

AUTOSPORT

SEPTEMBER 7, 1956

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EVERY FRIDAY

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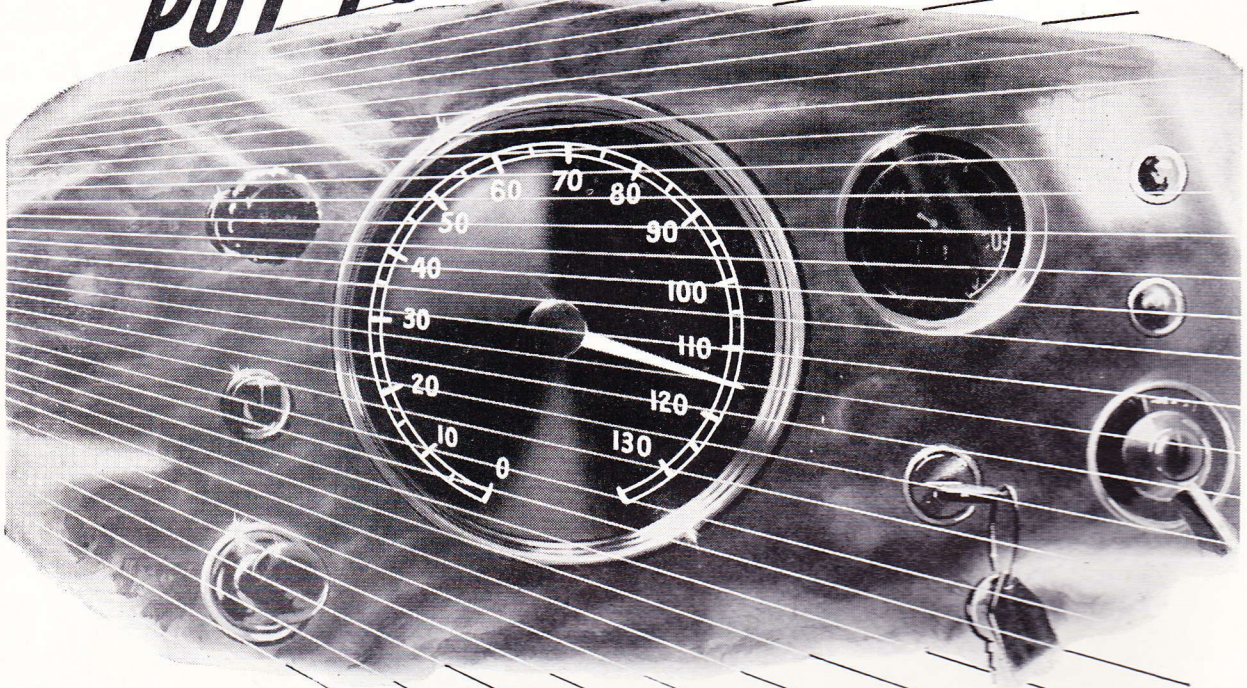
BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

GRAND PRIX OF EUROPE: FULL REPORT

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BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 10

September 7, 1956

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EDITORIAL

A WONDERFUL G.P. OF EUROPE

MONZA, 1956, will go down in history as one of the hardest-fought of all Grands Prix. Stirling Moss scored the most notable victory of his career, after a superb drive with the full strength of Scuderia Ferrari ranged against him. However, main talking point was the sportsmanship of Peter Collins in handing over his car without question to the reigning World Champion, to make certain of his winning the title for the fourth time. This act has endeared the already popular Collins to the entire motor racing world. Rodney Clarke and his Connaught team covered themselves with glory, Ron Flockhart and Jack Fairman taking third and fifth places respectively. Although no Vanwall finished, the exploits of Harry Schell for more than half-distance kept the crowd on tip-toes of excitement. That high-tailed green car was in front on many occasions, showing really fantastic speed. Poor Archie Scott-Brown was a spectator. Owing to a complete muddle, he was not permitted to take part, although earlier he had been informed that he had passed all the necessary physical fitness tests. The A.C.I. had doubts concerning the insurance, but the general feeling is that Scott-Brown was put to unnecessary embarrassment. He was considered good enough to drive in the British Grand Prix, and has displayed great skill wherever he has appeared. This was the sole discordant note struck during one of the finest motor race meetings to be staged in Europe.

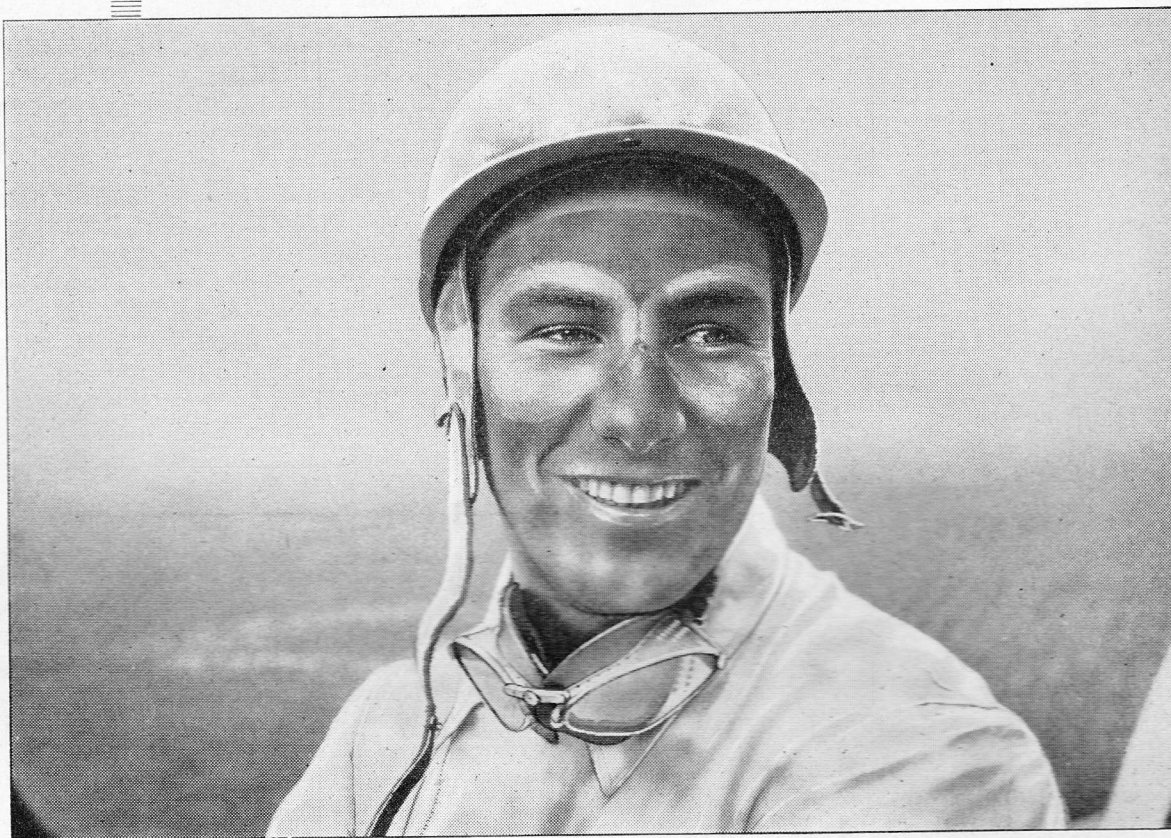
UNWELCOME TREND

IN the light of British performances in last Sunday's Grand Prix at Monza, it is depressing indeed to realize that no opportunity will be afforded for Connaught, Vanwall or, for that matter, B.R.M., to perform on British soil, before British spectators, during the remainder of this season. Goodwood's traditional September meeting, always an exercise ground for our foremost racing cars, includes no single event eligible for Formula 1 machines, despite inclusion in the programme of such Sussex "little classics" as the Goodwood Trophy and the Madgwick and Woodcote Cup events, all formerly for out-and-out racing cars. Nor does the Oulton Park Gold Cup cater for Formula 1 this year, while Aintree's "open" season has ended. Clearly the reasons for this neglect of the Formula 1 class centre around finance. Operators of Grand Prix cars expect substantial starting money, not always forthcoming. Yet apart from depriving the British public of an ever-exciting spectacle, failure to provide races for Formula 1 cars is no encouragement for British constructors to continue development of such machines.

OUR COVER PICTURE

A GREAT GESTURE: The most dramatic moment in the Grand Prix of Europe, held at Monza last Sunday, came when Britain's Peter Collins, with still a chance of gaining the World Championship, voluntarily handed over his Ferrari to Fangio, enabling the latter to finish second and secure the Championship for the fourth time. In the picture, Collins is leaping out of the cockpit, while Fangio can still scarcely believe what is happening.

Another success for Stirling Moss and **BP Energol**



GRAND PRIX d'EUROPE Monza 1st MASERATI

**At a new record average speed of 129.73 m.p.h., breaking
the lap record at 135.40 m.p.h.**

(Subject to official confirmation)

Stirling Moss's earlier victories on BP Products this year include: the New Zealand Grand Prix, the 1,000 Km. race at Buenos Aires, the Glover Trophy at the Goodwood Easter meeting, the British Empire Trophy, the Aintree "200", the International Trophy at Silverstone, the Monaco Grand Prix, the Nurburgring 1,000 Km. race and the Silverstone International Daily Express Sports Car race.



THE BRITISH PETROLEUM COMPANY LIMITED

WHAT a week-end! Congratulations, Stirling Moss, Peter Collins, Ron Flockhart, Jack Fairman . . . and congratulations, Connaught, on a fine show. . . . If our memory serves us right, no British car has done better in a Grande Epreuve since 1930, when Tim Birkin came second in the French G.P. with a Bentley.

RON FLOCKHART'S Connaught with which he took that brilliant third place at Monza will be seen at Brands Hatch this Sunday.

VANWALL, too, showed that Britain can make it, but unfortunately their durability still cannot match their pace under conditions as at Monza. The Connaughts were kept down to 6,500 r.p.m., a policy which paid well.

JACK FAIRMAN followed the fashion by throwing half a tread, his time loss in wheel changing being lengthened by the four-stud wheel fixing; seconds saved with centre-lock hubs would have brought him nearer to fourth place.

ALL praise to the B.B.C. and to Raymond Baxter for their radio coverage of last Sunday's G.P. of Europe at Monza.

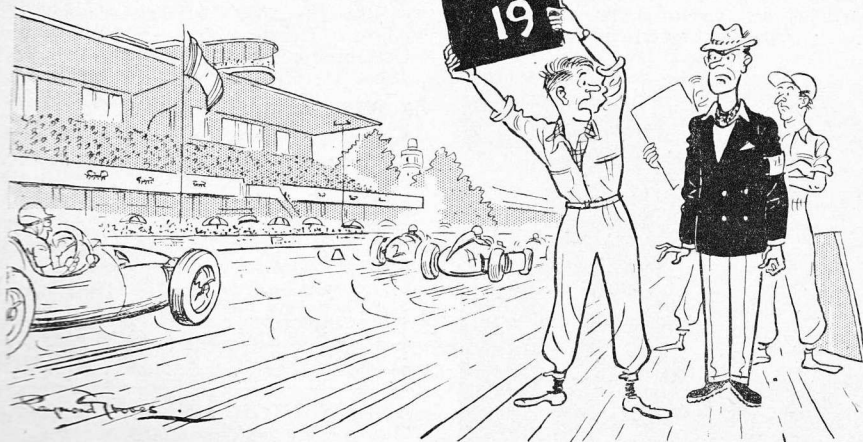
AFTER his victory at Messina with the Testa Rossa 2-litre Ferrari, Phil Hill is reported in one Italian paper as having said "Ferrari very beautiful, very very perfectly"!

LISTER'S first production Formula 2 car, with Coventry-Climax engine, has been ordered by Tom Kyffin of the Equipe Devone. He plans to race it in South Africa this winter.

IT is good to know that Bob Berry is now fully recovered from his alarming Goodwood crash; he will be returning to racing, again in a D type Jaguar, at the 8th September Goodwood National meeting.

B.M.C. quartet for Norway's Viking Rally (14th-17th September) will be Jack Sears/Ken Best, Joan Johns/Douglas Johns and T. Frantzen/V. Steen with Austin A105s, and Nancy Mitchell/Doreen Reece in a Magnette.

BOTH Cooper and Lotus may run in the 1,500 c.c. sports car G.P. of Berlin at the Avus circuit on 16th September.



"Our bloke must have found a short cut—he's coming past here four times on each lap!"

PIT and PADDOCK

TEAM LOTUS are going to Modena for the sports car races on that wiggly circuit on 30th September. Drivers Colin Chapman, Cliff Allison and, probably, Herbert Mackay Fraser. Mike Anthony will also be there, driving his Lotus-Bristol in the 2-litre class.

WE regret that last week's paragraph re Eric Findon retired him somewhat prematurely from the editorship of *The Light Car*. In point of fact, his retirement is not due until next March.

GORDINI'S new 1½-litre car will be running in the International Gold Cup race at Oulton Park on 22nd September.

THE Maserati with which Benoit Musy so nearly won second place in the Messina Five Hours, then was disqualified for too lengthy a last lap after a valve broke, was co-driven by Mackay Fraser.



PONY TAIL: Solution to the crash helmet/coiffure problem by Miss Audrey Pepper, driving F. E. Wall's TR3 in the Ladies' Class at Brighton speed trials last Saturday.



SEEN AT SHELSLEY on 25th August was E. P. Scragg's new Alta-Jaguar, with ex-Formula 2 Alta chassis and D-type engine. The car was built by H.W. Motors.

B.A.R.C.'S annual Dinner/Dance takes place at Grosvenor House on 2nd November.

THREE weeks to go, if you have to revise the rear lighting on your vehicle to comply with the new regulations coming into force on 1st October. All private vehicles must then have two rear lights, not less than 21 ins. apart, not more than 16 ins. from the side of the vehicle, within 30 ins. of extreme rear, and not less than 15 ins. from the ground.

A.M.O.C.'S Martini speed match at Brands Hatch on 15th September has drawn around 60 entries, with Hans Davids, Graham Whitehead and B. J. Hindes with DB3S Astons, Patsy Burt's DB2/4, and numerous TR2s, Austin-Healeys, etc. Start is at midday.

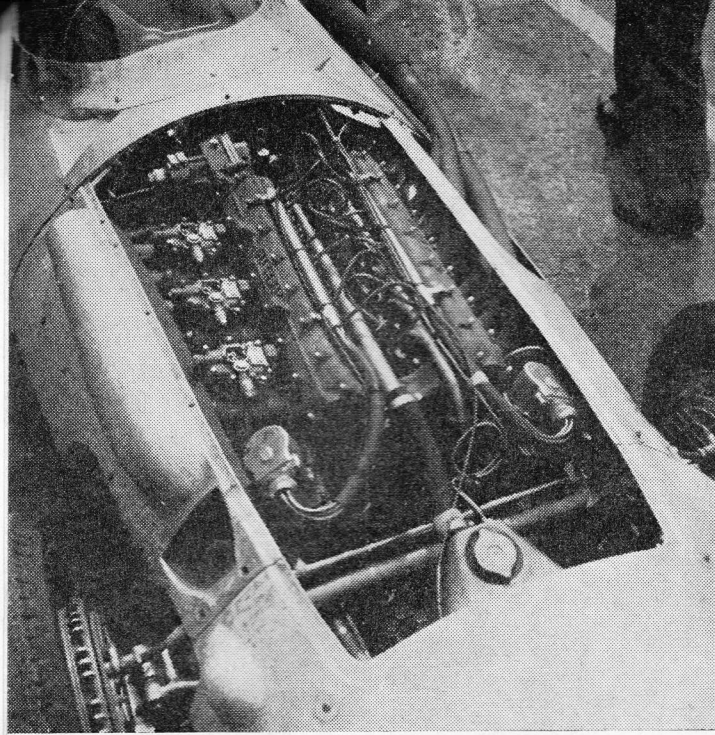
RENAULT'S turbine car, L'Etoile Filante, is on its way across the Atlantic to the Utah salt flats, where it will undergo extensive speed tests.

REPORTED brouhaha over Harry Schell's non-appearance in the Swiss Mountain G.P. seems largely to have been hearsay; in fact, Harry was obliged to the organizers for sportingly withdrawing their protest, and enabling him to go to Caen and win the Grand Prix there on the same day.

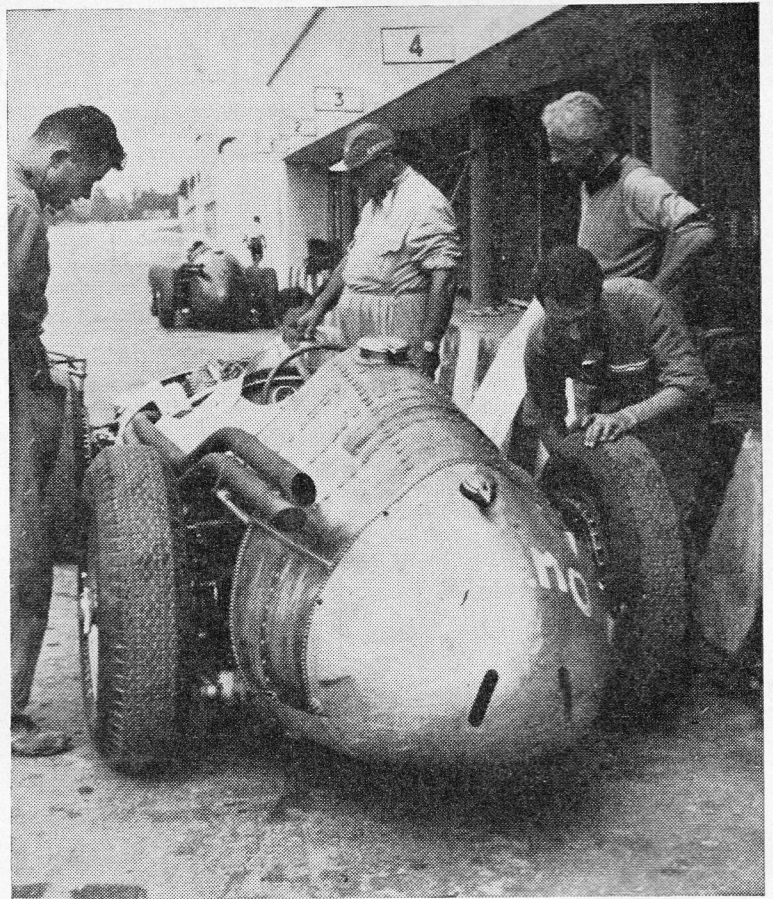
NEAT-LOOKING Elva in the Canadian races at Harewood Acres, which we illustrated in our 17th August issue, had a fibreglass body manufactured by Ashley Laminates, who are now engaged full time in the building and sale of such bodywork at Robin Hood Roundabout, Epping New Road, Loughton, Essex.

DAIMLER-BENZ are to have an imposing new 15 storey skyscraper-type office block at Unterturkheim, with frontage in aluminium, glass and enamelled steel sheets.

THE Guild of Motoring Writers will elect their Driver of the Year at their Paris Motor Show dinner on 4th October.



MONZA WINNER: Two views of the latest Maserati, driven to victory in last Sunday's G.P. of Europe by Stirling Moss. Above is seen the offset installation of the six-cylinder engine with its triple Weber double-choke carburetors. Monza pit view (right) gives the rear aspect, showing clearly the offset driving position and modified tail. With the mechanics is driver Luigi Villoreti.



SPORTS NEWS

MORE F2 CARS AND PRIZE MONEY AT "DAILY HERALD" OULTON

APART from the works car driven by Roy Salvadori, at least two other Formula 2 Coopers will be appearing at the *Daily Herald* Gold Cup meeting on 22nd September. One will be driven by Ken Wharton, while the other, owned by Rob Walker, will have Tony Brooks at the wheel. In addition, Brian Lister has every hope of having his new Climax-engined F2 car ready for Archie Scott-Brown to drive. Moreover, apart from the £2,500 prize money already announced, there are now two awards specifically for sports cars—£150 for the first sports car to finish in the 1,500 c.c. (Formula 2) race, and £100 for the first 1,100 c.c. machine to finish.

The 40-lap Gold Cup race for sports and racing cars up to 1,500 c.c. provides

a foretaste of the new Formula 2 which comes into operation next year. The winner will receive £1,000 and there is a sliding scale of amounts down to eighth place. Drivers finishing with 30 laps to their credit receive £10 each.

STAN ASBURY

THE death of Stan Asbury after a long illness has robbed motoring sport of one of the greatest of all rally crewmen. Sought after by many famous drivers as co-pilot, Stan played a major part in numerous victories, his remarkable stamina and gift of being able to see in fog getting cars through to controls on time, in seemingly impossible conditions. Only this year he shared a Coupe des Alpes-winning Ford Zephyr with Denis Scott. Shy and extremely self-effacing, Stan Asbury was surely one of the best-loved persons in the

Sport, and he will be mourned by all connected with competition driving, not only as a friend, but as that comparative rarity, a man whose sense of sportsmanship caused him never to speak ill of anyone. To Mrs. Asbury, and his family, AUTOSPORT offers its deepest sympathy in their tragic loss. G.

SUNDAY AT BRANDS

NEXT Sunday (9th September) sees another B.R.S.C.C. meeting at Brands Hatch. The nine events on the programme will be for 1,200 c.c. and 1,500 c.c. sports cars, Formula 2, Formula 3, and sports and racing cars on handicap. Roy Salvadori and Colin Chapman will renew their duel for 1,500 c.c. supremacy on the circuit, with Cooper and Lotus respectively, while other works Lotuses will be driven by Reg Bicknell and Cliff Allison. Others present will be Bueb and Gammon (Coopers), and Wicken and Jopp (Halseylecs).

