

# AUTOSPORT

AUGUST 31, 1956

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EVERY FRIDAY

Vol. 13 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY

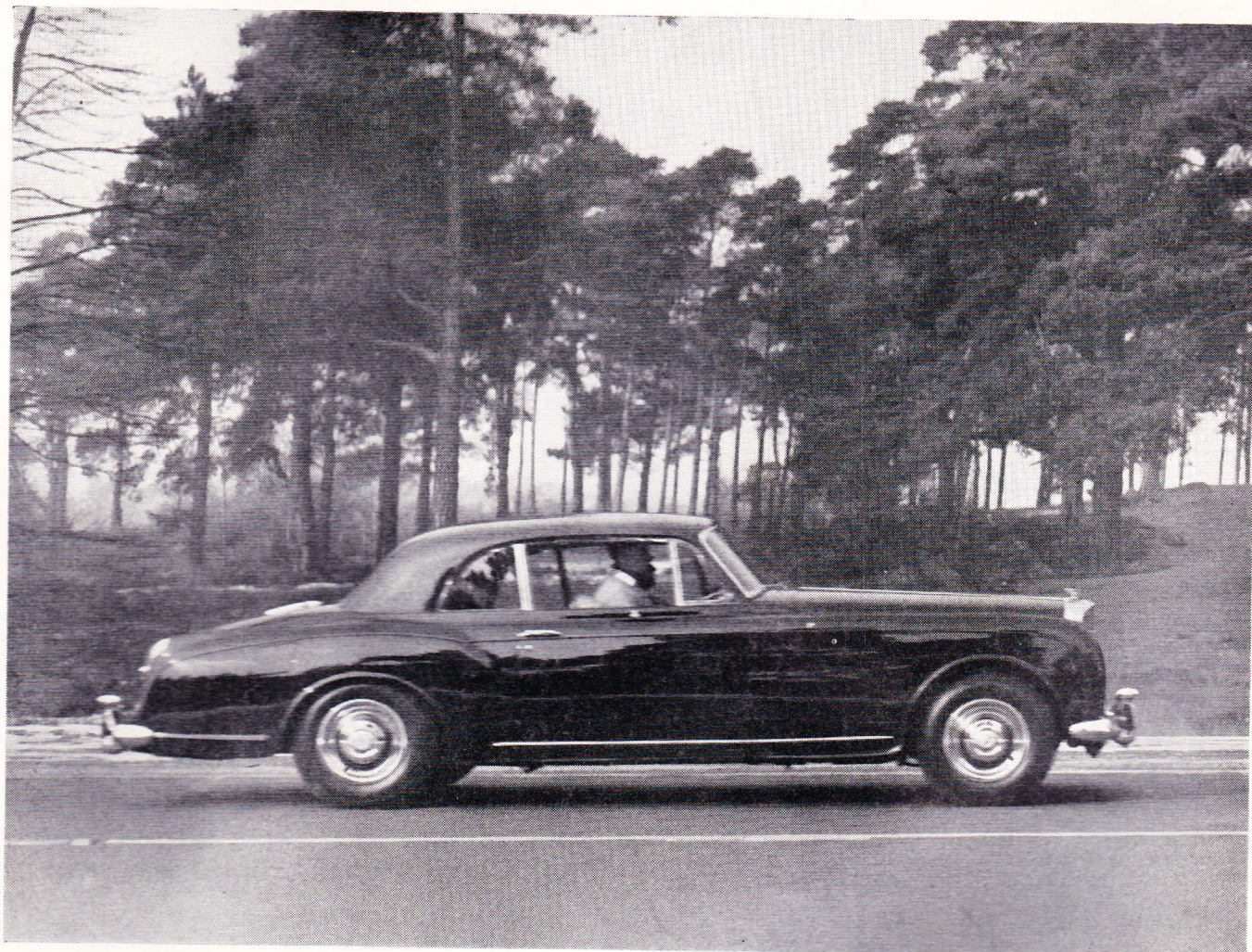


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SHELSLEY WALSH HILL-CLIMB : RACING AT CAEN, KIRKISTON AND SILVERSTONE : SWISS MOUNTAIN G.P.

JOHN BOLSTER TRIES A PAIR OF PORSCHEs : SUNDAY'S G.P. OF EUROPE : SHELBY'S 19th 1956 WIN





The Bentley Continental is a special  
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performance on the open road is quite unique. The Sports  
Saloon shown above has

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 9

August 31, 1956

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## EDITORIAL

### SERIES-PRODUCTION SPORTS CARS

THERE is little doubt that series-production sports car racing has come to stay. The introduction of the AUTOSPORT Series-Production Sports Car Championship has encouraged organizers to cater for this type of racing, and has provided the average club member with an entirely new interest. The Three Hours Race at Oulton Park on 22nd September should be an intriguing event, having much in common with the original idea of the Tourist Trophy. It is the only long-distance sports car race in Great Britain this season, and will provide spectators with the chance to watch "same-as-you-can-buy" vehicles under true racing conditions. Makes represented are A.C. Ace, Austin-Healey, M.G., H.R.G., Lotus, Jaguar, Porsche, Triumph, Swallow Doretto, Morgan, Ford and Frazer-Nash.

Regulations regarding the eligibility of machines are clearly defined, and are, in fact, being more or less adopted by several clubs as being the fairest method of defining production sports cars, and controlling the number of modifications which can be incorporated. Briefly, the AUTOSPORT regulations list the makes and types of cars eligible, and clearly state what modifications can be made. There is no insistence on definite numbers produced, as this proviso limits the activities of smaller manufacturers; the rules admit machines which have been built in series as genuine road cars, and not specifically as sports-racing vehicles. Also the cars must be fully equipped for road use, even to the extent of being provided with proper all-weather equipment and so on, while full lighting and starting equipment, as catalogued, is obligatory.

Next season, the superiority of certain makes over others will be less marked, as manufacturers themselves may be encouraged to develop their normal production cars to compete on level terms with machines in the same category, rather than construct special sports-racing vehicles which are not entirely suited to ordinary road work. This would tend to open up more markets for high-performance cars, particularly in U.S.A. where series-production sports car events are extremely popular. There are plenty of opportunities for owners of sports-racing machines to race, but up until now there has been no important event to attract drivers of production sports cars. We feel that the AUTOSPORT Championship fills this need, and does encourage the type of sports and Grand Touring-type of car suitable for everyday use on the roads, and which the majority of people will wish to acquire.

### OUR COVER PICTURE

*THREE-D IMPRESSION: A trio of D-type Jaguars caught by the camera at Tatts Corner during the sports car race of the B.A.R.C.'s Aintree Midsummer Meeting in June. In front, the tail of his car sliding momentarily on to the grass, is Ivor Bueb; behind him comes Peter Blond, while bringing up the rear is one of the blue cars of Scotland, belonging to Ecurie Ecosse.*



## PIT and PADDOCK

THAT admirable little booklet for novice racing drivers, published by the B.R.D.C. and called "A Start For Finishers—Do's and Don'ts for Dicers", is now available free to anyone who wants a copy. Write to the club at 9, Down Street, London, W.1, enclosing a stamped addressed envelope no smaller than 8 ins. x 5 ins. Applications from motoring clubs for bulk supplies will be welcomed.

IT was a pity that the first Swedish G.P. results hand-out should have placed the Raymond Flower/Fitzroy Somerset Austin-Healey sixth in the over 2,000 c.c. series sports class, when, in fact, they were third, behind the Ferraris of Kvarnstrom/Lundgren and Borgefors/Hammarlund.

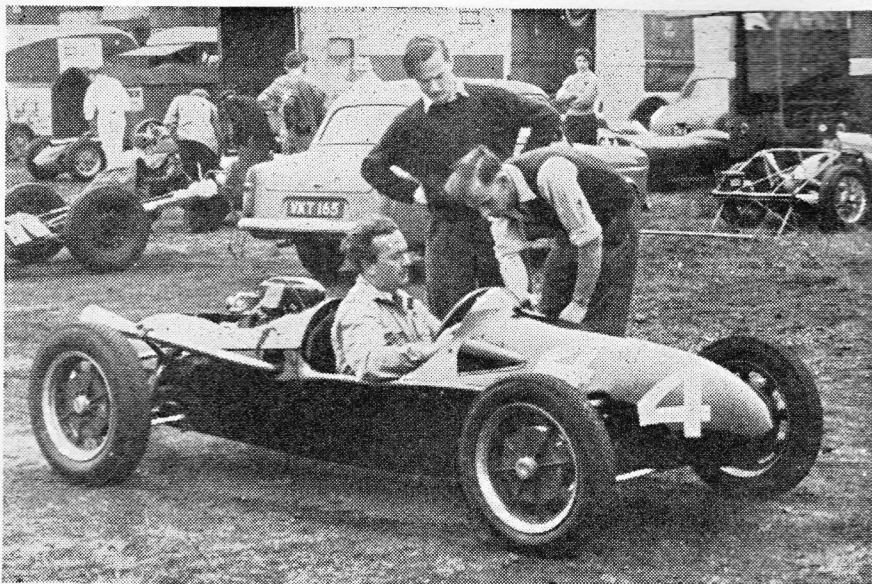
SHEILA VAN DAMM appeared on TV on 27th August, discussing the vehicle tests at Hendon with Kilburn dealer Raymond Way. Sheila put her own car through the test, which will become compulsory for all cars over 10 years old.

EXAKTA MODELS, LTD., makers of those very realistic 1904 Darracq and Rolls-Royce Silver Ghost scale model constructional kits, have now added the 1902 Peugeot to their range, at 27s. Coming shortly will be the 1906 Rover. All are metal models, to 1/24th scale.

APPOINTED to the post of Chief Designer, Rolls-Royce car division, is John Vivian Stanbury, A.F.R.Ae.S. He takes over from W. G. Hardy, who has retired after 36 years with Rolls-Royce.

RECENT 750 c.c. race at Salerno, Italy, was won by Sesto Leonardi in a Stanguellini. These cars were also second and fourth, with that Osca stalwart, Giulio Cabianca, spoiling their 1-2-3 order in the Maserati brothers' latest 750 c.c. model. Eugene Hall (Cooper-Norton) retired after 18 of the 40 laps, while the only other Cooper running, Kurt Kuhnke's, was eighth.

NOTHING like being in good time! The first entry list for the Nassau Trophy races (3rd 9th December) has already been issued by the organizers. It includes the Marquis de Portago (Ferrari), Bill Lloyd (3-litre Maserati) and Lou Brero with both Jaguar D and Ferrari.



UPSETTING THE STATUS QUO of British motor racing is Lotus designer/driver Colin Chapman, seen at Aintree recently, sampling one of the Formula 3 products of a well-known rival firm from Surbiton. He ran out of fuel on the far side of the course—but he still liked it.

HAVING received an entry from Harry Schell, the organizers of the Swiss Mountain G.P. at Ollon-Villars were incensed when he chose to race at Caen instead last Sunday, and threatened to demand his suspension by the F.I.A. Schell apparently counter-threatened to sue for damages if he was thus prevented from running at Caen. The dispute blew over, anyway, and Harry won his first Grand Prix.

STUDEBAKER - PACKARD CORPORATION, rocking on its financial foundations, has received a substantial dollar injection from the Curtiss-Wright Aviation concern.

FRANK NICHOLLS, of Elva Engineering, would like to point out (re our Six Hours Relay Race report) that it is not customary for Elva Anglias to be passed by Ford Thames vans! While conceding that the Miles/Andrew Thames was going indecently fast, the Elva car circulating at the same time (Walton's) was entered at the last moment and had to drive without a windscreen, which reduced its speed considerably. Incidentally, Elva's have just converted their seventh Ford-engined Morgan 4/4 Series II, and are claiming over 90 m.p.h. for it.

GRAHAM A. WARNER, until recently manager of the sports car department with Messrs. Carr Bros. (Garages), Ltd., at Purley, has now relinquished that post, and is opening his own business under the name of The Chequered Flag (Sports Car Specialists), Ltd., at 669 Fulham Road, London, S.W.6. (RENowN 6105.)

LAST Sunday's International Cannon Races at Karlskoga, Sweden, saw Gunnar Carlsson (Ferrari) win the main, 30-lap event by 4 secs. from the Marquis de Portago (also Ferrari), with Kvarnstrom (Ferrari) third and Michael Head (Cooper-Jaguar) sixth. P. Ashdown (Lotus) won the 1½-litre event from the Cooper-Climaxes of Thackwell, Dennis Taylor, Nellesmann and Bill Knight.

### "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

THE results of the International Shelsley Walsh hill-climb last Saturday have caused no changes of class leadership in the Championship. Ken Rudd (A.C. Ace-Bristol) has increased his already considerable overall lead, and Graham Hill (Mark XI "Club" Lotus) has closed up on J. Lawry (Lotus VI) in the 1,200 c.c. class. Provisional class placings are now as follows:—

#### Up to 1,200 c.c.

1, J. Lawry (Lotus VI), 30 points; 2, G. Hill (Lotus XI), 23; 3, J. Mitchell (Ford Anglia), 11; 4, J. Hollingworth (Lotus VI), 7; 5, J. Bekaert (Lotus VI), 4.

#### 1,201-1,500 c.c.

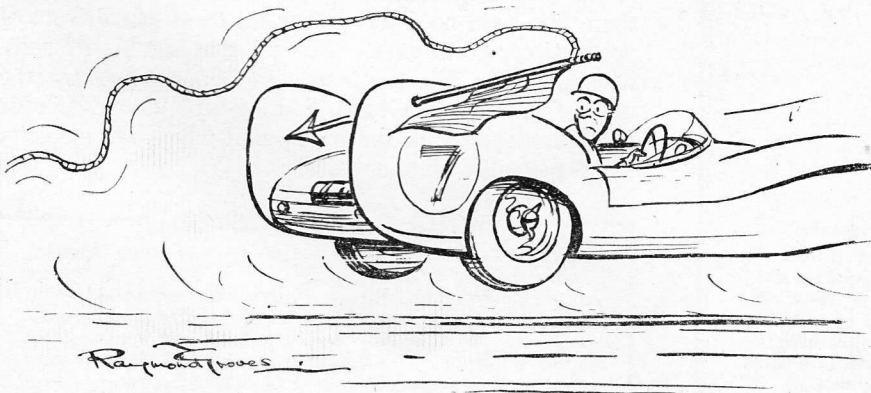
1, D. J. Calvert (H.R.G.), 38; 2, A. T. Foster (M.G.A.), 28; 3, R. W. Fitzwilliam/R. Carnegie (M.G.A.), 19; 4, S. F. Wilder (Porsche), 11; 5, P. Simpson/A. Asquith (M.G.A.), 7; 6, D. Dixon (M.G.A.), 4; 7, W. P. U. Constable (M.G.A.) and C. Shove (M.G. TD), 3.

#### 1,501-2,500 c.c.

1, K. N. Rudd (A.C. Ace-Bristol), 46; 2, S. A. Hurrell (TR2), 24; 3, R. N. Robinson (A.C. Ace), 14; 4, R. A. Hudson (A.C. Ace), 13; 5, R. J. W. Utley (Frazer-Nash), 10; 6, J. K. McKechnie (Morgan), 9; 7, D. F. Sidnell (Swallow Doret), 3; 8, M. D. Mainwaring-Evans (A.C. Ace), 2; 9, R. P. Standbridge (A.C. Ace), 1.

#### Over 2,500 c.c.

1, J. F. Dalton (Austin-Healey), 39; 2, R. C. Green (Austin-Healey), 23; 3, D. S. Shale (Austin-Healey) and P. M. Salmon (Jaguar XK 120), 16; 5, A. G. M. Kellett (Austin-Healey), 7; 6, Earl of Northesk (Jaguar XK 120), 4.





# SPORTS NEWS

## THE LIÈGE-ROME-LIÈGE BEGINS

As you read this the competitors in the "Marathon de la Route" will have covered more than 1,300 miles, and will have passed through Belgium, Germany, Austria, Italy and Yugoslavia—but they will not yet have reached the halfway stage, as the event, which started from Spa at 11 p.m. last Wednesday, 29th August, is not due to finish at Spa until 6 p.m., Sunday, 2nd September.

By that time the crews will have covered more than 3,100 miles and have been continuously on the road for more than 90 hours. The set average speed is normally 60 k.p.h. (with no distinction for c.c. or classes), which is above that required in the "Alpine", although all this year's "Alpine" passes are included, plus some unpleasant new discoveries in the area around Forcalquier in the foothills of the French Alps.

The entry of more than 100 includes all the best Continental rally drivers, such as Gendebien (Ferrari), the 1955 winner, Stasse (Mercedes), his co-driver in 1955, Cotton/Leclère, Mairesse/Genin (Mercedes 300SL), Nathan/Linge, Storez/Buchet, Strahle/Wencher (Porsche), Lauga/Lauga (Denzel), Rade-maker/Pillot, George/Guyot, Boulan/Houel, Laroche/Radix (Alfa Romeos), Monraisse/Feret, Estager/Pebrel (Renaults), Reip/Bovens (Mercedes 190SL), Guiraud/Beau and Mmes. Terray/Gordine (Peugeots).

The British entry is stronger than ever as there are 12 British crews and 19 British cars, foreign drivers preferring British vehicles being Leidgens/Rousselle (TR3) and Herzet/Meunier (Jaguar), all of whom have excellent records in this arduous event.

The R.A.C. last year won the team prize for the first time ever, and the Club has again entered a team of Simms/Ambrose (Aston Martin), Kat/Kat, Griffiths/Blockley (Triumphs), and Tommy Clarke (A.C. Aceca). The B.M.C. team of M.G.A.s crewed by John Gott/Chris Tooley, Nancy Mitchell/

Anne Hall, John Milne/Dick Bensted-Smith and Gerry Burgess/Sam Croft Pearson are running under the aegis of the M.G. Car Club. M.G.s are also driven by John Valentyn/R. Godsmark (Magnetite) and Harper/Wright (M.G.A.), whilst Heap and Jones drive a TR3, and Harris and Shaw a Borgward.

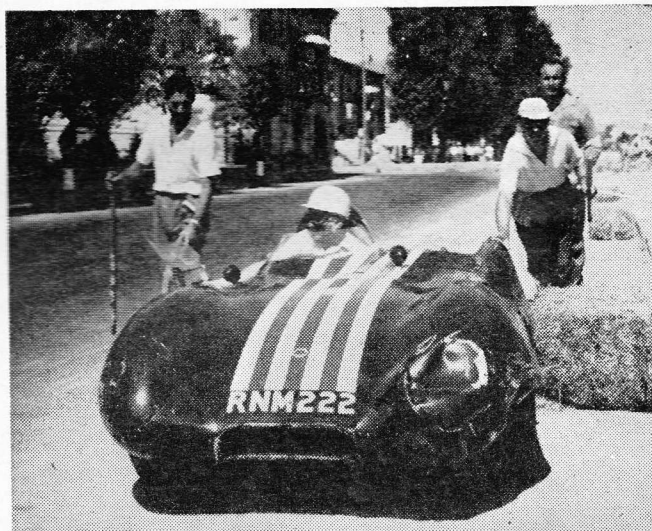
## MOBILGAS ROUND AUSTRALIA TRIAL

THE brothers Eddie and Lance Perkins, driving a Volkswagen, were announced as provisional winners of the 8,700-mile Mobilgas Round Australia Trial which finished in Sydney on 19th August. Of 83 starters, only 32 cars reached the finish enclosure, and of these five were disqualified for not having completed the full course in the specified time. The high averages required over boulder-strewn tracks gutted by washways and innumerable creek and river crossings drew a heavy toll. Provisional place getters were second, J. A. Masling (1956 Holden), and third, R. L. Foreman (Volkswagen). The latter was co-driver navigator in the winning Volkswagen with Laurie Whitehead in last year's Redex.



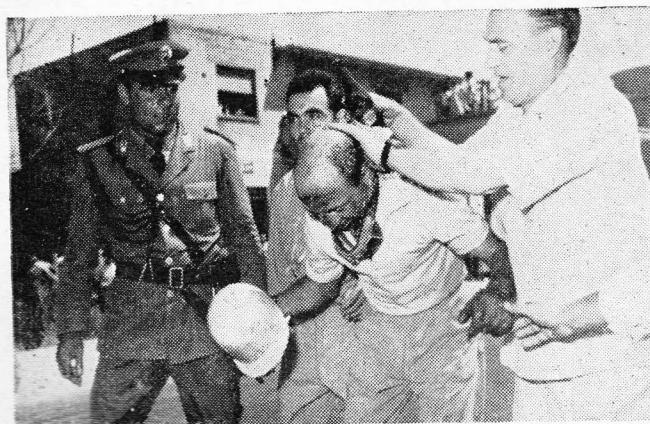
*HAPPY DAY AT PESCARA for Robert Manzoni (left) and Amedée Gordini, when the former won the sports car G.P. on the famous Italian circuit, as reported in last week's issue. Here they receive congratulations from Juan Fangio and his wife, who spectated.*

*(Below) Not a case of assault!—just Amedée Gordini administering a little personal coolant to his driver Manzoni after their fine victory.*



*(Above) David Piper's British Lotus-Climax, with distinctive markings, looks a little battered after an encounter with a straw barrier somewhere on the circuit, but he resumed racing to finish two laps behind Manzoni.*

*(Below) Only two Gordinis ran in the race, Manzoni's winning 2-litre and the 1,500 c.c. car of José Dos Santos, which finished eighth, seen below rounding a curve ahead of Alessandro de Tommaso's 1½-litre Maserati.*





# SUNDAY — THE GRAND PRIX OF EUROPE

Last Round in the 1956 World Championship at Monza—Outside Chance for Collins—Vanwall and Connaught Representation

THE final round of the World Drivers' Championship for 1956 will be fought out this weekend, in the 16th Grand Prix of Europe on the famous Monza circuit—the venue which saw the first European G.P. back in 1923. Ferrari, Maserati, Gordini, Connaught and Vanwall are all listed to take part.

With no fewer than five of the highly formidable V8 Lancia-based Ferraris entered, as against three each of Maserati, Vanwall and Connaught, and two Gordinis (so far as works teams go), it is apparent that Maranello are sparing no effort to "clean up" in this final Formula 1 *grande épreuve* of 1956. With Fangio, Collins, Castellotti, Musso and de Portago as their pilots, they have a very good chance of doing so, for Maserati are still experimenting with modified cars for this very fast event, and all does not seem too well as yet with the Trident entries. If they prove satisfactory in final tests, they will run, state Officine Maserati; if they prove wanting, the Monza classic may be run without official Maserati works representation. The marque are clearly in a weaker position than Ferrari, with only Moss and Behra as their top line drivers, with the veteran Villorosi in the third car.

