

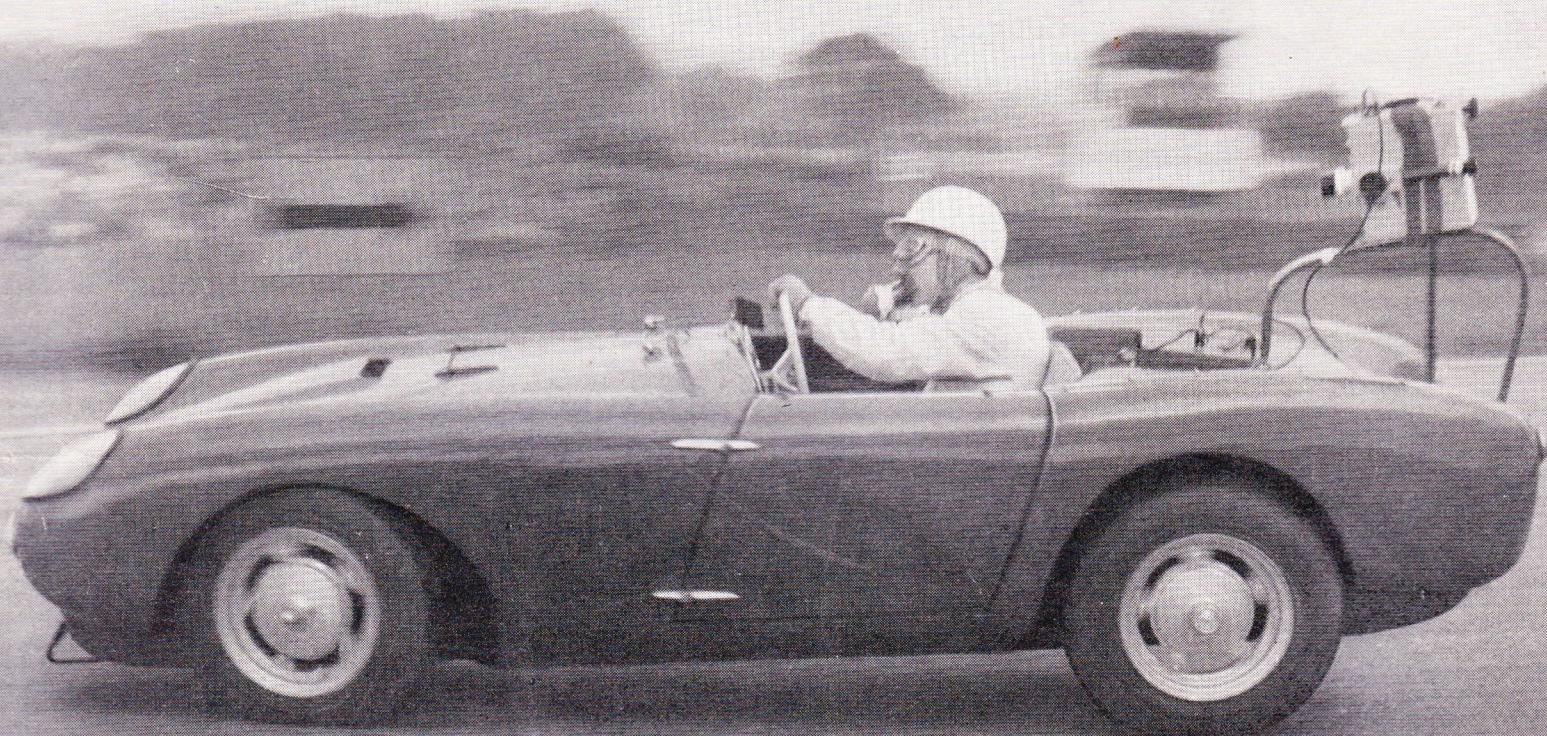
# AUTOSPORT

SEPTEMBER 21, 1956

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EVERY FRIDAY  
Vol. 13 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY



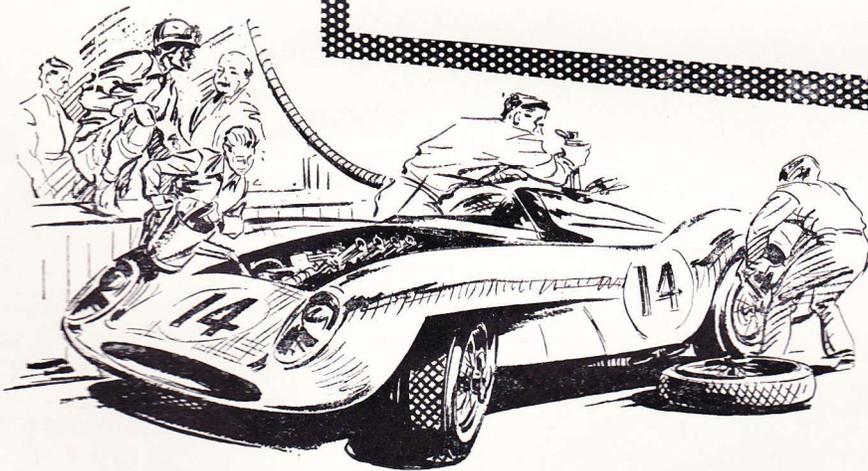
## *IN THIS ISSUE*

THE FORMULA 2 LISTER : JOHN BOLSTER TRIES THE BERKELEY SPORTS CAR : AUSTRALIAN TRIAL  
PREVIEW OF "AUTOSPORT" CHAMPIONSHIP FINAL : CLUB RACING AT SILVERSTONE AND MALLORY PARK

