. King's TR2 had to have a clutch return spring replaced during the race. With the "free relay" system, drivers were given a chance to put defects right, while a team-mate was out on the track.

comprises six 30-minute "blinds" around the 1.2 mile circuit, the cars being divided into five capacity groups for sports and touring cars, plus a class for racing cars. Entries close on 3rd September. . . . On 22nd-23rd September, the Mid-Surrey A.C. will be running their annual "200" night rally, and have invited the Mid-Thames, Surrey Sporting, Brighton & Hove, Haslemere, M.G., Healey Drivers, and Cranleigh clubs. Mileage is around 225, with starting points at Leatherhead and Brighton, finishing at Chichester. Entries close on 10th September with Mrs. O. Richmond, 154 Wickham Avenue, North Cheam, Surrey. . . . Regulations are now available for the Rally of the Dams, which is to be run by the Sheffield & Hallamshire M.C. on 13th-14th October. This is again a National event, and full details are obtainable from L. A. Wilson, c/o J. Shaw (Sheffield), Ltd., Bowling Green Street, Sheffield, 3. Starting points will be at London, Bristol, Manchester and Harrogate, with the finish in Sheffield. . . . An autocross is being held on 2nd September at Springfield Farm, near Tilton, Leics, by the Leicestershire C.C. It is open to members only, regs. being available from W. B. Hercocock, 14 Hinckley Road, Leicester. . . . Also closed-to-club is the Brands Hatch Sprint

meeting which the A.C.O.C. are holding at that circuit on 16th September. Details from B. H. Martin, 5 Parkgate Avenue, Hadley Wood, Herts. . . . On the more social side, the Mid-Surrey A.C. will be hearing a talk on rally navigation at the Queen Adelaide, Kingston Road, Ewell, at 8 p.m.

HILL-CLIMB AT ENTEBBE

THE Uganda M.C. held a successful hill-climb at Entebbe, East Africa, on 29th July. This new hill has a tarmac surface and is beautifully situated amid lawns and trees, near the shores of Lake Victoria. The meeting was Open, points counting towards the East African Drivers' Championship, and for the first time an automatic "electric eye" timing device was used, proving completely successful. Frank Brown, as usual, made the best car time of the day in his beautifully prepared Jaguar XK 120, and established a hill record in 28.1 secs. There were nearly 40 entries, including sports cars, specials and production saloons ranging from a Goggo-mobil to a Chevrolet.

L. B. ELLIS.

Results

B.T.D.: F. Brown (Jaguar XK 120), 28.1 secs.
Production Touring Cars, Up to 1,000 c.c.: M. Sultani (Dyna-Panhard), 37.35 secs.; **1,001-2,000 c.c.:** M. Ashraf (Borgward Isabella), 36.45; **2,001-3,000 c.c.:** A. Hill (Austin A90), 35.2; **Over 3,000 c.c.:** M. Durrant (Chevrolet), 33.6.
Modified Touring Cars, Up to 1,500 c.c.: S. Umedaly (Singer), 36.3; **Over 1,500 c.c.:** R. Johnstone (Triumph TR2), 31.2; **Over 2,500 c.c.:** F. Brown (Jaguar XK 120), 28.1. **Formule Libre:** F. Brown (Jaguar XK 120), 28.1. **Ladies' Handicap:** Mrs. Umedaly (Singer), 37.3. **Uganda Specials Cup:** L. B. Ellis (Triumph Spl.) and K. Mohamed (Peugeot Spl.), tie 33.75.

BLACKPOOL & FYLDE M.C.

August Rally, 19th August

Best Performance and Closed Car class: G. Haynes (Ford), 28 marks lost; **2, and Ladies' Award:** Mrs. P. Murdoch (Ford), 48; **3, and Open Car class:** J. Summers (Dellow), 69.

More Club News on page 251



GOING STRONG at the Bank Holiday Crystal Palace meeting was C. J. Lawrence's M.G. Spl. with K-type Mag-nette engine (the pre-war one!) installed, and fitted with a modern fibreglass body.

Unbeatable!