THE WORLD CHAMPIONSHIP

SUBJECT to confirmation, the final positions in the 1956 World Drivers' Championship, based on competitors' performances in the Argentine, Monaco, Belgian, French, British, German and European Grands Prix, and the Indianapolis 500 Miles, stand as follows:—

1. J. M. Fangio, 29 pts.; 2. S. Moss, 27 pts.; 3. P. J. Collins, 25 pts.; 4. J. Behra, 22 pts.; 5. E. Castellotti, 10½ pts.; 6. P. Flaherty, 9 pts.; 7. P. Frère, F. Godia and S. Hanks, 6 pts.; 10. J. Fairman, 5 pts.; 11. J. M. Hawthorn, W. R. Flockhart, L. Musso and D. Freeland, 4 pts.

CHAMPION AGAIN: Fangio's fourth World Drivers' Championship was clinched by his second place at Monza last Sunday. Here the great Argentinian is seen with Enzo Ferrari, a rare visitor to races these days.



READY TO GO: Cars amassed for the Liège-Rome-Liège Rally. The TR2 in the foreground is that of de Pierpont and Dubois.

Liège-Rome-Liège

A MERCEDES VICTORY

BELGIAN drivers triumphed again in the Belgian-promoted rally classic, the Liège-Rome-Liège, distinguished this year in not passing through Rome. The winners were W. Mairesse and Génin, driving a Mercedes-Benz 300SL, and their margin over the second-place Porsche driven by Storez/Buchet was 8 mins. 20 secs. Last year's winner, Olivier Gendebien, was third in a Ferrari, his co-driver being Pierre Stasse, René Cotton/Leclerc were fourth in another 300SL, while fifth came the highest-placed British car, a TR3 Triumph in the hands of Leidgens and Rousselle, who take second place in the 1,300-2,000 c.c. class to the Storez/Buchet Porsche Carrera.

Highest placed British équipe were John Gott and Chris Tooley (M.G.A.), in 13th place, while another works M.G.A., that of John Milne/Dick Bensted-Smith, was next in 14th, Mesdames Nancy Mitchell and Anne Hall in the third M.G., placed 26th, being second in the Coupe des Dames to Mmes. Terray/Gordine in a Peugeot 203. A full report will appear in our next issue.

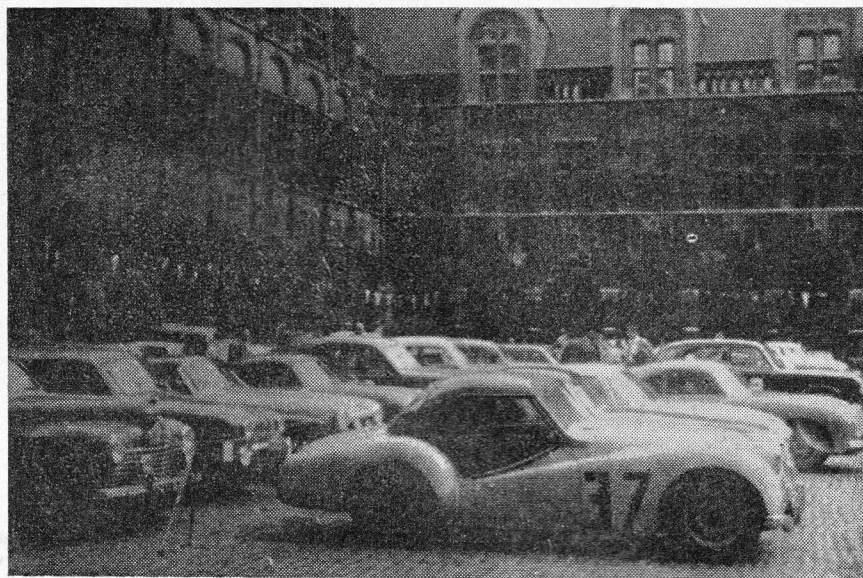
Provisional Results General Classification

1, Mairesse/Génin (Mercedes 300SL), 9 m. lost; 2, Storez/Buchet (Porsche Carrera), 17 m. 20 s.; 3, Gendebien/Stasse (Ferrari), 25 m. 25 s.; 4, Cotton/Leclerc (Mercedes 300SL), 31 m. 53 s.; 5, Leidgens/Rousselle (Triumph TR3), 37 m. 10 s.; 6, Strahle/Wencher (Porsche), 40 m. 22 s.; 7, de Lageneste/Nicol (Peugeot), 41 m. 58 s.; 8, Harris/Jacquemin (Volvo), 44 m. 50 s.; 9, de Changy/Bianchi (Alfa Giulietta), 45 m. 11 s.; 10, Bessey/Pichon (Triumph TR3), 46 m. 5s. **Other British Placings:** 13, Gott/Tooley (M.G.A.), 1 h. 17 m. 56 s.; 14, Milne/Bensted-Smith (M.G.A.), 1 h. 19 m. 34 s.; 19, Griffiths/Blockley (Triumph TR3), 1 h. 34 m. 29 s.; 26, Mitchell/Hall (M.G.A.), 1 h. 53 m. 33 s.

CARLSSON HEADS DE PORTAGO AT KARLSKOGA

THE 25th-26th August week-end was a busy one indeed for motor racing, and several well-known drivers who were not at Shelsley, or Caen, or Messina, or Nürburgring, or Ollons-Villars, instead found themselves at Karlskoga, in Sweden, for the fifth annual running of the International Cannon Races, over the short and very winding 2-kilometre road circuit in the Swedish arsenal town.

Of the six races, that for special sports cars of over 1,500 c.c. over 30 laps was of greatest international interest. The Marquis de Portago was there with a Monza Ferrari, as were Michael Head of Britain with his familiar Cooper-Jaguar, Curt Lincoln, the Finn, with a D-type Jaguar, the newly formed Ecurie Bjurstrom of Sweden with a trio of fast



Classes. 1,300 to 2,000 c.c.: 1, Storez/Buchet; 2, Leidgens/Rousselle; 3, Harris/Jacquemin.
1,000 to 1,300 c.c.: 1, Strahle/Wencher; 2, de Lageneste/Nicol; 3, de Changy/Bianchi.
Coupe des Dames: Mmes. Terray/Gordine (Peugeot 203).
Ladies' Gold Cup (for 3 victories): Mme. Gardine.
Team Award: Volvo.
International Trophy: 1, Belgium; 2, France.

TOMORROW AT PRESCOTT

AT midday tomorrow, 8th September, starts the International hill-climb at Prescott, for which an entry of 120 has been obtained. The final event of the season for the R.A.C. Hill-climb Championship, it is also one of the qualifying events for the AUTOSPORT Championship. As usual, the entry has retained its high standard, and the day will see keen competition between the previous record holder, Ken Wharton (E.R.A. and Cooper), and Tony Marsh and Mike Christie (Coopers), who have both beaten Wharton's record this year. Wharton is also to drive an Austin-Healey, Christie Rob Walker's Formula 1 Connaught and

new Formula 2 Cooper; and Marsh his Cooper-Climax, with which he holds the hill sports car record. To give an international flavour, entries have been received from France, Switzerland, U.S.A. and Sweden. Due to improvements, practically the whole of the course can now be seen from the many vantage points, entrance to which is 7s. 6d., plus 7s. 6d. car park fee.

M. de BAUDOUIN

THE death is announced, following a long illness, of A. de Baudouin, General Manager of Renault, Ltd., for the past five years. A most charming man, regarded as a personal friend by many Renault owners in this country, M. de Baudouin never spared himself at his work, although well aware that he was not in the best of health. His main interest in life was the furtherance of Renault aims, particularly in the United Kingdom, and he once offered this classic advice to an owner: "Treat your women gently, but treat your Renault *rough!*"

Ferraris, plus an assortment of Mercedes 300SLs, E. Carlsson's ex-Formula 1 4½-litre Talbot, an Allard and Eric "Ockelbo" Lundgren's old Ford Special.

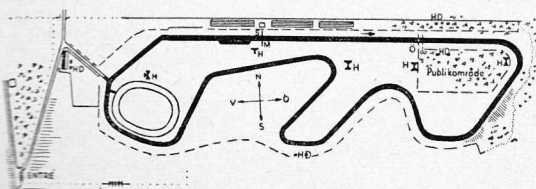
That not very attractive kind of weather which has graced Sweden's, as well as Britain's, summer with far too much rain, was in attendance on race day, keeping the crowd down to around 8,000. They saw Gunnar Carlsson take the lead from John Kvarnstrom, both in Ecurie Bjurstrom Ferraris, and de Portago, similarly mounted. Carlsson kept his place throughout the race, winning by 4 secs. from de Portago, who passed Kvarnstrom at mid-distance when the latter spun round. Fourth came Lundgren's Ford, the Talbot was fifth, and sixth Michael Head's sleek white Cooper.

Of the other races, Classes IV (series sports up to 2 litres) and V (special

sports up to 1½ litres) were run together, with the unusual arrangement that Class V started in grid order, whereas Class IV had a Le Mans start. André Loens (2-litre Maserati) took the lead and held it for 15 laps, when Bjorn Martensson got his Mondial Ferrari past, to stay ahead to the finish. The pair headed the 1,500 c.c. contingent throughout, while of the latter Peter Ashdown emerged the winner in his Mk. IX Lotus-Climax, ahead of New Zealander Ray Thackwell and Dennis Taylor in his green Cooper-Climax. Next in came the similar Coopers of Robert Nelleman and Bill Knight of Jersey. Eighth, and third in the 2-litre class, was S. Gillberg's old Frazer-Nash, followed by two M.G.A.s, somewhat handicapped in such fast company.

Other races fell to local drivers in Porsche and DKW cars. Though somewhat short, the Karlskoga course offers good entertainment for drivers and spectators alike, with most of the circuit easily surveyed from all points. The day's results should prove encouraging to further efforts by the Swedish Ferrari stable, whose enthusiastic team manager is striving to keep Swedish motor sport on a level with international quality.

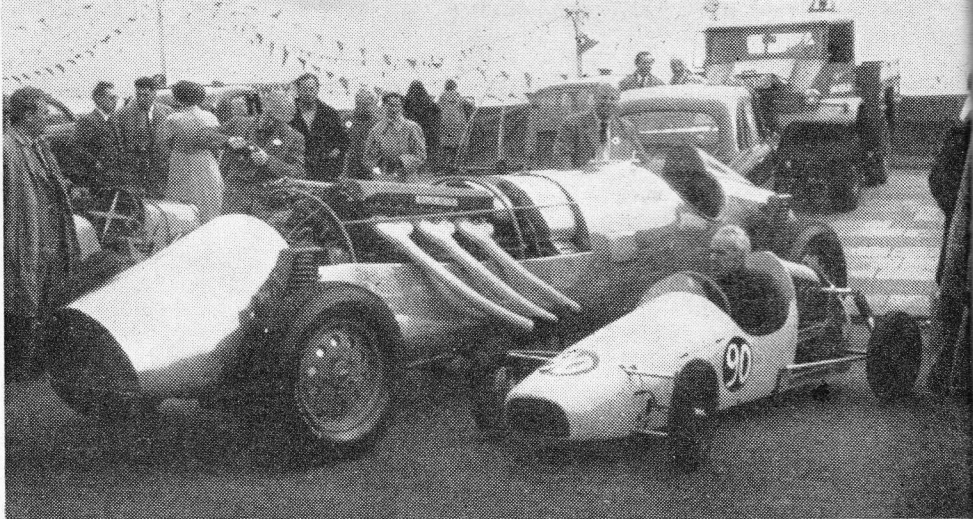
HANS FRIES.



PERMANENT CIRCUIT
at Karlskoga measures
2 km. per lap. Benoit
Musy (Maserati) holds the
lap record at 94 k.p.h.

CONTRAST in Brighton runners—the Brobdingnagian 27,000 c.c. Rolls-Royce Merlin aero-engined Swandean Spitfire Special of F. M. Wilcock, and the Lilliputian 250 c.c. Bennett Special of E. W. Bennett.

KEN WHARTON broke his own record for the famous Brighton Madeira Drive kilometre twice last Saturday, when the Brighton and Hove M.C. staged their annual September Speed Trial meeting in largely dry, if breezy weather. Driving that unbeatable veteran of British sprints and hill-climbs, the 2-litre E.R.A. R4D, he brought down his 1955 figure of 23.63 secs., first to 23.58, then to 23.34 secs. The car had slightly raised com-



BRIGHTON RECORD BROKEN

Six Class Figures Broken at Seaside Speed Trials—New Ladies' Record to Patricia Burt in G.P. Connaught

pression, and was fitted with a somewhat rudimentary but effective wrap-round screen and closed-in cockpit sides, but nonetheless remains basically as it was when built in 1938. But Brighton's absolute record of 22.27 secs. still stands to the credit of the 998 c.c. Vincent motorcycle of R. Charlton, who was unable to defend his laurels this year owing to the dropping of the bike class. With a machine such as the old blown V16 B.R.M., Wharton believes he could easily regain this record for the four-wheelers.

A standing start sprint down a practically straight kilometre of smooth, flat road; an entry of over 250 cars, competing in pairs, their runs starting at 9.30 a.m. and finishing some eight hours later. . . . Sounds tedious? Not a bit of it! Brighton Speed Trials have a fascination all their own, as proven by their sturdy survival through the years as a classic British fixture.

Quite the most fascinating place was the paddock, wherein were crammed a variety of cars unparalleled at Silverstone, Snetterton, Oulton or anywhere else. Diminutive 250s and 500s, beefy-noted blown J.A.P. twins, pre-war E.R.As, Bugattis, Alfas, a V12 Sunbeam, once the world record holder in Segrave's famous hands, a pukka Formula 1 Con-

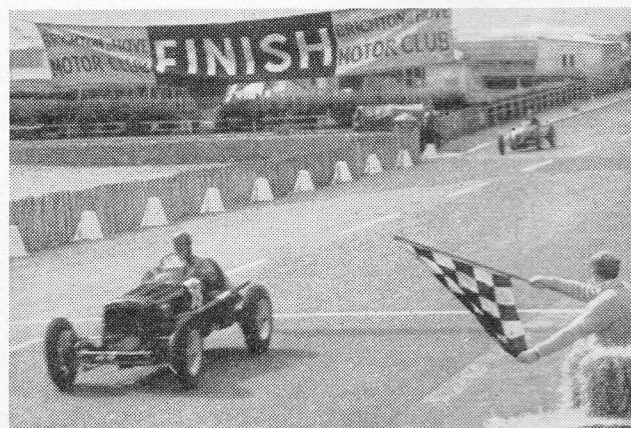
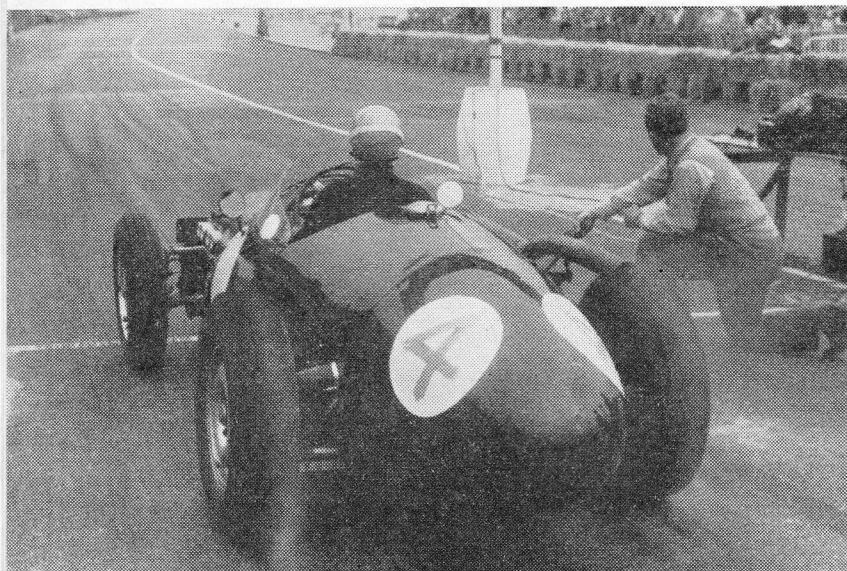
naught, an ex-Formula 2 flat-four Aston-Butterworth, with noted sprint and b.h.p. expert Archie Butterworth himself in attendance; a whole school of vintage Bentleys, a rival pack of lithe moderns such as Lotuses, Tojeiros, Coopers, sleek A.C.s, Jaguars and 300SLs and, in incredible contrast to every other car running, that 27-litre Rolls-Royce aero-engined Swandean Spitfire Spl. . . .

To the lay public, thickly lining the palisades above the Drive, this vast machine was the day's great draw. Mr. F. M. Wilcock, its intrepid builder/driver, has this year fitted quite respectable bodywork, which nonetheless cannot quite contain the bulky power unit and bonnet auxiliaries. An astonishing vehicle! To manoeuvre it in the paddock (steering approx. one turn lock to lock) is truly strong man stuff. When it started up, all other sounds, including the incessant and irritating clamour of several nearby 500s, were drowned out, while be-nyloned legs, threatened by the hot stabs from its exhausts, beat a hasty retreat. There were no doubts about its presence on the line, for its strident animal bellows could be heard well beyond the kilometre. 3, 2, 1 . . . and the timing apparatus gave the green . . . No wildly spinning wheels or black

rubber lines as it departed; just a thunderous roar as the Merlin was opened up, followed by mighty bangs and distinct pauses as Wilcock lifted his foot and made his way through the painfully slow gearbox. His best time? 26.93 secs., compared to Wharton's 23.34 secs. behind an engine of less than a twelfth the capacity. "Still, it's getting better," said Wilcock, clambering out, a muscle-weary but not dissatisfied man.

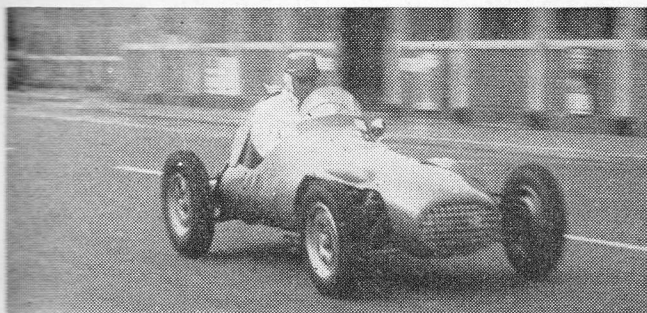
Unobtrusively efficient was Patsy Burt's run in Bob Walker's blue Grand Prix Connaught—a car simply glistening after repairs following Reg Parnell's unfortunate crash at Crystal Palace. A neat start, but fearless use of the throttle foot as the car shot away; 25.46 secs. later and she was crossing the finish line, and Joan Gerard's 1948 record with the E.R.A. had gone at last. The Connaught spent a busy day, as did its owner Rob Walker, who returned second best of the day with it .06 sec. slower than Wharton. He also drove the works Formula 2 Cooper-Climax in lieu of his own, yet-to-be delivered, example, running second to Instone's remarkably fast blown Djinn in the 1,500 c.c. racing class. John Cooper himself also drove this car, while honoured spectator Mike Hawthorn

(Continued on page 306)



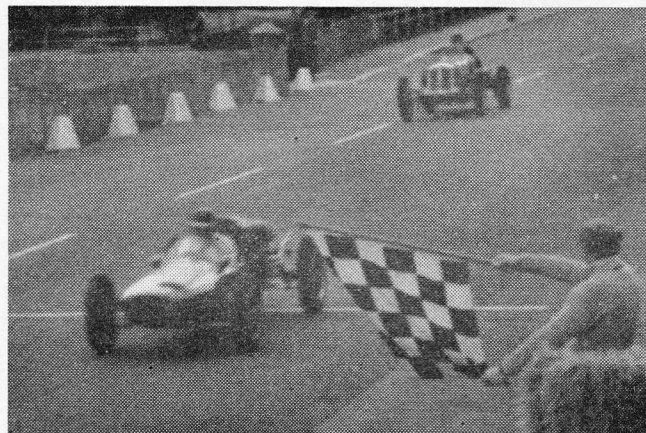
RUN COMPLETED: Tony Marsh in Peter Bell's blown 2-litre E.R.A. well ahead of Frank Norris's Alta Special—time: 24.91 secs.—third fastest of the meeting.

JUST OFF to break Joan Gerard's long-standing Ladies' Record of 25.80 secs. is Miss Patricia Burt, driving Rob Walker's Formula 1 G.P. Connaught. Her time was 25.46 secs.



OLD FORMULA 2: (Above) L. H. Pitteway in W. C. Jackson's 2-litre Aston-Butterworth, with A.J.B. flat-four engine.

NEW FORMULA 2: (Right) R. R. C. (Rob) Walker finishing a run in the works 1½-litre Cooper-Climax.



Provisional Results

B.T.D.: Ken Wharton (2-litre E.R.A. S), 23.34 s. **(New Course Record);** 2, R. R. C. Walker (2½-litre Connaught), 24.40; 3, A. E. Marsh (2-litre E.R.A. S), 24.91.

Sports Car Classes

Class 1. Series Production up to 1,500 c.c.: 1, J. Burke (Porsche), 33.69; 2, K. S. Richardson (Porsche), 34.20; 3, E. B. Wadsworth (Porsche), 35.39; 4, R. W. Fitzwilliam (M.G.A.), 36.74.

Class 2. Series Production over 1,500 c.c.: 1, C. T. Atkins (Mercedes-Benz 300SL), 28.80; 2, Miss Patsy Burt (Aston Martin), 29.71; 3, P. M. Salmon (Jaguar), 30.54; 4, K. N. Rudd (A.C.), 30.71.

Class 3. Sports Cars up to 1,100 c.c.: 1, P. D. Gammon (Cooper-Climax), 27.76. **New Class Record;** 2, A. E. Marsh (Cooper-Climax), 29.20; 3, J. A. Playford (Lotus), 29.82; 4, W. S. Frost (Lotus-Climax), 30.52.