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 12

September 21, 1956

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## EDITORIAL

### PRODUCTION AND SPORTS-RACING CARS

SATURDAY'S meeting at Oulton Park should produce some exciting racing, starting with the AUTOSPORT Three Hours Race and final of the Series-Production Sports Car Championship. Genuine production car events are few and far between, as it is recognized that the difficulty of defining exactly what constitutes a series-production sports car has permitted the entry of several questionable machines. In the AUTOSPORT regulations, no stipulation is made as to actual numbers built, the main requirement being that the cars were produced primarily as road vehicles, and not as highly-specialized sports-racing machines. Certain modifications within reason have been permitted, and it can be said that every car in tomorrow's race is a true road vehicle. For 1957 it is possible that other cars may be admitted, but this will be done with careful consideration. With the banning of open sports cars from Continental rallies, the AUTOSPORT Championship will tend to encourage the continued development of a type of vehicle which is the basis of Great Britain's successful export market. As regards sports-racing machines, the *Daily Herald* Gold Cup Race for 1,500 c.c. cars offers the largest amount of prize money ever made available in this country for a single event. This promises a peep into the future where Formula 2 is concerned, as it was the remarkable performance of these sports-racing 1½-litre machines which encouraged the introduction of this new class of racing. Next season, with new twin-o.h.c. power-units available, more and more single-seaters will be constructed, and with the prize money provided for this event, manufacturers such as Cooper, Lister, Elva, Lotus and so on, will be all out to "cop the lolly", to help finance future developments. With a racing background, these smaller concerns may find it profitable to build more normal road machines. Already it has been rumoured that the constructors of an extremely successful racing unit intend to produce engines suitable for everyday use, and so return to their policy of pre-war days, when their proprietary engines were used by several concerns. It is rather strange that a particular unit, designed originally to operate portable fire-pumps, should be developed into an outstandingly successful sports-racing engine, and now be considered as being suitable for normal road work! Lotus have actually produced the parts necessary to construct a Club Sports model, of the type which Graham Hill has been driving in the AUTOSPORT Championship. It is admitted with a Ford Ten engine. However, other manufacturers are also thinking in terms of production road cars—equipped with proprietary sports engines.

### OUR COVER PICTURE

TRY-OUT FOR TELEVISION. With an automatic cine camera attached to the tail of the car, and a microphone round his neck, Stirling Moss tests the new Berkeley sports car at Goodwood for B.B.C. television. This very attractive 322 c.c., glass fibre-bodied vehicle has captured the public imagination with its 70 m.p.h. top speed and extreme fuel economy.

# Unbeatable!

## GOLDEN

### ESSO EXTRA

*Finest Petrol in the World*



#### **GOODWOOD MOTOR RACES**

SEPTEMBER 8, 1956

#### **ALL the winners**

	GOODWOOD TROPHY		
<b>1st</b>	<b>TONY BROOKS</b>	Aston Martin	88.19 m.p.h.
	THE WOODCOTE CUP		
<b>1st</b>	<b>ROY SALVADORI</b>	Cooper-Climax	88.39 m.p.h.
	THE SUSSEX TROPHY		
<b>1st</b>	<b>ROY SALVADORI</b>	Cooper-Climax	89.07 m.p.h.
	THE MADGWICK CUP		
<b>1st</b>	<b>J. K. HALL</b>	Lotus-Climax	84.62 m.p.h.
	FIRST SEPTEMBER HANDICAP		
<b>1st</b>	<b>A. STACEY</b>	Lotus-Climax	82.76 m.p.h.
	SECOND SEPTEMBER HANDICAP		
<b>1st</b>	<b>JOHN LAWRENCE</b>	Jaguar D	84.44 m.p.h.

*(Subject to official confirmation)*

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





*AGAINST THE CLOCK* was this Aston Martin pit stop for the television cameras at the Radio Show. Watched by driver Tony Brooks (left), Dean Delamont (in hat) and Roy Parnell (right) the Feltham *équipe* lost to the Jaguar team, led by Ninian Sanderson and Lofty England.

### THE PARIS SALON

THE 43rd Paris Salon, from 4th to 14th October, will have 1,350 exhibitors, and on show there will be 117 different makes of car, including 34 French, 26 British, 22 American, 20 German, six Italian and two Swedish. Although there is not, at the moment, expected to be any major new car *début*, a Swiss vehicle is scheduled to appear, the first automobile product from that country for many, many years. Renault are to show their new Dauphinoise estate car and Vauxhall, the Velox Dormobile and Vauxhall Grosvenor estate car. Panhard may have their long-promised new model ready in time, and the rumour-mill has it that there may be both a new Lagonda and a new Aston Martin. The Salon, at the Grand Palais, will be open each day from 9 a.m. until 8 p.m., and admission is 200 francs (Fridays, 400 francs).

### MORE POWER FOR THE RAPIER

FOR 1957, the 1.4-litre Sunbeam Rapier is to be powered with the Zenith twin-carburettor engine as used in the Mille Miglia, when they were placed first and second in their class. This unit, the R67, has new inlet and exhaust manifolds, and special heat-resisting exhaust valves, and gives an output of 67.5 b.h.p. Despite brisker acceleration and liveliness through the gears, and higher cruising speeds, fuel consumption remains unaltered. Available in a wide range of single and dual-tone colour schemes, the price of the Rapier remains unchanged at £695 plus £348 17s. P.T., with Laycock de Normanville overdrive fitted as standard.

### VETERANS' DIAMOND JUBILEE

VETERAN Run time is drawing near again. This year's London-Brighton classic is the Diamond Jubilee event, commemorating both the Act of 1896 which gave "horseless carriages" the freedom of the roads, and the "Emancipation Day" run from London to Brighton, held on 14th November of that year.

The Run this year on 4th November will again start at 7.30 a.m. from Hyde Park, entrants being required to complete the journey by 4 p.m. to qualify for an R.A.C. plaque. Entries close on 1st October.

## SPORTS NEWS

### AUSTER v. TR3

AN early start was to have been made last Saturday, 15th September, in the Plane *versus* Car Fuel Economy Contest, featuring H. Best-Devereux and Geoff Sykes in their Auster J4 aircraft, and Lords Essendon and Selsdon in their TR3. Official topping-up and sealing of the respective fuel tanks had been carried out the previous day at St. Just airfield. The route was from Land's End to John O'Groats, and thence to Elstree, the TR3 proceeding north by way of Exeter, Worcester, Preston, Penrith, Carlisle, Stirling and Inverness. They returned to Elstree over the same route as far as Penrith, then via Brough and Scotch Corner to Doncaster, Newark, St. Neots and Hatfield.

The Auster was to have flown direct, over the Isle of Man, to Perth for a refuelling stop, round the lighthouse at John O'Groats and back to Elstree.

In point of fact, the TR3 left Land's End on time, motored to John O'Groats, registering an interim m.p.g. figure of 40, and travelled south to Elstree, where it arrived on schedule at about 5.30 p.m. on Tuesday, 18th September. The Auster, however, encountered fog and low cloud at its starting point, which caused it to be grounded all week-end, and it was unable to leave until the

morning of the 18th. By that time it had been decided to fly on a revised route, inland to Leicester and thence up the east coast. The plane would thus cover some 1,500 miles, instead of 1,200 by the original route. The TR3 was estimated to have covered 1,600 miles.

The contest was purely for the purpose of settling a £50 wager over relative petrol consumption. Lord Essendon was, of course, the Hon. Brian Lewis, and Lord Selsdon the Hon. Peter Mitchell-Thompson in pre-war days, when both raced extensively.