If the eight-cylinder Gordinis are discounted as being too slow (despite Gordini's unexpected success at Naples and in the sports Pescara G.P.), then main opposition to the Italian marques comes from the British Vanwall and Connaught teams. The Vanwalls have been very carefully prepared, and with Schell (who stirred up the Ferraris at Rheims, remember) and Trintignant as their first two drivers, plus that sage Italian veteran Piero Taruffi in the third, the Acton machines have every chance

of doing well at Monza. The Connaughts have drivers less experienced in flat-out Grand Prix work, but none will deny the talents at the wheel of Archie Scott-Brown, Les Leston and Jack Fairman, while the latter has previous experience at Monza. Of the independents, Roy Salvadori has been outstanding this year with the Gilby Engineering Co.'s 250F Maserati.

Juan Fangio is, of course, formidable anywhere, but his record at Monza, a circuit abounding in fast curves of the type on which he excels, is matchless, with three consecutive victories in the Italian G.P., in 1953, 1954 and 1955. Another victory on Sunday, and his fourth World Championship is a certainty, but owing to the system of scoring, Peter Collins still has an outside chance of securing the title. At present the position after five events is: Fangio, 30 points; Collins, 22 points. As the best five performances count, it can be seen that if Collins secures maximum points at Monza on 2nd September, he can actually finish in front of the reigning World Champion—provided Fangio fails to score at all.

Taking the points for the best four performances from the six events staged Fangio receives 9 (German) + 9 (British) + 5 (Argentina) + 4 (Rheims) = 27. Collins gets 8 (Spa) + 8 (Rheims) + 3 (Silverstone) + 3 (Monaco) = 22. In other words, if Fangio scores no points whatsoever at Monza, he can add 3 points gained at Monaco to his score, making 30 points. If Collins finishes first he would also total 30 points—and if, in addition, he makes fastest lap, the Championship is his. However, even if Peter wins, Fangio has only to record fastest lap in any of the team cars to be Champion for the fourth time—altogether a most intriguing position!

## ITALIAN G.P. ENTRIES

**Works Nominations:** Ferrari, J. M. Fangio, P. J. Collins, E. Castellotti, L. Musso, A. de Portago (Reserve: Graf Von Trips); Maserati: S. Moss, J. Behra, L. Villorosi; Vanwall, H. Schell, M. Trintignant, P. Taruffi; Connaught, A. Scott-Brown, L. Leston, J. E. G. Fairman; Gordini, R. Manzoni, H. da Silva Ramos.

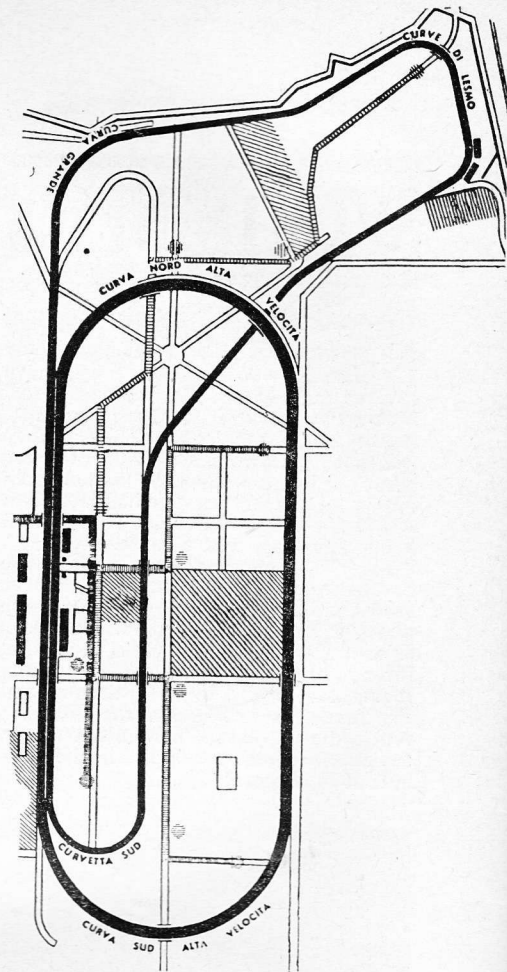
**Independents:** Maserati, R. Salvadori, B. Halford, L. Rosier, H. H. Gould, F. Godia.

## THE LATE L. C. MCKENZIE

LAST week the Bentley Drivers' Club lost a friend, and motor sport in England mourns the passing of L. C. McKenzie.

Connected with Rolls-Royce and Bentley motor cars from their very early days, Mr. McKenzie (usually known as "Mac") was seen at race meetings and hill-climbs in past years as a competitor at Vintage events in his 4½-litre Bentley named "Bluebell", and particularly since the war in his capacity as R.A.C. Scrutineer.

His familiar face and kindly advice to competitors and would-be participants in our sport will be sadly missed.



The 6.21-mile Monza track-cum-road circuit over which the G.P. of Europe will be fought.

## ERIC FINDON RETIRES

AFTER a lifetime devoted to motoring journalism, Eric Findon has retired from the editorship of *The Light Car*, and also *Overseas Engineer*. His career in journalism really began when he was invalided out of the Army during the 1914-18 war, and joined the staff of *The Light Car and Cyclecar*. After being assistant editor to Miles (now Sir Miles) Thomas, he was appointed editor when the latter joined the Nuffield group.

Eric Findon was probably the first man to broadcast motoring sport, taking part in an on-the-spot feature from Shelsley Walsh during the B.B.C.'s Savoy Hill days. He was also instrumental in introducing car relay racing, being chief organizer of the series of events staged by the Light Car Club at Brooklands in the early 1930s.

A first-class journalist, Eric Findon was known by practically everyone connected with the sport and industry. It was largely due to his persuasion that the present editor of *AUTOSPORT* left Scotland to join him on the then *Light Car and Cyclecar*, just before the Hitler war.



Eric Findon, Editor of *The Light Car* for many years.

A THROW OF THE DICE, and Peter Collins (below), passing the time at Rouen with Stirling Moss, could still be World Champion for 1956.







Photograph by Patrick Benjafield

## PORTRAIT GALLERY

### No. 54—KEITH HALL

**D**EFINITELY on the up-and-coming list of British racing drivers is 27-year-old Keith Hall. A pre-war blown M.G. Magnette was his first racing mount, but by 1953 he had joined the happy band of Formula 3 exponents, with a Cooper-Norton. Hailing from the North Country, one of the first circuits on which he appeared was naturally at Brough, west of Hull, but his activities also extended farther north to Charterhall in Scotland, and south to Snetterton, Brands Hatch and Goodwood. He gathered a satisfying number of wins and places, then joined the Border Reivers stable, driving a Cooper-Bristol with approved zest—too much, perhaps, in one case, for during the Glade Trophy race at Crystal Palace in 1954 he sustained a 100 m.p.h. crash after leading until the last lap, escaping with a broken collar-bone.

But going too fast teaches one just how fast to go, and Keith Hall in 1955 was a model of rapid consistency, winning a fine Formula 3 race at Charterhall and another at Snetterton—both of them in International meetings. This year he acquired a Lotus-Climax, with which he won both his heat and the final of the August Trophy at the recent Crystal Palace Bank Holiday meeting, being followed home by no less than five similar cars. A fortnight later he was second to Stirling Moss in the *Sporting Life* Trophy race at the rainswept *Daily Herald* meeting at Oulton Park. But Keith Hall's most pleasing achievement so far is, without doubt, his driving for Team Lotus in the 24-hour race at Le Mans—his first engagement as an official member of the factory équipe. Sharing a 1,100 c.c. car with Cliff Allison, they were going extremely well until, in the early hours of Sunday morning, Allison had the misfortune to hit a dog, which did so much damage that the Lotus had to be retired.

### BRIGHTON SPEED TRIALS

**T**OMORROW (Saturday) sees the 51st Anniversary of the ever-popular Brighton National Speed Trials, run as usual on Madeira Drive, Brighton, by the Brighton and Hove M.C. This year there is yet another record entry: 256 cars against 230 entered in 1955. Once more all the stars will be there, with the usual incredibly diverse selection of vehicles ranging from the recently introduced 250 c.c. class, to the fabulous 27,000 c.c. Swandean Spitfire Special.

Ken Wharton will defend his course record of 23.63 secs., with the E.R.A., and other entries of note include Rob Walker, Tony Marsh, Peter Gammon, George and Angela Abecassis, Peter Stubberfield, Jim Russell, Henry Taylor and Austen May. Patsy Burt is to drive Rob Walker's Grand Prix Connaught.

The morning runs will commence at 9.30 a.m. and admission to the enclosures, giving an excellent view of the course, costs 2s. 6d. or 5s.

### SUNBAC'S SATURDAY

**T**OMORROW the Sunbac Club take over Silverstone for their traditional September race meeting. Entries received exceed 150—easily a record—and there are a total of 13 races. Of these, the first three are half-hour high-speed trials, one for motor-cycles and two for series-production touring and sports cars. Other events will be contested by Lotuses, Coopers and other modern sports machines, plus 750 Austins and a goodly number of saloons. The meeting starts with the first half-hour trial at 11.30 a.m.

### SNETTERTON ON SUNDAY

**F**IVE races—F3, experts and novices, 1½-litre, and over 1½-litre sports cars, and Ford-only—make up the Snetterton M.R.C.'s programme on Sunday, 2nd September. Of the entries, totalling some 90 cars, we note the following: Russell, Parker, Lewis-Evans, Bueb, Bridger, Gammon, Ogier, Keith Green, H. C. Taylor, Ashdown . . . enough there to ensure some good racing. First race is at 2 p.m.

### THE EIFELRENNEN

**A**LTHOUGH technically International in calendar status, the type of races making up the A.D.A.C.'s Eifelrennen at Nürburgring last Sunday rendered it very much a home affair for German drivers. There were five races, three for grand touring machines in capacity classes, and two for production cars.

Rally expert Walter Schock won the over 2-litre Grand Touring event with a 300SL Mercedes, followed in by Seidel's similar but less potent machine. The works Porsche of Max Nathan headed the private ones of Schulze and Zick in the 1,300-2,000 c.c. class, while German-driven Alfa Romeo Giuliettas scored a 1-2-3 success in the under 1,300 c.c. event, Zeller leading W. Lang and Wilhelm home.

Of major interest in the 1,600-2,000 c.c. production car event was the performance of two Citroën DS19s, driven by Schwind and Seibert. These cars showed up well under the difficult conditions on the long Nürburgring, finishing second and third to Liebl's Alfa Romeo 1900. A BMW in Besier's hands led Lappe's similar car home in the over 2-litre class, at a speed almost identical to that of the 1900 Alfa Romeo.



*"First of all I was taken on a conducted tour of the factory, with full permission to photograph anything I liked. . . ." A view of the assembly shop, where surgical conditions of cleanliness prevail, as throughout the Stuttgart works.*

ON the morning after Le Mans, most people lie late abed. Not so this busy journalist, however, and by nine o'clock the Dauphine was making its usual rapid and silent progress towards Paris. Some three hours later, the car was locked up in a garage at Orly, and Bolster was staggering aboard a Lufthansa aeroplane, in which he instantly fell asleep. At Frankfurt-am-Main, he was awakened by an air-hostess, who made guttural German noises in his ear. The somnambulist was guided to another, smaller

## JOHN BOLSTER TRIES

plane, and soon he was sleeping his way to Stuttgart.

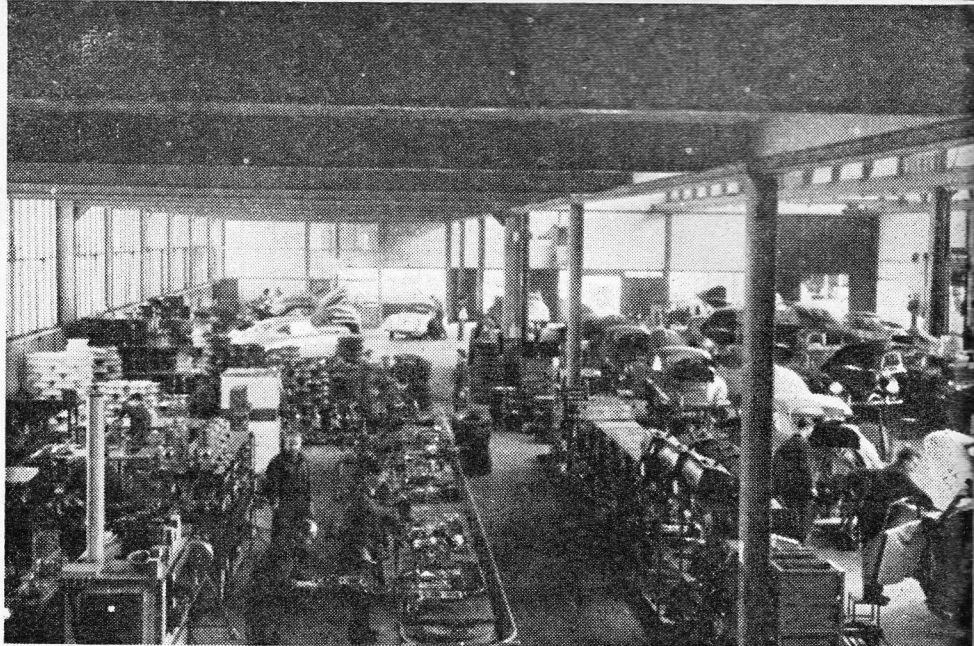
The reason for all this haste was exciting enough. I was to have the loan of a Porsche "Carrera", with the four-camshaft engine, for one whole day, and on the morrow, I was to take over a 1,600 "Super". Early in the morning, I was waiting outside the factory for the doors to open and reveal "my" Porsche. Well, wouldn't you?

First of all, I was taken on a conducted



tour of the factory, with full permission to photograph anything I liked (in contrast to another well-known Stuttgart car manufacturer!). Let me say, at once, that I was immensely impressed with what I saw. For instance, every mechanic has to undergo an apprentice's course lasting four years. The whole process of building cars is done under surgical conditions of cleanliness, and each man has his tools laid out on a felt pad in a predetermined order; there are no loose spanners on the bench or on the floor.

Every engine has at least four hours on the test bench, during which records are made of every facet of its performance, such as dynamo output at all speeds, for instance. Unlike the practice of other manufacturers, Porsche b.h.p. figures are always taken with the dynamo and cooling fan "on load". The



## A PAIR OF PORSCHEs

*A Visit to Stuttgart, and impressions of a 1600 "Super" and a "Carrera"*

four-camshaft engine for the Carrera and the Spyder has a test bench routine involving 48 hours of running. All steering gears are run in for a lengthy period on a special machine, which operates night and day. Every finished car then has 10 hours testing on the road.

It will thus be seen that in this works, the standards of the best Edwardian

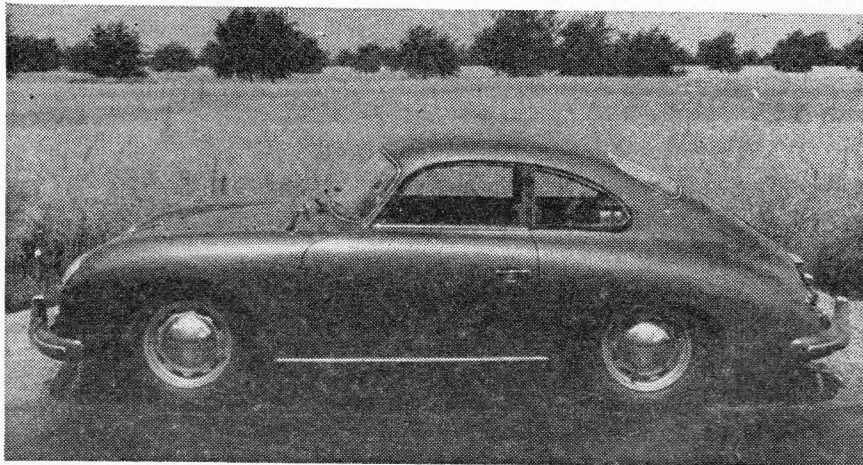
marques are still observed, though they have long been forgotten elsewhere. You would think that, with all this trouble, the Porsche would be a good car, and how right you would be!

Although I was to test the Carrera and the 1,600 Super on separate days, it will be easiest, I feel, to describe them in a single narrative. The point is that the chassis and bodies of both cars are identical, and only the power units differ. Thus, a double description would be tedious.

Porsche bodies are of pressed steel construction, and are made outside by a large mass-production firm. They are incorporated with a rigid box-section frame, and the whole presents an exceedingly solid structure. Having regard to its very small size, the little coupé is in fact quite a heavy car. The front wheels are on trailing arms, and at the rear there are swing axles. Torsion bars, laminated in front, are the suspension medium, and the dampers are telescopic. Since last year, the rear dampers have been re-positioned, and now have a vertical instead of an inclined location.

The short engine is behind the swing axles at the extreme rear of the car, and the four-speed, all-synchromesh gearbox is ahead of them. Both engines are flat-fours, with air-cooling by forced draught. They are equally compact, and the Carrera, in spite of its complexity, is

**THE CARRERA,** Porsche's production competition car, with 1,498 c.c. four-overhead camshaft engine giving 100 b.h.p. at 6,200 r.p.m., which Bolster found "was perfectly docile and well-behaved throughout". On the left, the completely functional and unadorned frontal aspect. (Below) The side view, showing how compact this 6 ft. 11 ins. wheel-base, 16½ cwt. car is.





about 15 lb. lighter than the Super.

The Super is a relatively straightforward unit. It has pushrod-operated overhead valves, but differs from the standard type in having roller-bearing big ends, and pistons which provide a compression that is one ratio higher.

The Carrera has a slightly de-tuned version of the famous engine from the 550 Spyder. It has four shaft-driven overhead camshafts, two plugs per cylinder, and two double choke, down-draught carburettors. Very much oversquare, it has a capacity of 1,498 c.c., and has a continuous output of 100 b.h.p., or 115 b.h.p. if you take off the fan and dynamo. It does its best work in the 6,000 r.p.m. band, and naturally produces little power at low speeds.

The Super is a complete contrast. With a large stroke and a capacity of 1,582 c.c., it has a much flatter power curve. It develops 75 b.h.p. (88 b.h.p. without fan and generator), but in the middle of the range it gives considerably more power than the four-knocker job. There



**THE 1600 SUPER:**  
(Above) The view most ordinary road motorists will see of this 1,582 c.c. 75 b.h.p. coupé—a model which Bolster, a past Porsche critic, found “completely without vice”.



(Left) “The driving position of the Porsche is superb” says the author, while “all the controls are correctly placed and work beautifully”.

is a real surge of power at 3,500 r.p.m., and one normally drives between 3,500 and 4,500, though I plead guilty to touching 5,500 r.p.m. in top.

As a competition car, the Carrera is obviously the job, but for road work I prefer the Super. The latter is, in fact, the quicker of the two from a standstill to 60 m.p.h., taking about a level 10 seconds compared with the 10.4 or so of the “racer”. Of course, the Carrera has more “steam” once the revs rise, and has 10 m.p.h. more maximum speed. Nevertheless, it requires almost constant use of the gear lever, while the bigger engine is surprisingly flexible.

The Carrera is a perfectly practicable touring car, and is not excessively noisy for a sporting vehicle. I took a delightful journey in it, which embraced every sort of road condition. Leaving Stuttgart, I joined the Autobahn, which I followed almost as far as Karlsruhe. The traffic was heavy in places, but that 90 m.p.h. third gear gave me the mastery of anything on wheels. When, on occasion, the rev-counter swung around the 7,000 mark in top gear, the little low coupé gave a tremendous impression of sheer speed, the next obstruction suddenly seeming to fly towards one, though the powerful brakes were always able to cope.

Turning off the Autobahn, I made my way to Baden Baden for lunch. The best motoring journalists seem to eat their way round Europe, but I must confess that menus written in German are largely incomprehensible to me. I therefore chose the dish with the longest and most unpronounceable name, and it was delicious. However, I can never get over the sorrowful, couldn't-care-less

attitude of the typical German waiter, especially after the friendliness and encouragement of his opposite number in France.

After lunch, I took the Carrera into the Black Forest, where the road winds steeply, up and down hill, with every sort of surface and corner. Owing to a “helpful” German, who didn't know his links from his rechts, I got thoroughly lost but visited some wonderful old villages. It was a memorable day's motoring, in a car which, in spite of its competition background, was perfectly docile and well-behaved throughout.

The next day, I performed another enjoyable tour in the Super, which is a quieter and more flexible car. Perhaps its most remarkable feature is the top gear acceleration above 80 m.p.h., and the way it flashes past the “hundred” mark seems quite unnatural for a 1½-litre machine. First and second speeds have similar ratios to those of the Carrera, but the greater torque of the bigger engine makes this car easier to take off the mark. Third and top are higher, for lower r.p.m. Owing to the crowded state of the Autobahn, I was unable to take the necessary series of readings in both directions to construct the usual graph, but the car feels definitely livelier than last year's model.

It is, however, in suspension and road-holding that the new Porsche shows the greatest improvement. That “tail-heavy”

(Continued on page 274)

#### SPECIFICATION AND PERFORMANCE DATA

**Cars Tested:** Porsche 1600 Super fixed head coupé, price £2,138 including import duty and P.T. Porsche Carrera fixed head coupé, price £2,866 including import duty and P.T.

**Engines:** (Super) Four-cylinders 82.5 mm. x 74 mm. (1,582 c.c.). Flat-four, air-cooled with pushrod operated inclined valves. Plain main crankshaft bearings and roller big ends. 8.5 to 1 compression ratio. 75 b.h.p. at 5,000 r.p.m. Two Solex down-draught carburettors. Coil and distributor ignition.

(Carrera). Four-cylinders 85 mm. x 66 mm. (1,498 c.c.). Flat-four, air-cooled with four overhead camshafts driven by two vertical shafts. Roller main and big end bearings. 9 to 1 compression ratio. 100 b.h.p. at 6,200 r.p.m. Two twin-choke Solex down-draught carburettors. Twin-plug ignition with two distributors and two coils.

**Transmission:** Single dry plate clutch and four-speed (all synchronized) gearbox with central control, in unit with rear-mounted engine and spiral bevel final drive.

Ratios: (Super) 3.60, 5.00, 7.79, and 14.07 to 1. (Carrera) 4.85, 5.40, 7.79, and 14.07 to 1 (other ratios optional).