Class 4. 1,101-1,500 c.c.: 1, J. Coombs (Lotus-Climax), 28.40. **New Class Record;** 2, J. Fisher (Revis), 32.20; 3, H. M. Barron (B.B.S.), 33.65; 4, J. C. Stocks (Tojeiro), 35.00.

Class 5. 1,501-2,000 c.c.: 1, M. Anthony (Lotus-Bristol), 28.73. **New Class Record;** 2, A. M. Park (Tojeiro-Bristol), 29.77; 3, J. Buncombe (Tojeiro-Bristol), 30.40; 4, Clive Edwards (Cooper-Bristol), 30.60.

Class 6. Unlimited: 1, J. Ogier (Tojeiro-Jaguar), 25.36; 2, G. E. Abecassis (H.W.M.-Jaguar), 25.91; 3, N. Cunningham-Reid (H.W.M.-Jaguar), 26.62; 4, P. Wooley (Allard) and G. Tyrer (Jaguar), 27.10.

Class 7. Supercharged sports up to 2,000 c.c.: 1, M. Potter-Moore (M.G.), 32.91; 2, D. C. Bishop (M.G.), 35.00.

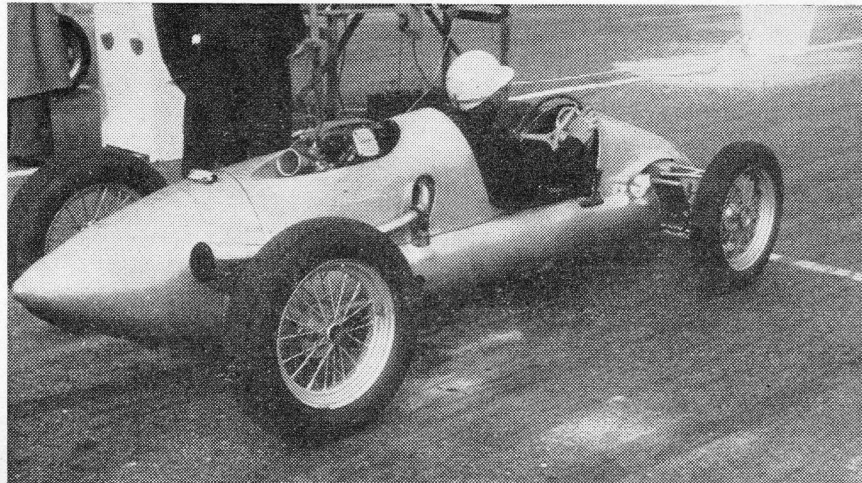
Class 8. Supercharged sports over 2,000 c.c.: 1, R. W. Fitzwilliam (Alfa Romeo), 39.68.

Racing Car Classes

Class 9. Up to 250 c.c.: 1, C. B. Forster (J.B.S.), 46.45; 2, K. R. Harris (Smith), 47.60; 3, E. W. Bennett (Bennett Spl.), 50.89.

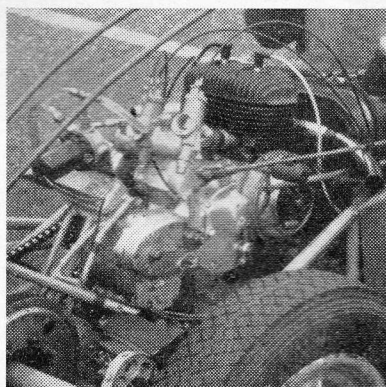
Class 10. Up to 500 c.c.: 1, R. J. A. Petty (Petty), 30.58; 2, H. C. Taylor (Cooper), 31.01; 3, I. E. Raby (Cooper), 31.18; 4, R. B. James (Cooper), 31.19.

Class 11. 501-1,100 c.c.: 1, C. R. Instone (Djinn S), 25.37; 2, A. E. Marsh (Cooper), 26.05;



(Above) Ray Martin's latest F3 Martin with de Dion rear axle was driven by Norman Veronique.

(Left) A 250 c.c. twin two-stroke, the Anzani unit in K. R. Harris's Smith 250.



3, J. D. Farley (Farley Spl.), 27.33; 4, G. H. Keylock (Cooper), 28.32.

Class 12. 1,101-1,500 c.c.: 1, C. R. Instone (Djinn S), 25.07; 2, R. R. C. Walker (Cooper-Climax), 26.32; 3, D. R. Good (E.R.A. S), 26.47; 4, J. Broad (E.R.A. S), 27.00.

Class 13. 1,501-2,000 c.c.: 1, K. Wharton (E.R.A. S), 23.58. **New Class Record;** 2, A. E. Marsh (E.R.A. S), 24.98; 3, F. A. Norris (Alta Spl.), 25.31; 4, R. R. C. Walker (Cooper-Climax), 26.08.

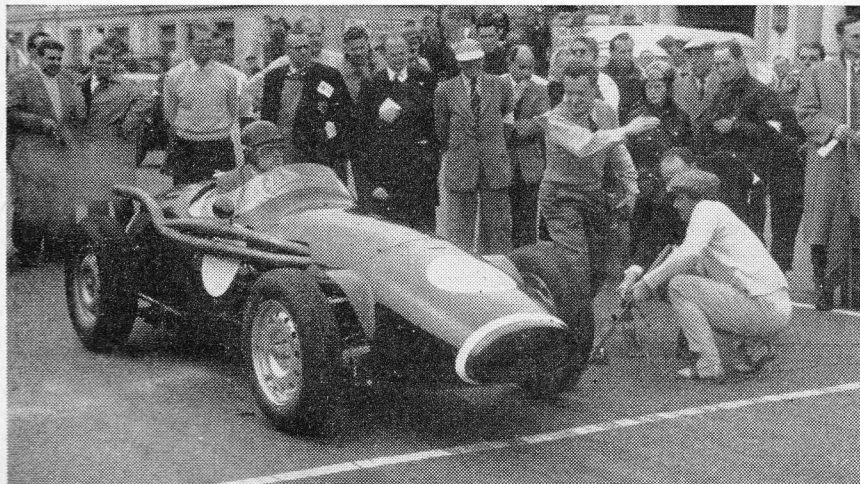
Class 14. Unlimited: 1, K. Wharton (E.R.A. S), 23.34. **New Class Record;** 2, R. R. C. Walker (Connaught), 24.40; 3, A. E. Marsh (E.R.A. S), 24.91; 4, F. A. Norris (Alta Spl.), 25.79.

Class 15. Vintage Cars: 1, P. J. Stubberfield (2.3-litre Bugatti S), 28.55; 2, J. Smith (4-litre Sunbeam S), 28.70; 3, R. E. Hardy (G.N.-Sumner-J.A.P. S), 30.08; 4, R. A. Kellow (2-litre Bugatti), 37.50.

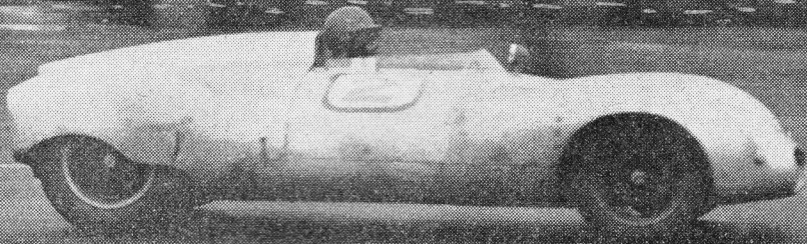
Class 16. Racing and Sports cars, unlimited, Lady Drivers only: 1, Miss Patricia Burt (2.5 Connaught), 25.46. **New Class Record;** 2, Mrs. Angela Abecassis (H.W.M.-Jaguar), 28.18; 3, Miss Pauline Brock (Cooper-J.A.P.), 28.37; 4, Miss Michaela Hornby (Cooper-Jaguar), 29.40.

Brighton and Hove M.C. Handicap Class: 1, W. G. F. Swayne (M.G.), nett time, 25.97; 2, K. N. Rudd (A.C.), nett, 27.89; 3, W. S. Frost (Lotus), nett, 28.48.

Bentley Drivers' Club Class: 1, R. W. Hogg (4-litre), 32.66; 2, B. R. Eastick (4.6-litre), 32.94; 3, A. N. Hewitt (8-litre), 33.20; 4, Lord Ebury (3.6-litre), 34.47.



DEMO. RUN was made by Mike Hawthorn (left) in Rob Walker's Formula 1 Connaught, with Ken Wharton wielding the timing apparatus, and the car's owner watching from behind.



SNETTERTON

Variety Programme at Norfolk Circuit, with two victories for Peter Gammon

AFTER rainy practice sessions the sky stopped leaking last Sunday in Norfolk, and on a dry track the Snetterton Motor Racing Club presented a pleasant, if rather unspectacular afternoon of varied dicing. An entertaining race for Ford saloons, and an interesting one for sports cars all powered by 1,100 c.c. Coventry Climax engines, gave two more victories for Peter Gammon, while local man Jim Russell won the main F3 event accompanied by fireworks from Messrs. Bueb and Raby to liven things up.

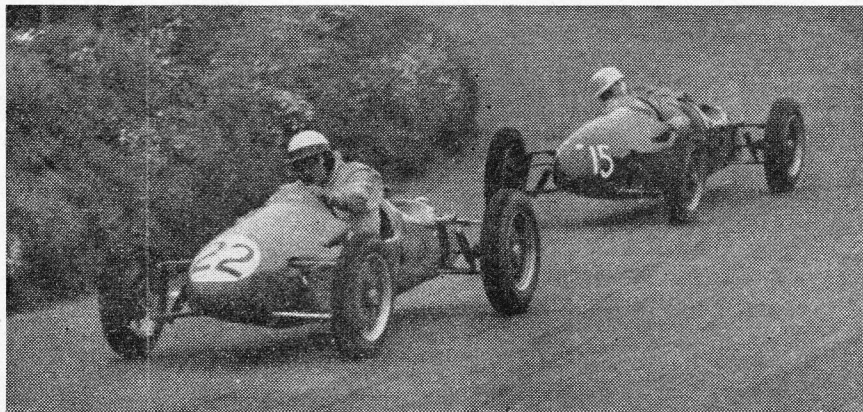
The first event was a Formula 3 race for drivers who had never been placed in such an event before. Some of the competitors were obviously complete novices, but in contrast, R. C. Campbell in a Mk. 8 Cooper took the lead from the first lap, driving very fast and competently to record fastest lap at over 78 m.p.h. Unfortunately, he retired with engine trouble on the last round, as did his nearest pursuer, A. E. Beck. Thus a surprised P. R. Ellis found himself taking the winner's flag in a Cooper-J.A.P., with McAllister's Cooper-Norton second, and Wyatt, trailing a fair amount of hay from his undercarriage, third.

Event Two caused a great amount of interest, for it was a handicap race for Ford saloons only. They were divided into groups, the first away being the unmodified 1,172 c.c. cars, then the "modded" brigade, then a solitary Consul, an unmodified Zephyr, and two potentially modified ditto as scratchmen. The four small "stock" cars showed



FROM THE SUBLIME—a Cooper-Climax (at top) in the race for Climax-engined sports cars—to a Thames van (above), seen making a smart getaway in the Ford race. Peter Gammon drove both equally well and won both events.

HIGHSPOT of the "big" Formula 3 race was the neck-and-neck battle for third place between Ivor Bueb and Ian Raby, seen (below) at the Esses.



remarkably similar performance, holding the lead in close company for two laps. Batey was in front, then Pat Ozanne, Ralph Sleigh and Peter Wren all in a bunch. Batey gradually pulled ahead from the others, while Pat staunchly defended her honour and kept just in front of her very determined pursuers. However, galloping up from the second batch of cars came an apparition in the form of a Ford Thames van, with an Elva head and Peter Gammon at the wheel. He made up his 1 min. 8 secs. handicap in four of the five laps and swept past the others into the lead, cornering faster yet more steadily than any other car in the race. We were to have seen Jim Russell at the wheel of another Elva car, but gearbox trouble prevented its appearance. The other modified small cars were by this time overtaken by the three Zephyrs, rocking and rolling with gay abandon, led by Don Farrell and T. Barnard in modified cars, with Henry Taylor in a stock one only a little way behind. At the finish—quite a close one

—Gammon streaked across the line first, followed by Batey after a fine drive in the stock Anglia, then the three Zephyrs led by Don Farrell, and Uren in a modded Anglia heading a huge bunch comprising almost everyone else. Pat Ozanne, who had been in fifth place, slid wide at the hairpin on her last lap and lost a number of places thereby. However, she was luckier than D. W. Atkins, who rolled his car over at the tricky Sear Corner on the first lap, fortunately without damage to himself.

The third race was for Climax-engined sports cars, and although originally intended to be run in 1,100 and 1,500 c.c. classes there were in fact no 1½-litre cars entered, which made the issue simpler. As far as the leaders were concerned, it was simpler still, for Gammon (Cooper), Stacey and Frost (Mark XI Lotus) were first, second and third from the third lap, when Keith Hall, who had been in third place, was displaced by Frost into fourth spot, eventually to disappear right out of the picture on the last of the 10 laps. Before then, however, Hall and Greenall had a race-long duel for fourth place, which was ultimately taken by the latter. Gammon did not have a runaway win,

NEW "D-TYPER", Henry Taylor, is seen at the Esses in the early laps of the unlimited sports car race, before being taken by Brian Naylor in the very rapid Lotus-Maserati.

for Stacey pressed him closely all the way and in fact the two of them broke the lap record for the class with the same speed of 86.33 m.p.h.

Event 4, the 15-lap Formula 3 race, was certainly not for novices, and in fact had an all-star cast. A distinct quartet led the race from start to finish, with Jim Russell, who more or less lives at Snetterton, fronting the field all the way. Don Parker took up station behind him, but never quite caught him up; the real fireworks of the race, however, were provided by Ivor Bueb and Ian Raby who battled like fury all the way, passing and repassing continually, sometimes several times on one lap. There was just nothing to choose between them, but lap 13 proved unlucky for Raby: as he came out of the Esses, just heading Bueb, he changed up—and a chain broke. Helplessly he waved Ivor past and that was that, the American, Eugene Hall, who had been quietly following behind, thus moving up to take fourth place. Two other "fancied runners", Stuart Lewis-Evans and Henry Taylor, had been out of the race early on, the latter retiring on the first lap and the former spinning off (harmlessly) on the second. Jim Russell, in his efforts to keep ahead of Parker, set up a new F3 lap record at 85.87 m.p.h.

The last race, for unlimited sports cars, had every kind of popular bolide represented, although a super-optimist was F. Ormsby, who appeared in a 1½-litre Riley saloon and was lapped by the leaders on their third time round. The event was run in classes, but naturally interest centred on who was to be the "real" winner, and, in fact, after four laps there were seven cars, almost equally, and closely, spaced, ahead of the field. Leading was Noel Cunningham-Reid (H.W.M.), then Peter Blond (D-Jaguar), Peter Gammon



(Cooper-Climax), Brian Naylor (Lotus-Maserati), A. Stacey (Lotus), Henry Taylor (D-Jaguar) and Frost (Lotus). However, on the fifth lap, the H.W.M. pulled into its pit, and although it came out again later Cunningham-Reid was out of the running and Blond went on to win.

All the same, behind him there was a great scramble for places, Naylor, Stacey and Gammon fighting with each other for every inch of road. On lap 8 Naylor finally secured second place, but the other two swapped about right to the end, Gammon ultimately heading Stacey. Next in line was Frost, followed by Taylor, a promising newcomer to "D-Jag" racing, Greenall (Lotus) and Captain Baillie (D-type). The intermediate (1,501-2,700 c.c.) class was rather poorly represented in numbers, a surprising absence of Bristol-engined cars being noticed, the one exception being the Lister-Bristol of John Horridge which won the category. David Shale's Austin-Healey was second, although in general classification they were all well behind

little Climaxes and the big Jaguars which powered most of the other cars.

STUART SEAGER.

Results

5-lap Scratch Race, Formula 3 cars: 1. P. R. Ellis (Cooper-J.A.P.), 74.61 m.p.h.; 2. J. McAllister (Cooper-Norton); 3. M. E. Wyatt (Cooper). **Fastest lap:** R. C. Campbell (Cooper), 78.12 m.p.h.

5-lap Handicap Race, Ford saloon cars: Class A (Anglias, etc.): 1. P. Gammon (Elva-Anglia Van), 65.23 m.p.h.; 2. A. R. Batey (Anglia); 3. J. M. Uren (Anglia). **Fastest lap:** Gammon, 66.21 m.p.h. Class B (Consuls/Zephyrs): 1. D. B. Farrell (Zephyr), 64.25; 2. T. Barnard (Zephyr); 3. H. Taylor (Zephyr). **Fastest lap:** Barnard, 65.94 m.p.h.

10-lap Scratch Race, Climax-engined Sports cars: 1. P. Gammon (Cooper), 85.35 m.p.h.; 2. A. Stacey (Lotus Mk. XD); 3. W. S. Frost (Lotus Mk. XD). **Fastest lap:** Gammon and Stacey, 86.33 m.p.h.

15-lap Scratch Race, Formula 3 cars: 1. J. Russell (Cooper); 2. D. Parker (Cooper); 3. I. Bueb (Cooper). **Fastest lap:** Russell, 85.87 m.p.h.

15-lap Scratch Race, Sports cars: Class A, up to 1,500 c.c.: 1. B. Naylor (Lotus-Maserati); 2. P. Gammon (Cooper-Climax); 3. A. Stacey (Lotus-Climax). Class B, 1501-2,700 c.c.: 1. J. Horridge (Lister-Bristol); 2. D. Shale (Austin-Healey); 3. C. Hanson (Austin-Healey). Class C, over 2,700 c.c.: 1. P. Blond (D-type Jaguar); 2. H. C. Taylor (D-type Jaguar); 3. I. Baillie (D-type Jaguar). **Fastest lap:** Blond, 88.05 m.p.h.

500 c.c. handicap: 1. Gerry Kinnane (Iota), 58.86 m.p.h.; 2. Jim Meikle (Cooper).

Sports Car race (20 laps): 1. Ian Titterton (TR2), (61.98); 2. J. Black (TR2), (61.81); 3. D. Graham (TR2), (61.12). **Fastest lap:** Titterton, 1 m. 27 s. (63.72).

Formule Libre scratch race (20 laps): 1. Malcolm Templeton (Lotus-Climax), (65.61); 2. Malcolm MacGregor (Maserati), (63.50); 3. Chris Lindsay (1,097 Lotus), (62.86). **Fastest lap:** Templeton, 1 m. 23 s. (66.79).

Production Sports Car handicap (20 laps): 1. J. R. Pringle (M.G.A.), 3 laps plus 20 s. (58.02); 2. J. Black (TR2), 1 lap plus 50 s. (62.03); 3. M. Templeton (Lotus), scratch (67.28). **Fastest lap:** Templeton, 1 m. 20 s. (69.30).

GOULDBOURN WINS JEANS CUP

LIVERPOOL M.C.

Jeans Gold Cup Rally, 1st-2nd September

Best Performance: 1. R. A. Gouldbourn (Triumph TR2); 2. J. W. Waddington (Triumph TR2).

Class Awards: Production Touring Cars up to 1,000 c.c.: 1. R. Whitely (Renault); 2. A. T. Fisher (Austin A30). **1,001-2,000 c.c.:** A. C. Crowther (Ford). **Over 2,000 c.c.:** C. C. Bethel (Vauxhall).

Sports Cars: 1. G. H. Parkes (Jaguar XK 140); 2. E. Vanner (Ford).

Team Award: 1. G. H. Parkes (XK 140) and J. W. Waddington (TR2); 2. Mrs. R. Beaumont (TR2) and F. Snaylam (TR2). **Ladies' Award:** Mrs. R. Beaumont (TR2).

Driving Tests: 1. R. A. Gouldbourn (TR2) 2. J. W. Waddington (TR2); 3. J. C. Wallwork (TR2); 4. A. T. Fisher (Austin A30); 5. H. E. Rumsey (M.G. Magnette). (Report and pictures will be published next week)

RACING AT CRANFIELD

Now the only other racing circuit in Ulster apart from Kirkistown, the Cranfield race meeting staged by the Newry and District M.C. on Saturday, 1st September, attracted an extremely good entry of sport-starved Ulster drivers. Weather conditions were ideal and a large crowd attended.

The meeting opened with a race for Ford Ten Specials, which was expected to bring a return battle between Brian Bleakley, the new Irish champion in this category, Noel Henderson and J. C. Magee. Bleakley, however, had an early argument with one of the marker cans and the issue was resolved in Magee's favour from Jim Meikle's Slug and Henderson.

Only four Formula 3 cars appeared on the line for their 15-lap race and, after a few laps, only two were left. The organizers sensibly cut the distance to 10 laps, with G. L. Kinnane (Iota) getting the verdict from Jim Meikle.

In the Austin-Healey v. Triumph v. M.G.A. v. A.C. race it was an all-Triumph affair and once more, as at Kirkistown the week before, Ian Titter-

ington (TR2) had the best of things, although he did come under considerable pressure from J. Black (TR2) who finished second with D. Graham (TR2) third.

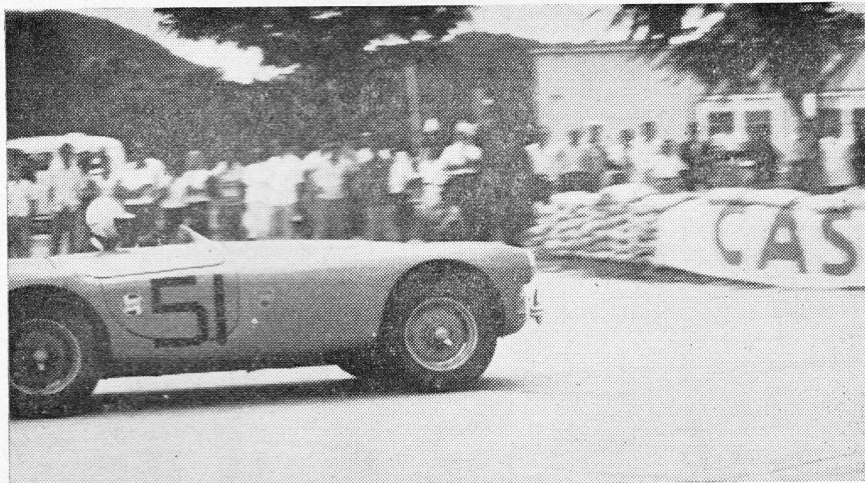
Malcolm Templeton (Lotus-Climax) was in great form in the *Formule Libre* scratch race, which he won comfortably from another Malcolm—MacGregor—who was using Noel Hillis's Maserati, which is as meticulously maintained as ever but is rarely seen in competition nowadays. Chris Lindsay, on one of his now rare appearances, was third.