### CONNAUGHTS AND VANWALLS FOR BRANDS?

NEGOTIATIONS by the B.R.S.C.C. are well advanced with Connaught and Vanwall concerning entries in the Formula 1 race to be held at Brands Hatch on Sunday, 14th October. Four Connaughts will, it is hoped, be competing, with Scott-Brown, Leston and S. Lewis-Evans as three of their drivers. Three Vanwall entries are anticipated, with Colin Chapman as one of the drivers. The race is being promoted solely as a result of the Editorial lament on the reduction of Formula 1 races in Britain, in the 7th September issue of *AUTO-SPORT*.

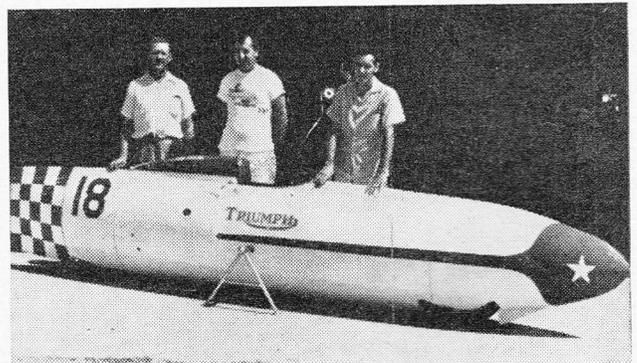
The Brands Hatch programme will also include supporting events for Formula 2 and Formula 3 sports cars up to 1,200 c.c., and the Fibreglass Trophy race. This event is for sports or racing cars of any capacity, fitted with bodywork embodying a minimum of 80 per cent. exterior surface in fibreglass.

### END-OF-SEASON GOODWOOD

THE B.A.R.C. put up the shutters at Goodwood for another season with their 24th Members' Meeting, which is being held tomorrow from 2 p.m. onwards. There will be a programme of scratch and handicap events for all types and sizes of sports cars, as well as the now-customary ladies' handicap. Entries include:—

**Aston Martin:** T. Kyffin, A. G. Whitehead, Hon. S. Plunket, D. E. Howard, Mrs. J. Bloxam, C. J. Freeman, **Jaguar:** M. Trimble, I. B. Baillie, D. Lewis, P. J. Sargent, **Lotus:** P. J. Lumsden, W. S. Frost, P. Ashdown, M. G. Graham, A. Stacey, A. T. Bik, L. Gibbs, M. Zervudachi. **Triumph:** Miss D. Champ, N. N. Bentley, F. O. Munns. **M.G.:** C. G. H. Dunham. **Cooper-Jaguar:** M. W. Head. **Aston-Jaguar:** R. H. Dennis. **Frazer-Nash:** G. A. Ruddock. **Cooper-Climax:** K. A. Greene.

★  
214 M.P.H.! Yes, it's a two-wheeler, but we feel sure readers will be interested in a sight of this British 650 c.c. Triumph, which took away the World Motor-cycle speed record from Germany's N.S.U., on Utah Salt Flats. Rider was Johnny Allen, and his best speed 214.40 m.p.h. through the mile—unsupercharged!  
★



## INITIAL 1957 MOTOR SPORT CALENDAR

THE principal dates for the various categories of motor sport in 1957 were agreed at a recent meeting in Milan of the C.S.I. of the F.I.A. The three main international events in England next year will be the British (and European) Grand Prix on 20th July; the R.A.C. Tourist Trophy Race on 14th September; and the R.A.C. Rally from 5th to 9th March. A further allocation of other international and national dates will be decided by the F.I.A. in October.

The initial skeleton calendar for international motoring sport in 1957 will consist of the following events which count for the international championships in the three F.I.A. categories:—

Events recognized for points in the World Drivers' Championship are these National Grands Prix:—

Argentine (13th January); Monaco (19th May); Indianapolis 500 (30th May); Belgian (2nd June); Dutch (16th June); French (7th July); British (20th July); German (4th August); Italian (8th September).

The European Rally Championship will be based on performances in:—

Monte Carlo (20th January); Sestrieres (24th-28th February); R.A.C. British Rally (6th-9th March); Acropolis (Greece) (10th-14th April); Tulip Rally (5th-11th May); German Rally (30th May-2nd June); Rally of the Midnight Sun (Sweden) (11th-16th June); Geneva Rally (27th-30th June); Alpine Rally (7th July); Liège-Rome-Liège (28th August-1st September); Adriatic Rally (11th-15th September).

The Sports Car Championship will be decided on the marks gained in the following events:—

1,000 Km. of Buenos Aires (20th January); 12 Hours Race (Sebring) (23rd and 24th March); Mille Miglia (Italy) (12th May); Nürburgring 1,000 Km. (Germany) (26th May); Le Mans 24 Hours (22nd and 23rd June); Swedish Grand Prix (11th August); R.A.C. Tourist Trophy Race (14th September).

The dates for the R.A.C. Tourist Trophy Race, the Monte Carlo Rally and the Alpine Rally are, as yet, only approximate.

The Commission decided to maintain next year the system inaugurated in 1956 for establishing the Calendar by dividing it into two types of event—priority International events and National events in which foreign participation is authorized. In future, this system will apply to the entire world and not solely to European events.

### SILVERSTONE NATIONAL

A NATIONAL race meeting is being held at Silverstone on 29th September, by the British Racing and S.C.C. There will be a total of seven events for 500 c.c. racing cars, 1,200 c.c. and 1,500 c.c. sports cars, and for production sports cars conforming to AUTOSPORT Championship regulations. Some 143 laps of racing have been arranged, starting at midday.

The principal event is Britain's longest Formula 3 race—for the Commander Yorke Trophy, over 63 laps (101.3 miles) of the Silverstone Short Club Circuit. A unique feature of this race is that

it will embody a 32-lap (51.45 miles) race for Formula 3 cars, running on 100 octane pump petrol instead of the usual alcohol-based fuels. At their own discretion drivers may continue the further distance of the Commander Yorke Trophy Race.

The 1,200 c.c. and 1,500 c.c. sports car races will be run concurrently over 20 laps (32.16 miles) while the production sports car race will cover the same distance. There will also be a 10-lap J.A.P. race.

### A TROPHY FOR RUSSELL

IN view of Jim Russell's third successive victory in the main Formula 3 race at Brands Hatch on August Bank Holiday Monday, the *Daily Telegraph*, who sponsored the meeting in 1954 and 1955, but not this year, have sportingly awarded their Trophy to the Downham Market driver, to be kept by him in commemoration of his "hat trick".