**Chassis:** (Both). Welded pressed steel box type frame, reinforcing pressed steel body. Independent front suspension by trailing arms and laminated torsion bars. Swing axle rear suspension with circular torsion bars. Telescopic dampers all round. Bolt-on disc wheels, fitted 5.60-15 ins. Michelin X tyres on Super; 5.90-15 ins. Continental tyres on Carrera. Hydraulic brakes, 2L.S. in front, 123 sq. ins. braking surface.

**Equipment:** 12-volt lighting and starting. Speedometer, rev-counter, temperature and fuel gauges, oil and ignition lights, radio, heater, and all usual equipment.

**Dimensions:** Wheelbase, 6 ft. 11 ins.; track, front 4 ft. 3½ ins., rear 4 ft. 2 ins.; overall length, 12 ft. 11½ ins.; width, 5 ft. 5½ ins.; height, 4 ft. 3½ ins. Turning circle, 36 ft. Weight, (Super) 16 cwt. 73 lb.; (Carrera) 16 cwt. 58 lb.

**Performance:** (Super) at 5,500 r.p.m. Top 110 m.p.h., 3rd 79 m.p.h., 2nd 51 m.p.h., 1st 28 m.p.h. (Carrera) at 7,200 r.p.m. Top 120 m.p.h., 3rd 95 m.p.h., 2nd 66 m.p.h., 1st 37 m.p.h. (see text).



## SWISS MOUNTAIN GRAND PRIX

# DAETWYLER (SPORTS FERRARI) IS FASTEST

BAD weather in this 1956 "summer" is clearly not exclusive to Britain. The race at Caen was spoilt by pelting rain, while at Ollon-Villars, in last Sunday's Swiss Mountain Grand Prix, cold, wet and misty conditions made the lot of competitors and spectators there an unenviable one.

Run as a form of substitute for the cancelled Swiss G.P. at Berne, an excellent entry came in for this International event, which promised to revive something of the old glories of Continental hill-climbing. Featuring in the programme were Maurice Trintignant (Ferrari), Maglioli (Maserati), our own Ken Wharton, with the works Ferrari he was due to drive at Shelsley the previous day, Von Hanstein (Porsche) and the Swiss experts Willy Daetwyler and "Tulo" de Graffenried.

In morning practice before the start last Sunday Umberto Maglioli took his Grand Prix Maserati up in 5 mins. 5.7 secs.—an unofficial record for the 4.9-mile climb, beating Daetwyler's 1953 figure by 2 sec. But in the afternoon heavy rain fell unrelentingly, and record breaking was clearly out. Zurich driver Daetwyler drove his 3-litre Ferrari brilliantly over terrain familiar to him, and none could approach his best time of 5 mins. 38.7 secs., an average of 52.83 m.p.h. Running in the same class, for over 2-litre sports cars, Trintignant managed second best in 5 mins. 47.3 secs.,

Rain and Mist Keeps Times Down at Ollon-Villars—Maglioli (G.P. Maserati) Second, Von Hanstein (1½-litre Porsche) a Fine Third

and Ken Wharton was third with 5 mins. 59.7 secs.

Maglioli carried off the racing class with ease in his Maserati, covering the distance in 5 mins. 42.5 secs., with wheels spinning fruitlessly much of the way. Second and third, with old 1½-litre supercharged Maseratis were two Swiss drivers. Maglioli's time was closely approached by Hüsckle Von Hanstein, who weaved his 1½-litre Porsche Spyder up the grade in 5 mins. 42.8 secs., winning his class easily from the Oscas of Jenny and Chiron. The 2-litre sports class was won by de Graffenried (Maserati) from Canonica (Maserati) and a BMW, while three Swiss-owned Coopers carried off the first three places in the up to 500 c.c. racing class. In the up to 1,100 c.c. sports class, Gérard Crombac (Lotus) took third place to a Moretti and a DKW.

### Provisional Results

**B.T.D.:** W. Daetwyler (3-litre Ferrari), 5 m. 38.7 s.; 2, U. Maglioli (2.5-litre Maserati), 5 m. 42.5 s.; 3, H. Von Hanstein (1½-litre Porsche), 5 m. 42.8 s.; 4, M. Trintignant (3-litre Ferrari), 5 m. 47.3 s.

**International Sports Cars:** Up to 1,100 c.c.: 1, Branca (Moretti), 6 m. 15.3 s.; 2, Tacier (DKW), 6 m. 28.5 s.; 3, G. Crombac (Lotus), 7 m. 31.5 s. **1,101-1,500 c.c.:** 1, H. Von Hanstein (Porsche), 5 m. 42.8 s.; 2, Jenny (Osca), 5 m. 51.1 s.; 3,

Chiron (Osca), 5 m. 59.8 s. **1,501-2,000 c.c.:** 1, E. de Graffenried (Maserati), 5 m. 58.1 s.; 2, Canonica (Maserati), 6 m. 43.3 s.; 3, Markowski (BMW), 6 m. 54 s. **Over 2,000 c.c.:** 1, W. Daetwyler (Ferrari), 5 m. 38.7 s.; 2, M. Trintignant (Ferrari), 5 m. 47.3 s.; 3, K. Wharton (Ferrari), 5 m. 59.7 s.

**Racing Cars: Up to 500 c.c.:** 1, Habegger (Cooper), 5 m. 53.6 s.; 2, Gilomen (Cooper), 6 m. 0.8 s.; 3, Krattiger (Cooper). **501-1,100 c.c.:** 1, Kaufmann (Cisitalia), 7 m. 5.3 s.; 2, Mathe (Porsche-Bardahl), 6 m. 5.1 s.; 3, Leuenberger (Cisitalia), 6 m. 7.4 s. **Over 2,000 c.c.:** 1, Maglioli (Maserati), 5 m. 42.5 s.; 2, Sommerhalder (Maserati), 6 m. 18.3 s.; 3, Witzig (Maserati), 6 m. 29.9 s.

**Production Touring: Up to 750 c.c.:** 1, Borer (Fiat 600), 8 m. 8.5 s. **751-1,000 c.c.:** 1, Meyer (DKW), 7 m. 25.5 s. **1,001-1,300 c.c.:** 1, Poncet (Fiat TV1100), 7 m. 23.7 s. **1,301-1,600 c.c.:** 1, Wagnon (Borgward), 7 m. 42.2 s. **1,601-2,000 c.c.:** 1, Favre (Alfa Romeo), 6 m. 47.0 s. **2,000-2,600 c.c.:** 1, Reinhard (Jaguar 2.4), 6 m. 45.4 s. **Over 2,600 c.c.:** 1, Heuberger (BMW), 6 m. 15.9 s.

**Special Production Touring: Up to 750 c.c.:** 1, Hugli (Fiat-Abarth), 7 m. 3.9 s. **751-1,000 c.c.:** 1, Fischer (Renault), 6 m. 12.6 s. **1,001-1,300 c.c.:** 1, Grandjean (Renault S), 6 m. 0.1 s. **1,301-1,600 c.c.:** 1, Macchi (Skoda S), 6 m. 25.6 s. **1,601-2,000 c.c.:** 1, Schild (Alfa Romeo), 6 m. 6.2 s. **2,001-2,600 c.c.:** 1, Juillard (Healey), 6 m. 34.4 s. **Over 2,600 c.c.:** 1, Perzaol (Studebaker), 6 m. 43.5 s.

**Production Sports: 1,001-1,300 c.c.:** 1, Ringgenberg (Alfa Romeo), 5 m. 57.3 s. **1,301-1,600 c.c.:** 1, Beyer (Porsche), 5 m. 56 s. **1,601-2,000 c.c.:** 1, Patthey (A.C.-Bristol), 5 m. 44.3 s. **2,001-2,600 c.c.:** 1, De Tscharnier (Ferrari), 5 m. 58.3 s. **Over 2,600 c.c.:** 1, Scherrer (Mercedes-Benz 300SL).

## NEW FROM CANLEY

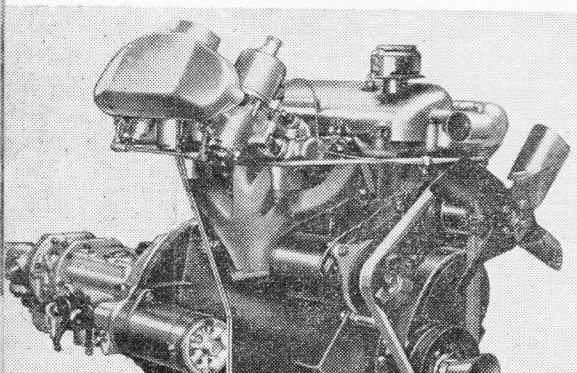
ANNOUNCED this week-end are two new cars from the Canley, Coventry, factory of the Standard Motor Company. The first, and most important, is the Standard Vanguard Sportsman—virtually a Grand Touring version of the Phase III Vanguard—which has the well-known engine of 2,088 c.c., but producing in this case 90 b.h.p. at 4,500 r.p.m. This increase gives the car a maximum speed of between 90 and 100 m.p.h. in overdrive top, 82 m.p.h. in direct top and 65 m.p.h. in overdrive second. The overdrive unit on the two higher ratios of the three-speed gearbox is standard equipment. During factory tests the Sportsman has achieved acceleration figures of 9 secs. for speeds

of 10-30 m.p.h. and 30-50 m.p.h. in direct top, 15 secs. 0-60 m.p.h. through the gears, and has run the standing quarter mile in 20.7 secs. A fuel consumption figure of 28-32 m.p.g. is claimed. The engine is a four-cylinder unit, having a bore and stroke of 85 x 92 mm., and a compression ratio of 8 to 1. Twin SU Type HD 6 carburettors are fitted. In the U.K., the Vanguard Sportsman is priced at £820, plus Purchase Tax of £411 7s., making a total of £1,231 7s.

The other new Standard model is the Estate Car version of the Phase III Vanguard, with a normal 2-litre engine, and a maximum speed of 84 m.p.h. in spite of its capacity for large loads. Acceleration of 0-50 through the gears is reached in 16 secs., and the fuel consumption ranges from 28-34 m.p.g. according to driving and load conditions. The Estate Car has four side doors, as well as upper and lower doors at the rear, and when the rear seat is folded down, 50 cu. ft. of luggage space is available. The home price of this vehicle is £765, plus £383 17s. Purchase Tax, a total of £1,148 17s.



THE SPORTSMAN (right), as seen in the paddock during the recent Silverstone Six Hours Relay Race.  
(Below) The twin-carburettor 2,088 c.c. four-cylinder engine gives 90 b.h.p.







# A GRAND PRIX FOR HARRY SCHELL

*Franco-American Wins Caen G.P. with Maserati—Bad Luck, but a New Circuit Record, for Roy Salvadori*

of Manzon, Da Silva Ramos, Simon and the ex-motorcyclist Burggraf, two old four-cylinder Ferraris in the hands of Lucas and Pedini, Paul Emery's Emeryson, and W. F. Morice in a 2-litre Cooper-Bristol. It was a pity a Connaught or two, or a Vanwall, could not have raced there, while on their way to Monza, for victory should have been well within their grasp.

Roy Salvadori rocketed off the line to seize an immediate lead, and his second lap at 147.007 k.p.h. beat Moss's 1954 record figure with a Maserati of 144 k.p.h. Behind came Schell and Manzon, but trouble stalked early amongst the field. Robert Manzon had no "Pescara" luck this time, and pulled into the Gordini pits for a long halt with trouble, while his team-mate, Da Silva Ramos, retired early in the other eight-cylinder car with clutch trouble. Horace Gould ran off the road, and was thrown out of his Maserati, dislocating an arm. Bruce Halford, too, met misfortune, striking a straw bale hard at a turn, and damaging his car.

Salvadori maintained a steady advantage of about 1 min. over Shell, and soon the first pair had lapped the rest. Simon lay third in one of the older six-cylinder Gordinis, followed by Rosier and Manzon, striving to regain lost time.

Then came a violent rainstorm, rendering already oily and rubberized turns intensely slippery. Rosier spun off the road, his Maserati scattering the local gendarmerie as it charged their depot backwards! Manzon, too, gave up, and Roy Salvadori spun helplessly, stalling his engine. That let Schell through, and when Salvadori at last got going, Simon was close behind. Salvadori then made a pit stop, eventually resuming the race to finish third, a lap behind winner Harry Schell. Paul Emery had retired, and Burggraf found himself fourth in his first Formula 1 race, ahead of Jean Lucas (Ferrari) and West Countryman W. F. Morice, who kept his lesser-powered Cooper-Bristol going steadily to the end.

The Grand Prix was preceded by a series of modified touring car races, in which Blanchet (Panhard), Lauga (Denzel) and Defrasne (Mercedes-Benz 300SL) won their classes.

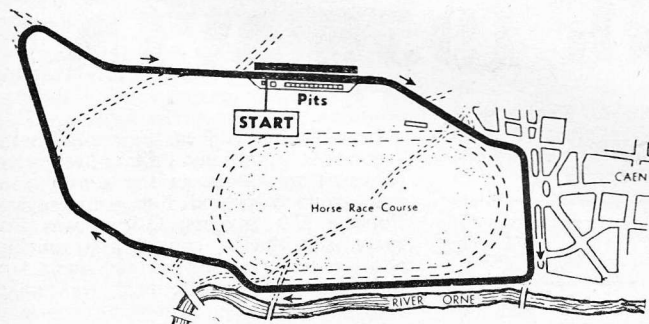
## Provisional Results

**G.P. de Caen (70 laps, 153.23 miles):** 1, Harry Schell (Maserati), 1 h. 54 m. 19.8 s., 80.34 m.p.h.; 2, Andre Simon (Gordini), 1 h. 55 m. 29.1 s.; 3, Roy Salvadori (Maserati), one lap behind; 4, Georges Burggraf (Gordini), two laps behind; 5, Jean Lucas (Ferrari), five laps behind; 6, W. F. Morice (Cooper-Bristol), nine laps behind; 7, A. Pedini (Ferrari), 15 laps behind.

**Fastest lap:** Roy Salvadori, 147.007 k.p.h. (91.35 m.p.h.). **New circuit record.**

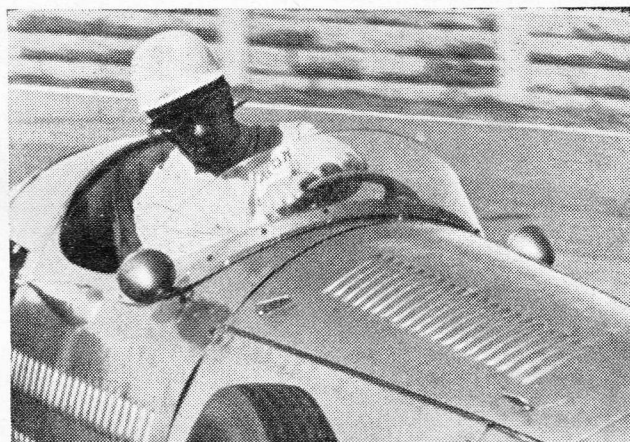
A WELCOME win came the way of that dogged trier Harry Schell last Sunday, when the Caen Grand Prix for Formula 1 cars was run off over 70 laps of the 2.2-mile Circuit de la Prairie. He was driving, not a Vanwall, unfortunately, but a Maserati. Second came André Simon in a Gordini, and third was Roy Salvadori with the Gilby Engineering's Maserati, in which he led the race comfortably at first, and broke the circuit lap record, formerly held by Stirling Moss (Maserati).

The entry for the 153.2-mile race included the Maseratis of Schell, Salvadori, Gould, Rosier and Halford, the Gordinis



**CIRCUIT DE LA PRAIRIE:** The 2.2-mile road course over which last Sunday's G.P. de Caen was staged.

**LEADER** in the early stages, Roy Salvadori (right) broke Stirling Moss's 1954 lap record, and finished third with a Maserati.



## MORE ROSKILDE RACING

DENMARK'S Roskilde Ring is becoming as busy a circuit as is Britain's Brands Hatch. They held a two-day meeting there on 18th/19th August, and plan another for 9th September, while during the closed season the circuit will be extended to a mile and a quarter, making it more "Brands" than ever. For last week's meeting, Arthur Owen was there again with his Cooper-Climax, as were André Loens (Loweno and Maserati) and Ray Thackwell, the New Zealand Cooper exponent, while over on holiday, watching the fun, was Stan Ridgeway of Coopers. Saturday was devoted to sorting out the heats of the various classes: "midgets", as the Scandinavians persist in describing Formula 3 cars, grand touring, production sports, and sports cars in various capacities.

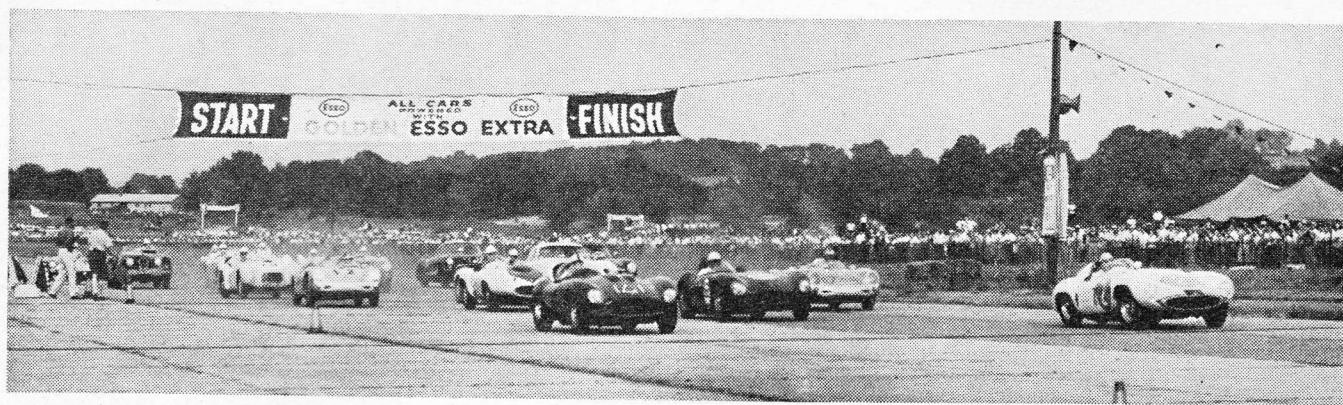
On Sunday the rains came, with a vengeance, making the track as slippery as soap, but 16,000 spectators nevertheless turned up to see the final fought out. Sven Andersson (Cooper) won the F3 event from Loens and Poul Rasmussen of Denmark, driving an Alfa Dana, whatever that may be. The Dane Jorgenson was fourth in a Cooper and fifth came P. Meub of Germany, again in a Cooper.

Voigt Nielsen (Porsche Carrera) won the under 2-litre Grand Touring event from Kronegard's Porsche, an Alfa Romeo, and two more Porsches. The over 1,600 c.c. series-sports car race saw Bengt Martensson's Ferrari head Robert Nellemann's Allard, two Austin-Healeys and a Triumph home, while Martensson also took the over 2-litre Grand Touring event, cosier this time inside a 300SL Mercedes-Benz coupé. Wolfgang Seidel

from Germany was there, taking fifth in another 300SL.

The under 2-litre sports car race produced a very cosmopolitan result, with American Bill Williams winning in a Porsche Spyder, New Zealander Raymond Thackwell (Cooper-Climax) being second, André Loens, who has variously been called a Frenchman, an Englishman and a Belgian, third in his French-blue Maserati, Torben Strand of Denmark (Cooper-Climax) fourth, and Briton Arthur Owen of Jersey (Cooper-Climax) fifth. A final mixed handicap brought a win for K. Runa Ericsson of Sweden in an Alfa Romeo, followed in by Nielsen (Porsche), Martensson (Ferrari), Bengtsson (Porsche), Liljeros (Austin-Healey), Thackwell (Cooper), Nellemann (Allard) and Sprensen (Austin-Healey).





**THEY'RE OFF!** (Above) Paul O'Shea, No. 2 Monza Ferrari, jumps into the lead at the start of the main event, but Carroll Shelby, No. 141 Ferrari, was soon with him as they raced to the turn. Sandwiched between is Bill Lloyd (Maserati) who finished in second place.

**A WOMAN ALONE:** (Right) Denise McCluggage, the only distaff driver of Race No. 5, follows Gordon MacKenzie through the chicane. The two staged a neck-and-neck battle for several laps.



## MOTOR RACING AT MONTGOMERY, N.Y.

# SHELBY'S 19th 1956 WIN

New York, 23rd August.

**D**RIVING with great skill, Carroll Shelby (Ferrari) crossed the line at Montgomery airport 16 seconds ahead of Bill Lloyd (Maserati) to receive his 19th victor's flag for 1956, a truly enviable record. Paul O'Shea, at the wheel of a Ferrari for the first time, finished third and was only five seconds from being lapped by the Texan. Although Shelby has done nothing but win races this year, he is not leading on National Championship points because, while he has stuck with the same marque, he has not driven in the same class in each race. Last week in Seattle, Washington, for instance, he drove in Class C Modified, at Fort Worth in Class D Modified.

The event was organized by the New York Region of the Sports Car Club of America, and sponsored by the Montgomery American Legion. Less than a month ago the abandoned airfield was knee-deep in weeds and completely deserted. By race week-end a miracle had been performed: the area was neatly trimmed and thousands of useful haybales were salvaged from the weeds; two miles of snow fencing circled the course; communications connected every point of the field; grandstands, timers-and-press stand, food stands and rest facilities were erected, and the pits and paddock areas properly numbered for all cars. Every detail had been thought out carefully. During practice on Saturday, Bill Lloyd said, "I've never enjoyed a day before a race quite so much. We can practice as long as we like. Usually we're lucky to have 10 or 12 laps. And nothing has been overlooked as far as

organization is concerned. Everyone is relaxed and happy. It's great!" Such was the feeling of most of the drivers. This was the first sports car event

By RUTH SANDS BENTLEY

Photographs by Ozzie Lyons

ever held in Orange County and the enthusiasm of the local people was extraordinary, 12,000 spectators turning out last Sunday. Dan Mallon, Commander of the Montgomery American Legion and co-chairman of the S.C.C.A. races, not only followed every instruction of the hard-working New York Region officers in readying the course, but he did an outstanding publicity job, utilizing every newspaper and radio station within a 30-mile radius of his home town with its 1,063 inhabitants. Located only two hours from metropolitan New York, Montgomery should in time surpass all other venues as a crowd-gatherer.

In order to keep the 1.85-mile course from seeming dull, two chicanes were constructed with haybales: one is a semi-circular curve midway along the second straight; the other, a vicious S, with the first turn being a tight hairpin and slowing cars almost to a stop. The chicanes were responsible for slower lap averages, safer racing, spectator safety along the main straightway, and driver dexterity.