In the Production Sports Car Handicap the winner was J. R. Pringle (M.G.A.) from J. Black (TR2) but the real racing was left to Malcolm Templeton (Lotus) who recorded a new lap record in 1 min. 20 secs. (69.30 m.p.h.) and repeated this on nine subsequent laps.

W. A. McMASTER.

Results

Ford Ten Scratch (15 laps): 1. John Magee (Ford Spl.), 22 m. 43 s. (61.01 m.p.h.); 2. Jim Meikle (Slug), 23 m. 3 s. (60.13); 3. Noel Henderson (Ford Spl.), 23 m. 30 s. (59.98). **Fastest lap:** Magee, 1 m. 28 s. (63.00 m.p.h.).



"ACE" IN ACTION: Reny Otolina's A.C.-Bristol at speed during the Marçay race. He is a prominent figure in Venezuelan broadcasting and TV. A.C.s were placed third, fifth and eighth.

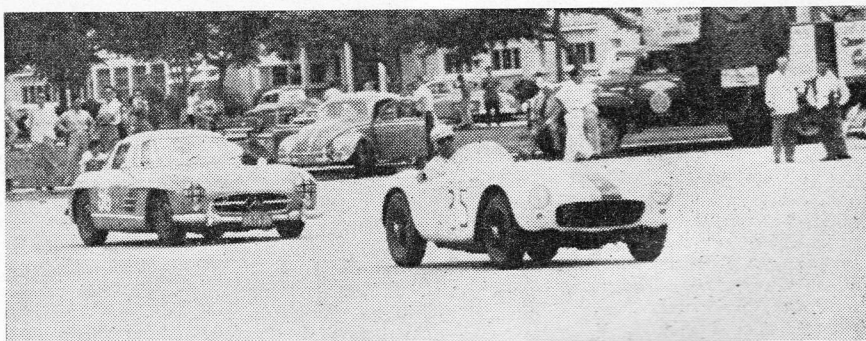
RUNNER-UP to Piero Drogo (Mercedes) was Ramon Lopez (Ferrari), seen here after passing Oropeza's Mercedes-Benz 300SL.

A RACE IN VENEZUELA

THE Primer Premio Ciudad de Marçay, the biggest national motor race yet to be held in Venezuela, took place in the town of Marçay on 5th August, when 25 cars competed in a two-hour, 50-lap event over a sinuous circuit, some 5 km. in length. Among the cars taking part were Porsche, A.C.-Bristol, Ferrari, Mercedes, Jaguar and Triumph and, to quote a correspondent, "this was an event full of colour, bustle and success". Many facilities for both drivers and spectators were provided by a well-known oil company, and the sponsored scoreboard received special mention: "... the control of tours accomplished by racers was shown by means of a nice advertiser having rotative numbers." There also appears to have been a blood-thirsty sideshow, for, "... the chronometrists and advertiser giving data on the development of the competition were executed by us in most spectacular way on one of our transport units of larger size". The event was won outright by a Mercedes driven by Piero Drogo.

AUSTER v. TR3

THE Royal Aero Club have laid a wager of £50 with the B.A.R.C. "that an aeroplane will carry two people from Land's End to John o' Groats and back to London and in doing so will use less petrol than a motor car carrying two people between the same points". The contest will start on 15th September at the control tower of Land's End airfield and, with a flexible time limit, will end not later than 21st September at the clubhouse at Elstree aerodrome. The machines to be used to settle the wager are an Auster J4 with Cirrus Minor engine and a Triumph TR3; the nominated pilot of the former is to be Harold Best-Devereux, and the drivers of the car, Lord Selsdon and Lord Essendon. As a matter of interest, the comparative performance data of both machines shows that the Auster develops 90 b.h.p. at 2,600 r.p.m., and the Triumph 95 b.h.p. at 4,800 r.p.m., while the plane's maximum speed is 108 m.p.h. against the car's 107 m.p.h.



END-OF-SEASON GOODWOOD

THIS year again the B.A.R.C. brings down the curtain on the season's motor racing in the South of England. Past September meetings, International in status, have provided a Formula 1 grand finale, so that the season has gone out in a blaze of sound and spectacle. This time, however, having that odd, "sitting-on-the-fence" status of "National, with foreign participation", the September Goodwood is virtually for sports cars only. And the reason is simply that which is bothering race organizers all over the country—the irresistible force of Formula 1 car entrants, meeting the immovable objects of the club over the question of starting money. "We want £X", say the former. "We can't (or won't) pay", say the latter. So there it rests and meetings are predominantly for sports cars only.

However, within its limitations, tomorrow's meeting has fielded an excellent entry for all seven events. The race of the day is the Goodwood Trophy, for cars of over 2-litres, where the main contenders will be the Le Mans-winning Ecurie Ecosse Jaguars and two of David Brown's Aston Martins. Ron Flockhart, Ninian Sanderson and John Lawrence will look after the blue cars, and Roy Salvadori and Tony Brooks the green. Also Jaguar D-mounted will be

LUCAS FUEL INJECTION

JOSEPH LUCAS (INDUSTRIES), LTD., announce the signing of a licence and engineering assistance agreement covering petrol injection for automotive engines with the American Holley Carburetter concern of Detroit. Holley have supplied such concerns as the Ford Motor Co. with carburetters and ignition equipment since the early days. Lucas have built diesel fuel injection equipment for many years and equip most British aircraft gas turbine engines with fuel systems and control equipment. They have been developing petrol injection for the past 10 years, their system being used in the Jaguar works team of sports cars. There will be a complete exchange of engineering knowledge and data between Lucas of Birmingham and Holley of Detroit.

Bob Berry, and there will be two of the now very fast H.W.M.s, one driven by Noel Cunningham-Reid. An interesting new car will be Geoff Richardson's Aston Martin-Jaguar.

Four of the other events are for smaller capacity sports cars, where the main entries are those of full Cooper and Lotus works teams. Salvadori, Brabham and MacDowel will drive for Surbiton, and Chapman, Bicknell, Hall and Allison for the Hornsey equipe. Also there will be Les Leston, in the Willment Cooper, Ivor Bueb (Lotus) and Peter Gammon (Cooper).

Goodwood Entries, Main Races.

Madgwick Cup. Cooper: M. G. H. MacDowel, I. Bueb, R. W. Thackwell, R. Mackenzie-Low, P. D. Gammon, A. Mackay. Lotus: K. Hall, C. Allison, W. S. Frost, F. W. Marriott, J. J. Richards, J. Somervail, W. H. Ellis, A. Stacey, P. Ashdown, R. J. Fletcher, A. T. Bik, M. Zervudachi, G. M. Jones, G. B. Hewitt. Fairthorpe: D. C. T. Bennett. Elva: C. P. McNaughton. Kieft: F. I. Newby. Tojeiro: G. Rolls.

500 c.c. Race. Cooper: J. Russell, I. Bueb, S. Lewis-Evans, C. C. H. Davis, D. Parker, T. Bridger, D. J. Strange, R. H. R. Hett, L. A. Schofield, J. F. Westcott, E. Hall, R. H. Ham, J. Somervail, I. E. Raby, M. C. Brackenbury. Kieft: G. M. Jones, J. Buckland. Martin: F. Hobart. Iota: P. J. Mutton. Petty: A. V. Cowley. Flather: W. G. Harris. Shaddick: T. H. Shaddick.

Woodcote Cup. Lotus: C. Chapman, R. Bicknell, K. Hall. Connaught: E. W. Holt, C. T. Atkins, R. Gibson. Cooper: R. Salvadori, J. Brabham, M. G. H. MacDowel, L. Leston, D. Taylor. Lister-Bristol: N. Cunningham-Reid, A. J. Nurse, A. Moore. Lotus-Bristol: M. Anthony, F. C. Davis. Tojeiro-Bristol: P. R. Crabb. Cooper-Bristol: W. F. Morice. Frazer-Nash: R. J. W. Utley. Lister-Maserati: W. A. Scott-Brown. Lotus-Maserati: B. Naylor.

Goodwood Trophy. Jaguar: R. Flockhart, N. Sanderson, J. Lawrence, R. E. Berry, P. Blond, J. M. Trimble. Aston Martin: R. Salvadori, C. A. S. Brooks, A. G. Whitehead, T. Kyffin, H. Davids, X. H.W.M.: N. Cunningham-Reid, X. Lister-Maserati: W. A. Scott-Brown. Cooper-Jaguar: R. D. Steed, M. W. Head. Lotus-Bristol: F. C. Davis, M. Anthony. Tojeiro-Bristol: P. R. Crabb. Tojeiro-Jaguar: J. Ogier. Aston Martin-Jaguar: G. N. Richardson.

GOODWOOD ON THE RADIO

Light Programme, Saturday, 8th September

Commentators: Raymond Baxter and Eric Tobitt.

2.30-2.50 p.m. Formula 3 Race.

4.45 app.-5.0 p.m. Start of the Goodwood Trophy Race.

Between 5.10 and 5.58 p.m. Closing stages of Goodwood Trophy race, described by Raymond Baxter, included in "Talking Sport".

AQUACADE AT CHARTERHALL

Circuit Flooding Mars Winfield Joint Committee August Meeting

A CLOUDBURST on the morning of 26th August flooded the bottom of the Charterhall circuit and left Paddock Bend under two feet of water. Some-what dilatory methods by the Winfield Joint Committee resulted in the main portion of the bend being cleared fairly late in the afternoon, and what was to be a good club meeting of handicap races started some two hours late. That there is no lack of enthusiasm for this type of meeting was shown by the fact that in each of the three heats there was a minimum of 16 competitors, and the diversity of machinery reflected the number of drivers who are prepared to "have a go".

Competition in the heats was keen, and seemed to grow keener as afternoon wore on to evening. In the first heat J. Somervail, in a 1,076 Lotus, skimmed the edge of the water at Paddock Bend and drove so forcefully as to bring the car from last away to first over the finish line. A. S. Chambers drove well in his smart, self-built F.M.C. and Bill Turnbull duelled merrily with his Mk. 6 Lotus against Phil Walton's hot little Ford Anglia with interjections from Scott Watson's DKW and the gradual disappearance of E. Armstrong's Singer.

In the second heat Ian Munn did well to keep his T.V.R.-M.G. in the lead for five out of the eight laps, but he was gradually superseded by J. Mackay (Lotus-Ford) who worked his way through six competitors in stylish

fashion. Handicapping seemed to be good, for in the last lap we had R. T. Fawdington (TR2) chasing an M.G. TC, driven by T. G. S. Yule, and M. W. Barrow managing to stay ahead of Gray Mickel's M.G.A. with his 1,250 M.G. This was good racing, but the third heat was to be even better. Here we had a galaxy of vehicles ranging from Cooper 500s to Schellenberg's 8-litre Bentley, and a brace of 30/98 Vauxhalls to the more modern Aston Martin of T. E. S. White, two Austin-Healeys and a trio of XK 120s. The Coopers were impudence personified, J. Somervail's nipping smartly in front of Schellenberg's big Bentley at Lodge Corner while, at Paddock Bend, the eight litres came steaming round between P. R. Proctor and R. Campbell, who were also in Coopers. We salute the nerve of the Cooper merchants, but we also doff our tither to Schellenberg for, had he made a mistake, there would have been odd doses of Cooper mincemeat on the circuit.

As the Coopers cavorted, Pat Melville and Ron Miller went at it hammer and tongs in their vintage Vauxhalls with G. G. McDonald taking a hand in the proceedings every now and again to add spice. Behind them Ted Evans (Austin-Healey) battled with White's Aston Martin, and R. J. R. Simpson strove mightily in his Healey Silverstone. This was handicap racing at its very best and throughout the heat there was continuous spectacle that was highly exciting

to watch. The eight-lap heats which had been such good sport were, alas! to spoil what should have been an equally good final. The final was a 10-lapper, but the inadvertent display of the chequered flag at the end of lap 8 made Bill Turnbull slow down while he was in the lead and lost him an award. We do not think he could have held the lead much longer, for he was being pretty hard pressed by Mackay (Lotus-Ford) and Yule (M.G. TC), but he had driven well and might, we think, have stayed among the awards.

This was a most unfortunate error. Also unfortunate was the somewhat cavalier treatment of the motor-cycle competitors who were down on the programme for four eight-lap races. Certainly the flooding made things difficult, but even the arrangements which were made to give the riders a series of 1½-mile sprints was poor competition, compared to 16-mile races. Many of the riders had come long distances and, on previous occasions, they have provided good entertainment for the spectators who have given support to motor racing on Charterhall.

"AENEAS"

Results

Heat 1 (8 laps): 1, J. Somervail (Lotus), 59.0 m.p.h.; 2, A. S. Chambers (F.M.C.); 3, W. J. Turnbull (Lotus Mk. VI).

Heat 2 (8 laps): 1, J. Mackay (Lotus-Ford), 64.2 m.p.h.; 2, L. I. Bramley (Lotus Mk. IX); 3, I. S. Munn (T.V.R.-M.G.).

Heat 3 (8 laps): 1, R. Campbell (Cooper Mk. VIII), 68.3 m.p.h.; 2, P. R. Proctor (Cooper Mk. X); 3, W. P. S. Melville (Vauxhall 30/98).

Final (10 laps): 1, J. Mackay (Lotus-Ford), 63.6 m.p.h.; 2, T. G. S. Yule (M.G. TC); 3, I. S. Munn (T.V.R.-M.G.); 4, W. P. S. Melville (Vauxhall 30/98); 5, R. Campbell (Cooper Mk. VIII); 6, G. G. McDonald (Bentley).

Obsolete Formula 1 Racing Cars

THE Seaman Trophy and other races for "historic" racing cars, organized by the Vintage Sports-Car Club, are by now fairly widely known. They not only provide a very fine spectacle, but also provide the active competition which is a necessary incentive to preserve these fine machines in good order.

An "historic" racing car is defined as one not less than 15 years old, so that we have now reached the point when all pre-war racing cars are "historic", and there can be no new recruits until 1960. We have been considering the desirability of encouraging the active preservation of post-war Formula 1 cars in the meantime, by organizing races for them, and if support is forthcoming we propose to stage a 25-kilometre scratch race during 1957, for obsolete Formula 1 cars made after 1945.

We are anxious to learn what support such a race would be likely to receive, and I should be grateful if interested owners of eligible cars would write to The Secretary of the Club, Mr. T. W. Carson, Brook Cottage, Bishop's Green, Newbury, Berks.

CECIL CLUTTON, *President*,

VINTAGE SPORTS CAR CLUB.

WESTMINSTER, S.W.1.

Formula 3 Never More Popular

I REFER to a letter in your issue of the 17th August by "P.R.S." of Teddington in which he suggests that half-litre racing is falling off in popularity and he goes on to suggest that twin-engined or multi-cylinder 500 c.c. cars, although slower, would be of more interest because of the prettier noise they would make.

Nonsense! 500 c.c. racing has never been more popular than it is today. At any important race meeting the crackle of the single-cylinder cars on their warming-up lap always brings spectators on to their toes where they invariably remain until the end of the race, but this can rarely be said with other types of racing.

CORRESPONDENCE

The high speeds, and the fact that these small cars are propelled by motor-cycle engines at speeds on short circuits not far short of the Grand Prix cars, is always of great interest and amazement to the public, and I am sure that the 500 c.c. race at any important meeting is one of the highlights of the day.

KEN CARTER.

SIDCUP, KENT.

SURELY there is a very simple answer to this question of how to revive interest in Formula 3. P.R.S. in his letter last week has the essence of it when he suggests a prize for a design using a multi-cylinder engine. If, however, the Italian factories of Gilera and Moto Guzzi were to become interested, not only would it revive interest through the races being more International, but it would lead to a lot of "head scratching" in Britain over engine design. . . . What British manufacturer builds a multi-cylinder, half-litre unit which will produce about 60 b.h.p.? New designs would soon be forthcoming, in my opinion.

ROBIN E. WALSH.

KNUTSFORD, CHES.

John Cooper's Le Mans Chapeau

I ENCLOSE photograph of the "gents' natty headgear" as sported by the recipient of much French admiration. Perhaps the sparking plug in the crown was the cause of the occasional bursts of explosive language!

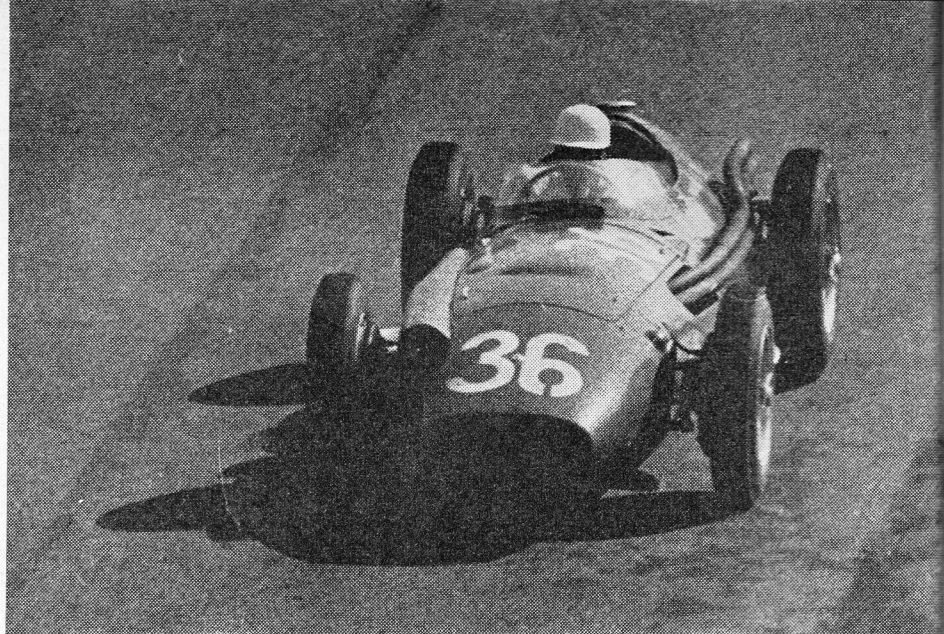
P. WINDSOR-SMITH,

COVENTRY CLIMAX ENGINES, LTD.
COVENTRY.



FIVE LAPS TO GO: With memories of his ill-fortune at Monza in 1954 and 1955, and with Fangio's Ferrari closing, what were Stirling Moss's thoughts as the race ran out? Despite a failing engine, however, his luck held this time, and for the first time a Briton won the Grand Prix of Europe.

16th GRAND PRIX OF EUROPE AT MONZA



MOSS'S GREATEST HOUR

Victory for New Maserati—Sportsmanship of Collins Gives World Championship to Fangio—Flockhart and Fairman Make it 3-5 for Connaught—Desperate Bid by Musso and then Fangio for Ferrari—Schell (Vanwall) Prominent in Early Laps



STIRLING MOSS won what was probably his greatest race, when he finished ahead of Fangio in the Grand Prix of Europe at Monza last Sunday. This was a tremendous battle from the drop of the flag, involving Moss, Harry Schell (Vanwall), Luigi Musso (Ferrari), Juan Manuel Fangio (Ferrari), Eugenio Castellotti (Ferrari) and Peter Collins (Ferrari). The two Italians led at the start, but set such a terrific pace with full tanks, that they both fell victim to tyre troubles. Whereupon Moss and Schell went at it hammer-and-tongs, with both Fangio and Collins close behind. On lap 10, Fangio took the lead, but one lap later the Vanwall was in front. Then Moss went ahead, and stayed there almost till the end when he ran out of fuel, and coasted into his pit. As he was refuelling,

Musso hurtled past, with victory in his grasp—25 secs. in the lead—but it was not to be, he threw a tyre tread, went off course and damaged his steering. Fangio then made a last-minute bid to catch Moss, whose engine had completely lost its tune, but just failed to do so by 5.7 secs.

A fine example of sportsmanship was set by Peter Collins. Fangio's car had been in the pits for some time with a broken steering arm. Portago's machine was also *hors de combat*; there was no

By GREGOR GRANT

Photography by Publifoto, Milan

question of pulling in Musso (who had already refused to hand over anyway!), and Castellotti, in Fangio's repaired car, was far behind. Pete came in for a quick tyre change, when he was in third place, about 70 secs. behind, and with a reasonable chance of winning the World Championship. Amarotti, Ferrari's technical chief, suggested that Fangio should take over. The Argentinian also wanted to do so, in order to make absolutely certain of the Championship, and to try to catch Moss. Peter, with a cheery grin, waved Fangio into the seat, saying that he was perfectly content to wait till another year.