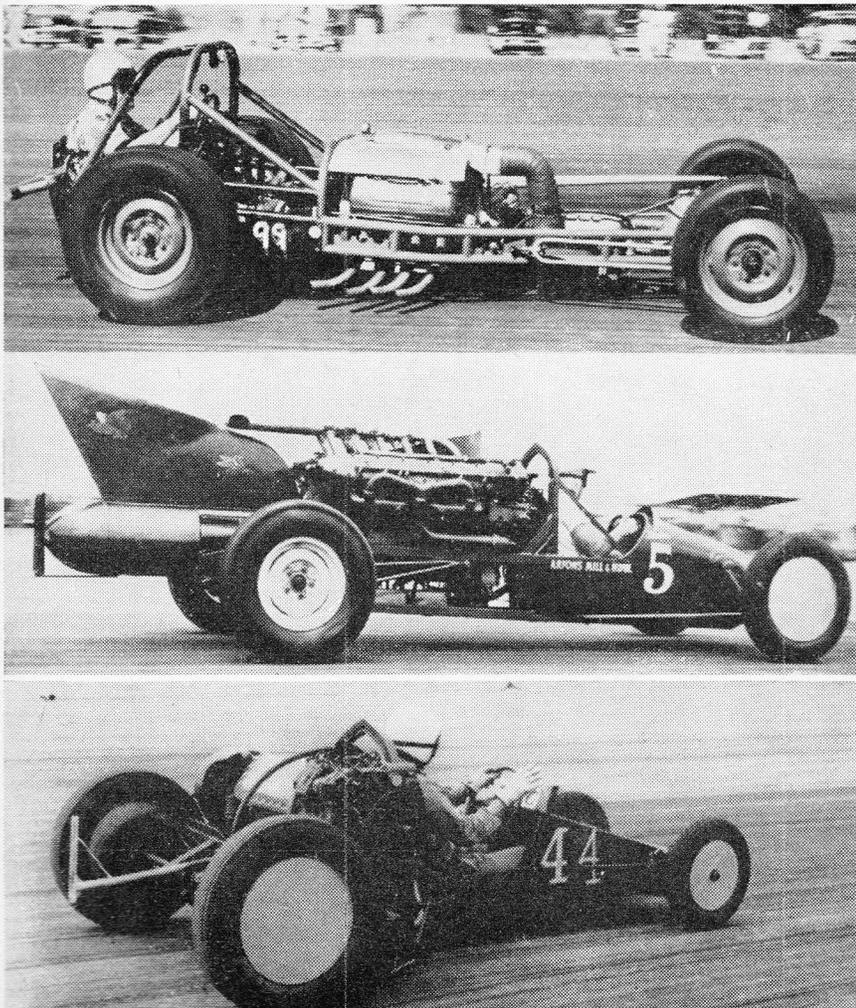
### THE "TOUR" IS ON

FRENCH motoring circles are all agog over the Tour de France, now in progress. Favourites for the first hill-climb, Mont Ventoux on 17th September, included Behra (Porsche), Moss (Mercedes 300SL), Trintignant (Ferrari), and Schell (Giulietta). But best time was returned by Jacques Pollet (Mercedes-Benz 300SL) in 13 mins. 37.8 secs., followed by Liège-Rome-Liège winners, Mairesse/Genin, in 13 mins. 45.1 secs., and Stirling Moss/Georges Houel in 13 mins. 46.4 secs., both in 300SLs. The trio therefore occupied first three places in the Tour prior to Tuesday's first speed test, over five laps of the Comminges circuit. Thereafter the itinerary includes a five-lap speed test on the Comminges circuit and the Peyresourde hill-climb (18th September), 12 laps of Le Mans (19th), eight laps at Rouen-Les Essarts and 12 laps of Rheims (20th), acceleration test at Aix-les-Bains (21st), 20 laps of the St. Etienne circuit (22nd) and 10 laps of Monthéry on the final day (23rd); not forgetting the considerable mileage between these speed venues.

RELUCTANT but justified protest (the first in the event in 26 years) was made in the recent Liège-Rome-Liège Rally by D. Harris/Shaw, incorrectly reported to be missing by the time Jugoslavia was reached. In fact, they reached Zolla in their Borgward with 4 mins. in hand, but found the control closed. They completed the Rally, and won their protest against being classified as non-finishers, being awarded a cup.

THE Ferrari shown on page 303 of our G.P. of Europe report was that of Peter Collins during a tyre-change, and not Fangio's car as stated.

**MONSTRA HORRENDA!** (Left) These are just three examples of American "drag" or sprint specials, as seen in the National Championship races at Kansas City. On the top, Paul Wellborn likes to be well over the rear axle; engine is a blown V8. In the centre, one of the Arfons brothers' creations, with vast 12-cylinder aero engine behind the occupant. At the bottom, yet another variation, with Ranger six-cylinder aero engine mounted sideways, like the G.P. Bugatti, but upside down!