GOLDEN ESSO EXTRA

Finest Petrol in the World

"DAILY HERALD" INTERNATIONAL TROPHY MEETING

OULTON PARK. AUGUST 18th, 1956

"Daily Herald"

International Trophy

1 st	ASTON	MARTIN
2 nd	ASTON	MARTIN
3 rd	ASTON	MARTIN
4 th	ASTON	MARTIN

"SPORTING LIFE" TROPHY (1,100 c.c. CLASS)

1 st	KEITH HALL	LOTUS-CLIMAX
2 nd	CLIFF HARRISON	LOTUS-CLIMAX

Also Using Esso Extra Motor Oil

(Subject to official confirmation)

**Using GOLDEN ESSO EXTRA, exactly the same superb petrol
you can buy from your local Esso Dealer**

INGRAM



cool

shave
creams

COMBINE THEIR OWN FACE LOTIONS

Wonderful Ingram Shaving Creams—Lather and Brushless—the only pair that combine the cool comfort of their own face lotion. For the most bracing shaves ever, ask for Ingram!



COOL LATHER

The original Ingram, first in the field with a mentholated lotion for a cool, soothing shave. Concentrated for economy, Ingram gives a lot of lather and a lot of comfort.



COOL BRUSHLESS

Worthy rival to Ingram Lather, this new Brushless Ingram gives you the same coolness and comfort. The mentholated lotion protects your face from sting or bite all through the shave.

INGRAM THE ORIGINAL MENTHOLATED SHAVING CREAM

TWO NEW BOOKS ON RALLYING

Title: Sports Car Rallies, Trials and Gymkhanas.

Authors: David Hebb and Arthur Peck.

Size: 8½ ins. x 11 ins., 160 pages, many illustrations.

Price: 37s. 6d.

Publisher: Channel Press, Great Neck, New York, and obtainable in Great Britain from F. and E. Stoneham, Motor Book Dept., 79 Cheapside, London, E.C.2.

Title: Rally Navigation.

Author: L. N. Needham.

Size: 4½ ins. x 7¼ ins., 20 pages, many diagrams.

Price: 4s.

Publisher: Rally Equipment, 279 Edgware Road, Colindale, London, N.W.9.

HERE are two new publications, one from New York and the other from London, that both set out to explain rallying to the newcomer. The subject is theoretically the same for both, but largely due to their different countries of origin, the two books could scarcely be more dissimilar, and they reflect a most interesting contrast in conditions between Britain and the U.S.A. In the latter case we have a huge, prosperous nation, very motoring-conscious as far as transportation is concerned, but of which only a small minority of car-users are interested in motoring as a sport. And yet, that minority is numerous enough to justify the publication of a large, comprehensive, lavishly produced and fairly expensive book on the subject of motor rallies, with confidence that it will find a worth-while market.

On the other hand, although in Britain there is a greater proportion of the motoring public with sporting inclinations, the actual number is small enough to make the publication of a book on rallies a rather risky venture. Les Needham has therefore taken the safest course with *Rally Navigation*, and has produced an inexpensive, pocket-sized and quite unpretentious booklet, that has crammed into it just about everything the newcomer to British rallies will ever need to know. Les has spent the last few seasons winning and placing in navigational rallies of all kinds, and the 1-inch Ordnance Survey map is lucidly explained in the light of that practical experience. Plotting grid references, marking the map and even how to tell the driver where to go(!) are discussed, with useful tips pointed out all the way. While this knowledge is enough for most events, there are some rallies that use more advanced techniques: compass bearings, latitude and longitude, moving controls, spot heights, "Eight Clubs" and regularity sections—they are all made plain, and there are a few words on useful equipment as well. A most welcome and valuable little book which we can thoroughly recommend.