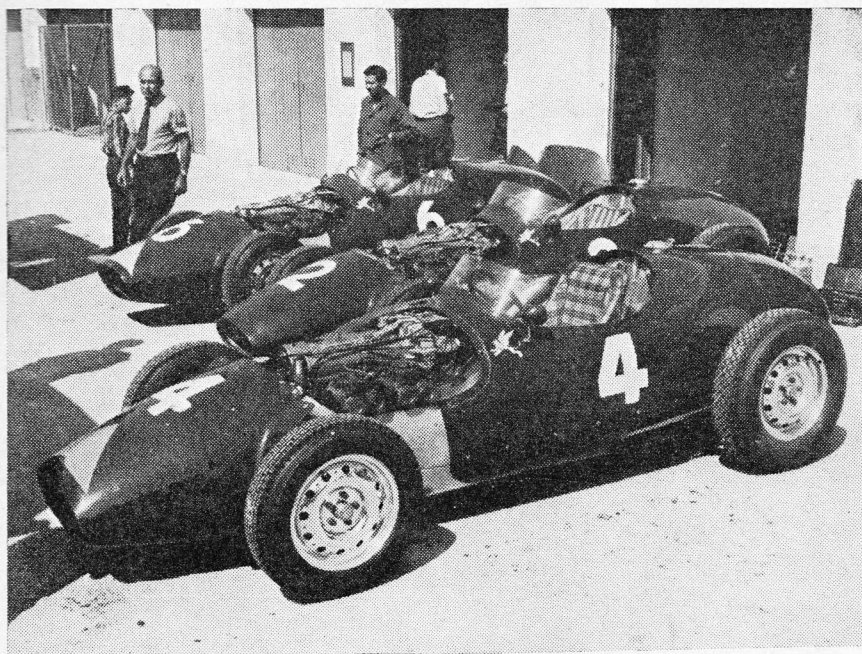
Connaughts put up a magnificent show, Ron Flockhart and Jack Fairman finishing third and fifth respectively. This is the highest place achieved by a British car in a post-war *grande epreuve*. Considering that a total sum of £20,000 has kept Connaught going as a racing concern during 1956, theirs is a superb achievement.

SCUDERIA FERRARI showed in practice that their V-8s were the quickest machines on the circuit. Fangio was fastest of all with 2 mins. 42.6 secs. (216.086 k.p.h.), then came Castellotti and Musso with 2 mins. 43.4 secs. and 2 mins. 43.7 secs. respectively. Piero Taruffi (Vanwall) did 2 mins. 45 secs., to head all the Maseratis.

Von Trips had a most spectacular crash on the Curva Grande, the Ferrari turning over several times and being completely disintegrated; the young German escaped with a severe shaking and slight cuts on his back. It was reported that his steering had come adrift.

Despite representations by Earl Howe, the race organizers refused to permit Archie Scott-Brown to practice, so leaving Connaught without their No. 1 driver. However, Ron Flockhart took over to make a full team of three cars for the Send concern. Trintignant complained that his Vanwall was giving him a most uncomfortable ride; Harry Schell broke a de Dion tube earlier in the week, and also experienced some damper trouble. Connaughts were worried about tyre sizes, as Pirelli would not supply 16 x 6.50 covers, but Avon flew tyres over from England. Les Leston and Jack Fairman wisely took things very quietly at first, but the latter was soon circulating in some highly respectable times, having driven on the new circuit last June. The immaculate turn-out of the cars was much admired. Salvadori was in trouble. His fuel company did not appear, and it was thanks to Denis Druitt and Bryan Turler of Shell-B.P. that he could start.

Came race day with leaden skies and heavy rain falling—real Moss weather in fact! However, as the morning wore on, the clouds began to drift away and there was promise of a typical Monza scorcher. Two main topics were on everyone's lips, namely, the Fangio v. Collins match for the Championship of the World, and the anticipated duel between Musso and Castellotti for the honour of being first Italian driver, that is to say if Taruffi did not intervene. Anyway the Championship problem was one that Sculatti would probably have had nightmares about the previous night, and it would seem likely that "Phon" Portago would be the first to be winkled out of his car if either Fangio or Collins packed up. One could well imagine the howls from the Italian crowd were Musso to be taken out—particularly if he was well up with the leaders!



POINT-DEVICE: (Above) The Connaught team turnout at Monza was immaculate indeed, making a great impression on the Italians—one enhanced further when the British cars finished third and fifth.

RELEASE: (Right) The field streams down to the Curva Grande at the start of the G.P. of Europe, Castellotti and Musso fighting for the lead.

Once again pageantry was to the fore, with the flags of the competing nations paraded on the starting grid, accompanied by the appropriate national anthems. Amongst those without representative machines in the race were Roland Bugatti, Alfred Neubauer and Raymond Mays. The British press was well represented, amongst those present being Harold Nockolds, Tommy Wisdom, Basil Cardew, Courtenay Edwards, Peter Garnier, Rodney Walkerley, Denis Jenkinson and Raymond Baxter of the B.B.C.

Blue skies and bright sunshine were in direct contrast to the heavy rain which had fallen during the Gran Turismo events. It was heartening to see Taruffi's green Vanwall in the second row, behind

STARTING GRID

Musso (Ferrari)	Castellotti (Ferrari)	Fangio (Ferrari)
2 m. 43.7 s.	2 m. 43.4 s.	2 m. 42.6 s.
Moss (Maserati)	Behra (Maserati)	Taruffi (Vanwall)
2 m. 45.9 s.	2 m. 45.6 s.	2 m. 45.4 s.
de Portago (Ferrari)	Villoresi (Maserati)	Collins (Ferrari)
2 m. 47.8 s.	2 m. 47.7 s.	2 m. 46 s.
Maglioli (Maserati)	Trintignant (Vanwall)	Schell (Vanwall)
2 m. 52.7 s.	2 m. 51.6 s.	2 m. 50.1 s.
Fairman (Connaught)	Piotti (Maserati)	Salvadori (Maserati)
2 m. 59.2 s.	2 m. 58.4 s.	2 m. 54.6 s.
de Graffenried (Maserati)	Godia (Maserati)	Gerini (Maserati)
3 m. 3.3 s.	3 m. 2.9 s.	3 m. 2.6 s.
Halford (Maserati)	da Silva Ramos (Gordini)	Leston (Connaught)
3 m. 5 s.	3 m. 4.8 s.	3 m. 4.3 s.
Simon (Gordini)	Flockhart (Connaught)	Manzon (Gordini)
3 m. 13.3 s.	3 m. 8.1 s.	3 m. 6.6 s.

the three red Ferraris. The new Maseratis of Moss and Behra had offset engines, and very long bonnets with a large airscoop on the outside.

Engines burst into life as the three minutes board went up. Halford's Maserati was smoking badly. The flag fell, and there was the exciting roar from 24 engines, as Musso shot into the lead, followed by Castellotti, Fangio, Moss, Behra and Schell in that order. Owing to the use of the *piste de vitesse* banked portion, cars pass the pits twice for each lap. As they came into view for the first time, Collins was seen to have moved up to fourth place, close behind Fangio and in front of Schell's Vanwall.

Down they swept from the banking, with Castellotti and Musso almost wheel to wheel, chased by Fangio, Schell, Collins, Moss, Taruffi, Behra and Trintignant. The two Italians were setting a crazy pace, both Fangio and Collins deciding to keep out of the dispute—not so Harry Schell, who closed right up on them to take third place on lap 2.

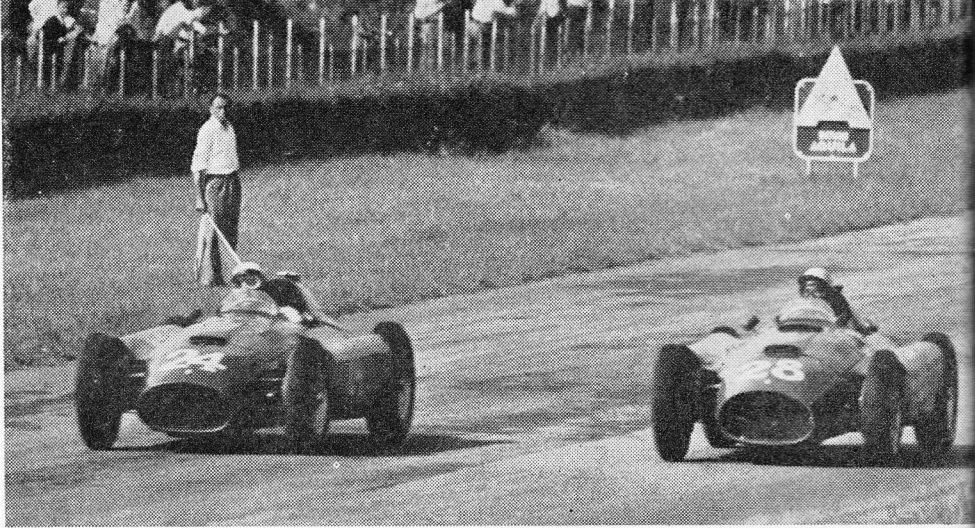
Castellotti and Musso delighted the crowd, but certainly not the team manager. Three laps, and the order was unchanged, but Manzon's Gordini



stopped at its pit, to be followed almost immediately by Villoresi's Maserati.

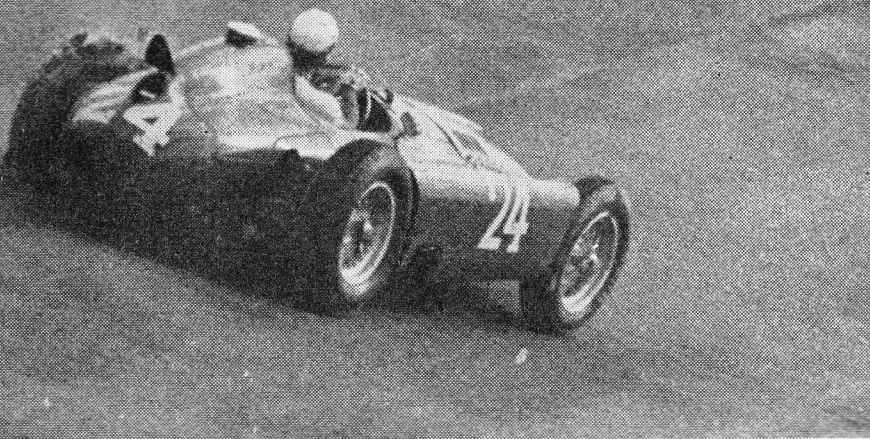
On the fourth lap, everything seemed to happen at once. Both Castellotti and Musso threw tyre treads, while Fangio, Moss and Collins all swept past Schell's Vanwall. Moss then took the lead; Schell slipped into third place, right on Fangio's tail, just as de Portago threw a tyre tread on the banking, and narrowly escaped disaster as the ruined cover wrapped itself round the wheel. The suspension was badly damaged, so that was the first Ferrari out. Les Leston also retired—with a broken torsion bar spline.

The battle in front was incredible, Moss, Schell, Fangio and Collins swop-



BATTLE ROYAL (above) was waged by Musso and Castellotti in the opening rounds, before both their Ferraris threw tyre treads.

DRAMA (left) for Eugenio Castellotti, grappling with his wildly snaking Ferrari after a tyre burst while he was travelling at over 170 m.p.h. on the banking.



ping places seemingly every few yards, with Taruffi and Behra also in the hunt. Villoresi stopped again, and Roy Salvadori came in to try to find a missing cylinder. Schell's Vanwall scorched past Moss's Maserati on the back straight, but Stirling invariably caught up on the bends. Lap 8, and scarcely one second covered the first four cars, with the green Vanwall more often than not in front. Next lap, and Castellotti had a remarkable escape when he spun on the banking as a tyre burst, and hurtled down on to the inside part of the circuit, right in the path of oncoming cars. His Ferrari finished up on the grass just before the pits, and was abandoned with broken steering.

Then came a blow to Tony Vandervell; Taruffi came in complaining of suspension bothers, and mechanics worked on the car. Still the fight in front continued, and on the 10th lap the race position was:—

1. Fangio (Ferrari), 28 m. 36.8 s. (209.692 k.p.h.)
2. Moss (Maserati), 28 m. 37.2 s.
3. Schell (Vanwall), 28 m. 37.6 s.
4. Collins (Ferrari), 28 m. 37.8 s.
5. Behra (Maserati), 28 m. 55.3 s.

Schell then took the lead, just as Pete Collins threw a tread and dropped to ninth place after a wheel-change. Taruffi went out again, did a couple of laps, and finally retired. Moss regained the lead, but both Schell and Fangio were almost up his exhaust pipe. This was real motor-racing. The crowd seethed with

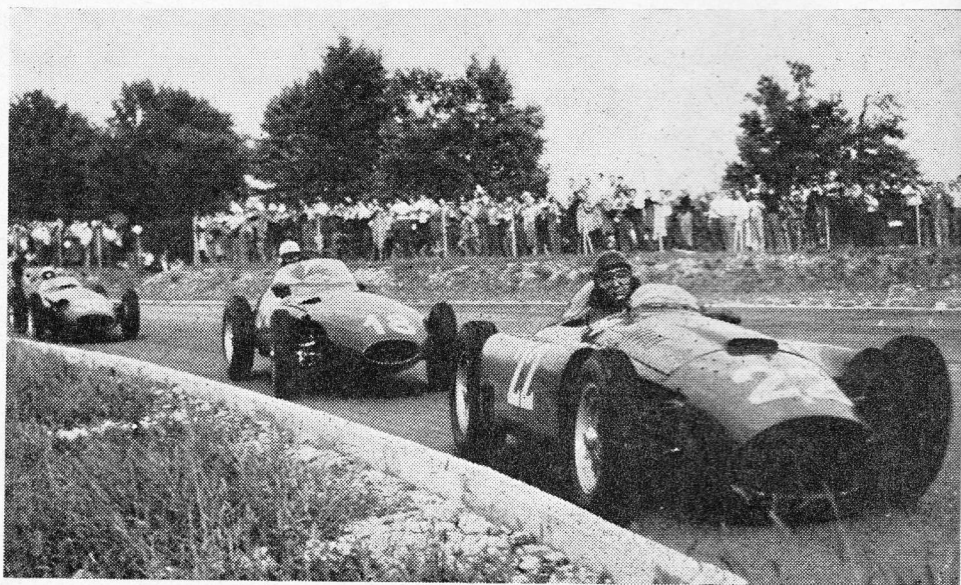
excitement. Meanwhile Musso, going like the wind, had come right up behind Behra after a tyre change. Unobtrusively the Connaughts of Jack Fairman and Ron Flockhart were moving up, and on lap 11, were eighth and 11th respectively. Trintignant sat behind Musso, so British cars were not doing so badly.

Alas, Trintignant was the next casualty and retired at his pit with suspension troubles. Halford also stopped to see if he could cure his smoking engine. Try as he might, Moss could not shake off

the tenacious Schell, whose Vanwall was more than a match in speed for the very latest products of Modena and Maranello. On lap 14, Fairman went past with his nearside front tyre in ribbons, and stopped to change the wheel. After 15 furious laps the race order was as follows:—

1. Moss (Maserati), 42 m. 49.5 s. (210.157 k.p.h.)
2. Schell (Vanwall), 42 m. 50.1 s.
3. Fangio (Ferrari), 42 m. 51 s.
4. Behra (Maserati), 43 m. 15.5 s.
5. Musso (Ferrari), 43 m. 29.8 s.
6. Maglioli (Maserati); 7. Collins (Ferrari); 8. Godia (Maserati); 9. Flockhart (Connaught); 10. Piotti (Maserati).

Fangio now began seriously to try to get in front, but in vain. Then came another smack in the face for Ferrari. On lap 19 Fangio stopped with completely deranged steering, and sat resignedly on the pit counter as mechanics went to work to fix it. Musso now rocketed past Behra to take third place, with Moss drawing away from Schell. Pete Collins was also putting on the pressure, catching up on Behra every lap. Flockhart had moved up to seventh place—a lap behind the leaders, and one ahead of Fairman who was now in ninth spot. The two Connaughts



FERRARI - VANWALL - MASERATI: Fangio, Schell and Moss during their epic fight for the lead after Castellotti and Musso dropped back.

TROUBLE COMES to World Championship leader Fangio on the 19th lap; the Ferrari at the pits, with a mechanic changing the wheels while others work on the deranged steering.

circulated in close company—a brave sight indeed. Gerini stopped to change wheels on his Maserati.

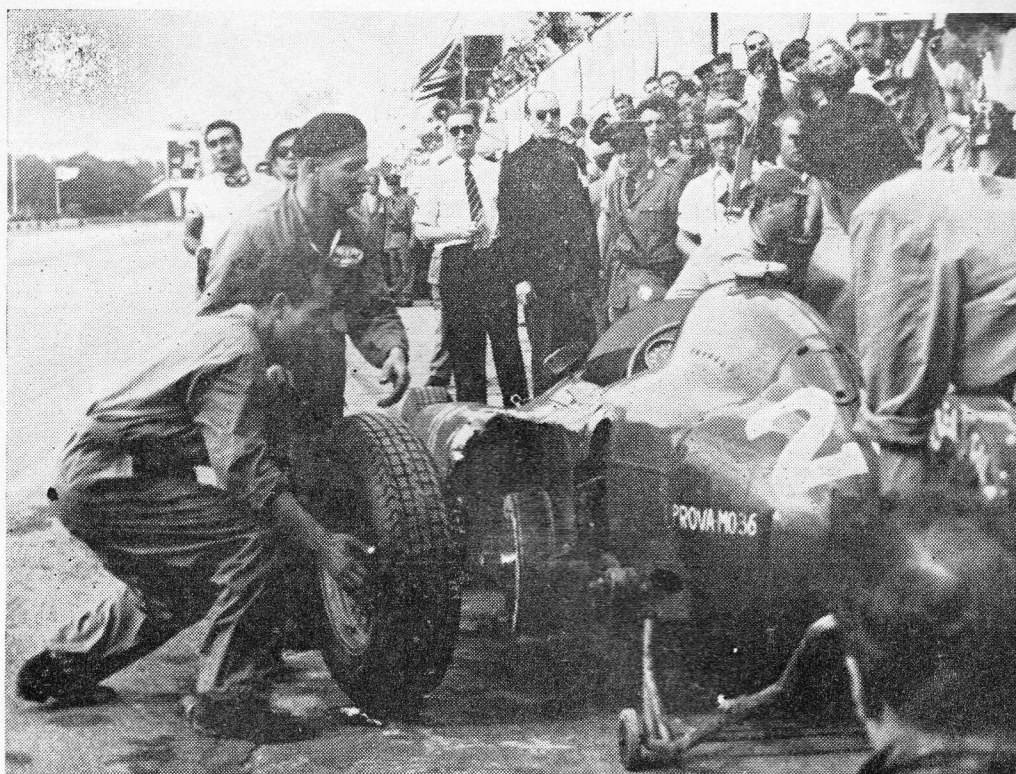
Fangio's car was mobile again, but Castellotti was at the wheel. Behra coasted in to his pit to retire on the 23rd lap, but two laps later Maglioli was pulled in and the Frenchman took over. So at half-distance (25 laps) the position was:—

1. Moss (Maserati), 1 h. 11 m. 33.7 s. (209.604 k.p.h.)
2. Schell (Vanwall), 1 h. 11 m. 46.1 s.
3. Musso (Ferrari), 1 h. 12 m. 2.5 s.
4. Collins (Ferrari), 1 h. 12 m. 56.7 s.
5. Maglioli (Maserati), 1 h. 14 m. 33.5 s.
6. Flockhart (Connaught), 1 h. 14 m. 45.1 s.
7. Godia (Maserati); 8. Fairman (Connaught); 9. Piotti (Maserati); 10. de Graffenried (Maserati).

At 30 laps, the race order was:—

1. Moss (Maserati), 1 h. 25 m. 34.5 s. (210.337 k.p.h.)
2. Musso (Maserati), 1 h. 26 m. 52.1 s.
3. Collins (Ferrari), 1 h. 27 m. 1.3 s.
4. Schell (Vanwall), 1 h. 27 m. 8 s.
5. Flockhart (Connaught), 1 h. 29 m. 15.1 s.

Harry Schell was slowing, and was overtaken by Musso on lap 28. Collins was also on the tail of the Vanwall, so it seemed that the green machine had shot its bolt. It went past the pits slowly and was not seen again. Schell, covered from head to feet in oil, received a great



manship. Pete Collins was called in for a tyre check, and, on being asked, immediately handed over his car to Fangio. This gesture was greeted with tremendous applause, as it well should be. Off went the World Champion—obviously as pleased as punch—not forgetting to give his young team mate a pat on the back.

Although Musso was going like a ding-bat, his progress did not bring him nearer to Moss, who, driving as immaculately as always, appeared to have the race in his pocket. Ron Flockhart, in a well-deserved fourth place, was holding off Behra in Maglioli's Maserati. Fangio

SIX-WHEELED VANWALL? (Left) Harry Schell with Stirling Moss's Maserati in very close company.

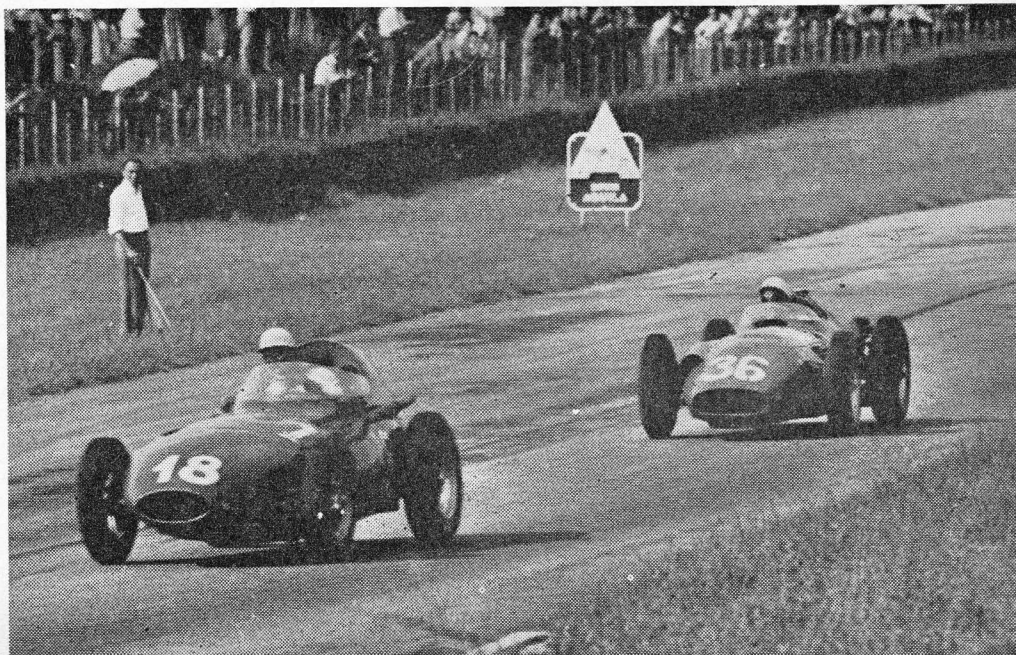
GREEN IN THE LEAD: (Below) Great moment in the 1956 G.P. of Europe, with Harry Schell's British Vanwall ahead of Stirling Moss's Maserati; the pair repeatedly changed places, between the 8th and 28th laps, when Schell retired after a magnificent race.

ovation as he walked, disappointed, back to the pits. He had put up a magnificent fight against the strongest opposition Italy can offer. The unfortunate Salvadori made several stops to try to find out to where his power was going.