The last race of the day—40 laps for winners of various races during the day—attracted 22 starters, with the fastest

qualifiers—Shelby (Ferrari), Lloyd (Maserati) and O'Shea (Ferrari)—on the front row. Anthony Palmer-Morewood (Ferrari) was alone in the second row, and grouped behind him were several Porsche 550 Spyders. O'Shea was first away, but Shelby caught him quickly, and the two barrelled into the sharp turn neck-and-neck. On the back right-angle turn, O'Shea's mount broke away briefly, letting several cars pass as it gyrated. Coming to rest, O'Shea saw his friend Shelby, now far ahead, giving him the "good boy" sign for keeping the car on the road. Although he fell back to eleventh position, he climbed to sixth next time around, and reached third position by lap 4. But Shelby and Lloyd were far ahead of the field, and were already lapping stragglers.

Running in fourth place, Tony Palmer-Morewood (Ferrari) was not moving quickly enough to suit pit manager Bob Said, and as the latter held up his blackboard he raised and lowered his foot, giving the driver the "lead foot" sign. But Tony was unable to follow instructions. The Mondial's brakes had not been relined since Sebring 1954 and were almost non-existent. Tony was shifting down many yards before reaching the first marker, but driving as well as he could under the circumstances, knowing that the hot little 550 Porsches were moving ever closer. By lap 7 Shelby had a 19.5-second lead over Lloyd; Lloyd was pulling away from O'Shea; and O'Shea was leaving Palmer-Morewood far behind. Vilardi (PBX) stopped at his pits on lap 9; Bastrup (Lotus) overtook Symes (dis-



braked Austin-Healey); and next lap Shelby's pit crew showed him a big zero, indicating nothing within striking distance. Shelby lapped Morewood on lap 14, leaving only Lloyd and O'Shea on his own lap. Next round Lloyd thrilled the spectators in the grandstand when he came upon much traffic in their area and cut through the cars in dogleg pattern.

Lacking a blackboard, Shelby's crew were using the red metal cockpit cover from his Ferrari for signalling him. White chalk on red enamel was quite effective. The Texan, however, could be excused for forgetting such a small item as a blackboard, for he has been a very busy man. Only the week-end before in Seattle—more than 3,000 miles from Montgomery—he was racing at Seafair, then he dropped south a thousand miles and began four days of record attempts on the Bonneville Salt Flats. On Friday, driving an Austin-Healey with Roy Jackson-Moore, he broke 28 records at Bonneville before dashing for a plane, flying all night, and reaching Montgomery in time for a few laps of practice.

The three leaders stayed on the same lap throughout the race; but, two laps behind, the Porsches of Michael Marshall of Coral Gables, Florida, and Donald Sessler of Lancaster, Ohio, displaced the brakeless Ferrari of Palmer-Morewood for fourth position and staged a hair-raising duel. In his eagerness to conquer the other 550 Spyder, Marshall brushed chicane hay bales lap after lap until finally safety marshal Frank Miller raised one finger to indicate "One more time and you're blackflagged". Marshall understood, and the hay-bruising ceased, but the fierce Porsche duel continued to the very end, with Marshall winning in an almost photo-finish.

Shelby showed the calibre of his driving when he won the 40-lap main event at an average speed of 70.4 m.p.h., after having won the 20-lap fourth race at the same average speed of 70.4 m.p.h. Only a maestro can achieve that!

#### Overall Results

1, Carroll Shelby (3.5 Ferrari), 63 m. 143 s. (70.4 m.p.h.); 2, Bill Lloyd (Maserati 300S), 63 m. 31.2 s.; 3, Paul O'Shea (Monza Ferrari), 64 m. 47.8 s.; 4, Michael Marshall (Porsche 550S), 2 laps behind; 5, Don Sessler (Porsche 550S), 2 laps behind; 6, Anthony Palmer-Morewood (Ferrari Mondial), 3 laps behind; 7, Len Bastrup (Lotus

Mark IX); 8, Bob Grossman (Porsche 550S).

Sixteen of the 22 starters finished.

In the first race, Pupulidy's Porsche 1300S completely dominated the 18 cars, all of Class G Production category. He finished the 20 laps in 37 mins. 33.4 secs. for an average speed of 59.1 m.p.h. Kerr's Alfa Giulietta was second in 38 mins. 4 secs., and Brown (M.G. TC) third in 39 mins. 24.9 secs.

The second race, for 22 cars in Classes F, G and H modified, was one of the fastest of the day, for it brought to the grid the new 150S Maserati of Bill Procter, no less than five Porsche 550 Spyders, a Lotus Mark IX and a Mark XI, and a variety of other rapid machinery. Sagan (Porsche), starting in pole position, kept first place until midway through the race when he spun, letting Procter pass. Sessler (Porsche) was third. Sagan regained first spot two laps later and finished 18 seconds ahead of the Maserati, at an average speed of 66.8 m.p.h. Pauley (Osca), running fifth, made a pit stop next to last lap. Charles Cunningham of Brunswick, Maine, seemed to be having trouble with his new Lotus Mark XI, but despite his pit stop he still won third place in his class behind Bastrup (Lotus Mark IX) and Nerney (Abarth). Vilardi (PBX) won Class H.

In the third race of 22 entrants, for Classes E and F Production, Soderstrom (Porsche 1600), in pole starting position, saw his best friend, Underwood (Porsche Carrera), catch up from twentieth grid position and beat him by 48 seconds. Clapp (Porsche Speedster) and Wagenhofer (Porsche Speedster) finished second and third in Class F; Cochran (Porsche 1600) and Norwood (Arnolt-Bristol) were second and third to Soderstrom in Class E. Frank Wagenhofer, the only local driver of the day, very generously turned his VW showroom and garage over to the Club for technical inspection and race headquarters, completely depriving himself of any paying business he might have attracted for three days.

The fourth race, for Classes C, D and E modified, brought roaring machinery to the starting line, and had as its honorary starter René Dreyfus, former racing champion of France and now owner of Le Chantecclair Restaurant. As in the main event, Shelby (Ferrari), Lloyd (Maserati) and O'Shea (Ferrari)

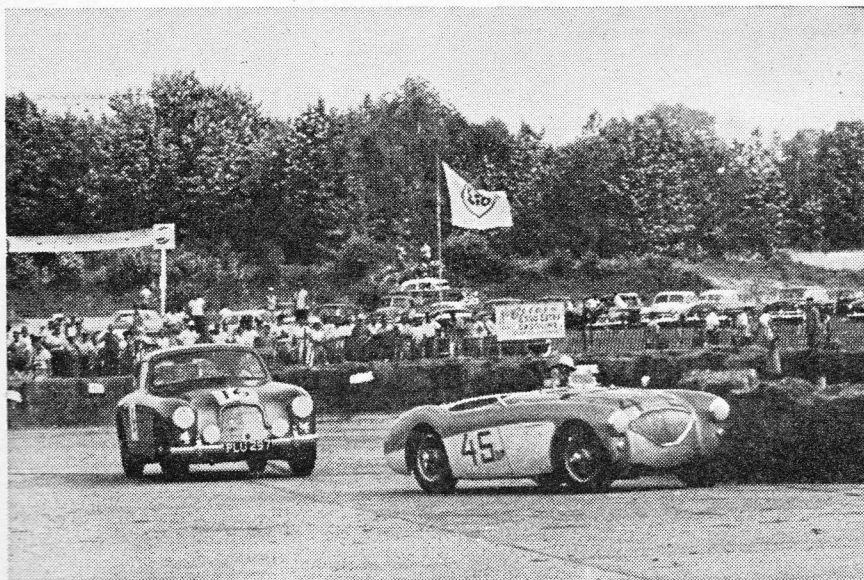
led the field, with Shelby winning Class C, Lloyd Class D and Palmer-Morewood Class E. George Constantine's new Jaguar "D", running in fourth place, retired after two laps when the clutch failed to engage. This saddened his wife, Mary, who had planned to drive the "D" in the ladies' race.

The Class C Production race attracted 15 Jaguars and five Corvettes, with McCarthy (Corvette) taking an immediate lead. By lap 5 he had a 17-second lead over Carter (XK 140MC) and Bleustein (Corvette), but the latter's rear right tyre blew coming through the S-chicane of that lap, putting him out of the race. Carter began trimming down the distance between his Jaguar and the Corvette, and by lap 11 had narrowed it to 13 seconds. According to those who were near the chicane, however, McCarthy, despite his wide lead, was taking the hairpin much too quickly and leaving rubber on the concrete, probably the reason his tyre blew as he was nearing the end of the 17th lap. Carter went on to win by 9 seconds from Rubin (XK 140MC) who was six seconds ahead of Kessler (XK 140MC).

Bill Spear was honorary starter for the 25 lap sixth race, featuring 11 Austin-Healeys, three Mercedes-Benz 300SLs, and two Aston Martin DB2 4s. It was three Mercedes all the way with O'Shea holding a wide lead over Flynn, who was pursued by Fleming. Constantine (Aston Martin) passed Major Geitner in the leading Austin-Healey while on lap 6, but three laps later stopped on the back straight when the Aston's throttle linkage unhooked. Geitner resumed fourth spot with Colgate (Austin Healey) and Andrews (Austin-Healey) next. O'Shea averaged 64.6 m.p.h. in Tilp's Mercedes and finished 33 seconds ahead of Flynn who was only 2 seconds in front of Fleming. Major Gil Geitner's Austin-Healey was the only other car on the same lap with the three German cars; he finished one minute behind Fleming. Paul O'Shea, who will be driving his own Mercedes-Benz 300SL at Elkhart Lake in the six-hour race in September, will have as his co-driver Phil Hill. When O'Shea sent in his entry blank recently and came to the questionnaire about races won, O'Shea proudly put for Hill: Winner of the Grand Prix of Sweden.

The Powder Puff Derby drew four distaff drivers. Denise McCluggage, of the *New York Herald Tribune*, drew last position on the grid but was first shortly after Bert Wheeler dropped the flag. Denise drove in her very first sports car race earlier in the day, the Class C Production event, and staged a duel with one of the boys. Now she was driving extremely well and running away from Peggy MacKenzie (Jaguar XK 120), Anise Ash (M.G.A.), and Barbara James (TR3) in her Jaguar XK 140MC convertible. Because of the difference in the cars, Chief Scorer Joe Lanet handicapped them. The girls all drove well and put on a good show, with McCluggage finishing 21 seconds ahead of MacKenzie, 74 seconds ahead of Ash, and 85 seconds ahead of James—but the handicap brought the difference down to 4½, 15 and 17.

**ONWARD ASTON!** In the sixth race George Constantine (Aston Martin) is about to pass Gil Geitner. Although Constantine passed, he retired a few laps later.







## THE OCTAGON AT SILVERSTONE

### M.G. Car Club Meeting Rainswept but Successful

DESPITE all that this wonderful English summer could do to make motor racing a penance instead of a pleasure, some 70 assorted vehicles, ranging from a 1932 J2 Midget to a 300SL, actually faced the starters at various times last Saturday to make the M.G. Club's Silverstone meeting an enjoyable and successful affair. To contend with such a large and varied entry the organizers had no option but to resort to very short handicap races for the bulk of their programme, but the intelligent commentary supplied by Mike Llewellyn and Keith Hale kept spectators fully informed of actual race positions throughout the six hours that the meeting occupied, and so minimized the disadvantages of this type of contest.

The early races seemed to show that the handicapping was of a very high order, although, inevitably, a few cars upset the calculations by proving considerably faster or slower than was expected, but the freak storm, which turned the whole of Silverstone into a muddy river in a matter of seconds towards the end of the day, would have defeated the efforts of an electronic brain. Admittedly a wet track sorts out the sheep from the goats among the drivers, but conditions like that put the tortoise on an equal footing with the hare where the cars are concerned and, to complete the menagerie, make a monkey out of the best handicapper in the world. On the whole the standard of driving was good, particularly as a number of the competitors were completely inexperienced; those whose first day out it was can now certainly consider themselves baptized!

Proceedings opened with a one-hour blind (for the purist, high speed reliability trial), which produced the only massed grid start of the day, with the faster boys out in front to get a clear run. The schedule speeds were well chosen, as shown by the fact that slightly less than half the actual starters managed to qualify, and the event looked very like a long-distance race in miniature. M. G. Dickens appeared to be whipping his slightly hotted M.G.A round just as fast as it would go, using all the available road, and sometimes a wee bit more, to lap the entire field by his penultimate tour. Colin Shove and Keith

Hale kept very close company the whole way in their standard M.G.As, and amused themselves and everyone else by continually passing and re-passing, finally crossing the line with no more than a tyre-section between them. Noble, Chisholm and Copley-May drove steadily and fast to land first-class awards with their M.G.As, as did Freeman with his ZA Magnette and Yeoman with his YB saloon. Tony Woodward used a lot of road to complete a lap more than his target in his TC, and M. B. Hawke crackled round nobly in a beautifully maintained J2 of 1932 vintage, restrained from overdoing things by his father in the pits, to achieve his target of 30 laps with ease. Toll's M.G.A went waltzing at Woodcote on three occasions, assisted by a shower of rain just after half-time, and Wheaton's similar car shed a plug lead early on and could not make the grade on three cylinders. The driver did not come in to investigate for fear of losing more time than he could make up. There were four retirements, due to big-ends on Perry's Y saloon and Harris's TA, total loss of

ONE HOUR TO GO. Eight M.G.As, three Magnettes and a lone TF face the starter at the front of the grid for the hour-long reliability trial.

coolant on Bolwell's TC, and a collapsed front wheel bearing on Moreton's TA.

This entertainment being complete, racing in earnest opened with Heat 1 of the Novices' Handicap, the definition of a novice for this heat being a driver who had never been placed. Michael Moreton had fitted a new wheel bearing to his TA, after the defection of its predecessor early on in the "blind", and was the virtual limit man, starting from the 25 seconds mark but with a credit lap. This meant that as soon as he moved from the line he was leading the race, a position which he never relinquished, winning by 3½ secs. (much to his apparent surprise) from John Palmes in a TC who had left the start 15 secs. after him, also with one credit lap. Third place was taken by J. Randall with a very rapid Healey Silverstone, which he drove excellently from the 30 seconds mark; fourth was W. L. Simpson's TC from the same mark as Palmes, finishing six seconds behind the latter, and fifth, two seconds later, came Needham's ZA Magnette. The only serious incident of the day occurred early in this race, when D. M. Westley's TR3 overturned at Copse

### Provisional Results

**1-Hour High Speed Trial (M.G. cars): First Class Awards:** P. Chisholm (M.G.A.), V. J. Copley-May (M.G.A.), M. G. Dickens (M.G.A.), K. Hale (M.G.A.), J. M. Noble (M.G.A.), C. Shove (M.G.A.), G. W. Freeman (ZA Magnette), G. A. Lawrence (TC), F. A. Woodward (TC), H. S. Yeoman (YB), M. B. Hawke (J2). **Second Class Awards:** M. Toll (M.G.A.), A. H. B. Swan (TA), I. M. B. Cooper (PA).

**Race 1. 5-Lap Novices' Handicap. 1st Heat:** 1, M. P. Moreton (M.G. TA), 54.66 m.p.h.; 2, J. J. Palmes (M.G. TC); 3, J. Randall (Healey Silverstone). **Fastest lap:** J. Randall 1 m. 25.6 s., 68.43 m.p.h.

**Race 2. 5-Lap Novices' Handicap. 2nd Heat:** 1, D. J. Hodgeton (Morris Minor), 47.20 m.p.h.; 2, M. E. Morris (M.G. TA); 3, P. G. Boshier-Jones (M.G. TF 1500). **Fastest lap:** P. G. Boshier-Jones 1 m. 32.4 s., 62.65 m.p.h.

**Race 3. 15-Lap Inter-Centre Championship Handicap Relay Race (M.G. cars):** 1, Midland Centre, M. G. Dickens (M.G.A.), P. J. Simpson (M.G.A.), W. E. Needham (ZA Magnette), 60.97 m.p.h.; 2, South-Eastern Centre, K. Hale (M.G.A.), C. Shove (M.G.A.), S. G. Cobban (TF 1500).

**Handicap Relay Race (cars of any make):** 1, M. D. King (Triumph TR2), R. White-Smith (Triumph TR2), R. C. O. Picton-Turbervill (Triumph TR2), 62.70 m.p.h.; 2, S. G. Young (Parson), W. L. Simpson (M.G. TC), C. L. Bannister (Mercedes 300SL).

**Race 4. 5-Lap Handicap (Closed M.G. cars):** 1, W. E. Needham (ZA Magnette), 59.63 m.p.h.;

2, H. S. Yeoman (YB); 3, G. W. Freeman (ZA Magnette). **Fastest lap:** N. K. Williams (ZA Magnette), 1 m. 32.0 s., 62.92 m.p.h.

**Race 5. 5-Lap Handicap (Open M.G.s, excluding M.G.A.):** 1, F. A. Woodward (TC), 57.70 m.p.h.; 2, M. P. Moreton (TA); 3, G. A. Lawrence (TC). **Fastest lap:** S. G. Cobban (TF 1500), 1 m. 28.4 s., 65.48 m.p.h.

**Race 6. 5-Lap Scratch Race (M.G.A. cars):** 1, P. J. Simpson, 63.72 m.p.h.; 2, C. Shove; 3, M. J. Reid. **Fastest lap:** P. J. Simpson, 1 m. 26.6 s., 66.85 m.p.h.

**Race 7. 5-Lap Handicap (Closed cars, any make excluding M.G.):** 1, P. J. Telling (Standard 8), 48.42 m.p.h.; 2, D. J. Hodgeton (Morris Minor); 3, F. E. Oldham (Ford Zephyr). **Fastest lap:** C. L. Bannister, 1 m. 27.0 s., 66.52 m.p.h.

**Race 8. 5-Lap Handicap Novices' Final:** 1, G. A. Lawrence (M.G. TC), 54.74 m.p.h.; 2, R. Gray (M.G. TC); 3, T. S. Rogers (M.G.A.). **Fastest lap:** J. Randall (Healey Silverstone), 1 m. 29.4 s., 64.75 m.p.h.

**Race 9. 5-Lap Handicap (Open cars, any make excluding M.G.):** 1, J. Randall (Healey Silverstone), 59.12 m.p.h.; 2, R. Randall (Morris 8); 3, S. G. Young (Parson). **Fastest lap:** J. Randall, 1 m. 33.2 s., 62.11 m.p.h.

**Race 10. 10-Lap Handicap M.G. Final:** 1, T. S. Rogers (M.G.A.), 57.78 m.p.h.; 2, R. M. D. MacGregor (M.G. ZA Magnette); 3, G. A. Lawrence (M.G. TC). **Fastest lap:** P. J. Simpson (M.G.A.), 1 m. 33.4 s., 61.98 m.p.h.





**DOUBLE MARCH!** (left). Two competitors race along the pits to hand over their batons in the relay race.

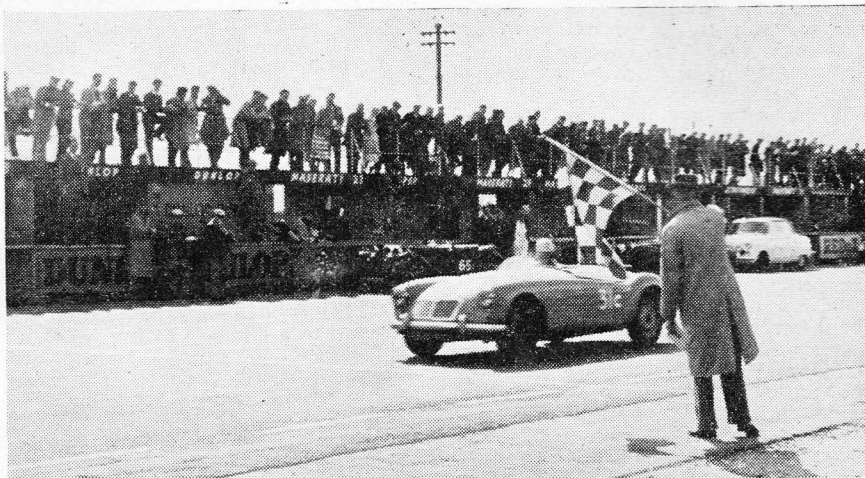
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**TAKING THE FLAG** (below) is P. J. Simpson (M.G.A) to win for himself and his team the M.G. Inter-Centre Championship Relay Race.

and then righted itself after demolishing 10 or 12 feet of a wall with the driver still in the cockpit. The car was a very sorry sight, but happily Westley was not badly hurt, a possible broken collar bone being, apparently, the worst injury he suffered.

Race 2 was the second heat of the Novices' Handicap, this one being for drivers who had never raced before. They were very unlucky to be greeted by rain when they came to the line, which meant that comparatively few of them reached the final later in the day, the field for which was drawn from those with the fastest times in the two heats. Again the virtual limit man proved uncatchable, D. J. Hodgeton driving his B.M.C.-engined Morris Minor, with hood up and windscreen removed, to a four-lap victory from the 30 seconds mark. Telling's Standard 8 saloon from the same mark was baulked at Copse when another competitor went broadside on, and so did not feature in the frame at the end. Second place was taken by Morris's TA, and in third place came a familiar name attached to a new driver of whom more will doubtless be seen—P. G. Boshier-Jones, driving a TF 1500 with considerable skill to record fastest lap. G. A. Lawrence and R. Gray had a fine dice from the one minute mark in their TCs to finish fourth and fifth respectively. D. Hampson spun his TC at Copse early on, going through the hole in the wall made by Westley's TR3 without damage to himself; Duff-Gordon performed a monumental gyration at Woodcote in his TR2, bending a lot of marker tins but leaving his car undamaged.

Race 3 was a 15-lap relay race for teams of three cars, each of which had



to complete its full stint of five laps; it combined an Inter-Centre M.G. Club contest with an all-comers' event, and was slightly marred by a somewhat confused arrangement for baton-changing. Cars waiting their turn were lined up in echelon at the front end of the pits, and reception pens were marked out in corresponding order at the back end. The car finishing its five laps drove inside some straw bales at Woodcote to its appropriate pen and the driver then sprinted up the line of pits to his teammate at the other end. The snag was that the pens were too small for comfort and not clearly marked, and cars arriving in a hurry looked always to be on the point of causing widespread damage and possible injury to life and limb, though happily neither actually occurred. The M.G. event was won by the Midland

Centre, represented by Dickens and Simpson in M.G.As and Needham in his Magnette. They all drove fast and well, as did the South-Eastern team of Hale and Shove with M.G.As and Cobban with a TF 1500, stabilized by Dick Jacobs, who took second place. The same cannot be said for all members of the TR2 team which won the other part of the event, one of their number indulging in some quite unnecessary and thoroughly dangerous carving up of a member of the winning M.G. team, who was not, in any case, competing against him.