Dave Hebb and Art Peck, however, are writing for American readers and on opening their book, one immediately finds that our American friends are rallying under a severe handicap from the start: they have no 1-inch-to-the-mile Ordnance Survey maps and no grid reference system! In fact, the only maps in general use are those supplied by oil companies, which are on a scale of anything from 12 to 18 miles to the inch! This staggering difference means that precision map-reading, which is the very backbone of nearly all British rallies, just does not exist in the States. To the horror of this reviewer (who is a complete duffer at even simple arithmetic, but who can read a map), American rallies are almost exclusively based on elaborate time-speed-distance calculations—in fact, regularity sections of one kind or another. However, within these limitations, there are quite a few variations and "gimmicks", mainly in the form that the route instructions take, and all the possibilities are discussed at some length. There are whole chapters on average speeds, timepieces, odometers and regularity runs, and on teamwork, rally comfort, map reading (such as it is) and night rallies, which latter seem to be uncommon over there. There is also valuable information on preparation for long distance and international events, on driving tests and gymkhanas, a chapter on Concours d'Élégance and two chapters on "How to stage a rally". In addition there is a certain amount of space devoted to races, trials, hill-climbs and other variations on the motor sporting theme. For readers in America, we would say that this book, which is well-written and illustrated, covers the whole subject very thoroughly. To British readers, much of it will seem inconsequential, but there is a great deal of sound and useful information and a considerable supply of ideas for different kinds of events to the familiar ones. Coincidentally, we notice that in an appendix listing suppliers of rally equipment, there is included Messrs. Rally Equipment of London, who publish Les Needham's *Rally Navigation*!

S.P.S.



LEICESTERSHIRE VINTAGE

A NEW club, catering for Veteran and Vintage cars and motor-cycles, has recently been formed, called the Leicestershire Vintage Club. Interested parties in the area are invited to write to the Hon. Secretary, P. M. L. Biles, 115 The Fosse Way, Syston, Leicester.

ATTENTION TRIUMPH OWNERS

THE Triumph Sports Owners' Association, the organization which provides a continuous information service to all owners of Triumph TR2 and TR3 sports cars, now has over 5,000 members. Many owners have expressed the wish that local branches of the association should be formed, and several are already in operation. The latest to be started is the West Midlands branch,

Six Hours at Silverstone—continued

on to the lead for another hour, and then the Magnettes drew level. By six o'clock—with just an hour to go—they regained the lead—and then David Rees, who was out at the time, going great guns in the tiny Austin, had an L.T. lead come adrift and he stopped out on the circuit. By the time the team were circulating again, the Magnettes had swept into the lead once more (although they probably would have caught up anyway), and, alas for the Austins, before the chequered flag was out, the Triumphs, too, had caught and then passed them into second place.

So they finished in the order: Magnettes, Triumphs, the gallant Austin 7s and the exuberant team of Fords—a fine day's racing which everyone enjoyed, wherever their team came in the results list. In fact, "Jenks" was heard to say afterwards, "I don't know who's won—I don't care who's won. I've thoroughly enjoyed myself!" (The Porsche team finished 20th.)

STUART SEAGER.

DAY OUT for this group of ex-servicemen from the Star & Garter home, was a visit to the recent Bentley D.C. meeting at Silverstone, where they were given a place of honour at Copse.

★

which is for owners in Warwickshire, Worcestershire, Oxfordshire, Staffordshire, Shropshire and Herefordshire. Competitions, films, talks and events of a social nature will be arranged regularly, and all intending members should write to R. B. James, Esq., c/o Banks & James, Ltd., Much Park Street, Coventry.

CAERNARVONSHIRE AND ANGLESEY M.C.

Autocross, 6th August

Open Cars: 1, J. C. Jones (Ford Spl.), 1 min. 27.2 secs.; 2, G. Hughes (M.G. TD) 1 min. 27.5 secs.; 3 (tie), R. Williams and W. H. Blunt (Austin 7s), 1 min. 28.0 secs.

Closed Cars: 1, M. Hinde (Ford Popular), 1 min. 28.8 secs.; 2, A. McDermid (Volkswagen), 1 min. 31.0 secs.; 3, J. V. Mulooly (Standard 8), 1 min. 32.0 secs.

250 M.R.C. Meeting—continued

the ratio was three out of seven, while the leading trio in each was the same—Knight, H. Pickett (J.B.S.-Rudge) and Ian Watson with the Birsay. R. F. Kerridge had an interesting car, the Cooper with which Peter Collins started his racing career, now fitted with a Rudge engine.

In the final event of the day, both the 250s and 500s took the field together. Having no precedent to go on, they gave the quarter-litres 30 secs. start over the half-litres, but as it turned out this could have been increased quite considerably, for Barrett's Cooper-Norton was well in the lead at the end of the second lap. By the end of the third, all the 500s really in the running had passed the smaller cars, the leader of the latter again being Knight.