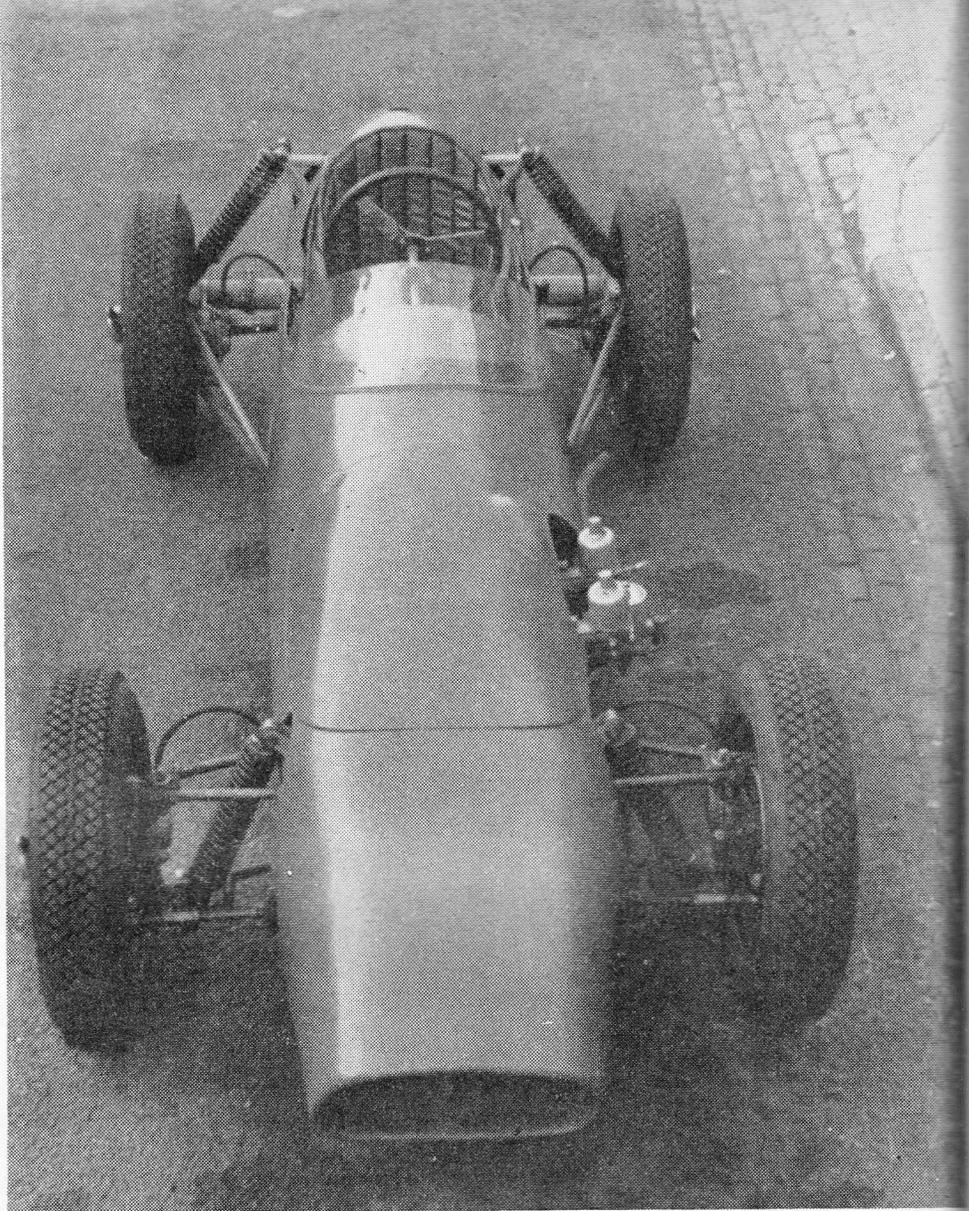
*BIRD'S EYE VIEW of the new Formula 2 Lister shows the neat and narrow body. The engine is reached through the "hatch" in the top, an arrangement similar to that on the B.R.M.*

It is of great interest that Brian Lister, who has gained much fame as a manufacturer of competition sports cars, is now entering the out-and-out racing car field. His first Formula 2 machine has just been completed, and was recently inspected at the works in Cambridge.

The new car has a multi-tubular frame, in contrast to the previous twin-tube Listers. The ends of all the 18-gauge tubes are milled for precise fitting, and they are of 1 in. diam. for the main members and  $\frac{3}{4}$  in. for the less highly stressed tubes. The bare frame weighs 32 lb.

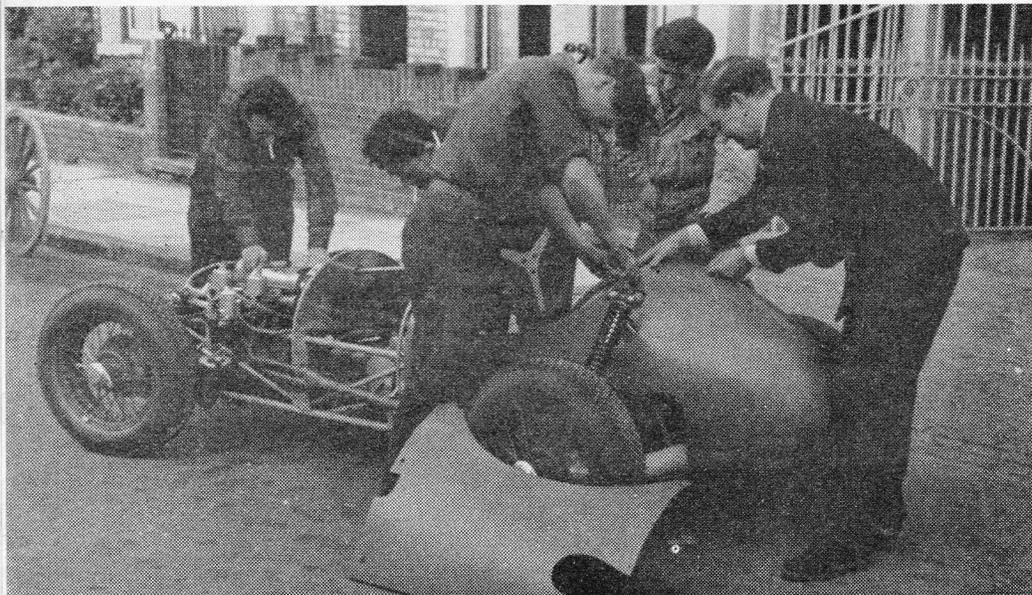
The suspension is by Girling helical springs and telescopic dampers, both front and rear. The front suspension is by wishbones of which the bottom ones are the longest by  $\frac{1}{2}$  in. The Standard "10" stub axles are on ball joints at the top and swivel links at the bottom. A Morris Minor rack and pinion unit is ahead of the i.f.s., and is controlled by a column which is almost horizontal at the wheel, but then descends steeply from a universal joint.

Girling light alloy callipers are used on discs of Lister make, 9 ins. diam. at the front and  $8\frac{1}{2}$  ins. at the rear. The location of the back brakes is somewhat unusual, for they are not on the wheel hubs but on the inboard ends of the hub bearings in the interest of cooling. To make this possible, a straight de Dion tube is used, the end pieces being welded on at an angle to miss the discs. The de Dion axle is "split" torsionally by having a bronze bushed joint, which maintains full rigidity but allows the two ends of the tube to turn relatively. This



## THE NEW FORMULA 2 LISTER

Archie Scott-Brown to drive latest  $1\frac{1}{2}$ -litre Climax-engined prototype from Cambridge, due to make its debut at Oulton Park tomorrow



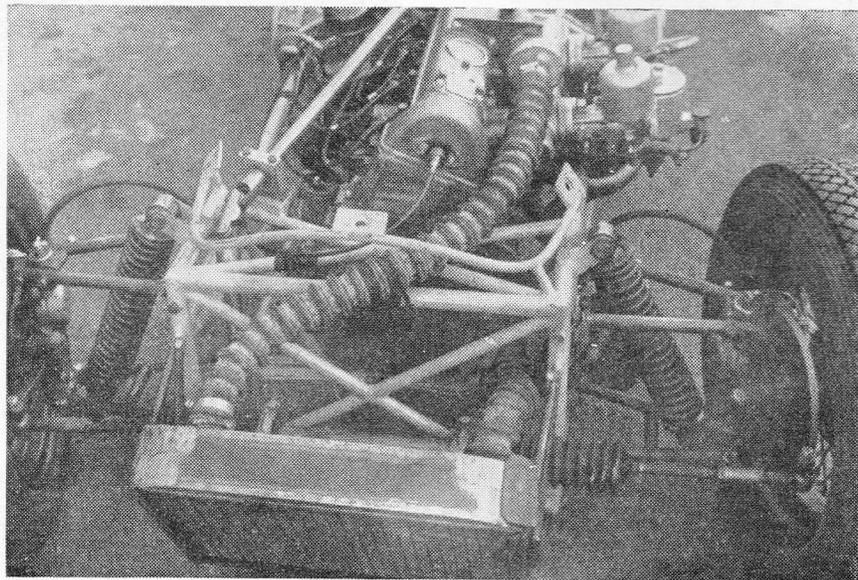
is necessary because single triangulated tubular radius arms are used, located by ball joints well forward on the chassis. Lateral location is by a slide on the differential housing, and the rear wheels have a negative camber of 2 degrees.