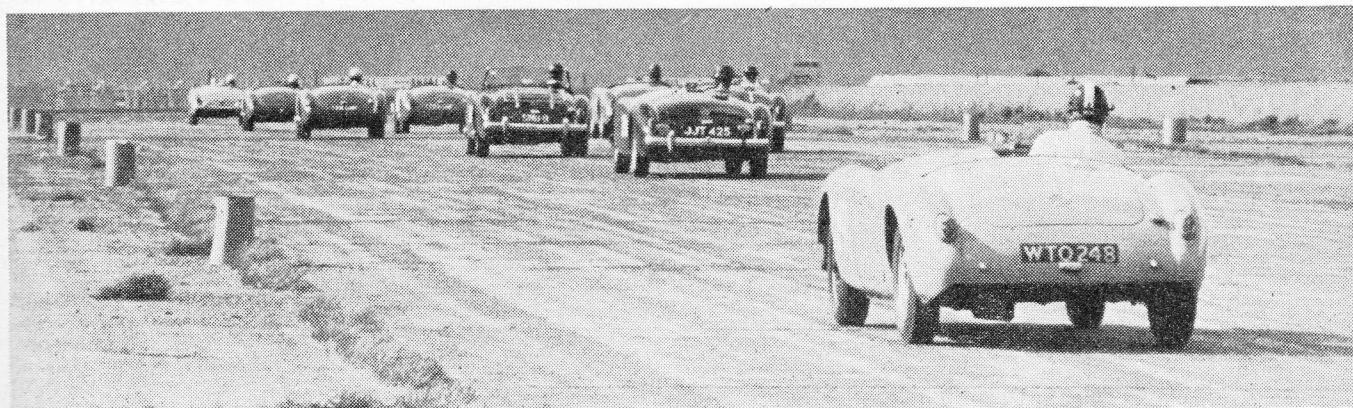
Race 4 was for closed M.G.s, which turned out to be seven Magnettes and a lone YB, the Magnettes being handicapped according to their owners' declarations of state of tune. It pro-

duced some very spirited driving from nearly all, and particularly from Needham, who won from the 5 second mark. Yeoman's YB was obviously not so fast as its younger cousins, but held second place from the limit mark and was wonderfully stable and upright round the swerves.

Race 5 was for open M.G.s other than M.G.As, and resulted in a win for Tony Woodward, who was second away and leading by half way through the first lap. Second came Moreton, despite a rehandicap after his earlier win, and third was Lawrence. S. G. Cobban

(Continued on page 274)

**INTO THE STORM.** Nine M.G.As, in their own five-lap event, drive from the sunshine towards a rain-laden sky.





**BATTERSEA POWER STATION** effect on the new and experimental 4½-litre V8 Maserati engine is imparted by the four Weber double choke carburettors with their vertical intakes. The car was tried out in Sweden but not raced.

### "THE LADY OF BROOKLANDS"

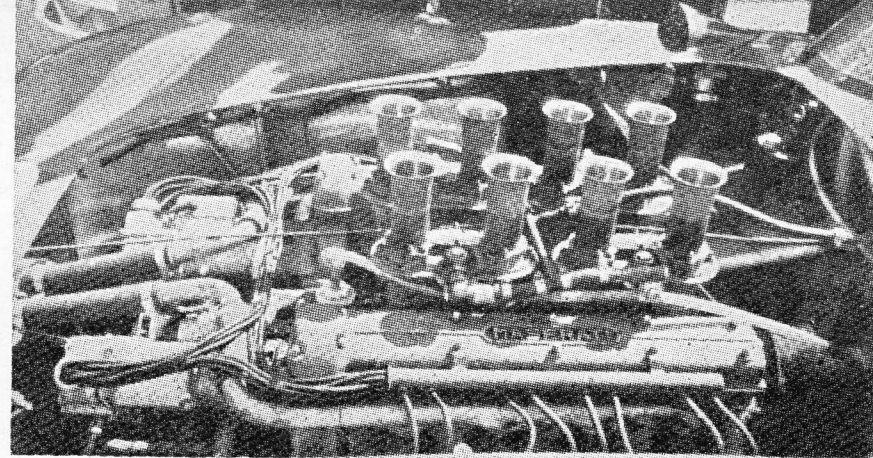
It seems sad indeed, after having had the pleasure of so recently recording my "Pilgrimage to Brooklands", to learn of the passing of Dame Ethel Locke-King, wife of the builder of the track, and perhaps the greatest woman motoring enthusiast of her time.

Dame Ethel was a person of infinite character, with a warmth and drive capable of overcoming all obstacles. The Brooklands estate was criss-crossed with public "rights of way", which had to be removed or diverted, causing hostile reception from local residents and councillors alike. In addition, it was said that the noise of racing cars would be unbearable to residents. Mr. Locke-King, however, continued undaunted, and aided and abetted by his enthusiastic wife, constructed the world's first motor course, and what is more, completed it within a year. How woods were removed, swamps filled in and giant bankings 30 feet high were encircled in such a period of time would be a revelation to modern contractors, let alone in 1907.

It is said that Dame Ethel's car led the procession at the opening meeting and that her knowledge of the automobile was considerable. She drove her husband's big Itala in an early Ladies' Handicap, and although remaining essentially feminine, took part in all things sporting usually reserved for men.

During the first war Mrs. Locke-King earned the title of Dame of the Order of the British Empire by her energetic and untiring work for the "Red Cross", and, after the death of her husband in 1926, she immediately took over the control of Brooklands. In 1936 the Brooklands Estate Company came into being. Once again Dame Ethel was at the head, and moved house right to the edge of the track itself, keeping her watchful eye on everything.

That she could be forthright when she felt the situation demanded was confirmed by the late John Cobb, who recalled, on one occasion, how he had received a verbal admonishment second to none, for driving one of her cars with the ignition control (which John had not yet fathomed) incorrectly set! When informed by someone that two "girls" by the names of Kay Petre and Gwenda Stewart had lapped the outer circuit at well over 130 m.p.h., she was quoted as



saying, "and why not, indeed?", Dame Ethel accepting the fact, one imagines, as just another example of women accomplishing what they had set out to do.

That this great lady should have lived to the wonderful age of 92 is most fitting, and it is pleasant to see that the Weybridge Council have named the main road of the new estate backing on to the old Members' Banking, "Locke-King Road".

PETER CAVANAGH.

### PHIL HILL WINS AT MESSINA

CO-WINNER with Maurice Trintignant of the recent Swedish G.P. at Kristianstad, the Californian driver Phil Hill scored another victory last Sunday at Messina, in Sicily. The race was the "10 Hours of Messina" sports cars, reduced to a duration of five hours, and Hill drove a 2-litre "Testa Rossa" Ferrari to win by the substantial margin of six laps of the 7.6 km. circuit from Bordon's 3-litre Maserati, Barreto's 3-litre Ferrari Monza, and Cortese's 2-litre Ferrari.

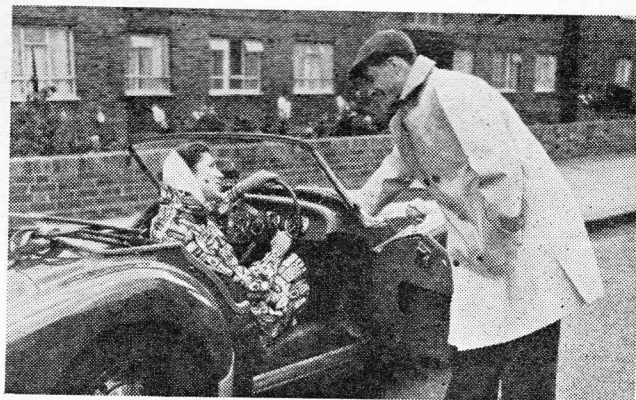
Piero Carini took the lead at the start with his 2-litre Ferrari, followed by Musy (Maserati), Mackay Fraser (Ferrari) and Herrmann (Porsche), but Hill worked his way quietly through the ruck, to move into first place by lap 5. Bonnier of Sweden ran off the course at

a corner and bent his *Disco Volante* Alfa Romeo. He walked back, and subsequently took over Bob Hicks's Lotus-Climax. Hill continued to lead from Musy, while Caravaglia's 1,500 c.c. Maserati managed to hold off Herrmann's Porsche in the 1½-litre class. The German retired after three hours, but not before setting a class record. Munaron also dropped out, as did Gerini, Starraba and several others. Hill's lead was unassailable, and Musy, three laps behind, had to rest content with second place—until, with half an hour to go, the Swiss slowed with trouble in his Maserati, and halted on the circuit to attempt repairs. His efforts proving fruitless, he waited until Hill took the chequered flag, then pushed across the line, still second ahead of Bordon. Alas for Musy, his last lap had taken 17 mins., whereas the regulations allowed a maximum of 15 mins. Bordon thus moved up a place, followed by Barreto and Cortese.

#### Provisional Results

1, Phil Hill (2-litre Ferrari), 87 laps, 584.22 km., at 116.84 k.p.h.; 2, Franco Bordon (3-litre Maserati), 81 laps; 3, G. Barreto (3-litre Ferrari); 4, F. Cortese (2-litre Ferrari).

Up to 1,500 c.c. Class: 1, Caravaglia (Maserati), 479.65 km. 1½-2 litres: 1, Hill (Ferrari). Over 2 litres: 1, Bordon (Maserati), 537.3 km.

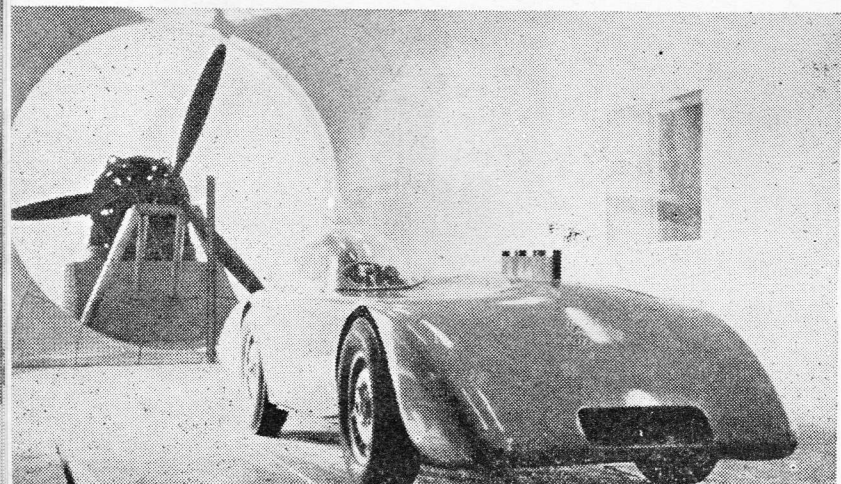


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**PATTERNED OR PLAIN:** (Right) The two models, for women and men, of the "Scooti-Coat", a useful garment for motorists made by David Moseley and Sons, Ltd.

### THE "SCOOTI-COAT"

DESIGNED principally for use with motor scooters, the new "Scooti-Coat", now in the shops, can be used equally well for weather protection while motoring. In two models, for men and women, the coat is warm and completely waterproof and is lined in the body and sleeves. The material of the ladies' model is woven cretonne cloth, rubber-backed to make it impervious to driving rain or spray; the colours are fast to sunlight and water, and the contemporary designs are inspired by legend and mythology. The makers of the "Scooti-Coat" are David Moseley and Sons, Ltd., Ardwick Green, Manchester, and its cost ranges from 7 to 9 gns.

203.06 M.P.H. was the amazing speed set up by the Austin-Healey record car (left), fitted with a super-charged Austin A105 engine. The car is seen on wind tunnel tests before going to Utah.





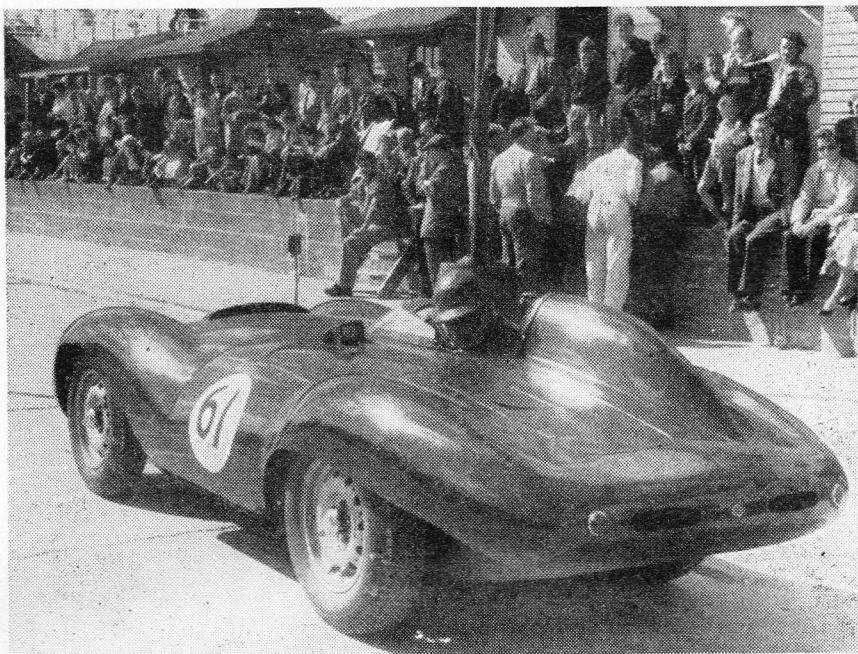
**WHAT'S KEEPING THEM?** John Ogier waits in his Tojeiro-Jaguar to reopen the proceedings after the lunch-break. This run was both his own fastest and the fastest of the day.

# ALONG THE PROM

A High Wind Hinders  
the Ramsgate Speed Trials.

B.T.D. set by John Ogier  
(Tojeiro-Jaguar)

ALTHOUGH the Maidstone and Mid-Kent M.C.'s Ramsgate Speed Trials last Sunday were held in sunshine, a strong, gusty wind did a great deal to disturb the running of the event, by causing pieces of paper, seaweed and even grains of sand to trigger off the rather too sensitive electronic timing device. But despite many re-runs, everyone had two drives along the course, the best time of the day falling to John Ogier and his attractive, fast, Jaguar engined Tojeiro, while C. T. Atkins (Mercedes 300SL) beat Rob Walker's similar car in Class G by .35 sec., additionally making third B.T.D.

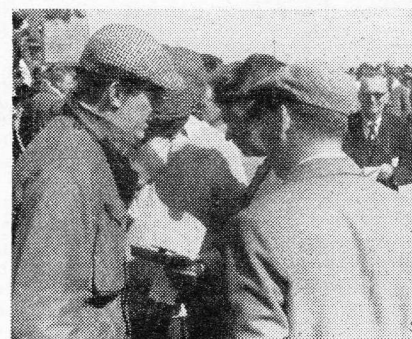


## Results

**B.T.D.:** J. Ogier (Tojeiro-Jaguar), 14.59 s.; **Second** B.T.D.: B. H. Clinkard (Alvis), 15.23; **Third** B.T.D.: C. T. Atkins (Mercedes-Benz), 15.95.

**Fastest Lady Driver:** Miss P. Burt (Aston Martin), 16.88. **Fastest Sports Car:** J. Ogier (Tojeiro-Jaguar), 14.59. **Fastest Saloon:** R. R. C. Walker (Mercedes-Benz), 16.30.

**Class A:** 1, T. W. Brown (Morris Minor), 22.90. **Class B:** 1, S. Wilder (Porsche), 18.04; 2, J. Patten (A.C. Aceca), 18.15. **Class C:** R. R. C. Walker (Mercedes-Benz), 16.34. **Class D:** 1, C. P. McNaughton (Elva), 17.87. **Class E:** 1, R. Bloxam (Lotus-M.G.), 17.42; 2, I. H. Smith (M.G.), 17.77; 3, A. Brown (M.G.), 17.95. **Class F:** 1, A. Brown (Frazer-Nash), 17.90. **Class G:** R. R. C. Walker (Mercedes-Benz), 16.30. **Class H:** 1, L. S. Davies (Allard), 17.34; 2, A. Jarvis (Jaguar), 17.40. **Class I:** 1, D. Parker (Cooper), 16.82; 2, R. F. Mayne (Cooper), 16.97. **Class L:** 1, D. G. Godfrey (Alvis), 16.05.

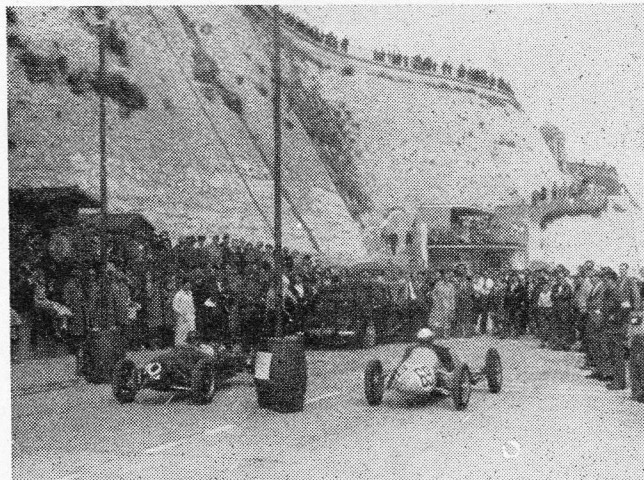
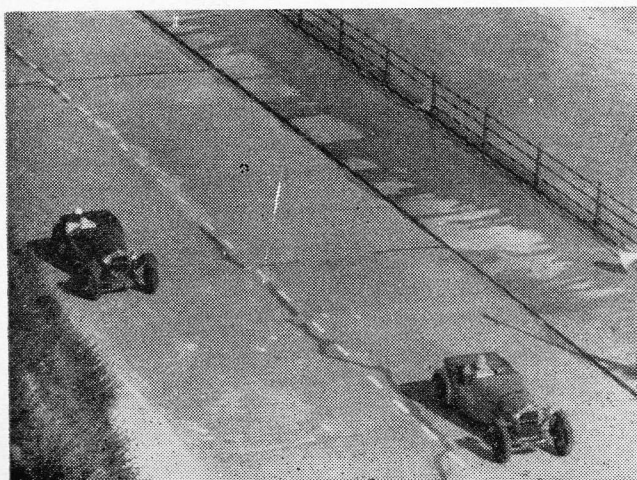
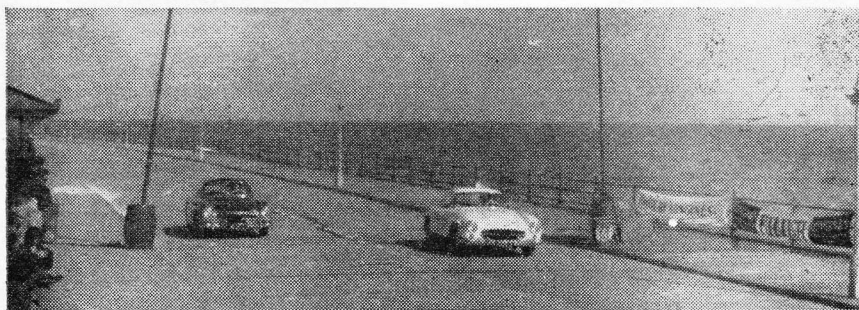


**CONFERENCE** (above) between Warwick Stait of Longines, Clerk of the Course K. Elvidge, R.A.C. Steward Basil Tye and a course official concerning the sensitive, but wind-disturbed timing device.

**NEEDLE-MATCH** (left) between the Mercedes 300SLs of C. T. Atkins and Rob Walker was won by the latter by .27 sec. This was when both cars were running as saloons in Class C, as opposed to sports cars in Class G.

**SEAGULL'S EYE VIEW** (bottom left) of C. R. Price and D. J. Walter, both driving H.R.G.s.

**TWO COOPERS** (bottom right) leave the line. On the left is half-litre racing car class winner, Don Parker.





● Tony Marsh Breaks Two Class Records and Makes B.T.D. at Midland A.C. International Hill-Climb, Before Heavy Rain Damps Times

THE English summer ran true to form last Saturday, on the occasion of the Midland Automobile Club's International hill-climb at Shelsley Walsh, by providing a beautiful morning before the event started—and then pouring with rain for nearly all the runs. However, before the downpour began, Tony Marsh had rocketed up in his unblown Cooper twin, to break his own class record by .06 sec., with a time of 36.02 secs. Ken Wharton, in a similar car, took 36.56 secs., and Michael Christie 37.16 secs., with yet another 1,100 Cooper. The next class to run was that for sports cars up to 1,500 c.c., and Marsh, fourth man up the hill, had just completed a brilliant run with the little Cooper-Climax in 39.34 secs., when down came the rain, effectively clobbering the chances of any better times. This was an improvement of .65 sec. on the record established for the class by the late Peter Hughes in a Tojeiro, and the times put up in the previous class by Marsh, Wharton and Christie were to stand as first, second and third B.T.D.

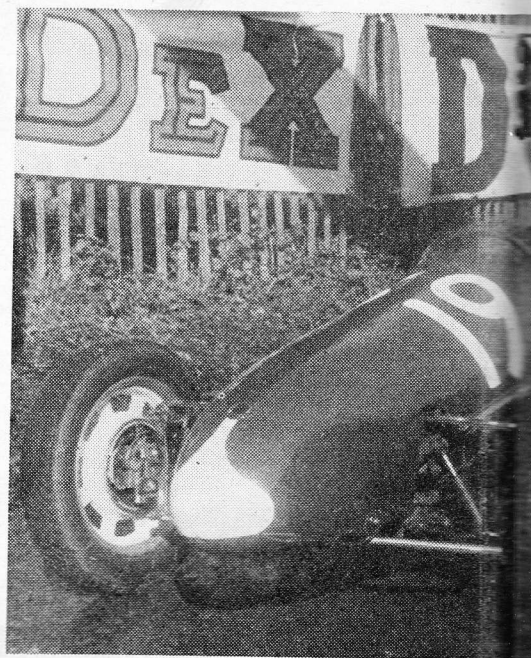
The first class to ascend were the 500s, and the second man to start was Austen May, who spoilt his chances by entering the Esses just a shade too fast and having to go straight on, gently into the bank. Chris Summers was fast and fairly spectacular with 42.85 secs. and R. B. James in the ex-Colin Davis Cooper made a neat run in 42.09 secs. Henry Taylor was nearly as quick, with 42.13 secs., although without fireworks, and then Don Parker appeared, still

# A Slippery S

looking unfamiliar in a Cooper, and taking the middle of the road all the way recorded 41.1 secs., the best time for the class.