In conclusion it can be said that the 250 M.R.C. are away to an excellent start to their wider competition career. Run extremely efficiently by Arthur Budd and his team, and completely incident-free, this first invitation meeting will surely and deservedly bring the club to the notice of other organizers and many prospective competitors, to make future meetings even better supported and successful.

MAXWELL BOYD.

Coming Attractions

August 25th. Midland A.C. International Hill-Climb (R, S), Shelsley Walsh, near Worcester. Start, 1 p.m.

M.G.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

500 M.R.C. of Ireland Race Meeting, Kirkistown, Co. Down. Start, 2.30 p.m.

Southsea M.C. Driving Tests, Serpentine Road, Southsea Common, Hants. Start, 5 p.m.

August 25th/26th. Ollon-Villars Hill-Climb (R, S, T), Switzerland.

August 26th. Eifelrennen Meeting (S, T), Nürburgring, Germany.

Grand Prix of Caen (F1), Caen, France.

Winfield Joint Committee Race Meeting, Charterhall, Berwickshire.

Maidstone and Mid-Kent M.C. National Speed Trials, Ramsgate, Kent.

B.A.R.C. Gymkhana, Stone Cross, near Eastbourne, Sussex. Start, 2.30 p.m.

August 29th/September 2nd. Liège-Rome-Liège Rally.

September 1st. Brighton and Hove M.C. National Speed Trials, Madeira Drive, Brighton, Sussex. Start, 10 a.m.

Sunbac Race Meeting, Silverstone. Start, 11.30 a.m.

Newry and D.M.C. Mourne Race Meeting, Cranfield Aerodrome, near Kilkeel, Co. Down. Start, 3 p.m.

September 2nd. Italian Grand Prix (F1) and Coppa Inter-Europa (S, T), Monza, Italy.

Circuit of Cosenza (S, up to 1,100 c.c.), Cosenza, Italy.

Bentley D.C. Firle Hill-Climb, Firle Estate, near Eastbourne, Sussex.

Gosport A.C. Speed Trial, Eastney, Portsmouth, Hants.

Veteran C.C. Hull-Scarborough Rally and Run. Assemble, Ferensway, Hull, 9.30 a.m. Arrive, Deepdale, Scarborough, up to 3 p.m.