The final drive is an Austin A30 hypoid unit, with articulated half-shafts. It is connected by a central propeller shaft, running beneath the driver's seat, to an M.G. TC gearbox. An ingenious arrangement extends the remote control to the left side of the cockpit. The 6-volt battery for the ignition and twin fuel pumps is beneath the seat.

Not unexpectedly, the engine is the well-known  $1\frac{1}{2}$ -litre Coventry-Climax. It is cooled by a radiator which has a

*ALL HANDS go to work assembling the body; Brian Lister is on the right (in dark jacket). All the panels are secured by Dzus fasteners and can be removed by one mechanic in less than two minutes.*

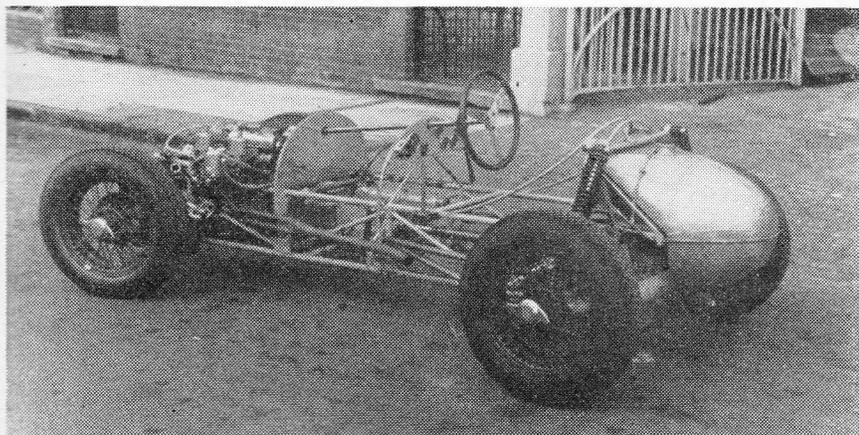
**FORE-VIEW**, showing the "tilted" Coventry-Climax engine, with twin SU carburettors protruding, the unequal length wishbones of the front suspension and the 9 ins. Girling disc brakes.



Morris Oxford core, and the header tank is mounted on the power unit. The quickly detachable body panels are all secured by Dzus fasteners. The long nose is of typical Lister shape, and the narrow single-seater body blends into a short tail that is reminiscent of a Cisitalia. The wheels are of the traditional racing wire-spoked type, with knock-on hub caps, fitted with 5.00-15 ins. tyres. The little car is beautifully made, and has a most purposeful appearance.

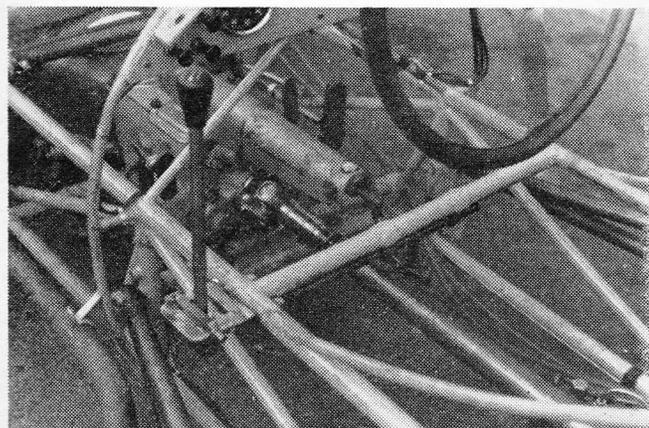
The new Lister must be one of the lightest cars yet built to carry the Coventry-Climax power unit. Its potential performance is certainly very great. Come on, Archie!

JOHN V. BOLSTER.



**LAID BARE:** (Above) Everything fits neatly into the frame of the Lister, which is made of 1 in. and  $\frac{3}{4}$  in. steel tubing, and weighs only 32 lb. bare. Note the semi-spherical fuel tank in the tail.

**KEEP COOL!** (Right) For cooling, the 8 $\frac{1}{2}$  in. rear brake discs are on the inboard ends of the hub bearings. A straight de Dion tube is used, being "split" torsionally by means of a bronze-bushed joint.

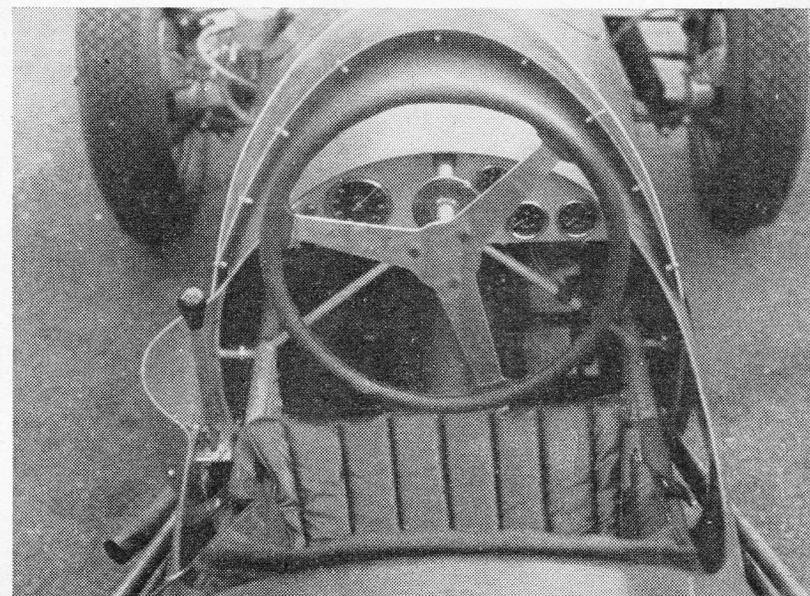
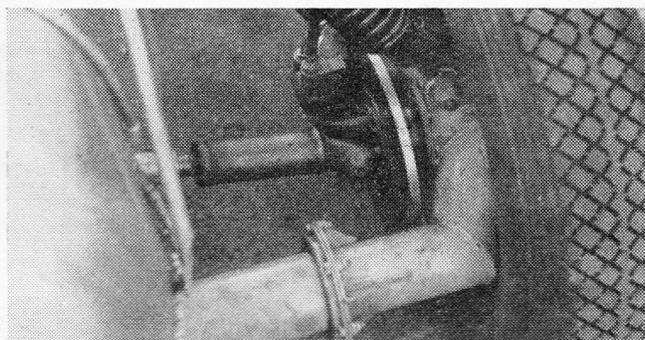


**FROM ABINGDON** (above) comes the gearbox, being of M.G. TC type, with remote control to the lever on the left of the cockpit.