Now Musso came in for a tyre change and Fangio made ready to take over. The Italian, with set face, stubbornly refused to relinquish the seat and set off again in pursuit of Moss. Maybe he hoped for applause, but even the strongly partisan Italian crowd failed to see why he should not have given way to the Champion of the World.

Anyway, Stirling was firmly in the lead, and while Fangio twiddled his thumbs, the two Ferraris were being whipped round in an attempt to get to grips with the flying Maserati.

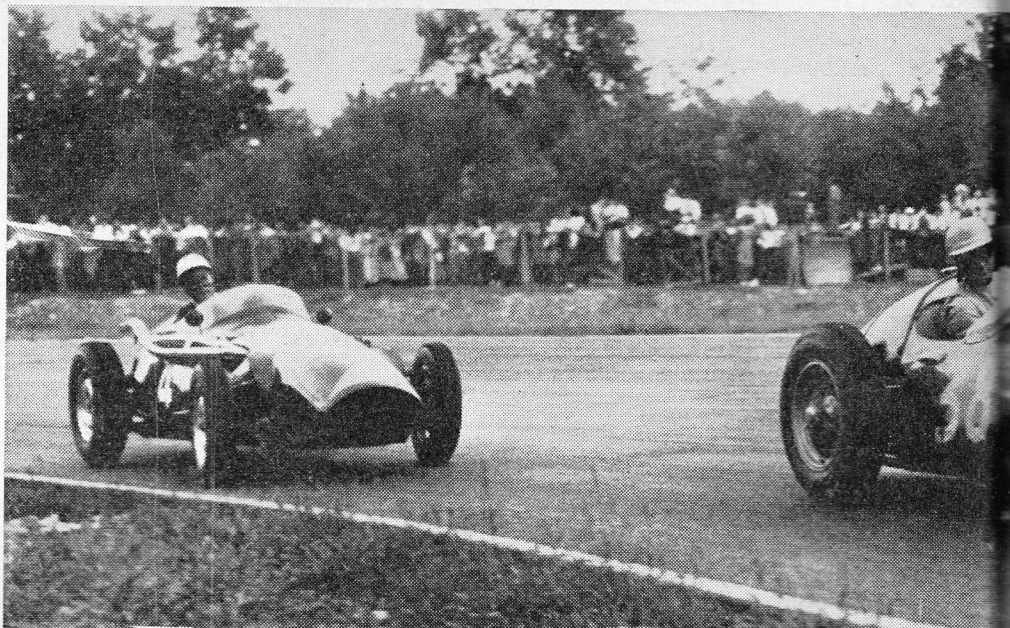
Then came a supreme act of sports-



now settled down, and turned in a lap in 2 mins. 46.4 secs. (216.606 k.p.h.), then knocked this down to 2 mins. 45.9 secs. (217.654 k.p.h.)—both new circuit records.

On lap 40, Behra managed to overtake Flockhart for third place, but next time round broke his steering on the banking, and all but went over the top, Flockhart cleverly managing to avoid hitting the spinning Maserati. Five laps later, and the entire aspect of this great race altered. Moss ran completely out of fuel, and, by a strange coincidence, was shunted from behind by Piotti's Maserati. This may, or may not, have given him the necessary impetus to reach his pit, and was watched by thousands on their TV screens. Quickly fuel was added, but as the Maserati was stationary, Luigi Musso darted past to lead the Gran Premio d'Italia.

His earlier indiscretion partially forgotten, the Italian was cheered deliriously.



GUID SHOW: Le Mans co-winner, Ron Flockhart, Connaught to finish third—Britain's highest placing. Here he duels with the Spaniard Godia (Maserati) for second place.

Yet, with 25 secs. in hand, he threw a tread, the steering broke and he nearly demolished his pit attempting to stop. With wheels splayed out at an odd angle, the Ferrari was pushed away.

However, Officine Maserati were worried. One of Moss's rear tyres had worn smooth, and they took the risk of slowing him down. Immediately out went the signals from Scuderia Ferrari to Juan Manuel. Nearer and nearer came the Ferrari to the Maserati. It must have been nerve-wracking for Stirling Moss to realize that any minute that tyre might fly to pieces. All his matchless skill went to getting the car round as smoothly as possible—just as if he had been driving on ice. With one lap to go, Flockhart's Connaught was refuelled during one of the slickest pit stops ever seen—20 litres

LAP-BY-LAP SCORE CHART

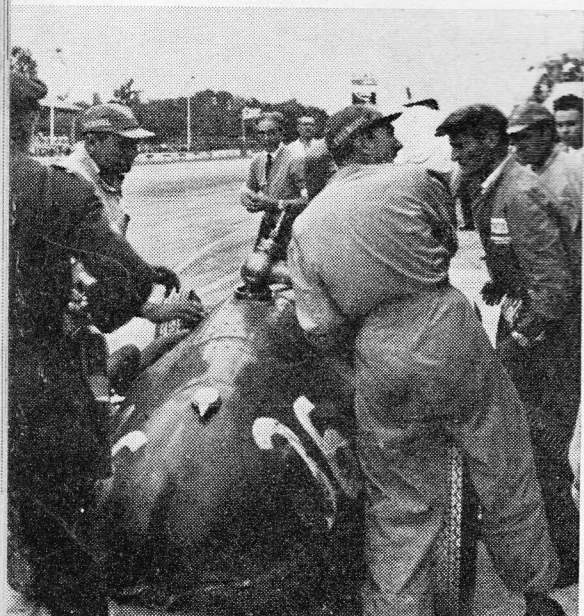
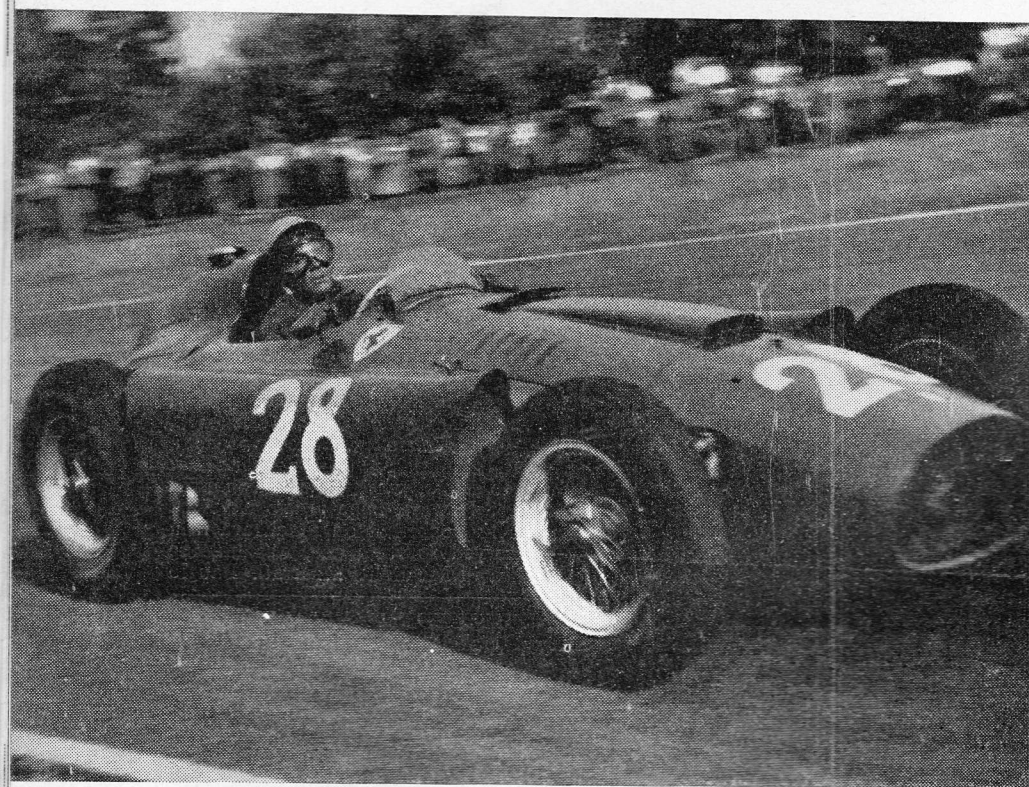
OF THE GRAND PRIX OF EUROPE

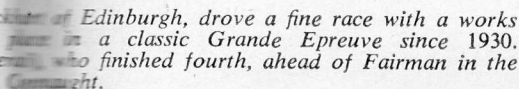
DRIVER	CAR	CAR NO.	POS.	1	2	3	4
CASTELLOTTI	FERRARI	24	1	24	24	24	24
MUSSO	FERRARI	28	2	28	28	28	28
FANGIO	FERRARI	22	3	22	18	18	18
SHELL	VANWALL	18	4	18	22	22	22
COLLINS	FERRARI	26	5	26	24	24	24
MOSS	MASERATI	36	6	36	36	36	36
TARUFFI	VANWALL	16	7	16	16	16	16
BEHRA	MASERATI	32	8	32	30	30	30
MAGLIOLI	MASERATI	46	9	46	32	32	32
DE PORTAGO	FERRARI	30	10	30	20	20	20
TRINTIGNANT	VANWALL	20	11	20	46	46	46
VILLORESI	MASERATI	34	12	34	34	34	34
FAIRMAN	CONNAUGHT	6	13	6	6	6	6
SALVADORI	MASERATI	44	14	44	44	44	44
LESTON	CONNAUGHT	2	15	2	38	38	38
GODIA	MASERATI	38	16	38	2	2	2
MANZON	GORDINI	10	17	10	4	4	4
GERINI	MASERATI	42	18	42	42	42	42
FLOCKHART	CONNAUGHT	4	19	4	40	40	40
RAMOS	GORDINI	8	20	8	8	12	12
SIMON	GORDINI	12	21	12	12	14	14
PIOTTI	MASERATI	40	22	40	10	45	45
DE GRAFFENRIED	MASERATI	14	23	14	14	14	14
HALFORD	MASERATI	48	24	48	48	48	48

BACK TO THE WHEEL (above) with a vengeance came Luigi Musso, now fully recovered from his Nürburgring 1,000 kms. crash. He battled with Castellotti for the lead initially, later declined to hand his car over to Fangio, and took a brief lead when Moss stopped to refuel, only to retire with damaged steering after tyre trouble five laps before the finish.

★

MOSS AT THE PITS: (Left) The leading Maserati halted for a rapid refuel, after coming to a standstill on the course with an empty tank. The dented tail shows where Piotti's Maserati contacted him, perhaps inadvertently, perhaps to give the works car a pitward push.





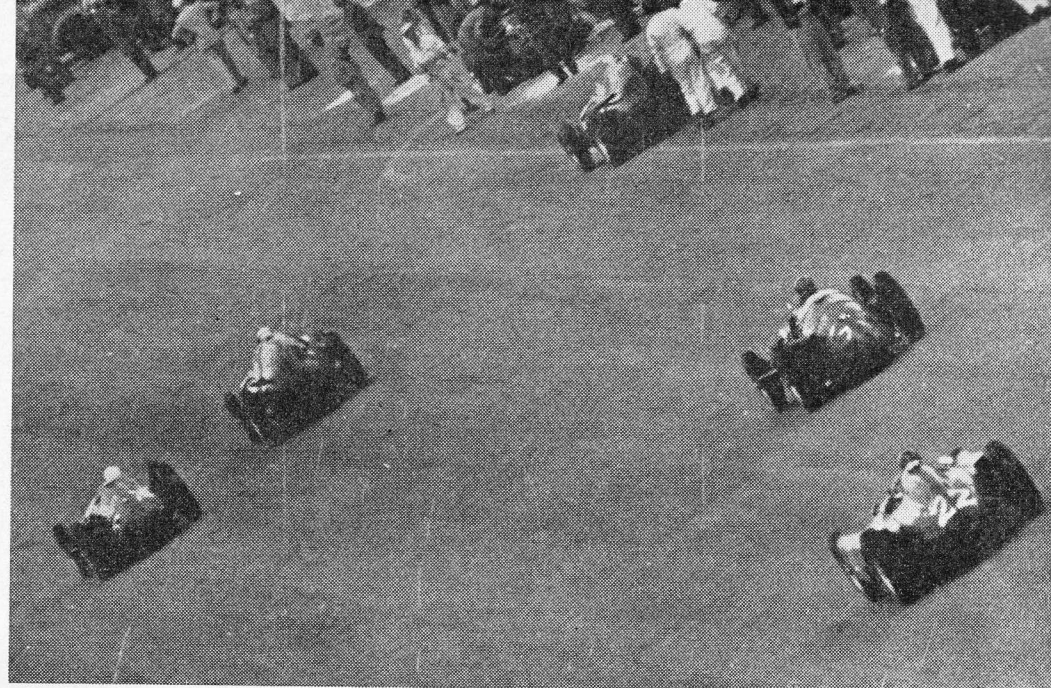
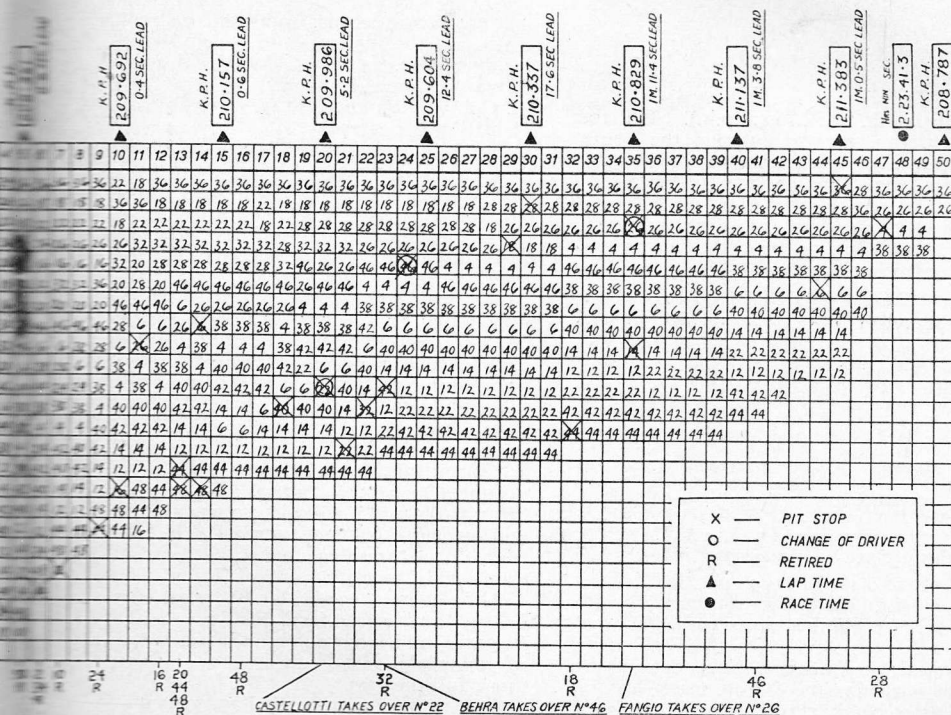
Ages seemed to pass as we waited for Moss to come through. All eyes went to the banking. A sigh of relief went up from the British contingent—and, of course, Maserati—as the low red car came into view, swept off the *piste devitesse* for the last time, to win the Grand Prix of Europe, and his (Moss's) second *grande epreuve* of 1956. Nevertheless, it was a close thing, as Fangio roared through just over 5 secs. behind. Then came Ecurie Ecosse's Ron Flockhart to bring his Connaught into third place, followed by the Spaniard, Godia (Maserati), Jack Fairman (Connaught) and "Shunter" Piotti. De Graffenried came seventh with the Scuderia Centro-Sud Maserati, ahead of Castellotti in Fangio's car. Then came André Simon's

What a superb race it was! Despite allegations that Piotti's shunting incident constituted outside assistance for Moss, it was apparently not covered by the regulations. At any rate, Scuderia Ferrari refused to do anything about a protest, and everyone felt that it would be a very poor thing to attempt to rob Stirling Moss of his greatest Grand Prix victory. With British drivers 1-2-3-5 and 11, it can truly be said that the United Kingdom is in the ascendancy as regards sheer ability of her motor racing men. Moss broke the Monza lap record on his 47th lap, pursuing Musso.

Fangio was a worthy World Champion,
(Continued overleaf)

★

PENALTY of speed (below) on the very fast Monza circuit—the mangled rear tyre of Castellotti's Ferrari, abandoned after his dramatic tyre burst on the eighth lap of the race.



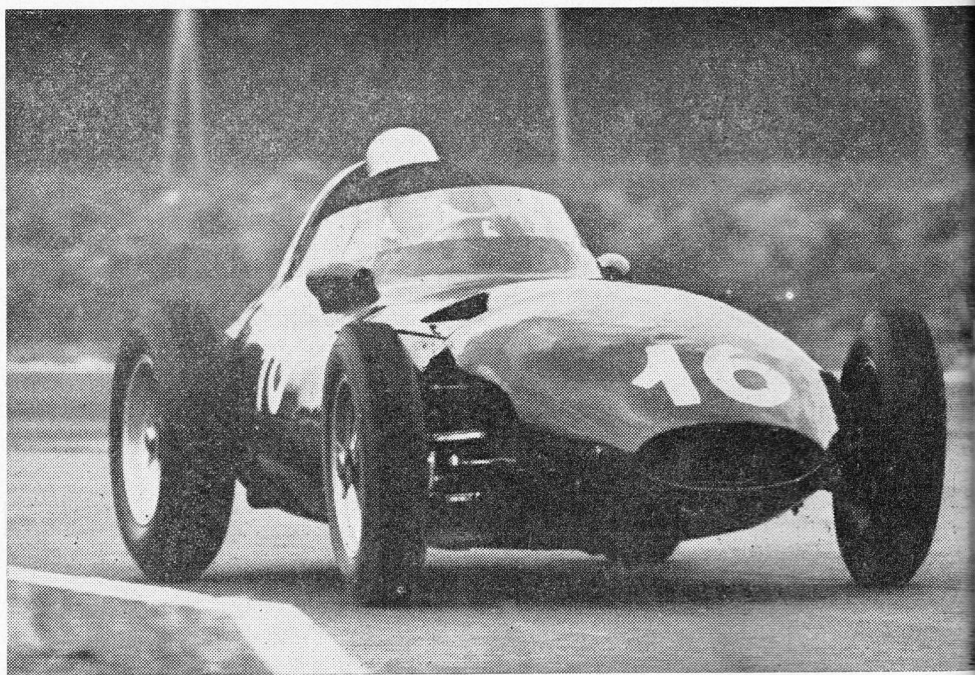
but Collins's sporting gesture dropped him to third place behind Moss in the final table. This act of his will always be remembered as one of the highlights in a race as full of exciting incidents as any that have ever been run!

Result

1. **Stirling Moss** (Maserati), 2 h. 23 m. 41.3 s. (208.787 k.p.h.), 129.73 m.p.h.
2. **Peter Collins**/Juan Manuel Fangio (Ferrari), 2 h. 23 m. 47 s.
3. **Ron Flockhart** (Connaught), 49 laps.
4. Francesco Godia (Maserati), 49.
5. **Jack Fairman** (Connaught), 47.
6. Luigi Piotti (Maserati), 47.
7. Emmanuel de Graffenried (Maserati), 46.
8. Eugenio Castellotti/Fangio (Ferrari), 46.
9. André Simon (Gordini), 45.
10. Gerino Gerini (Maserati), 42.
11. **Roy Salvadori** (Maserati), 41.

Fastest lap: Moss, 2 m. 45.5 s. (217.917 k.p.h.), 135.5 m.p.h. **New circuit record.**

Retirements: de Portago (Ferrari), 6 laps, damaged rear through thrown tyre tread; Leston (Connaught), 6 laps, broken rear torsion bar; da Silva Ramos (Gordini), 3 laps, engine trouble; Manzoni (Gordini), 7 laps, gearbox; Taruffi (Vanwall), 12 laps, suspension failure; Schell (Vanwall), 32 laps, loss of oil and suspension failure; Trintignant (Vanwall), 13 laps, rear suspension failure; Castellotti (Ferrari), 9 laps, thrown tyre tread; Musso (Ferrari), 47 laps, thrown tyre tread and steering breakage; Behra (Maserati), 23 laps; Villolosi (Maserati), 7 laps; Maglioli/Behra (Maserati), 42 laps, broken steering; Halford (Maserati), 16 laps, engine trouble.



ANGLO-ITALIAN ACCORD: Piero Taruffi, shrewd veteran driver from Rome, in one of the Vanwalls. He retired after 12 laps, with suspension trouble.

PRE-RACE TROUBLE came Ferrari's way when the young German driver, Graf Berge von Trips, inverted one of the cars during practice at the Curva Grande, due, it is said, to steering defects.