Keylock was the first of the class for racing cars up to 1,500 c.c. and he made a wild climb, using all the road all the way, but recorded 40.64 secs. Instone's Djinn roared up with jabs of power in 40.16 secs., while Dick Henderson, snaking slightly at the Esses, clocked 38.69 secs. in spite of missing a gear momentarily on the final straight. Then Tony Marsh made his class-record-breaking climb, albeit with a little wheel-winding, in 36.02 secs. Chris Summers, now in the Farley Special, came to rest on the finishing straight, having left some vital component on the road. Christie and Wharton were both very fast indeed through the Esses, the latter bouncing a front wheel into the air as he clipped the left-hand bend, but neither of them could quite beat Tony's time.

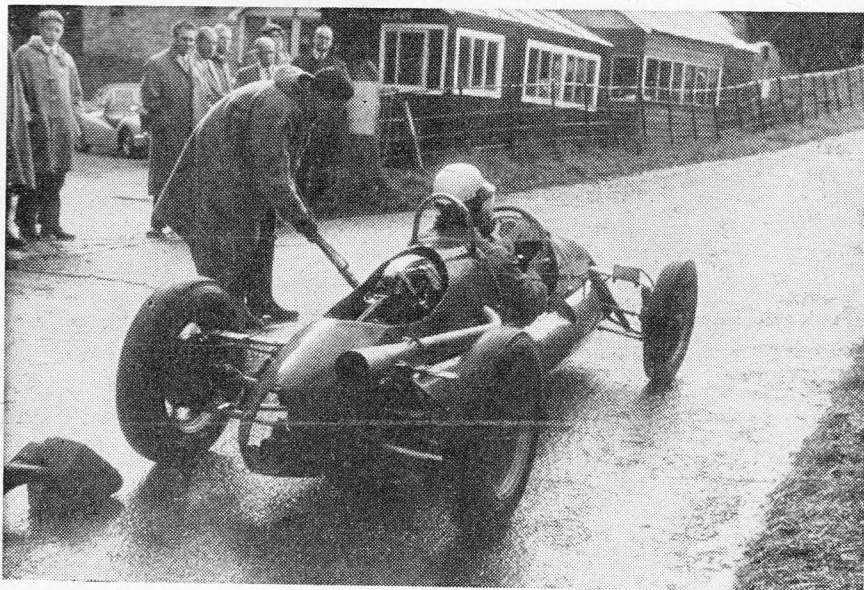
First man in the up to 1½-litre sports car class was P. H. G. Cotterell, who had caused alarm and despondency the previous evening, by decanting a whole sumpful of oil on to the track from his Lester-M.G., which brought practice to a premature close and kept a decontamination squad busy until 10 o'clock that night! However, they did their work well and practice was resumed in the morning, while Cotterell found an H.R.G. to drive instead. As previously mentioned, Marsh cracked another record in under 40 secs.; then the rains came, the times promptly went up to well over 50 secs. and a great unhappiness descended upon the competitors as they struggled to keep their cars pointing even vaguely in the right direction, for until the road had been really washed clean, it was quite incredibly greasy all



the way up. Lawry in a Ford-engined Lotus 6 managed a creditable 51.74 secs., while R. F. Bloxam found his Lotus-M.G. quite a handful, but recorded 54.84 secs. This was the ex-Colin Chapman, ex-Austen Nurse Mark IX, but looking unfamiliar, although much smarter, with the tail fins removed and painted dark red. Tommy Sopwith in a black Mark XI clocked 51.06 secs. and then Henry Taylor in Marsh's Cooper recorded an excellent time considering the conditions, with 48.4 secs. The rain had stopped again for a while, but the surface could scarcely have been worse for the unfor-

*BUGATTI exponent Stubberfield (left) is seen emerging from the Esses on a good line, with spray rising from the twin rear wheels.*

*SPINNING her wheels on the line (below) is Miss P. Brock, who drove her Cooper 500 very competently to win the Ladies' Award.*





# Shelsley



*QUICKEST of the day was Tony Marsh (left), who took his 1,100 c.c. Cooper twin up the hill in 36.02 secs. Here he is about to embark on his second run, on a wet track.*

★

*OLD HAND Ken Wharton (above) won the class for big racing cars in R4D, and is seen checking a slide at the Esses.*

★

*NEARER the ground (below) in his 1,100 c.c. Cooper, Wharton also recorded second best time of the day. Assisting on the right is George Boyle.*



tunate contingent of motor-cyclists who were contesting their own awards: they came gingerly through the bends, trailing anxious feet, but still recorded times generally under 50 secs.

After them came the bigger racing cars, of which Ken Wharton was comfortably the fastest in 45.86 secs., hardly using the steering wheel at all except just to twitch the car into the required slide, although he was heard to say afterwards that he had never known Shelsley so slippery! J. Stuart and F. Norris, in E.R.A. and Alta respectively, were the only other ones to break 50 secs.

In the up to 2½-litre sports car class, Ken Rudd gave a masterly demonstration of wet weather driving in the Ace-

Bristol, which also showed up the amazing road-holding of this quiet sports car. It scarcely seemed to slide at all, recording 47.58 secs., and to prove that it was not just because it was driven by Ken Rudd, R. Jennings took a similar car up in 49.62 secs. The only other car to break 50 secs. was Jim Berry's blown 2.3 Bugatti, which clocked 48.94 secs.

The over 2½-litre sports car class produced a remarkable variety of heavy machinery, including T. Plowman's 30/98 Vauxhall, which since the war established a Vintage record at Monthéry by covering 107 miles in one hour! However, it did not seem so happy at hill-climbing although it went up steadily enough. E. P. Scragg, in an H.W.M.-Jaguar, put up best time in the first runs, with Noel



Cunningham-Reid, also in an H.W.M., next best. John Dalton seemed to find his Austin-Healey 100S very much of a handful in the wet, while R. Green got into a vicious tail-wag after Kennel Bend, his Austin-Healey bouncing off both banks before somersaulting over the left-hand bank to disappear down the deep ravine before the horrified eyes of the spectators in the crossing stand—and the commentator, who displayed masterly self-restraint by only announcing "He's stopped!" and refraining from further comment until Green clambered back over the bank—quite unhurt! As the Healey had lodged some 20 feet down, it was considered to be well out of the way, and the runs were resumed. Ken Wharton was originally down to drive a 3-litre Ferrari—works-entered, no less—but the car was also entered in a Swiss hill-climb the next day and transport difficulties precluded its appearance at both events, so Ken drove a Cooper-Jaguar instead, to record 50.27 secs., which time was only beaten on these first runs by Peter Salmon, most creditably, in an (outwardly) ordinary XK 120.

And so to the second runs. Inevitably, in the first two classes times were very much down on their dry first runs, Henry Taylor being the quickest with 46.91 secs., in a very stylish climb. In the 1,500 c.c. class Michael Christie was fastest with 43.81 secs. and it was evident that most drivers were not going to stick their necks out on a wet road, but would be satisfied with their first time.

In the 1,500 c.c. sports car class, no one could approach Marsh's dry time,

## Provisional Results

**B.T.D.:** 1, A. E. Marsh (Cooper-J.A.P. 1,100 c.c.), 36.02 s.; 2, K. Wharton (Cooper-J.A.P. 1,100 c.c.), 36.56; 3, M. A. Christie (Cooper-J.A.P. 1,100 c.c.), 37.16.

**Racing Cars, up to 500 c.c.:** 1, D. Parker (Cooper), 41.10; 2, R. B. James (Cooper), 42.09; 3, H. C. Taylor (Cooper), 42.13. **501-1,500 c.c.:** 1, D. Henderson (Cooper (S)), 38.69; 2, D. R. Good (E.R.A. (S)), 39.96; 3, C. R. Instone (Djinn), 40.16. **1,501-2,500 c.c.:** 1, K. Wharton (E.R.A. (S)), 43.27; 2, J. Stuart (E.R.A. (S)), 46.77; 3, F. Norris (Alta Spl. (S)), 47.86.

**Sports Cars, up to 1,500 c.c.:** 1, A. E. Marsh (Cooper-Climax), 39.34; 2, H. C. Taylor (Cooper-Climax), 46.89; 3, D. Calvert (H.R.G.), 47.15. **1,501-2,500 c.c.:** 1, K. N. Rudd (A.C. Ace-Bristol), 45.88; 2, R. Jennings (A.C. Ace-Bristol), 46.43; 3, J. Berry (Bugatti (S)), 48.21. **Over 2,500 c.c.:** 1, R. Fielding (H.W.M.-Jaguar), 47.05; 2, N. Cunningham-Reid (H.W.M.-Jaguar), 47.06; 3, W. Bemrose (Austin-Healey), 48.12.

**Special Awards. Shelsley Special:** C. R. Instone (Djinn), 40.16; **Lady Driver:** Miss P. Brock (Cooper 500), 46.44; **Non-Supercharged Car:** A. E. Marsh (Cooper-J.A.P.), 36.02; **E.R.A.:** D. R. Good (1.688 c.c. (S)), 39.96. **One-Make Sports Car Team:** Cooper-Climax: A. E. Marsh, W. Bradley, H. C. Taylor, 136.45 aggregate; **Racing Car Team:** M. A. Christie (Cooper-J.A.P.), D. Parker (Cooper), J. Stuart (E.R.A.), 125.03.





but there were some good runs nevertheless. Marsh was fastest again, this time with 45.61 secs., and Henry Taylor in the same car was only 1.28 secs. slower! Lawry, in the Ford-engined Mark VI Lotus, was nearly 3 secs. slower on his second run, while Graham Hill, in a brilliant yellow, similarly engined Mark XI "Club" model, was more than 4½ secs. faster, just beating Lawry's better time with 51.68 secs. R. F. Bloxam clipped nearly 4 secs. off his first time, while his wife Jean in the same car chopped more than 7 secs. from hers to record 54.05 secs. Tommy Sopwith tried a little too hard and spun right round coming out of the Esses, finishing broadside across the narrow road, though without scratching the paint!

Amongst the bigger racing cars there were not such marked differences, about 2 secs. being the usual improvement. Wharton, in the E.R.A. R4D, put up best time in the class with an immaculate run taking 43.27 secs., with J. Stuart next, exactly 3½ secs. slower. Davenport in the famous G.N. Spider clattered to rest on the finishing straight, while marshals scurried around picking up a

sad collection of jetsam that included an undamaged gudgeon pin. Amongst the up to 2½-litre sports cars, Sir Clive Edwards (Cooper-Bristol) and Sutcliffe and Preece (Frazer-Nashes) made notably neat runs and once again the Aces were marvellous, making all the other cars look clumsy. Rudd and Jennings took first and second places in the class, with Berry and Bugatti third.

Finally, the big sports car class, and here things changed around quite a little. Fielding (H.W.M.-Jaguar) clipped 3½ secs. off his earlier time and topped the class, .01 sec. faster than Cunningham-Reid, while Bemrose (Austin-Healey) made about the same improvement and finished third with a polished run. Scragg handled the big H.W.M.-Jaguar well to place fourth while Peter Salmon in the XK managed to reduce his first time by 1.2 secs. to take fifth place in the class.

So, as a final curtain of heavy rain fell on the proceedings, we made our way damply homeward, thanking the Midland A.C. for a very smoothly organized meeting, excellent and informative commentary, a good entry—but what weather!

STUART SEAGER.

#### A Pair of Porsches—continued

feeling has gone, and the average driver would not be conscious that this is a rear engined car. The suspension feels harder than before, and a much steadier ride is given at speeds over 100 m.p.h. The car also handles better in fast bends.

The Super was completely without vice, but the Carrera had one disconcerting habit. On the type of concrete road with a central join, the car would take charge for a moment on crossing the black line obliquely. As the Super did not exhibit the tendency, and the chassis were identical, it was obvious that the difference was due to the tyres. The Super had Michelin "X", and these are certainly the tyres to use on a Porsche. The Carrera had tyres of another make, which may be better for racing, but do not compare for ordinary road work. The "X" tyres transmit a little more road noise under certain circumstances.

The driving position of the Porsche is superb. One has a bucket seat that gives support in all the right places, and also that lateral location which is

so necessary for fast cornering. Not only is there ample fore and aft adjustment, but the back of the seat may be set in a moment to any preferred angle. All the controls are correctly placed and work beautifully. This is, above all, a driver's car.

Under the front bonnet, the petrol tank and spare wheel occupy most of the space. The rear seat is so "occasional", however, that it is no hardship to fold it up and use the back compartment for luggage. The car is beautifully made throughout, and no decoration mars its fine lines.

I admit that, in the past, I have not been a Porsche enthusiast, because I did not like the handling characteristics of the earlier models. The latest version is so greatly improved in this respect that I have pleasure in withdrawing my previous criticism. In England, this is an expensive car, because purchase tax is charged on top of import duty. Nevertheless, there's nothing quite like a Porsche, and for the man who can afford it, it is a most desirable possession.

**WELL HELD, SIR!**—Peter Salmon holds his XK120 Jaguar in a perfect drift in the wet at the Esses, during the bad weather at Shelsley. He now shares third place with D. S. Shale (Austin-Healey) in the over-2,500 c.c. class of the AUTOSPORT Production Sports Car Championship.

#### Octagon at Silverstone—continued

drove very fast from scratch and failed to catch Lawrence by only one fifth of a second, having beaten the rehandicapped Palmes into fifth place.

Race 6 was the only scratch event of the day, being for M.G.s from a Le Mans start. First away was M. J. Reid to a very clean start, then the gaggle, and lastly Dickens whose engine had hiccupped, but by the end of the first lap Peter Simpson led the field with his very rapid souped-up model, followed by Colin Shove, who had also got past Reid. These three held that order to the end, followed home by D. G. Scott and Keith Hale, who lost his fourth place to Scott on lap three.

Race 7 was for closed non-M.G.s and produced only four runners, Telling's Standard 8, Hodgeton's Minor, F. E. Oldham's Ford Zephyr Convertible, and C. L. Bannister's 300SL Mercedes. The Standard was given an extra 5 seconds start, the handicapper presumably not having seen the reason for its earlier fade-out, while the Minor was docked of 25 seconds. This was too much for it, and they finished in the order above.

The clouds, which had been gathering during the last race, suddenly split wide open as the Novices fought out their final to the flash of lightning and the crash of thunder. Their driving in these foul conditions was exemplary, and Lawrence notched up a win from Gray after another race-long dice, both having disposed of the limit mark Minor on the third lap. Third came T. S. Rogers in an M.G.A. and fourth Boshier-Jones. Randall with the Healey was on scratch and again drove extremely well, but could not make up the deficit despite putting in the fastest lap at a very creditable 64.75 m.p.h.

Race 9 was for open non-M.G.s and was run in slightly less rain, though the track was still very wet indeed. This gave the Healey a well-deserved win from R. Randall in a Morris 8 tourer, Young's Parson, and Lusty's TR2. The Morris 8 cornered magnificently, on one occasion almost pushing an Austin-Healey round Woodcote, which brought a burst of applause from the stands.

The day ended with a 10 lap final for M.G.s drawn from the previous races, and resulted in a win for the novice driver Rogers with his M.G.A. He spun badly at Woodcote on the third lap but immediately learned from his mistake, and from there on drove extremely well. Second came the "hot" Magonette of R. M. D. MacGregor and, in the frame once more in third place, the TC of G. A. Lawrence, who had a most successful day. Fourth and fifth were Needham with the Magonette and Scott with the M.G.A., both of whom drove very forcefully but equally safely. Peter Simpson was again extremely rapid from the scratch mark, but could not get among the silverware on such a wet track.

DAVID PRITCHARD.

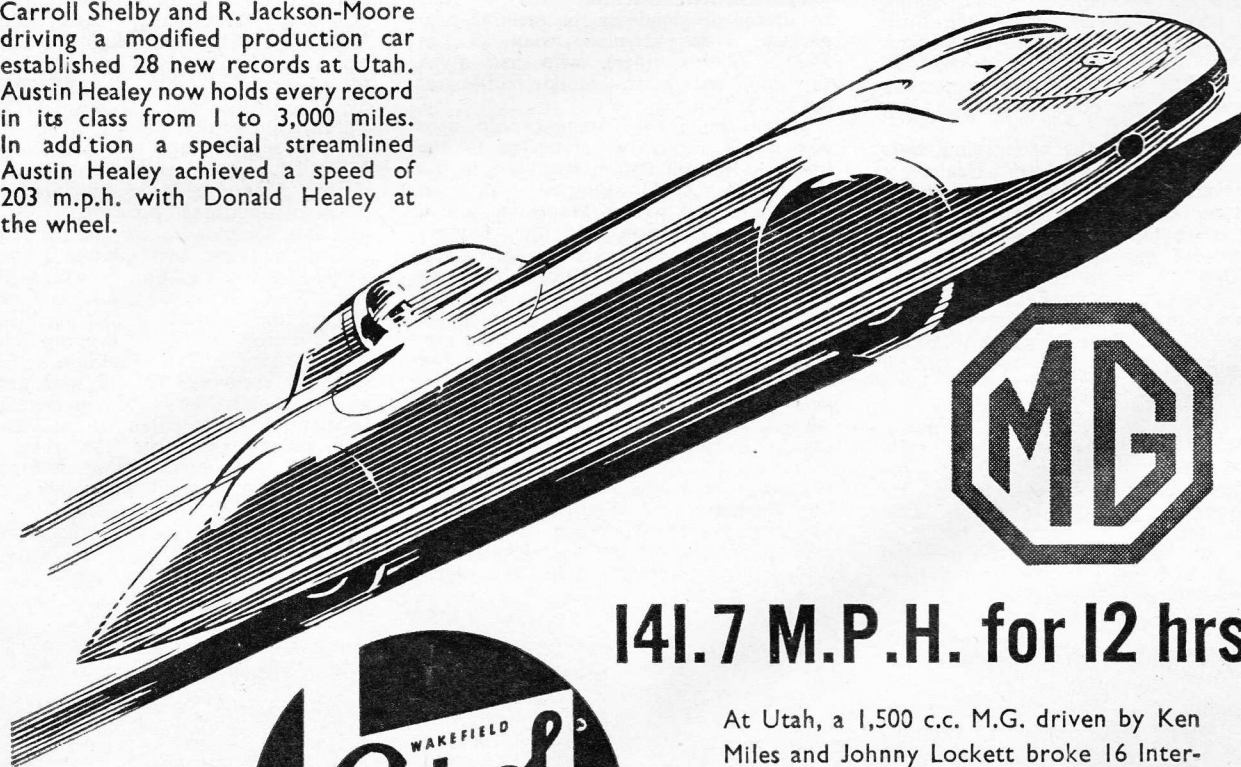


# MORE RECORDS ON CASTROL

## AUSTIN HEALEY

### 28 NEW RECORDS !

Carroll Shelby and R. Jackson-Moore driving a modified production car established 28 new records at Utah. Austin Healey now holds every record in its class from 1 to 3,000 miles. In addition a special streamlined Austin Healey achieved a speed of 203 m.p.h. with Donald Healey at the wheel.



### 141.7 M.P.H. for 12 hrs

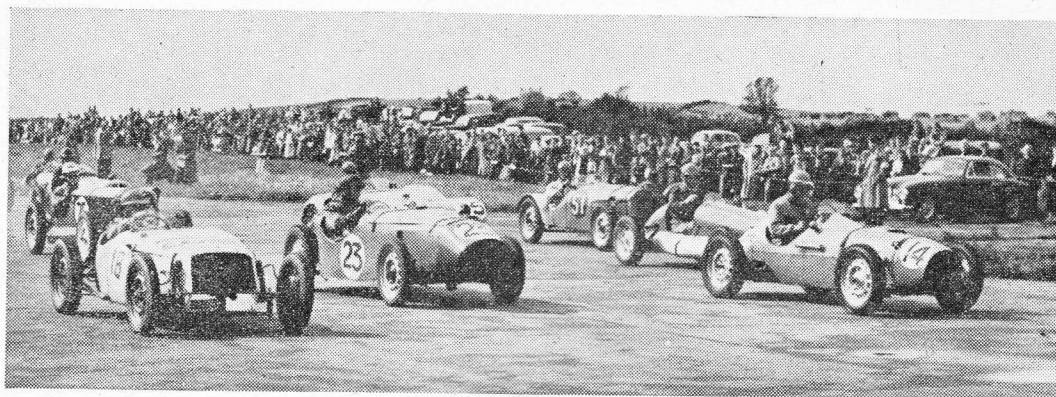
At Utah, a 1,500 c.c. M.G. driven by Ken Miles and Johnny Lockett broke 16 International Class records ranging from 50 kms. at 148.39 m.p.h. to 12 hours at 141.7 m.p.h.

*(Subject to official confirmation)*



### THE MASTERPIECE IN OILS





**DAGENHAM DUEL-LISTS.** The start of the 1,172 c.c. Ford championship race over 20 laps of the Kirkiston circuit. Being postponed from July, no English cars appeared and all 13 starters were of Ulster origin.

Two major events were down for decision in the programme for the 500 Motor Racing Club of Ireland's meeting at Kirkiston airfield on Saturday, 25th August. One was the handicap race for the Bobbie Baird Memorial Trophy, and the other the new 1,172 c.c. Ford Championship of Ireland. The latter race had been introduced to attempt a settlement of the argument as to who builds the best Ford Specials. Originally it was due to be raced at the meeting scheduled for 14th July, but that meeting had to be cancelled as the entire staff of timekeepers were on duty at the British Grand Prix.

This time there was no such deterrent, the timing box was staffed to capacity and there were 15 entrants anxious to demonstrate the capabilities of their Dagenham-based bolides. Alas, all of them were of Ulster origin, the three English machines which had entered for the July meeting not finding the new date suitable, so that the championship determined little other than the best locally built special.

Other events on the programme were the now customary Austin-Healey v. Triumph race, a handicap for Formula 3 cars and a *Formule Libre* scratch race. Some of the atmosphere departed with the non-starting of the ex-Baird, ex-Durbidge Maserati, Lord Dunleath's Frazer-Nash, which broke a brake connection during practice and Henry Kyle's 4,400 c.c. Dusenbergs. Also absent were the Formula 3 McCandless cars of McGladery and McCandless, the latter being the circuit record holder in 73 secs. Despite a tremendous rainstorm just before racing began and a heavily overcast sky all afternoon, the programme was run through under dry conditions and watched by a very large crowd, the latter, perhaps, being a tribute to the energy which the 500 M.R.C.I. had put into their promotion.