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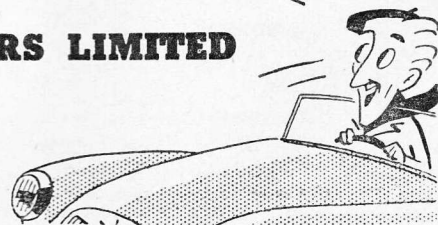
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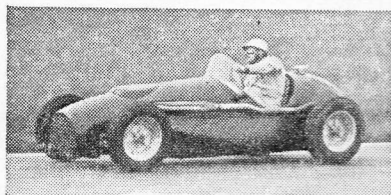
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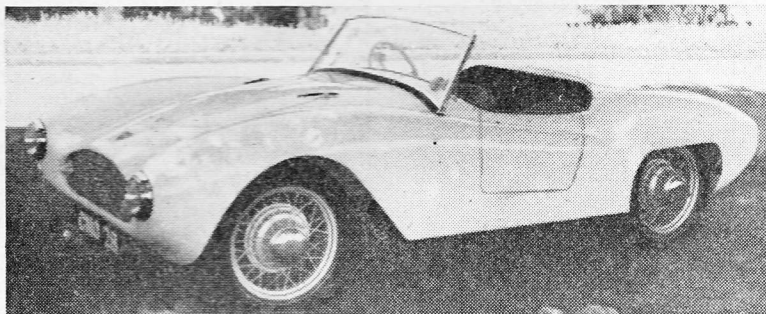
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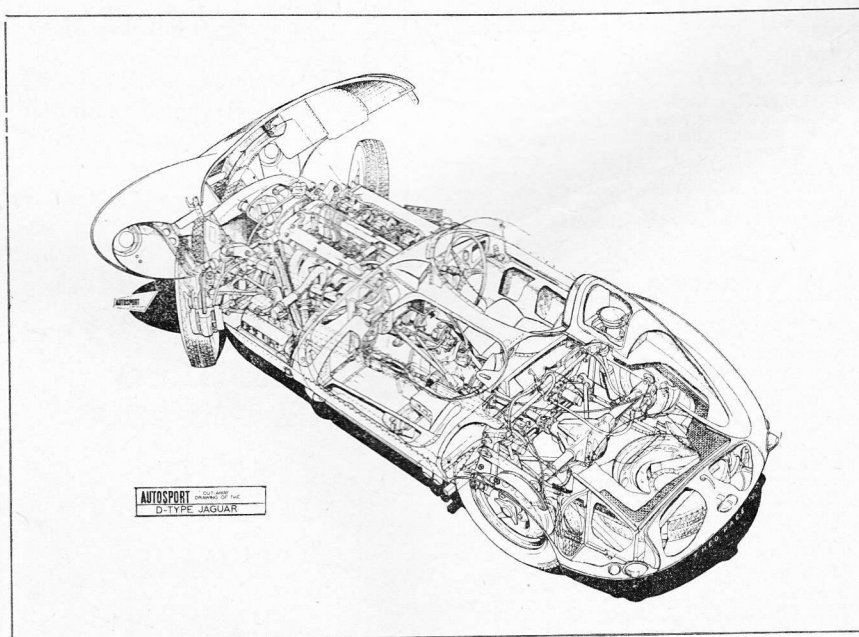
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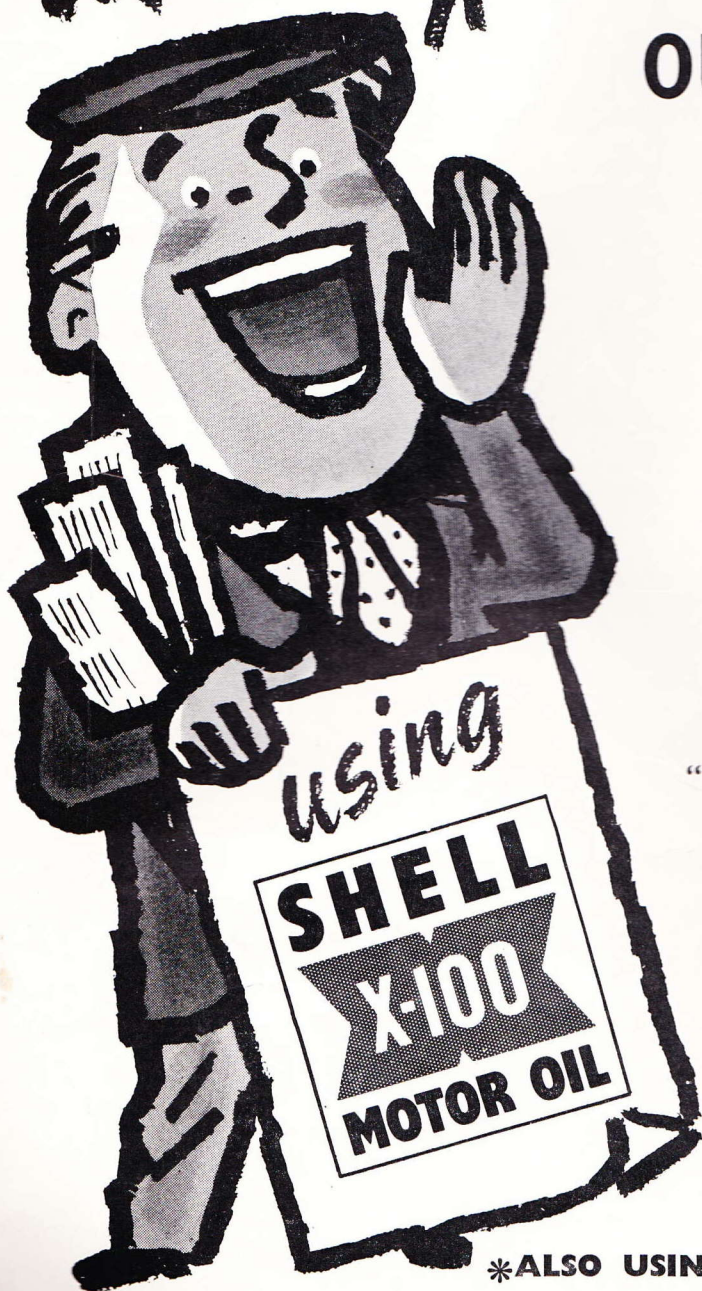
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