COPPA INTER-EUROPA

RESULTS of the Coppa Inter-Europa one hour events for Grand Touring cars, run in the morning, before the Grand Prix of Europe, over a 5.75-km. circuit layout at Monza, are the following:

Up to 750 c.c.: 1, E. Carini (Fiat Abarth), 126.8 k.p.h.; 2, A. Thiele (Fiat Abarth); 3, M. Poltronieri (Fiat Abarth); 4, E. Prudeniano (Fiat Abarth).

751 c.c.-1,300 c.c.: 1, M. Leto di Priolo (Alfa Romeo), 145.7 k.p.h.; 2, J. Bonnier (Alfa Romeo); 3, Gorza (Alfa Romeo); 4, "Pegaso" (Alfa Romeo).

Up to 2,000 c.c.: 1, G. Gerini (Maserati), 146.7 k.p.h.; 2, M. Toselli (Fiat 8V); 3, C. Leto di Priolo (Fiat 8V); 4, M. Guarnieri (Fiat 8V).

Over 2,000 c.c.: 1, A. Zampiero (Mercedes-Benz 300SL), 155.7 k.p.h.; 2, C. Luglio (Ferrari); 3, P. Lena (Ferrari); 4, W. Seidel (Mercedes-Benz 300SL).

MOSS ATTACKS RECORDS IN A LOTUS

THE day after the G.P. of Europe, Stirling Moss took a 1,100 c.c. Lotus-Climax to the *piste de vitesse* at Monza, and set about some record breaking on behalf of the Hornsey factory. On a wet track he covered 50 km. at an average of 218.12 k.p.h. (131.54 m.p.h.) and 50 miles at

213.66 k.p.h. (132.76 m.p.h.). On the 50 km. run, he was entering the South Banking at 7,400 r.p.m., or 148 m.p.h., and in the 50-miler, put in a lap in 1 min. 7.6 secs. (140.93 m.p.h.). Breakage of the rear sub-frame, causing the wheel to hit the inside of the body, put an end to any further attempts.

MESSINA FIVE HOURS

AMPLIFYING the brief results of the Messina Five Hours, published last week, herewith the final classification:

- 1, Phil Hill (Ferrari), 116.84 k.p.h.; 2, F. Bordoni (Maserati); 3, Baretto (2-litre Ferrari); 4, F. Cortese (2-litre Ferrari); 5, Canova (3-litre Ferrari); 6, Landi/Gerini (2-litre Maserati); 7, Alotta/Vella (2-litre Maserati); 8, Garavaglia (1½-litre Maserati); 9, Bonnier/Hicks (3½-litre Alfa Romeo); 10, Ricci (3-litre Gordini); 11, Piccolo (750 c.c. Giaur).

Fastest lap: Hill, 3 m. 15 s. (123.69 k.p.h.).

Brighton Speed Trials—continued

performed a *sprint d'honneur* in Walker's Connaught. Completely unfamiliar with the car, he climbed in, found where to put his feet, and with Ken Wharton operating the "hockey stick" got off the mark at around the 4 thou. mark, leaving imposing black marks for 20 yards or

so as he rocketed away. The organizers did not release his time. "Mm, yes. . . I liked that. Thanks very much, Rob," said he on his return, then made a date on the "dodg'ems" with John Cooper.

Record breaking was in the air. Mike Anthony clocked 28.73 with his "tilted" Bristol-Lotus, Peter Gammon (Cooper-Climax) knocked Watling-Greenwood's 29.65 down to 27.76; Wharton, of course, shattered two records, both his own property, in the up to, and over 2-litre racing classes, and John Coombs (Lotus-Climax) chopped nearly 2 secs. off Lt.-Col. White's Lotus-M.G. record in the 1½-litre sports category.

The 250s, running as Class J (which is surely 251-350 c.c. Internationally?) still seem painfully slow, although capacity for capacity, Forster's winning time of 46.45 compares interestingly with the 27-litre Spitfire Spl.'s 26.93. K. R. Harris's Smith with Anzani twin two-stroke engine made one run as a 125, a plug oiling on the line. Coopers met a redoubtable adversary in Ray Petty's Petty, which won the Formula 3 class from Taylor and Raby in Surbiton-mades. Peter Stubberfield carried off the Vintage class, first using single rear tyres, then twins, and heading Jack Smith in the V12 Sunbeam (once the Brighton winner in Campbell's hands) and R. E. Hardy's "Hardy Annual", the old Summer-J.A.P. with bedstead frame, exposed J.A.P. twin engine and threshing chains of the truly traditional "special".

Altogether a great day's sport for drivers and spectators, for which the Brighton and Hove Club and their army of marshals, timekeepers and helpers merit full praise.

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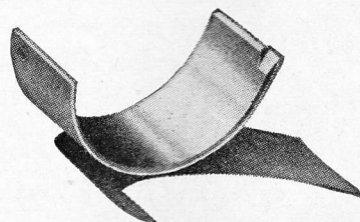
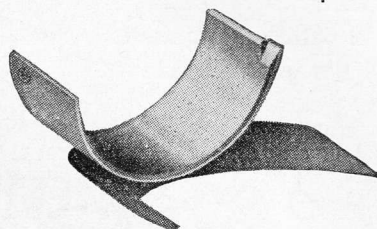
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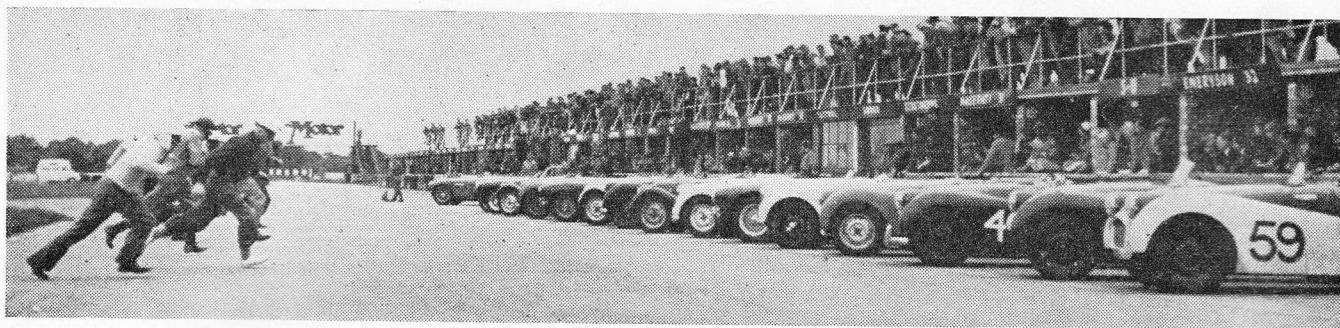


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SUNBAC'S SUNLESS SILVERSTONE

A full programme of racing on the Club Circuit

THERE was no sun at Silverstone for the Sunbac meeting last Saturday; only grey skies, a blustery wind which was really cold, and what the weather men are pleased to call scattered showers. Nevertheless, there was some good racing in a long and varied programme, devoid of serious incidents, although a certain amount of bodywork was modified during the day.

The curtain rose on a half-hour blind for motor-cycles in which only five managed to qualify. This event included combinations, and the spectacle of three-wheel drifts was awe-inspiring, driving at least one onlooker to seek medical comforts in a hurry. There followed two similar items for the four-wheel brigade, under and over 1½ litres. The smaller machines had a very exacting task and again only five made the grade; Alex McMillan's Cooper-Climax was assailed by gremlins which were never located, and S. G. Cobban had the misfortune to drop a valve early on. In contrast, the heavier metal had a far easier target, and only four of the starters failed to qualify; this event was notable for the tremendous speed of N. Campbell-Blair's Cooper-Bristol Barb and the excellent driving of Mrs. Pauline Mayman in her Morgan Plus 4.

There was some misunderstanding between competitors and paddock marshals at the start of the Formula 3 race, with the result that George Symons never got a dice and Jack Westcott arrived round Woodcote to see the pack departing into the distance. Nothing daunted, however, he set off at a great pace while still ad-

justing his dress, and was halfway through the field by the end of the first lap. Derek Strange led the pack, and Hett shot off course spectacularly at Woodcote. Lap 2, and Jack Westcott lay fourth, while Pollard spun his Arnott in front of Gerry Meharey's Cooper at Woodcote and they collided. Pollard atoned by quickly push-starting his adversary, before himself getting a push from marshals; he retired a few laps later after a second *tête-a-queue*. By half distance Strange's car had fallen sick, and he was passed by P. T. Taylor, whose Cooper had never been far behind; he retired shortly afterwards. Two laps later Taylor was displaced by Jack Westcott and so they finished, with A. Eccles (Cooper) in third place, a position he had assumed on the first lap.

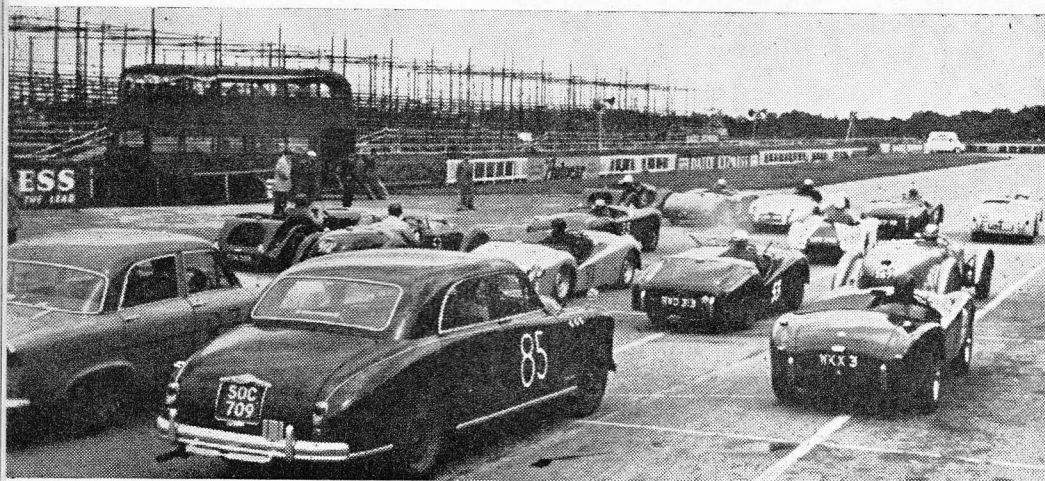
Next came two six-lap scratch races for sports cars, over and under 1½ litres. Curiously, the grids were arranged in four lines astern instead of being staggered as is more normal, and the packs presented a disturbingly solid appearance as they moved off. Campbell-Blair found great difficulty in threading his way through the over-1,500s, and on lap 1 lay second to Berwyn Baxter's DB3S, followed by J. R. Axon (XK drophead with hood erect), D. O'M. Taylor (TR2) and Lew Tracey (open XK). On lap 2, Tracey moved up to third place and Campbell-Blair took the lead. He and Baxter then drew well away from the field, but a grim struggle developed for the next three places, Axon fighting back in fine style, passing Taylor on lap 2 and all but catching Tracey on the line.

RUN FOR IT! The drivers sprint across the track in the Le Mans start of the race for cars eligible for the AUTOSPORT production sports car championship.

In the 1½-litre race, Brian Naylor pulled out a fantastic lead with his Lotus-Maserati to record the highest speed of the day over six laps, for which he receives the Allday cup. He was followed home at a very respectful distance by W. Bradley (1,100 Cooper-Climax) and J. Fiander (Tojeiro-Turner), who displaced H. G. F. Dickens (Tojeiro-M.G.) on the fourth lap.

Most of the sports-car entry took part in the handicap event, which was run in three six-lap heats. The first was won from the virtual scratch mark by Len Gibbs (Lotus-Climax), who had to turn the wick up pretty high to overcome the extremely fleet little Lola-Ford of the Bradley family, to which he had conceded 30 seconds; D. O'M. Taylor, in third place, had also worked hard to leave the 4½ Lagonda of Lord Dunleath, and these four finished at roughly five-second intervals. Heat 2 was also won from the virtual scratch mark, by R. E. Meredith (Morgan Plus 4), but the feature of the race was the phenomenal speed of the 750-Formula Austins of E. Millard and D. Rees; they tore round incredibly quickly in close company for the whole distance, but were split almost on the line by J. L. Parker-Eaton to make the final order Morgan-Austin-Morgan-Austin in the space of just over five seconds. The other, less desirable, feature was on lap 3 at Woodcote when Bluebelle Gibbs spun the H.R.G. right in the path of M. J. Whiteman's TR2; the cars hit broadside on but pointing opposite ways, and shot into the ditch locked in a not-so-fond embrace. Heat 3 came at the end of the day, and proved fairly easy for Campbell-Blair; Bradley motored very rapidly to take second place from David Shale's Austin-Healey and Axon showed what his Jag. could really do when pushed, albeit he held fourth place from Brian Naylor, on scratch, by only a fifth of a second.

The Vintage-and-Thoroughbred Handicap brought out some lovely old machinery, whose differences were resolved by the official handicapper of the Vintage Sports Car Club, but his efforts completely fooled the commentator. However, seeing that only just over two seconds covered the first three places at
(Continued on page 312)



ASSORTMENT at the start of the half-hour high-speed trial included, at the back of the grid, a new Phase III Standard Vanguard, and a Riley Pathfinder with "portholes!"

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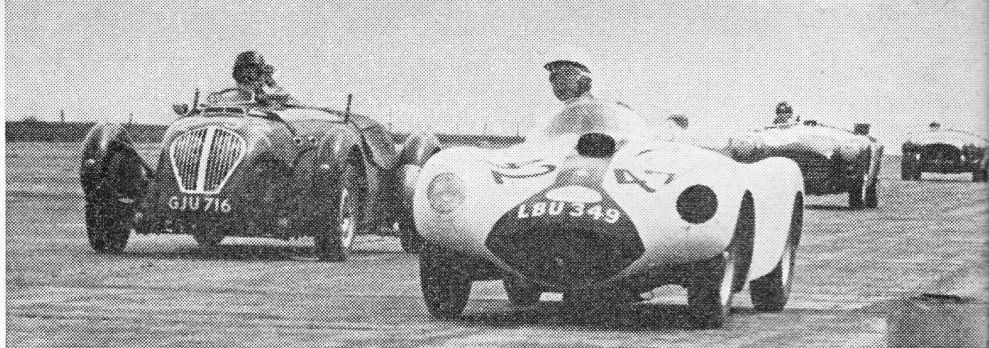
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Sunbac Silverstone—continued

the finish when the same cars were spread over a whole lap at the start, it would appear that the handicapper had something. A wet track gave C. J. Freeman too much to do with his beautiful 2-litre Aston, and caused Morin Scott to lose the monstrous Hispano at Becketts. Limit man A. P. Hedges' 3-litre Bentley carried a front axle without brakes, which must have been very tricky indeed.

The 750 and 1172 Formula cars had a race to themselves in which Millard and Rees had another tremendous tussle, as did R. D. Lee and M. J. Harris, the four finishing in that order. Lola won the Ford section from J. W. Anstice Brown's Lotus after a faultless drive. Graham Hill's Lotus deposited all its coolant over its driver's feet and retired.

The other two races, from a Le Mans start, were for cars eligible for the AUTOSPORT Championship, and were run over 15 laps each. In the over 1½-litre section, Pauline Mayman showed that she can sprint as well as drive, and all the cars except one got away in a bunch. David Shale led throughout, and by lap 7 the positions of the first eight cars were established, S. A. Hurrell, driving his TR2 splendidly, having worked up from fifth place to second. The 1½-litre race was a gift for Graham Hill who had fixed his Lotus water leak. Seven started and five finished, John Bekaert having



ROUND WE GO!—into Woodcote Corner at the end of the long straight, and in the lead is Campbell-Blair's Cooper-Bristol "Barb", closely attended by Cutler's Healey Silverstone and the A.C. Aces of Leigh-Jones and Ferrari.

revved his Lotus so furiously that a valve spoiled itself against a sparking plug, and Dixon's M.G.A. having lost a rocker-box securing bolt and a lot of oil as a result. Gavin Scott thus got a special award with his veteran H.R.G. for bringing home the only non-Lotus vehicle to finish.

DAVID PRITCHARD.

Results

1. **Formula 3 (10 laps):** 1, J. F. Westcott (Cooper), 73.61 m.p.h.; 2, P. T. Taylor (Cooper); 3, A. Eccles (Cooper). **Fastest J.A.P.-engined car:** W. E. Ford (Cooper), 67.69 m.p.h.
2. **Sports cars over 1,500 c.c. (6 laps):** 1, N. Campbell-Blair (Cooper-Bristol), 75.94 m.p.h.; 2, B. Baxter (Aston Martin); 3, L. J. Tracy (Jaguar).
3. **Sports cars under 1,500 c.c. (6 laps):** 1, J. B. Naylor (Lotus-Maserati), 77.28 m.p.h.; 2, W. Bradley (Cooper); 3, J. Fiander (Tojeiro-Turner).
4. **Sports car handicap, Heat 1 (6 laps):** 1, L. Gibbs (Lotus), (h'cap 1 m. 15 s.), 71.26 m.p.h.; 2,

G. J. Broadley (Lola-Ford), 3, D. O'M. Taylor (Triumph).

5. **Sports car handicap, Heat 2 (6 laps):** 1, R. E. Meredith (Morgan), (h'cap 1 m. 25 s.), 66.90 m.p.h.; 2, W. E. Millard (Austin); 3, J. L. Parker-Heaton (Morgan).

6. **Sports car handicap, Heat 3 (6 laps):** 1, N. Campbell-Blair (Cooper-Bristol), (h'cap 0 m. 30 s.), 76.47 m.p.h.; 2, W. Bradley (Cooper); 3, D. S. Shale (Austin-Healey).

7. **Vintage and Thoroughbred cars:** 1, W. S. Bader (Riley), 63.03 m.p.h.; 2, M. L. Quartermaine (Vauxhall); 3, Lord Dunleath (Lagonda).

8. **1,172 Formula (6 laps):** 1, E. H. Broadley (Lola-Ford), 67.49 m.p.h.; 2, J. W. Anstice Brown (Lotus); 3, J. A. Turvey (Iago). **750 Formula:** 1, E. Millard (Austin), 62.18 m.p.h.; 2, D. Rees (Austin); 3, R. D. Lee (L.R.M.).

9. **Cars Eligible for the "Autosport" Championship (15 laps): Over 1,500 c.c.:** 1, D. S. Shale (Austin-Healey), 69.37 m.p.h.; 2, S. A. Hurrell (Triumph); 3, D. O'M. Taylor (Triumph).

10. **Cars Eligible for the "Autosport" Championship (15 laps): Under 1,500 c.c.:** 1, G. Hill (Lotus), 67.66 m.p.h.; 2, J. Lawry (Lotus); 3, J. H. Rope (Lotus).

Bentleys Battle at Firle

AFTER Brighton on Saturday comes the Bentley Drivers' Club Hill-climb on Sunday. Many of those from Brighton, both Bentley drivers and from the B.O.C., B.A.R.C., A.M.O.C., Lagonda Club, and the Brighton and Hove Motor Club, together with a good crowd foregathered on a fine, and for lately, warm day and had a very good day's sport, run with the usual aplomb for which the club is well known.

Records fell, and if it seems monotonous that reports of the Bentley D.C. events seem to be reports of the doings of one G. H. G. Burton, it should be taken that he is that sort of man and is always "there". No favouritism! This time there was a slight difference as, instead of his name being almost inevitably coupled with that of Gordon McDonald, who avers that he prefers circuit racing, it was J. A. Walker in Bluebell who became his chief rival and eventual conqueror and holder of the record for fastest Bentley. Last year's hill record remains intact (Gordon Parker (Jaguar), 26.98 secs.), B.T.D. being made in a quite stirring manner by M. Trimble in a "C" type Jaguar in 28.67 secs.

The climbs started as usual with the handicap event for Bentleys, each being allotted a handicap worked in the golf sense, the net lowest being the winner. H. P. Holden, who always does well in this event, won in his extremely standard-looking 4½, by means of some very fast and steady driving. His gross time of 32.74 secs. made an almost unbeatable



BLUEBELL—and blue smoke—on the hill as J. A. Walker thunders up to establish a new hill record for Bentleys with 29.27 secs.

27.90 secs. nett. R. D. Gregory also improved considerably on his handicap with that rarity, a Bentley that the handicappers knew little about. This event saw the opening round of the Burton-Walker duel for fastest Bentley, going this time to Burton in a rousing 29.95 secs., just .02 sec. faster than Walker.