## 500 M.R.C. OF IRELAND AT

# KIRKISTON

**Brian Bleakley's Zack is Fastest Irish Ford Special—Alex Jameson (J.P.) Wins Baird Memorial Trophy—Betty Kirkpatrick Spectacular in Her First Race**

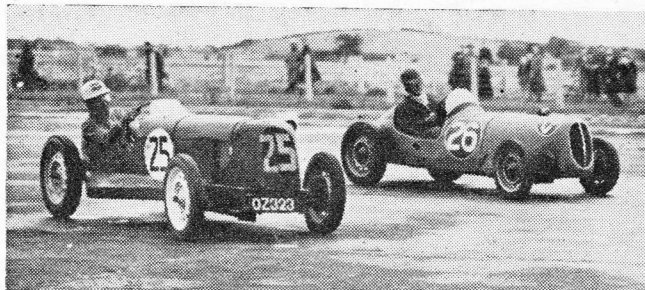
The opening race, for Formula 3 cars, had only four declared runners, but three more were hustled out of the paddock to accompany the only two bona-fide entrants who were present. With McGladery absent, Alex Jameson (J.P.) had a runaway victory, never being challenged at any stage. The obvious reliability at last built into this hitherto temperamental machine was to pay handsome dividends as the meeting progressed. Second place went to Jim Meikle (490 Cooper), who had given Jameson 5 secs. start. Meikle had fastest lap at 63.19 m.p.h.

When the Ford Championship race was called, 13 drivers reported to the line. At the off, Brian Bleakley, in the ex-Christie Zack, jumped into an immediate lead, with J. Magee just ahead of Brian Emerson in the Tommy Graham Special. Arthur Clapham, Noel Henderson and Robin Scott, in close company just behind, began a threesome that was to last for most of the race. At the end of a slow first lap, Jim Meikle (Lotus-Ford) stopped, but got going again to tail the field. Bleakley held his lead from Magee and Emerson, while Clapham led Henderson and Scott, this battle carrying all three ever closer to Emerson. After 10 of the 20 laps, Bleakley's lead was more or less secure, but Emerson had disappeared with a blown gasket and Clapham held an uneasy third place from Henderson and Scott, running abreast on his tail. That

was to be the pattern for the remaining laps, until, on the 15th circuit, Scott's motor went off-colour and he dropped away. Whereupon, Henderson put on a spurt to get even closer to Clapham. He got past on the final lap, to take third place behind Magee, whose final lap was completed at touring speed.

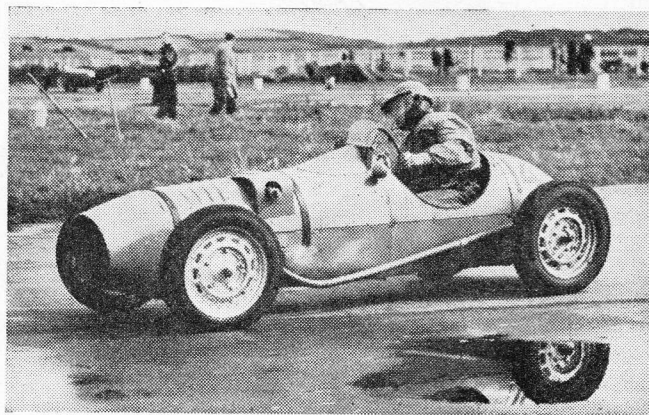
The Triumph v. Austin-Healey race opened with a scrap between the TR2s of Ian Titterton and Bobbie McMillen, with Ted McGuire holding his Austin-Healey in third place despite severe pressure from Triumphs driven by J. Black and D. E. Graham. Titterton gained slightly on McMillen on the second lap, but on the third McMillen stopped with a shredded tyre, leaving McGuire in second place with Black maintaining pressure. On the fifth lap Black squeezed past the Austin-Healey and for two circuits it was a wheel-to-wheel affair between them. Then McGuire slowed, just as Graham entered the battle and displaced Black, who retired with a slipping clutch. After a touring lap, McGuire's Austin suddenly recovered its old tune and he was off again like a bat in pursuit of Graham. This resulted in his last two laps being fastest of the race and, although Titterton won comfortably, Graham held second place only by a solitary second from McGuire.

The Baird Trophy brought a mixed bag to the line in the three heats and final. In the first heat, chief interest



**TWO OF A TRIO (above).** Arthur Clapham, Noel Henderson and Robin Scott ran in close company for most of the Ford race. Here the two last named motor round a bend together in their specials.

**FORD MONOPOSTO:** (Right) Winner of the 1,172 c.c. Championship was Brian Bleakley, driving the Zack.





centred on the battle between Marshall Watson's 1,890 Alta, which was running better than seen for several seasons, and Jack Slater, replacing Malcolm Templeton, in the Lotus-Climax. Both were getting around in splendid style and there was some surprise when the chequered flag was extended to Douglas Acheson (M.G.A.), who was deemed to have won from another M.G.A. driven by J. R. Pringle. Watson was given fourth place, thus qualifying for the final, but of Slater there wasn't a word, although two other drivers, who had started from the same mark and were obviously slower, were given third and sixth places.

The second heat was won by Charles Maunsell, driving his very neat Stubai, powered by a 1,495 c.c. bored-out o.h.v. Minx unit. Second was Billy Leeper's Austin-Healey and third Graham's TR2. In the third heat the reliability that Alex Jameson has built into his 500 c.c. J.P. stood him in good stead and he won comfortably from Stanley Porter's A.C. Aceca. Honours in this heat, however, go to Betty Kirkpatrick, driving uncle Tommy Graham's Ford Special and finishing third, after mixing things with the best on the track.

Betty was even more spectacular in the final. She finished in second place,

but, had she managed to beat winner Alex Jameson, then strong men would have had second thoughts about taking part in further competition, since this was Betty's first effort at driving either in a race or, for that matter, in a racing car. However, Jameson won and Betty was second, but few noticed this, being too much engrossed in a fierce scrap which developed between the Ford Prefects of Paddy Hopkirk and R. Draper.

This battle, at times, caused embarrassment to the other drivers as the Fords raced abreast around the circuit. Sometimes Hopkirk led, sometimes Draper, but there was never a length between them. Eventually Draper got his bonnet just ahead of Hopkirk's, although the effort thus expended only brought him the lowly 10th place.

The final race, formula free, found Drew Jamison in great form with the 1,100 c.c. Cooper. He set a cracking pace ahead of Marshall Watson's Alta and Malcolm Templeton's Lotus-Climax and for five laps led the field, only to clout the straw bales at the Hairpin on the sixth. He restarted, but retired after three more laps, leaving Watson in the lead, with Templeton unable to recover ground lost in an earlier slide in the "colonial" section. W. A. McMASTER.

## Results

**Event 1. Formula 3 handicap (10 laps):** 1, Alex Jameson (500 J.P.), (h'cap 1 lap, 65 s.), time 13 m. 47 s., 59.84 m.p.h.; 2, J. Meikle (490 Cooper), (1 lap, 60 s.), 12 m. 51 s., 59.90.

**Event 2. 1,172 c.c. Ford Championship of Ireland (20 laps):** 1, Brian Bleakley (Zack), 29 m. 54 s., 61.30 m.p.h.; 2, J. Magee (Ford Spl.); 3, Noel Henderson (Ford Spl.). **Fastest lap:** Bleakley, 1 m. 27 s., 63.19 m.p.h.

**Event 3. Austin-Healey v. Triumph Race (10 laps):** 1, Ian Titterton (TR2), 14 m. 21 s., 63.86 m.p.h.; 2, D. E. Graham (TR2); 3, Ted McGuire (Austin-Healey). **Fastest lap:** McGuire, 1 m. 23 s., 66.24 m.p.h.

**Event 4. Baird Memorial Trophy handicap (heats 10 laps):** **Heat 1:** 1, Douglas Acheson (M.G.A.), (h'cap 2 laps), 13 m. 24 s., 59.93 m.p.h.; 2, J. R. Pringle (M.G.A.), (2 laps); 3, Dick Lovell-Butt (1,087 M.G. s/c), (1 lap, 10 s.); **Heat 2:** 1, Charles Maunsell (1,495 Stubai), (2 laps), 59.36 m.p.h.; 2, Billy Leeper (Austin-Healey), (1 lap, 25 s.); 3, D. E. Graham (TR2), (1 lap, 30 s.); **Heat 3:** 1, Alex Jameson (500 J.P.), (1 lap, 65 s.), 62.01 m.p.h.; 2, Stanley Porter (A.C. Aceca), (1 lap, 60 s.); 3, Betty Kirkpatrick (1,172 Ford Spl.), (2 laps).

**Final (20 laps):** 1, Alex Jameson (500 J.P.), time 25 m. 8 s., 63.67 m.p.h.; 2, Betty Kirkpatrick (Ford Spl.), 25 m. 36 s., 57.27 m.p.h.; 3, Dick Lovell-Butt (1,087 M.G.), 25 m. 42 s., 65.03 m.p.h. **Fastest lap:** Watson (Alta), 1 m. 21 s., 67.88 m.p.h.

**Event 5. Formule Libre scratch race (10 laps):** 1, Marshall Watson (1,890 Alta), 13 m. 32 s., 67.71 m.p.h.; 2, Malcolm Templeton (1,100 Lotus-Climax); 3, Bill Bradshaw (Jaguar XK 120). **Fastest lap:** Drew Jamison (1,100 Cooper), 1 m. 17 s., 71.40 m.p.h.

# A WET CRAIGANTLET

ALTHOUGH the Ulster A.C.'s Craigantlet hill-climb on 18th August counted towards the R.A.C. Hill-climb Championship, the entry was almost entirely local, coming from one side of the Irish border, or the other. Ken Wharton, however, crossed the water with his E.R.A. and Cooper-J.A.P., both to defend his own hill record and to amass more points towards the Championship, but failed to start owing to trouble over the supplementary regulations. It appears that Wharton, who had been unable to attend official practice the previous evening, was allowed to make two practice runs up the hill on the morning of the event, in company with others in the same predicament. Both runs he made in the E.R.A., the weather being extremely bad, returning speeds of 83.43 secs. and 82.34 secs., compared with his two-year-old record of 70.11 secs. He then asked to be allowed to make two runs in the Cooper, but was refused under a ruling contained in the supplementary regulations. In spite of some argument, the stewards remained adamant, so Wharton packed both cars away and refused to compete in the event. Thus, the honour of making the fastest practice climb fell to the Irish driver M. Templeton, who had taken his 1,100 c.c. Lotus-Climax to the top of the hill in 82.77 secs., well outside the record.

The rain, which had fallen during practice, continued the following day and the entire event took place on wet roads, handicapping all drivers alike and keeping speeds considerably below average. Of the larger saloons, Stanley Porter's A.C. Aceca climbed in 91.87 secs. to win the class, against the 102.55 secs. of J. L. Meikle's Armstrong Siddeley. Porter's time was bettered by only eight cars out of the entire entry, and none of them saloons. Second to the Aceca in this

category, and winner of his respective class, came Nigel O'Flaherty, whose Volkswagen beat everything else, over or under 1,500 c.c., with a well-controlled climb in 101.53 secs.

In the classes for production sports cars, under and over 1,500 c.c., Templeton in the Lotus proved easily the fastest, and although he dropped over 4 secs. on his practice time, his run of 87.13 secs. stood at the end of the day as best of all. In addition to winning him the premier award, this climb also gained for Templeton no less than three class trophies. Second to the Lotus driver in the sports car class came J. R. Pringle's M.G. (98.15 secs.) and Lord Dunleath, whose elderly Frazer-Nash climbed in 99.06 secs. The quickest of the larger sports cars was the A.C. of Harvey McWhir, with 89.85 secs. Templeton's closest opponent, H. Graham, drove Drew Jamison's 1,098 c.c. Cooper-J.A.P. and, although he retired on his

first run, set a time of 87.36 secs. on the second, thus beating the car owner's fastest time of 88.17 secs., and coming within a quarter of a second of the Lotus. These three took the first trio of places in the unlimited class.

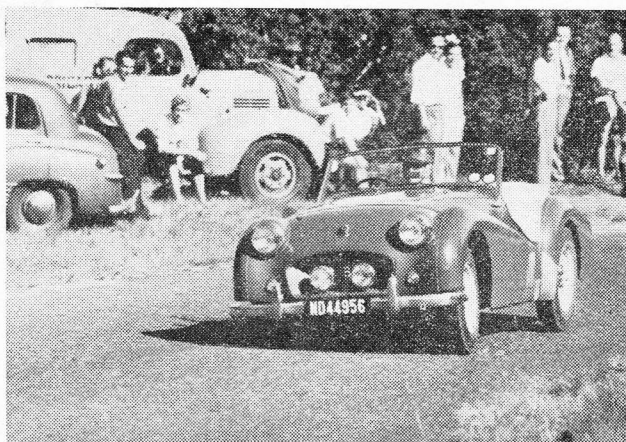
## Results

**B.T.D.:** M. Templeton (Lotus), 87.13 s.

**Saloons, up to 850 c.c.** 1, J. R. Martin (Renault), 109.60 s.; 2, B. J. Flinn (Austin), 117.84; 3, R. Pinkerton (Austin), 118.25. **851-1,500 c.c.:** 1, N. O'Flaherty (Volkswagen), 101.53; 2, R. W. Draper (Ford), 103.68; 3, P. B. Hopkirk (Ford), 103.70. **Over 1,500 c.c.:** 1, C. S. Porter (A.C.), 91.87; 2, J. L. Meikle (Armstrong Siddeley), 102.55; 3, J. J. Taylor (Austin), 104.09. **Sports Cars, up to 1,500 c.c.:** 1, M. Templeton (Lotus), 87.13; 2, J. R. Pringle (M.G.), 98.15; 3, Lord Dunleath (Frazer-Nash), 99.06. **Over 1,500 c.c.:** 1, D. H. McWhir (A.C.), 89.85; 2, E. D. McGuire (Austin-Healey), 93.11; 3, W. E. Bradshaw (Jaguar), 94.17. **Non-racing Cars, up to 1,300 c.c.:** 1, M. Templeton (Lotus), 87.13; 2, J. L. Meikle (Slua), 90.12; 3, J. B. Emerson (Ford Spl.), 91.42. **Over 1,300 c.c.:** 1, D. H. McWhir (A.C.), 89.85; 2, W. E. Bradshaw (Jaguar), 94.17; 3, C. W. E. Maunsell (Stubai), 96.77. **Unlimited:** 1, M. Templeton (Lotus), 87.13; 2, H. Graham (Cooper), 87.36; 3, D. Jamison (Cooper), 88.17.

**Open Handicap:** 1, J. R. Martin (Renault), h'cap 37 s., 72.60 s.; 2, C. S. Porter (A.C.), 19, 72.87; 3, J. R. Martin (Jowett Javelin), 32, 73.38.

**DURBAN HILL-CLIMB:** Production car class, run experimentally in this recent South African event, at Novelty Hill, was won by Dai Davis (TR2 Triumph) from a 401 Bristol and a Fiat 1100. Davis also won the Natal Midlands Rally with this car.





# VANDERVELL

*chosen*

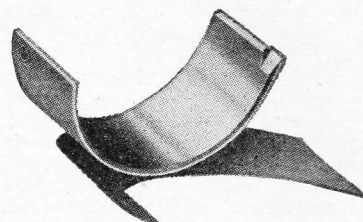
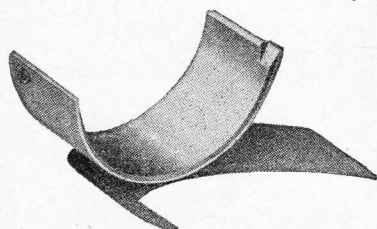
# 15 International

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*AT UTAH*

with the B.M.C. "B" type engine  
fitted to  
the special two-seater M.G.A.





# BEARINGS

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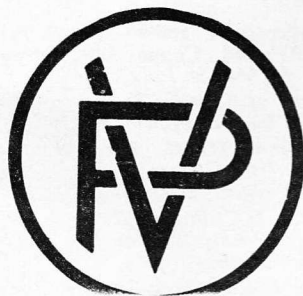
## Class Awards

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# Club News

By STUART SEAGER

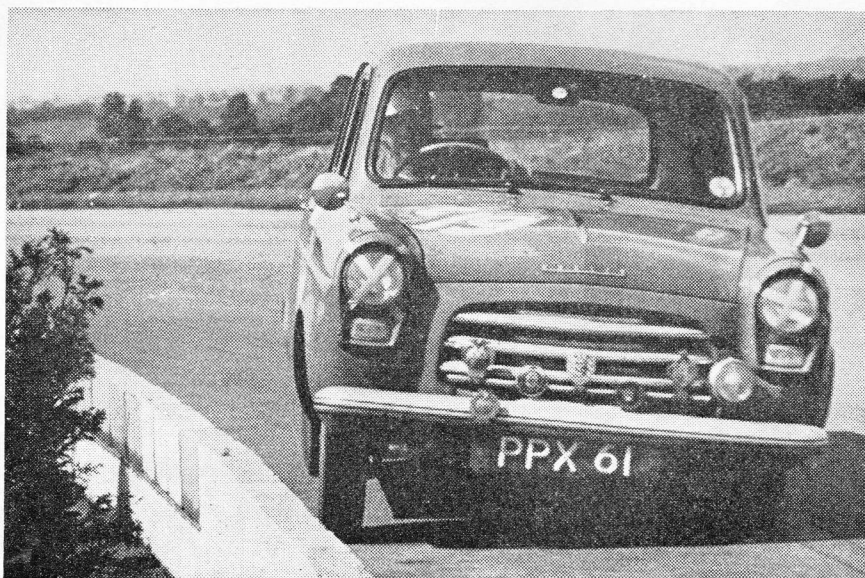
FASHION is just as unpredictable and illogical in the world of motoring as it is in that of *haute couture*. Before the war, it was the done thing, if one had a sports saloon, to cover up the untidy wire wheels with nice smooth discs. Jaguars and Rolls-Royces used to have them and it became so characteristic of the high-performance machine, that when the little Talbot Ten was produced, they gave it the required "air of distinction" by fitting discs over its ordinary Hillman Minx pressed steel wheels, complete with big dummy hub nuts in the middle.

That fashion did not return after the war, but instead we now find that there is a vogue, so far largely confined to the Continent, for fitting dummy wire spokes to a pressed steel wheel to give an "air of distinction" to an ordinary family saloon. This gimmick did appear briefly on one or two special American models two or three years ago, but on our recent visit to Germany we were amazed at the popularity of the idea particularly amongst the "sporty" fraternity. The car parks at the Nürburgring seemed to be full of Opels, Fiats, Simcas and Volkswagens, all wearing these pieces of chromium-plated basket-work, often with dummy knock-on hubs as well. Even Peter Collins has them on his new Zephyr. There is something rather incongruous, when following behind, about the appearance of a VW accompanied by the twinkle of hub nuts.

A few days ago, in London, we saw the ultimate—a Messerschmitt Kabinenroller with dummy wire wheels!

\* \* \*

THE next race meeting which the Lancashire and Cheshire C.C. will be running at Oulton Park is due to take place on the 13th October. This advance notice should give plenty of warning to the members of the B.A.R.C., B.R.S.C.C., 750, V.S.C.C., Bugatti Owners and Wirral 100, who are invited to take part. Regulations are available from E. N. Bloor, 33 Gibwood Road, Northenden, Manchester. . . . In some rallies, the driving tests at the end tend to assume more importance than the rally itself; therefore, to save time, the Blackpool and Fylde M.C. instituted some years ago their "Blackpool Rally Driving Tests", which are driving tests without a rally at all. This popular event takes place on Saturday, 27th October, and is open to the London, Hagley, Bolton-le-Moors, Lancashire and Cheshire, Pembrokeshire and Lancashire A.C. There are seven tests for all concerned, with two goes at each, and on the Sunday there is an inter-area contest over four of the tests, between special "crack" teams. Entries close on 13th October, with E. B. Stott, 48 Corporation Street, Blackpool. . . . The Windsor C.C., in conjunction with the 750 M.C., are holding their annual Night Trial on 22nd-23rd September, starting and finishing at Burnham Beeches, Bucks. The course is of some 130 miles and details are obtainable from G. Connelly, 98 St. Martin's Lane,



**GRAN TURISMO:** Production car races are always great fun, for then we can see homely vehicles being driven in a manner never dreamed of by their designers! Here is Cuff-Miller in one of the team of Elva-headed Fords, at Copse Corner during the Six Hours Relay at Silverstone.

London, W.C.2. . . . On 28th-29th September there will be held the **East Anglian M.C. Clacton Rally**, which covers some 400 miles in and around East Anglia, and has three starting points: London, Kenilworth and Bury St. Edmunds, the finish being, of course, at Clacton-on-Sea. The invited clubs are the B.A.R.C., Combined Universities, Eastern Counties, Hants and Berks, Lloyds, London and S.C.C. of Norfolk. Entries close on 24th September with E. S. Ridley, 14 Albert Crescent, Bury St. Edmunds, Suffolk. . . . The **Sporting Owners' D.C.** are holding their Downs

Rally on Saturday afternoon, 8th September, and have invited the B.A.R.C., Harrow, M.G., Falcon, Bedford, English Electric and Thames Estuary A.C. The route is of 130 miles, starting from Dunstable, partly route-carded and partly by grid references, further details being obtainable from J. Nott, 126 Marsh Road, Luton, Beds. Entries close on Monday (3rd). . . . The **Circle C.C.** are holding their Sussex Rally—a closed event—on 9th September, with a 120-mile route. It starts from London and finishes at Seaford, Sussex, and further (Continued on page 282)

## Coming Attractions

**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 (F.1) and Coppa Inter-Europa (S, T), Monza, Italy.**

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

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

**Bentley D.C. Firle Hill-climb, Firle Estate, near Eastbourne, Sussex. Start 2 p.m.**

**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.**

**Leicestershire C.C. Autocross, Springfield Farm, near Tilton, Leics. Start, 2.15 p.m.**

**September 8th. Bugatti O.C. International Hill-climb (R, S), Prescott, near Cheltenham. Start, 12 noon.**

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

**Southport L.C. and M.C.C. Driving Tests, Marine Drive, Southport, Lancs. Start, 2 p.m.**

**Essex Police Driving School. Essex Cavalcade of Motoring, Central Park, Chelmsford, Essex. Start, 12 noon.**

**September 9th. Darlington and D.M.C. Croft Speed Trials, Croft Aerodrome, near Darlington, North Yorkshire. Start, 2.30 p.m.**

**Romford Enthusiasts C.C. Speed Hill-climb, Stapleford Aerodrome, Abridge, Essex. Start, 2.30 p.m.**

**Fiat "500" Club Rally and Gymkhana, Heston Aerodrome, Cranbrook Road, Great West Road. Start, 12 noon.**

**Humber and Fiat Registers Rally. Assemble, Hundred House Hotel, Great Witely, Worcs. Start, 11.30 a.m.**



# Success from the start!

## STIRLING MOSS WINS AT SILVERSTONE USING BP Super Plus

Now Stirling Moss answers motorists' questions :



*Stirling Moss won this year's Daily Express International Sports Car Race at Silverstone, Class 3,000 c.c. and over, using BP Super Plus, 100-octane petrol.*

### BP SUPER PLUS IS 100-OCTANE — WHAT DOES THAT MEAN?

**Moss :** Octane number is a measure of the anti-knock quality of a petrol. At the top end of the octane scale is a substance called iso-octane; at the bottom end, a substance called normal heptane. 100-octane petrol has the same resistance to knock as 100% pure iso-octane.