**SCOTT-BROWN DEPT.:** (Right) The cockpit of this prototype Lister is tailored to fit Archie Scott-Brown, with an extended steering-column and special pedals. Future models may have a wider body, with a lower, offset seating position, if the demand from private owners is sufficient.

#### PROFESSOR A. M. LOW

**WE** regret to record the death at Chiswick of Professor A. M. Low, at the age of 68. World-renowned for his versatility in the fields of physics and engineering, and for his innumerable inventions of astonishing versatility, Professor Low frequently figured on technical advisory boards at motoring and motor-cycle events, where his wide knowledge was of great value. Space travel, repression of noise, atomic power, guided missiles—all came within his ken, and his writings were profuse. It is recorded that he and Major H. O. D. Segrave, famous Sunbeam racing driver, jointly demonstrated the world's first radio-controlled guided missile on Salisbury Plain during the Great War.



*TAKEN FOR A RIDE* in his own creation, Laurie Bond tries the passenger's seat as John Bolster puts the Berkeley through its paces.

**T**HE Berkeley is an entirely new kind of car. Designed by Laurie Bond, the originator of the Minicar, it bristles with novel features. For a start, it is the smallest and lightest four-wheeled car on the market. Yet it has a delightfully modern appearance and, above all, it is definitely a sports car.

Berkeley Coachwork, Ltd., of Biggleswade, Beds., who manufacture the little machine, are pioneers in plastic caravan construction. It is thus no surprise that the body is of glass fibre/polyester resin. What is entirely novel, however, is the

## JOHN BOLSTER TRIES

employment of this kind of body as a chassis frame. In effect, there are two large-diameter main tubular members, of which half the tube is plastic and the other half aluminium, bonded and riveted together. There are also aluminium cross members, and a sheet aluminium box reinforces the engine compartment.

The suspension is independent all round. The front wheels, which are driven, are on unequal length wishbones, and are steered by a three-piece track rod from a Burman box. The half-shafts are of Hardy Spicer manufacture, with two universal joints apiece and sliding splines. The rear wheels are on tubular triangulated swing axles. The suspension medium is by Girling, in the form of helical springs and telescopic dampers. The hydraulic brakes are also of Girling manufacture, with 7 ins. drums and two leading shoes in front. The wheels are in the form of rims, bolting on to lugs on the drums, and are fitted with 5.20 x 12 ins. Michelin tyres.

The engine is an Anzani vertical twin two-stroke, specially tuned for sports performance. It has ducted air cooling, and in addition to piston controlled ports it has a rotary inlet valve. The bore and stroke are 60 mm. x 57 mm., giving a capacity of 322 c.c. This may seem very small, but over 15 b.h.p. is developed at 5,000 r.p.m., and the low



# The BERKELEY

An entirely new "baby" sports-car—70 m.p.h. and over 50 m.p.g., with outstanding road holding and braking—for under £600



*ROOMY, in spite of its diminutive size, the car can accommodate two children in the space behind the seats. The wheels are merely detachable rims, Renault fashion.*

speed torque is excellent. Thus, it is amply big enough to give a spirited performance in a car that only weighs 5½ cwt.

A chain in an oil-bath case takes the drive to the three-plate clutch, and the three-speed gearbox gives overall ratios

of 5.27, 8.43, and 13.85 to 1. The final chain obtains some oil mist from a breather, and drives the spur-type differential through a Tufnol sprocket, which gives silent running and increased chain life. The engine and gearbox are carried ahead of the half-shafts, and are mounted on rubber to avoid transmission of vibration and noise. A 12-volt Siba dynastarter is coupled direct to the crankshaft.

When I entered the car through one of the full-sized doors, I found that the non-adjustable seat gave me plenty of room. The gear lever works on a quadrant under the steering wheel, and would no doubt call for a little practice from those unaccustomed to a progressive change. Personally, I was soon at home with it, the positions, starting at the top, being Reverse, Neutral, 1, 2, 3. One needs to rev. the engine considerably before engaging the clutch, because the flywheel is light and so stalling is possible. Once on the move, one accelerates rapidly up to 20 m.p.h. or so, when second speed may be engaged. This gear is good for over 40 m.p.h. before top goes in.

During hard acceleration, the exhaust note from the twin silencers is fairly healthy, but at the cruising speed of 55 m.p.h. the car is surprisingly quiet. I did not have an opportunity to obtain a timed maximum speed over a measured distance, but it is claimed to be better than 70 m.p.h. without the large screen. Fully equipped, the car proved capable of exceeding 60 m.p.h. on quite short straights. This is magnificent going for 322 c.c., and underlines the efficiency of the streamlining.

The little machine holds the road like a racing car, and has very high cornering power. It behaves like the best Continental F.W.D. cars, and can really be thrown about. Nothing untoward occurs if one lifts one's foot in the middle of a bend, and it is literally im-



*SHAPELY* rear view of the well-finished glass-fibre/plastic body is reminiscent of the A.C. Ace, but the relatively enormous number plate shows that it is very much smaller!

possible to feel from the steering that this is a *traction*. The handling characteristic is virtually neutral, with just a fraction of understeer to give stability. The steering of the test car was light and very high-g geared. Personally, I found it ideal, but some drivers tended to over-steer the car, and so the production version is fractionally less "quick".

The brakes are almost beyond belief. Those who have watched 500 c.c. racing know that a very light vehicle may be slowed down for a corner in an apparently impossibly short distance. The Berkeley behaves just like a racing 500 in this respect, and the roadholding and braking would do credit to a car capable of twice the speed. One seems able to pass almost any car on a winding road, and it is only up long hills that one is conscious of having such a small engine. The ride is fairly hard, but not objectionably so.

The two-stroke engine is very flexible, no doubt because of its rotary valve. It is possible to potter along at a steady 10 m.p.h. in top gear, and to accelerate cleanly from that speed. Naturally, no real performance is available if the gears are not used intelligently, but the car is

perfectly suitable for the slow driver or the beginner.