After the handicap came the class for cars up to 1,500 c.c. which was a very varied collection and included Dudley Coram's lovely old G.P. Aston Martin. Some very good times were put up, J. M. Perkins improving by over a second in

his second run to do 31.64 secs., but it was not good enough to beat J. K. W. Hickman in his Elva-Climax who improved from 30.59 secs. to 29.57 secs. and won the class. D. Scott-Moncrieff drove what we believe to be one of the first Lotuses Colin Chapman built, presumably Austin powered at 747 c.c. It fairly "steamed" up the hill, rather literally, unfortunately, but made a good time nevertheless. His wife handled a later model well, but fastest lady in the class was Mrs. Ashby, in a Leco-M.G.,

(Continued on page 320)



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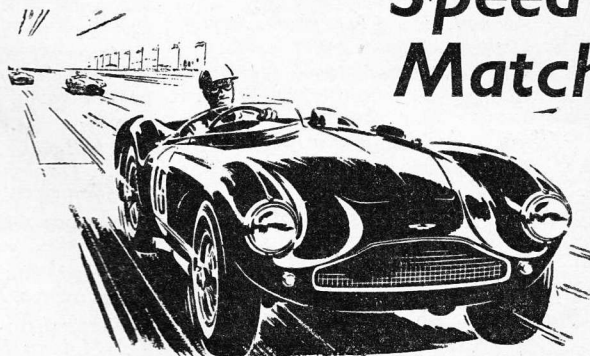
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Club News

By STUART SEAGER

ENTRIES close on Monday (10th) for the **South Wales A.C.** hill-climb at Castel Hill, near Bridgend, on 16th September. It is open to the Barry, Bugatti Owners, Herefordshire, Newport, Swansea and Welsh Counties clubs, and to entrants for the Junior Hill-climb Championship. Secretary of the meeting is P. J. Collins, 12 Tyrwhitt Crescent, Cardiff. . . . The **B.A.R.C.** have issued regs. for two events in the North. On 16th September the North-West Centre are running the "Wars of the Roses", which appears to be a closed-to-club rally and for which entries close on Monday (10th) with R. Haitland-Hughes, 116-118 Prescott Street, Liverpool, 7. Then on 7th October the Yorkshire Centre, together with the Yorkshire S.C.C., are promoting the "Stone Trough Trial", which is a qualifying event for the R.A.C. Trials Championship and the B.T.D.A. Gold Star. This event is also open to the Lancashire A.C., Lancashire and Cheshire, London, Mid-Cheshire, North Midland, Rhyl and Sheffield and Hallamshire, entries close on 3rd October, and the secretary of the meeting is R. J. Wilson, "Woodlands", Gildersome, near Leeds. . . . On 23rd September the **Yorkshire S.C.C.** will be holding a sprint meeting at Croft Aerodrome, near Darlington. This is open to members only, details for this event, too, being obtain-



WAITING AT THE LIGHTS?—No, for the flag, at the start of the Ford saloon handicap race at Snetterton last Sunday.

able from R. J. Wilson (see above). . . . Quite a number of Autocross events have been held in the South this season, and we are glad to see that they are "having a go" up North as well. The Liverpool M.C. will be holding their annual autocross on 7th October at Helsby, Cheshire, and have invited the Lancashire A.C., Wirral 100, B.A.R.C., Southport, Mid-Cheshire, Lancs and Ches and Bolton-le-Moors clubs to take part. We are assured that the course is smooth, and details are obtainable from D. W. Vernon, 146 Roe Lane, Southport, Lancs. . . . On 20th-21st October the **West Hants and Dorset C.C.** will be holding their second Bournemouth Rally, which has starting points at Bristol,

Oxford, London and Bournemouth and covers a 500-mile route finishing at Bournemouth, where there will be driving tests on the Promenade. Around £100 worth of cash awards and trophies are to be won. The invited clubs are the B.A.R.C., Bristol, Cheltenham, Hants and Berks, Isle of Wight, London and Vintage S.C.C., for which latter there is a separate class. Closing date is 8th October and further details are obtainable from Mrs. B. Lanz, Westbrook Hotel, Boscombe, Bournemouth. . . . The **Chiltern C.C.** are running a closed-to-club driving test meeting at Slough on 16th September, for which details are to be had from D. G. Dixon, Pickett's Field, Great Missenden, Bucks. . . . The **Ilkley and D.M.C.** are promoting a "standard car" trial on 30th September, and have invited the B.A.R.C., Yorkshire S.C.C., Combined Universities, M.G., Airedale and Pennine and Darlington clubs to take part. The course is said to be non-damaging to any ordinary touring car, and marks on the non-stop sections will be gained on a "highest up" basis. Entries close on 27th September with K. Waddington, 53 Denton Avenue, Gledhow, Leeds, 8. . . . The second Derbyshire Trial of the new series is to be run on 5th-6th October by the **Motor Cycling Club**. Competitors will leave the four starting points at London, Bristol, Norwich and Penrith on the Friday evening, converging near Matlock and finishing on the Saturday evening at Bakewell. In addition to the usual first, second and third class awards, there will this year be individual class awards, including one for saloon cars only, this category also being allowed to use any type of tyre. Entries, which close on 17th September, should *not* be sent to the usual Kinnerston Street address, but to E. C. Lunniss, Flat 3, 74 Bolsover Street, London, W.1. . . . The **M.G.C.C.** Northern Rally is being promoted on 5th-6th October jointly by the Scottish, N.W. and N.E. Centres, with invitations extended to the Scottish Sporting, Lanarkshire, Berwick, Lancashire and Cheshire, Sheffield and Hallamshire, East Yorkshire and B.A.R.C. Although there are, of course, special awards for competitors in M.G.s, any car is eligible for the event, which has three starting points: Moffat, Ripon and Ingleton. The total route from each point will cover about 400 miles and will finish at Turnberry, Ayrshire.

Coming Attractions

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.

B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 2 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.

September 14th/17th. Viking Rally, Norway.

September 15th. Peterborough M.C. Race Meeting, Silverstone. Start, 12.30 p.m.

Aston Martin O.C. Martini Speed Match, Brands Hatch, near Farningham, Kent. Start, 12 noon.

Bristol M.C. and L.C.C. Naish Hill-climb, Naish House, Clapton-in-Gordano, near Portishead, Somerset. Start, 2 p.m.

September 16th. Avus Races (S), Berlin.

Coppa Sila (R up to 750 c.c.), Cosenza, Italy.

Nottingham S.C.C. Race Meeting, Mallory Park, near Nottingham.

B.A.R.C. (S.W. Centre) Brunton Hill-climb, near Collingbourne Ducis, Wilts. Start, 2.30 p.m.

South Wales A.C. Castel Hill-climb, Castel Hill, near Bridgend, Glam. Start, 2 p.m.

A.C. Owners' Club, Sprint Meeting, Brands Hatch, near Farningham, Kent. Start, 12 noon.

Cemian M.C. Gymkhana, Forty Acres, Billet Lane, Iwer Heath, Bucks. Start, 2 p.m.

North London E.C.C. Driving Test Meeting, Heston Aerodrome, Cranbrook Road, Great West Road. Start, 11.30 a.m.

September 17th/23rd. Tour of France Rally.

Entries close on 14th September with D. W. Mickel, 12 North Saint Andrew Street, Edinburgh, 2. . . . The **Mid-Thames C.C.**, who recently gained R.A.C. recognition, will be holding their gymkhana and driving tests on 30th September at Wimbledon Stadium—no less—and further information is obtainable from R. Avey, 5 Cardinal Avenue, Kingston-on-Thames.

A Good Grouse!

THE title does not refer to that dearly beloved competitor who gives out with the big moan after every event. It concerns itself with the "Grouse Rally", which was staged by the 55 Car Club on the 18th-19th August and covered some 450 miles of rugged Scottish countryside. The club is not a large one but it is in sound health financially and the members are enthusiastic. So, as this Grouse Rally was its first restricted permit occasion, the 55 C.C. decided to present £20, along with the premier award, and a "fiver" to each of the other two class winners. The competitors had to work for their lolly—organizers Ian Calderwood and Joe Franchi saw to that. Over the five sections of the event, entrants had to visit 23 controls and two route checks and, if the navigators had to make constant use of their brains, the roads invoked made many demands on the skill of the drivers. There was little time to linger on any of the sections, with the exception of the one including the lunch stop, and quite a bit of main road motoring.

Competition was keen. Only one point separated I. Wight (Sunbeam), J. McM. Innes (Standard 10) and A. H. McGrady (M.G.A.) in the general classification of results, while a rather odd and interesting turn-up for the book was the fact that these three entrants won their respective classes. The event started from Dundee at 9 p.m. and finished near Auchterarder around 5 p.m. on the following day. The first section was a perfectly straightforward set of road directions but it took its toll right away, and within the first 10 miles there were nine entrants with penalties, G. M. Mitchel (Jowett) and P. G. Braidwood (Hillman) getting off to a bad start with 60 black marks against them.

Glen Prosen, Edzell and Aboyne disappeared under the wheels of the cars and A. Stewart's Hillman became a non-

combatant. He was unlucky enough to have a puncture at the top of Cairn o' Mount around midnight and still more unlucky to have a further six blow-outs follow in rapid succession. Then came Strathdon, Marypark, Drynachen and Daviot, with competitors amassing marks right, left and centre. This was a well-planned section, with some crafty doubling back of the route, and it was most unfortunate that landslides around Drynachen resulted in the organizers having to scrub two portions of it. It was also unfortunate that Ronnie Dalglish ran out of road near Culloden in his TR2, for we figured that he had a good chance of winning this event. Ronnie damaged one side of the Triumph pretty badly, but he and his navigator got off with minor bruising.

The next section was fairly tight and Scottish Rally competitors will remember the roads around Inverfarigaig, while marshal Duncan Lamont will long remember his post at Clachan cemetery. The entry were in such a hurry at his control that they seemed intent to mow him down, and finding a more comfortable spot for him inside the walls of the place! By the time Fort Augustus was reached the "Grouse" really hung high, and most of the entry had been sorted out, but we must salute Miss M. W. MacKenzie who was collecting more than her share of the penalties but carrying on in a most gallant fashion in her little Austin A30. There were two driving tests at Fort Augustus but, as there wasn't a clean sheet in the whole entry, these were not needed on the results sheet. We must, however, commiserate with S. A. Anderson, who had the gearbox of his Allard fall through the bottom of the car while reversing rapidly on a muddy farm track. And A. F. Stubbs didn't do his Dormobile one bit of good when he banged its stern into a gatepost, but L. D. Macdonald was a treat to watch in his smart handling of an XK 140, as were S. D. Nicoll (Morris Oxford) and J. M. S. Kaluski, in a Standard 10. K. G. Hill was very nippy in his TR2, but he quite ruined the effect by failing to stride two marker lines.

The long stretch via Spean Bridge and Dalnacardoch to Aberfeldy took in the rocky road to Trinafour, which seems to get worse every time we go over it. For all its simplicity three competitors—J. H. Barr (Wolseley), R. Giulianotti (Ford) and T. B. Band (XK 140)—managed to lose a point, while marshal A. Wood had a long,

long wait at the secret check on Trinafour, but whiled the time away by frying ham and eggs for sundry competitors on his Primus. The final section of this well-organized event consisted of locating nine map references, and covering 70.1 miles in 2 hrs. 26 mins. It was far from being easy, for it included the ford in little Glenshee, which gave J. S. Collins a ducking in his TR2 and saw D. Shearer (Ford) making a detour round a rubbish dump to pass an ancient Morris. Thence to Ruthven Towers Hotel, via Luncarty, and a results sheet which took a little of the gilt off the gingerbread of a very fine event by taking rather long to produce.

"AENEAS".

Results

Premier Award: I. Wight (Sunbeam), 29 marks lost.

Production Touring Cars under 1,500 c.c.: 1, J. McM. Innes (Standard), 30; 2, S. D. Nicoll (M. Oxford), 48; 3, J. H. Brown (Austin), 56.

Production Touring Cars over 1,500 c.c.: 1, I. Wight (Sunbeam), 29; 2, J. M. Howe (Austin), 34; 3, R. Giulianotti (Ford), 39.

Grand Touring, Sports Cars and Specials, 1, A. H. McGrady (M.G.A.), 31; 2, L. T. W. Donald (M.G.A.), 44; 3, T. B. Band (XK 140), 86.

Recent Results

MAIDSTONE & MID-KENT M.C.

Brands Hatch Sprint, 19th August

B.T.D.: F. Freeman (Aston Martin). Best Sports Car: Miss P. Burt (Aston Martin). Best Closed Car: S. Wilder (Porsche). Ladies' Award: Mrs. S. Farrell (Allard).

Class Awards: 750 Formula: 1, N. H. May (Austin); 2, S. J. Toop (Austin). 1,172 Formula: 1, E. H. Broadley (Lola); 2, J. W. Anstice-Brown (Lotus). Open Cars up to 1,500 c.c.: 1, S. F. Pile (Aston Martin); 2, C. P. McNaughton (Elva); 1,501-2,500 c.c.: 1, C. Freeman (Aston Martin); 2, J. Freeman (Aston Martin). 2,501-3,000 c.c.: 1, K. P. Tomei (M.G.); Over 3,000 c.c.: 1, P. J. Sargent (Jaguar); 2, D. Lewis (Jaguar). Closed Cars up to 1,500 c.c.: 1, E. Jenkinson (Porsche); 2, J. V. Dick (M.G.); 1,501-2,500 c.c.: 1, J. Patten (A.C. Aceca-Bristol); 2, F. E. Oldham (Ford Zephyr); 2,501-3,000 c.c.: 1, D. Haynes (Ford Zodiac). Over 3,000 c.c.: A. G. Playford (Jaguar).

BOLTON-LE-MOORS C.C.

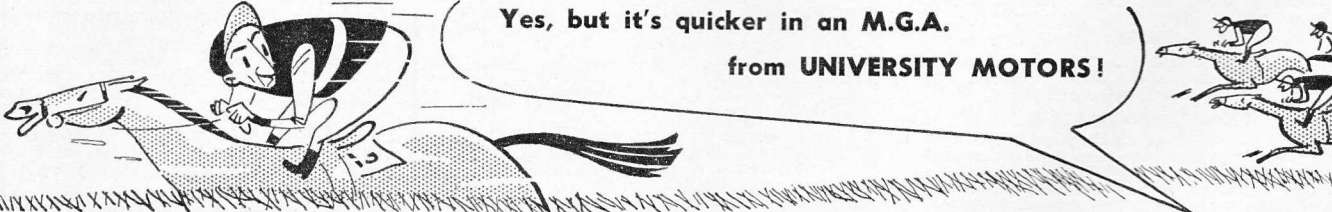
Driving Tests, 19th August

Open Cars up to 1,500 c.c.: 1, L. G. Oram (Dellow), 286½ s.; 2, R. M. Spence (Dellow), 297½. Over 1,500 c.c.: 1, J. A. Ashall (TR3), 280; 2, S. E. Mather (TR2), 282½. Closed Cars up to 1,500 c.c.: 1, J. Hill (Renault), 315; 2, P. Crabtree (Ford), 316½. Over 1,500 c.c.: 1, G. A. Marshall (XK 140), 352; 2, B. E. Jackson (Jaguar 2.4), 403.

HARROW C.C.

Driving Tests, 26th August

Closed Cars: S. Actman (Ford Anglia). Open Cars, up to 1,300 c.c.: A. F. Bray (T.E.S.T. 1). Over 1,300 c.c.: D. Wilson-Spratt (TR2). First Class Awards: F. E. Still (Ford Prefect), A. Westwood (Dellow), L. N. Needham (TR2). Ladies' Award: Miss P. Moss (M.G. Magnette).



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(See also page 319)

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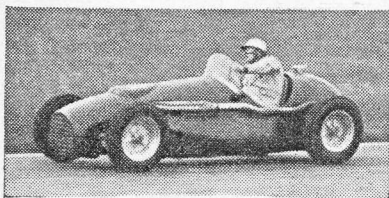
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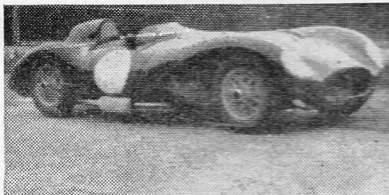
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Firle Hill-Climb—continued

on her first run in 33.47 secs. Mrs. Bloxam and her husband unfortunately non-started in this class, as the Lotus-M.G. seemed to be suffering from some obscure ignition fault that even a borrowed coil would not cure.

There was a preponderance of modern cars in the class up to 2,600 c.c. E. F. Le Power used it overmuch on his second run in the Porsche, but controlled a slide that looked alarming at the top bend. The class fell to W. S. Perkins (Mk. VI Lotus), who did 28.95 secs. on his second run with very little flurry. Miss Betty Haig drove with great gusto as usual and came nearest with her Frazer-Nash in 29.20 secs. on her first run.

Bigger and faster the class to 3,500 c.c., with Trimble's B.T.D. in 28.67 secs. It could be said that he had an extra look, as his first run went untimed. However, all three runs were a model of regularity.

P. M. Salmon tried hard in a normal-looking 120 Jaguar and did well with 29.53 secs. Mrs. Bloxam, we were glad to see, came out with the well-known D.B.2 and managed third in the class with 32.29 secs.

With the exception of Maurice Leo and his 2-litre supercharged Lagonda, in a class all on his own, we now came to the really heavy metal. This also contained an exception, in the shape of D. Monro's 4½-litre Invicta, which fairly thundered up, the rest being all Bentley and Lagonda. Burton and Walker resumed battle, and were the only ones to beat 30 secs. This was where Walker finally got the better of Burton, beating him on both runs. It is difficult to say which was the more awesome sight, Burton with fierce effort, hammering engine and vicious but superbly controlled slides, or Walker with no less effort, and somehow looking less fear-

some, but with a great puff of smoke each time he lifted or changed gear. However, Walker proved fastest Bentley of all with 29.27 secs. and thus won the Christopher Tomkinson Trophy for 1956.

Well, ladies and gentlemen, after seeing this event if anyone talks to me about "arthritic pantechnicons and clueless cuties . . ." just refer to the results.

PATRICK BENJAFIELD.

Results

B.T.D.: M. Trimble (Jaguar C), 28.67 s.
Fastest Bentley: J. A. Walker (Bentley 4½), 29.27 s.

Bentley Handicap: 1, H. P. Holden (4½-litre), 27.90 s.; 2, R. P. Bradley (4½-litre), 28.27 s.; 3, R. D. Gregory (4½-litre), 28.76 s.

Class A (3-litre Bentleys): 1, M. D. Hollis, 33.89 s.; 2, M. J. Bradley, 36.44 s.; 3, D. W. Llewellyn, 36.85 s.

Class B (4½-litre Bentleys): 1, G. H. G. Burton, 29.95 s.; 2, J. A. Walker, 29.96 s.; 3, D. J. R. Chapman, 32.49 s.

Class C (4½ (S), 6½- and 8-litre Bentleys): 1, A. N. Hewitt (8-litre), 33.60 s.; 2, J. L. Goddard (8-litre), 34.71 s.; 3, O. A. Batten (8-litre), 34.91 s.

Class D (Post-1931 Bentleys): 1, Lord Elbury (3½-litre), 32.58 s.; 2, A. J. Cornforth (4½-litre), 35.60 s.; 3, R. W. Cookson (4½-litre), 38.48 s.

Class E (up to 1,500 c.c.): 1, J. K. W. Hickman (Elva), 29.57 s.; 2, J. M. Perkins (Arnott), 31.64 s.; 3, R. C. G. Ashby (Leco-M.G.), 32.53 s.

Class F (1,501 c.c. to 2,600 c.c.): 1, W. S. Perkins (Lotus), 28.95 s.; 2, Miss B. Haig (Frazer-Nash), 29.58 s.; 3, J. R. Rudd (Frazer-Nash), 30.28 s.

Class G (2,601 c.c. to 3,500 c.c.): 1, M. Trimble (Jaguar C), 28.67 s.; 2, P. Salmon (Jaguar), 29.69 s.; 3, Mrs. J. Bloxam (Aston Martin), 32.29 s.

Class H (over 3,500 c.c.): 1, J. A. Walker (Bentley 4½), 29.27 s.; 2, G. H. G. Burton (Bentley 4½), 29.89 s.; 3, L. S. Michael (Lagonda 4½), 31.31 s.

Class I (S up to 2,000 c.c.): 1, M. Leo (Lagonda 2-litre S), 35.05 s. No other runners.



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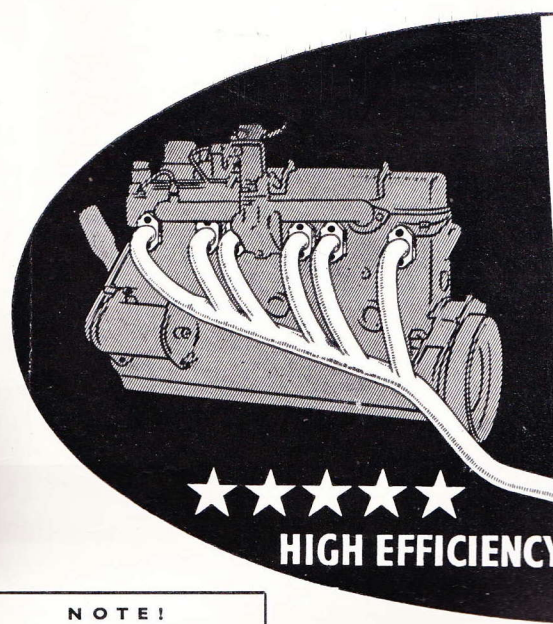
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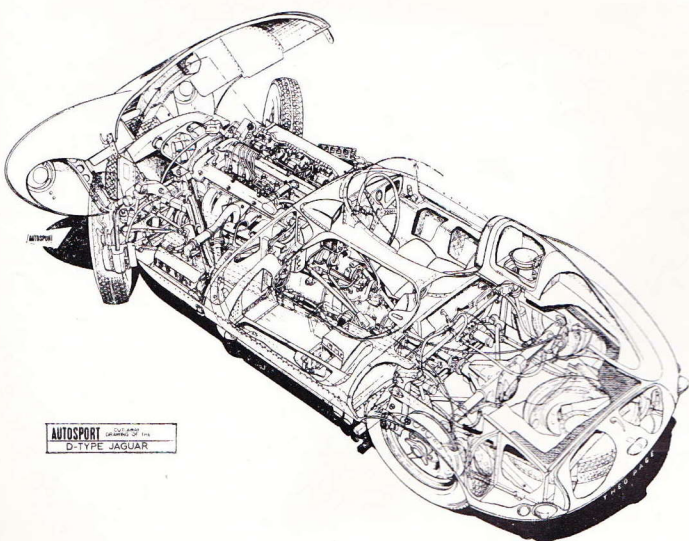
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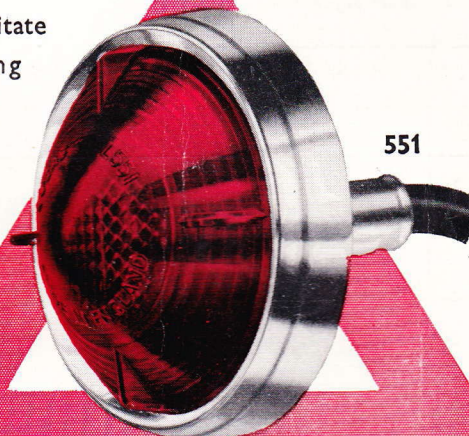


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