### CAN BP SUPER PLUS BE USED IN ANY CAR?

**Moss :** Yes — quite safely. BP Super Plus cannot possibly harm any engine. Of course, you would not get the full benefit from it unless you have an engine which really requires the extra octanes — for example if it has a high compression ratio. But try it by all means — especially if you run a sports car.

### HAS BP SUPER BEEN CHANGED AT ALL?

**Moss :** No. It's just the same quality and just the same price. And it's still your best choice unless your engine is of a type able to take full advantage of the 100-octane fuel.

### HAVE YOU CHANGED TO BP SUPER PLUS?

**Moss :** Yes. It was an obvious choice for sports car racing. And, although my touring car has always run very well on BP Super, it goes even better on this new juice. That's because I have fitted it with a special high-compression engine that can make full use of 100-octane petrol.

**Now — a full range of BP petrols to cover every motoring need**

THE BRITISH PETROLEUM COMPANY LIMITED





**Club News—continued**

details are obtainable from Mrs. M. A. Paul, 14 Hardwick Road, Eastbourne, Sussex. . . . Organized jointly by the R.A.F.A.M.C. and the Per Ardua M.C., the second Battle of Britain Rally, which is to be held on 8th-9th September, is open only to members of these two clubs, but their considerable combined membership should make up a worthwhile entry. The course is about 280 miles long, mainly in north and central Wales and starting from Queensferry and Shrewsbury. Entries close on 5th September with K. B. Picknett, Alton House, Shrewsbury Road, Birkenhead. . . . The S.E. Centre of the M.G.C.C. will meet on 6th September at the Freemason's Arms, Devonshire Hill, Hampstead. . . . Regulations are now available for the Nottingham S.C.C. race meeting to be held at Mallory Park on 16th September. Applications should go to A. Knowles, Leen Valley Dye Works, Bulwell, Notts. . . . The Epping Forest M.A. will be holding a film show on 6th September at St. Mary's Hall, High Road, Loughton, Essex, at 7.45 p.m., to which all enthusiasts are welcome. A good selection of motor racing films is guaranteed and admission is free. . . . Regs are now out for the B.A.R.C. 13th Brunton Hill-Climb to be held on 16th September. There is a full selection of classes, including racing cars for the first time. The event is open only to club members and details are available from W. R. Short, 5 Brownhill Road, Chandler's Ford, Eastleigh, Hants. . . . On 30th September, the day after the National race meeting at Charterhall, the Berwick & D.M.C. are holding a sprint meeting at Winfield and hope to have a large "stopover" entry. Clubs invited are the B.A.R.C. (Yorks), B.M.R.C., Darlington, Lothian, Newcastle, M.G. (Scottish) and Scottish Sporting, and regulations are available from R. Beston, "Belvoir", Glendale Road, Wooler, Berwickshire. Entries close on 17th September. . . . The trials season is almost with us again and regulations are now available for the West Hants & Dorset C.C. Knott Cup Trial, which will take place on 23rd

September. It is a qualifying round for the R.A.C. Trials Championship and a B.T.D.A. Star event, and is open to members of the Bristol, Plymouth, London, Southsea, Taunton, Sheffield & Hallamshire and Sunbac. It will be held on the tank testing ground at Wool Heath, near Wareham, Dorset, and entries close on 15th September, with R. R. Mountford, 6 Orchard Avenue, Parkstone, Poole, Dorset. . . . Regs are available from H. L. Trafford, "Woodlawn", Bentinck Road, Altrincham, Cheshire, for the Lancashire & Cheshire C.C. Lakeland Rally, which occupies the 28th, 29th and 30th September. . . . Also A. W. Evans, Derwent House, Mouldsworth, Chester, has regs for the Chester M.C. Bernie Rally on 15th/16th September. . . . The Mid-Surrey A.C. navigation talk, which we unfortunately omitted to date last week, will take place on 7th September, at the Queen Adelaide, Kingston Road, Ewell, at 8 p.m.

**SEVEN-FIFTY M.C.**

AFTER a long and appreciated term of office as Secretary of the 750 M.C., Ken Welfare has now resigned owing to his impending emigration to Canada. The new full-time Secretary is Colin Peck, Fernlea, Westerham Hill, Biggin Hill, Kent, to whom all communications should now be addressed. The club now has a membership of over 2,000.

**B.A.R.C. GOODWOOD SPEED TRIALS**

THE committee of the B.A.R.C. S.W. Centre regrets to announce that the Goodwood Speed Trials, due to be held on 6th October, have had to be cancelled, due to administrative difficulties, and apologizes for any inconvenience caused to prospective entrants.

**ASTON MARTIN MARTINI MATCH**

WOULD-BE competitors in that novel Brands Hatch speed event devised by the Aston Martin O.C. have only until Monday next, 3rd September, to

get in their entries. It takes place on 15th September, in the form of a series of two-lap matches between cars and drivers of like performance, running three or four together. B.T.D. earns the Martini Trophy; best A.M. gets the Arthur Bryant Trophy. Entries to the Secretary of the Meeting, Roger Mennell, Woden Law, Firs Road, Kenley, Surrey.

**LANCASHIRE CUP RALLY**

THE Lancashire Automobile Club's Lancashire Cup Rally took place on the night of 25th-26th August.

This event is well known to be a stiff, night navigation test, with a high average speed over difficult terrain. This year, the roads throughout the course were of the very narrow and twisting Welsh variety, and as usual no tests were employed. The winner was found on the road section alone, and proved to be E. G. Vanner in a Ford.

At the three major controls, sealed map references were handed to the entrants, and as these on occasion were of the eight-figure variety, with 21 check points, some only 2-3 miles apart, together with a 30 m.p.h. average, the fun was on. Those who finished within a reasonable time are to be congratulated.

The start was at Blackburn, whence competitors had to make their way to the first control, situated some eight miles outside Chester. Then the rally proper started. The route led via Hope, Llanfynydd, Erryrys, to Llanarmon, then over the mountain of Moel Llanfair and down to Jericho. Still west it went, through the Clocaenog Forest, turning south to Llanfihangel-Glyn-Myfyr, thence south-east to Rhug near Corwen. East now on the road north of the river Dee, almost to Llangollen and then south up the steep hills to a point deep in the wilds near Craignant. After turning north to pass Llangollen on the east and travel up the edge of Minera, the competitors swung north-west to Nerquis mountain, Bwlch Pen-Barras, passing Ruthin to the north, then via Paptastynog into the hills just south of Llanefydd.

Turning again, they now headed eastwards, to pass Denbigh to the north and across the mountains again to Ysceifiog; then south-east to Fawnog and across country to Stretton Hall, south of Barton on the A534. Finally, north-east to Beaston, where was sited the last check of the Welsh section; and whence the weary survivors made their way back to the finish at the Aspinall Arms, Mitton, nr. Whalley.

FRANCIS PENN.

**Results**

**Best Performance:** E. G. Vanner (Ford). **Novice Award:** D. C. Astle (Austin-Healey).

**First Class Awards:** M. Sutcliffe (Swallow Doretta), K. C. Walker (Triumph TR3), F. Snaylam (Triumph TR2), C. L. Kinns (Triumph), A. Newsham (Morgan), M. Baines (Triumph), J. Broomby (TR2), J. P. Boardman (Peugeot), A. Turner (Ford), E. R. V. Walker (Simca), R. J. Cowden (Vauxhall).

**B.A.R.C. (S.W. CENTRE)****Point-to-Point, 19th August**

1, F. Downs (Sunbeam-Talbot), 85 marks lost;  
2, J. Church (Ford Zephyr), 275; 3, S. D. Silverthorne (Renault Dauphine), 320; 4, and Novice Award, B. R. Prince (Morris Oxford), 370.

**RALLY DAYS** are here again—and last week-end the Lancashire A.C. held their Lancashire Cup Rally. Here, J. Broomby checks in at the Chester control.





# CORRESPONDENCE

## Thanks from Oulton Park

MAY we take the opportunity, through your columns, to thank the marshals and officials, not forgetting the members of the Cheshire County Fire Brigade, at Oulton Park on Saturday, 18th August, on the occasion of the *Daily Herald* International Trophy Meeting, for their tremendous efforts to make racing possible under the prevailing weather conditions.

We feel sure that everyone will be amply rewarded by the many letters of appreciation which we have received from spectators.

We ourselves would like to congratulate all drivers on their magnificent performances and high speeds under the weather conditions. Saturday was our first wet day since the track opened, but we hope to regain our fair weather reputation for the Gold Cup Meeting on 22nd September.

R. M. FOSTER, MANAGING DIRECTOR,  
CHESTER. CHESHIRE CAR CIRCUIT, LTD.

## The Ecurie Ecosse Withdrawal

ON 18th August the British Racing and Sports Car Club organized the *Daily Herald* International Trophy Meeting at Oulton Park. The whole programme was carried out under appalling conditions of torrential rain. At one period a halt was called while the Fire Brigade dealt with flooding: the track was then passed as fit for racing by the stewards and the programme proceeded.

Nevertheless, the Ecurie Ecosse thought fit to withdraw their entry. One can only presume that Mr. Murray rates his own opinion higher than the stewards—a body of gentlemen not without some experience of motor racing.

Furthermore, it is a great pity that Mr. Murray did not pause and consider what would have been the effect if all the marshals and officials had decided that they were no longer prepared to stand out in the rain getting soaked to the skin for *no reward whatsoever*, and I draw Mr. Murray's attention particularly to these last three words.

Finally, there are the spectators, many of whom had travelled long distances and had stood for hours in torrential rain in the expectation of seeing an Aston Martin-Ecurie Ecosse duel. What poor reward for these enthusiasts and for the *Daily Herald*, who are proving such good friends to motor sport just at a time when influential friends for our sport are badly needed.

I am sure that all these spectators would wish to express their warm appreciation of all the drivers from Stirling Moss down to the most humble "backmarker" for the courageous show they put up under such terrible conditions.

R. M. CRAIG,  
BROMBOROUGH, CHES. HON. SECRETARY, WIRRAL 100 M.C.

## Production Cars in The "Alpine"

WHILST I agree with Mr. Harrison that the performance of the Ford Zephyrs in the "Alpine" was outstanding, I think that his unfortunate phrase "so-called production cars" is misleading and unfair to some of the other successful British marques.

The event was open to three classes of cars. Firstly, standard touring cars and standard Grand Touring cars which, with the exception of certain small mods., such as change of plug, tyre, brake lining, etc., had to be in catalogue trim. Secondly, cars which, provided they started life in either of these two classes, could be given the "full treatment", i.e., presumably Mr. Harrison's "so-called production cars".

Of successful British cars, the Aston Martin, M.G.A., Sunbeams and Triumphs were in the first category, i.e., in catalogue trim; two of the successful Triumphs were indeed privately owned cars bought "off the peg".

Perfectly legitimately, the "works" Zephyrs were fairly extensively modified, having amongst other mods. aluminium panels, perspex side-windows, three carburettors, special inlet and exhaust manifolds, oversize valves, extra petrol pumps, 26-gallon tankage and modified suspension.

As mentioned in my review, the outstanding performance amongst genuine standard touring saloons was that of the Mk. III Sunbeam, which was faster in some of the speed tests than the standard Zephyr which did not finish.

JOHN GOTT.

ST. ALBANS, HERTS.

WHILE agreeing that John Gott should never use "if" in his articles, I must disagree when Mr. Harrison refers to the Ford Zephyr as cheap in comparison to the other machinery. List price of the M.G.A. is less than for the Ford and the TR3 hardtop is but £105 more. Let us not forget that the Fords were fully modified with three carburettors and overdrive on all gears.

NANCY MITCHELL.

HIGH WYCOMBE, BUCKS.

## The Dailies' Outlook on Racing

I HAVE been in England since 1954 and have followed motor racing very closely since my arrival. I have never actually participated in any events (other than stock car meetings) due to financial problems.

My main reason for this letter is to point out something that I have noticed over this period of time in regards to the public press. There have been many occasions when I was unable to attend a meeting here in England, and naturally I turned to the newspapers to find out what the outcome of the meeting was. I would buy several papers only to find that there was no mention whatsoever of the race meeting. On the other hand, let there be a meeting wherein someone receives fatal injuries or is injured, and you will find a great big write-up on it in the majority of the leading papers. Not only is the write-up big, but it is written in such a manner that it would turn the average person who knows completely nothing about motor racing against it.

Could you tell me why, in such a country as England with such leading cars as Aston Martin, Jaguar, Lotus and many others, should the press take such a view? Had it not been for weekly magazines such as AUTOSPORT, I am sure that many people would be left in the dark.

I think somebody should give those so-called leading newspapers the word on what should go on the sports page—a little less blah-blah about cricket, the horses, etc., and a little more news that is real news about motor racing.

WILLIAM R. KANE.

LONDON, W.1.

## Qualms re Formula 2

I AM not at all happy about the recent introduction of a new Formula 2 for 1½-litre unblown racing cars.

We have at the moment what I consider to be an extremely good Formula 1 for 2½-litres unblown, which still has a number of years to go, and furthermore we have several good British Formula 1 cars which I feel may well win Grande Épreuves if they are given the chance of being developed.

During the last Formula 1 (of 1½-litres supercharged and 4½-litres unsupercharged) we had a 2-litre unsupercharged Formula 2. What happened? In 1952, over a year before the current Formula 1 was to be revised, the majority of Grands Prix were run for Formula 2 cars, the rest being *Formule Libre* and only Albi being run to Formula 1.

I fear that history may repeat itself, and that manufacturers will start concentrating on 1½-litre cars, with the result that Formula 1 will die a natural death, until the 1½-litre cars in their turn become a new Formula 1.

This, I feel, would be a bad thing. Surely Formula 1, Formula 3, sports cars and production cars provide sufficient different classes of racing to please everyone?

One other point before I close. I would like to see more production car racing, but by that I mean real production cars as they leave the factory with only factory-listed modifications allowed, and certainly none of this business of fitting three Weber carburettors and floor gear changes to Austin A90s, which I understand Wharton's A90 had at Silverstone in May. (I don't blame driver or makers; the regulations shouldn't allow it.)

If a car is produced with a steering column gear change, without a catalogued alternative, then it should race with that abomination.

Heartiest congratulations on an excellent magazine which I've taken since No. 1.

J. H. PATERSON.

ROATH, CARDIFF.

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

More Correspondence on page 288



# AUTOSPORT

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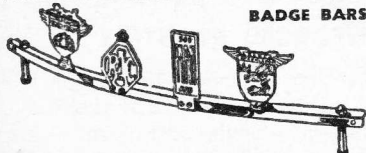
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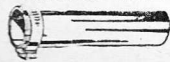
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**Correspondence—continued****Not the Man**

I WISH to say that although your report (10th August) has given me the somewhat doubtful honour of losing my steering wheel while driving my Cooper in practice at the Westbrook Hay Hill-Climb on Saturday, 21st July, 1956, I must state that this startling and terrifying experience was not undergone by myself and that some other driver present has been confused with me.

HAY-ON-WYE,  
HEREFORD.

G. H. KEYLOCK.

**Formula 1**

LIKE your correspondent Mr. A. E. Ward on 17th inst. I, too, am a Formula 1 fan, and it was with the greatest regret that I learned that the Oulton Park Gold Cup meeting was to be for sports cars.

We are often told by historians and journalists of the glamour and appeal of the genuine Grand Prix single-seater, but it would appear that events for these machines are becoming fewer in this country, and with the change of the Gold Cup meeting to sports category I believe our only major events of International status for Formula 1 are the *Daily Express* meeting and the British Grand Prix, both held on an airfield circuit.

As stated by Mr. Ward, the Aintree events appear to be unable to attract a truly international entry, and the circuit itself has come in for much criticism from the spectator amenities point of view.

I would like to see a return of truly international F1 racing to Oulton Park, the only place in this country where one can see genuine G.P. cars in action in their proper sphere—a true road circuit—with the atmosphere that one can only find on a circuit of this type.

Competition committees, what about it for next year? Apparently Ferrari and Maserati both thought the journey worth while last year, and who knows but that we may be able to give them a real race for the money by this time next year!

Whilst at the present time it is fashionable to slavishly

follow Continental practice in most things connected with our sport, how refreshing it was to see a transporter bearing the legend "Team Lotus" in place of the more usual "Ecurie" or "Equipe".

D. R. YOUNG.

WALLASEY, CHESHIRE.

**Re the Bentley/Hugus Cooper at Le Mans**

WE feel the enclosed letter, which we have received from four Frenchmen who were present at the Le Mans 24 Hours Race, may be of interest to yourselves and readers.

S. W. RIDGEWAY,  
THE COOPER CAR COMPANY, LIMITED.

SURBITON, SURREY.

To The Cooper Car Co., Ltd.,

At Le Mans 24-Hour race we were placed by chance above your stand. We have had no reason to regret it, and it is to let you know this that we decided to send you this letter.

You drove with admirable regularity and self assurance. Whether on straight lines, at Mulsanne or Arnage we had nothing but praise for your style of driving. We are anxious to congratulate you for it.

Furthermore, your stand was by far the most attractive. There reigned there an atmosphere of simplicity and cordiality which forced one to take an interest in your little Cooper. Especially the pilot, with the red armband and the original hat with its candle\* and its frames, directed the operations with simplicity, authority and competency. He also won our liking.

We were very pleased to see your car finish in a good place. We followed with great interest "OUR" little Cooper and her pilot behind the fight of the "Great Ones" (Jaguar and Aston Martin). And if we go back to Le Mans next year we shall go that time deliberately above the Cooper stand. Now back home we could not refrain from sending you and your team these few words of appreciation.

From Messrs. Leproux, Drouillard, Marigot and Dr. Leproux.

31st July, 1956.

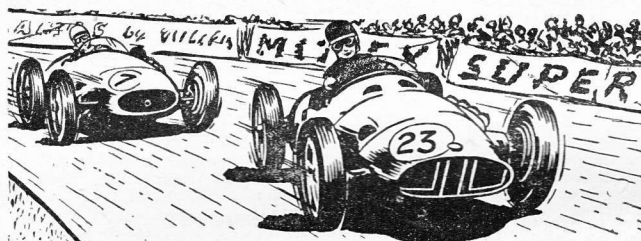
(\*—sparkling plug.)

**Correction**

WITH the interests of L. I. Bramley in mind, I beg to contradict the report of the Mallory Park August Bank Holiday meeting. Bramley was forced into an early retirement due to a fractured valve guide, and did not "go off the track" as stated in AUTOSPORT.

PAMELA BRAMLEY.

NORTHALLERTON, YORKS.



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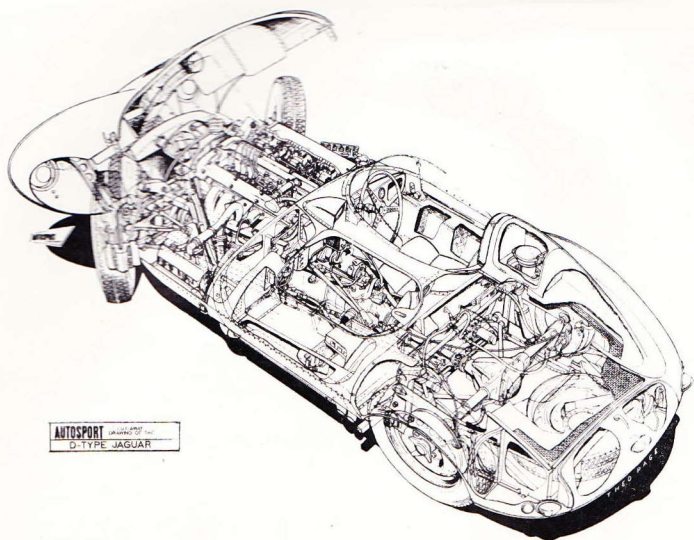
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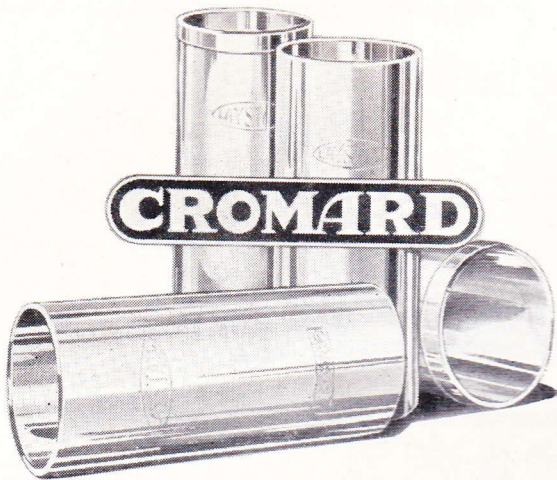
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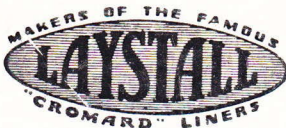
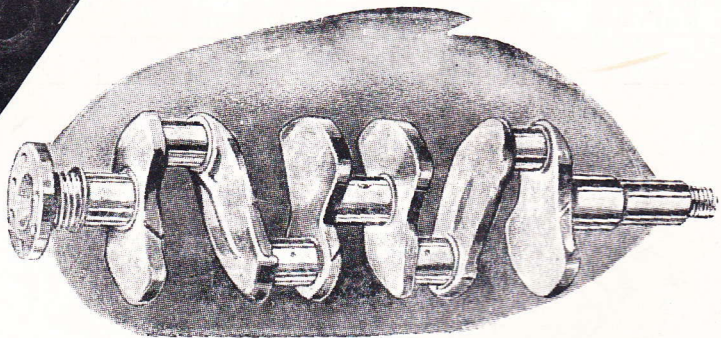
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