Behind the seat is a compartment in which the spare wheel is normally carried, but it may be removed and attached to the shelf under the scuttle, where it is out of the passenger's way. The rear compartment can then be occupied by a child, and behind it there is a further space which is used to carry the hood sticks and fabric.

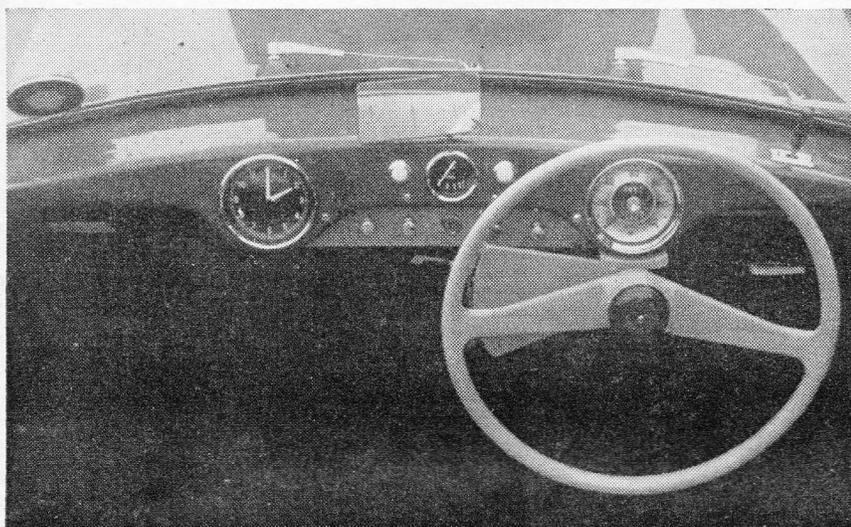
The Berkeley is essentially a practical vehicle, and it is equipped like a full-sized car. It has powerful lights and an electric starter, which acts as a dynamo delivering 90 watts continuously, with a maximum output of 120 watts. Naturally, only time can prove whether there are any snags, but it feels a safe and solidly constructed car, and its phenomenal brakes are potential life-savers. Driven flat out, it never does less than 50 m.p.g., with 60 m.p.g. to reward the more normal driver. At a price in the region of £575, including tax, the Berkeley will be the cheapest sports car on the market as well as the smallest, with a wheelbase of 5 ft. 10 ins., a track of 3 ft. 8 ins., and an overall length of 10 ft. 3 ins. A larger-engined version may later be available.



*FLYWEIGHT sports car, scaling only 5½ cwt., the Berkeley, complete with Stirling Moss, can easily be lifted bodily by four men.*

★

*COCKPIT (left) is uncomplex in layout. The gearchange is operated by a simple quadrant on the steering column.*



#### Brief Specification

**Engine:** Anzani two cylinders, air-cooled, 60 mm. x 57 mm. (32.6 c.c.), two-stroke. Amal gravity-feed carburetter; 15 b.h.p. at 4,800 r.p.m. Mounted in front, in unit with transmission.

**Transmission:** Wet, three-plate clutch. Three-speed gearbox with reverse; ratios, 5.27, 8.43 and 13.85 to 1; final drive by chain to front wheels.

**Body and Frame:** Combined structure of resin-bonded glass fibre panelling, aluminium bulkheads and cross members. Independent front suspension by unequal length wishbones and helical springs; independent rear suspension by tubular triangulated swing axles and helical springs. Girling hydraulic brakes, 2LS in front; drums 7 ins. x 1½ ins. Burman worm and nut steering; 5.20 x 12 ins. tyres on bolt-on wheels.

**Equipment:** 12-volt lighting and starting (Siba dynastarter).

**Dimensions:** Wheelbase, 5 ft. 10 ins.; track, 3 ft. 8 ins.; length, 10 ft. 3 ins.; width, 4 ft. 2 ins.; height, 3 ft. 5½ ins.; weight (kerb), 5½ cwt.; turning circle, 28 ft.

#### Provisional Results

**Grand Touring Cars, up to 1,300 c.c.** (15 laps, 124.8 km.): 1, J. Bonnier (Alfa Romeo), 45 m. 39.1 s., 163.6 k.p.h.; 2, Ringgenberg (Alfa Romeo), 45 m. 51.7 s.; 3, Rudolf (Alfa Romeo), 45 m. 52.8 s.; 4, Siern (Alfa Romeo), 45 m. 58.6 s.  
**1,300-2,000 c.c.** (15 laps): 1, G. Hammarlund (Porsche), 41 m. 56.1 s., 178.1 k.p.h.; 2, Nathan (Porsche); 3, Ziez (Porsche); 4, Schulze (Porsche).  
**Over 2,000 c.c.** (15 laps): 1, B. Von Trips (Mercedes-Benz), 34 m. 40.8 s., 193 k.p.h.; 2, Zeller (Mercedes-Benz), 39 m. 30.3 s.; 3, Seidel (Mercedes-Benz), 40 m. 23.5 s.

**Berlin G.P.** (30 laps, 244 km.): 1, B. Von Trips (Porsche), 1 h. 13 m. 19.1 s., 203.8 k.p.h.; 2, H. Herrmann (Porsche), 1 h. 13 m. 22.1 s.

#### SILA CUP PLACINGS

**OFFICIAL** results of the Coppa Sila race for 1,100 c.c. sports cars, held on the Cosenza street circuit and won by David Piper (Lotus), with Bob Hicks (Lotus), second, are as follows:—

1, D. Piper (Lotus-Climax), 70 laps, 154 km. in 1 h. 22 m. 1 s., 112.637 k.p.h.; 2, R. Hicks (Lotus-Climax), 1 h. 22 m. 3 s.; 3, P. Placido (Stanguellini); 4, D. Abruzzi (Stanguellini); 5, F. de Roberto (Osca); 6, R. Fiordalisi (Stanguellini); 7, P. Fiordalisi (Stanguellini); 8, C. Giuliana (Osca).  
**Retirements** included Cabianca (Osca), Sbordone (Osca), Siracusa (Stanguellini), Morilli (Osca).

## TWO WINS FOR VON TRIPS

"Firsts" with Porsche and Mercedes-Benz in Berlin G.P. Meeting at Avus — Brabham and Salvadori (Coopers) 5th and 6th

**L**AST Sunday's Berlin G.P. meeting of the A.v.D. on the very fast Avus track outside Berlin saw successes for Alfa Romeo, Porsche and Mercedes, with the main event, the Berlin G.P., falling to Count Berghe Von Trips in a works Porsche.

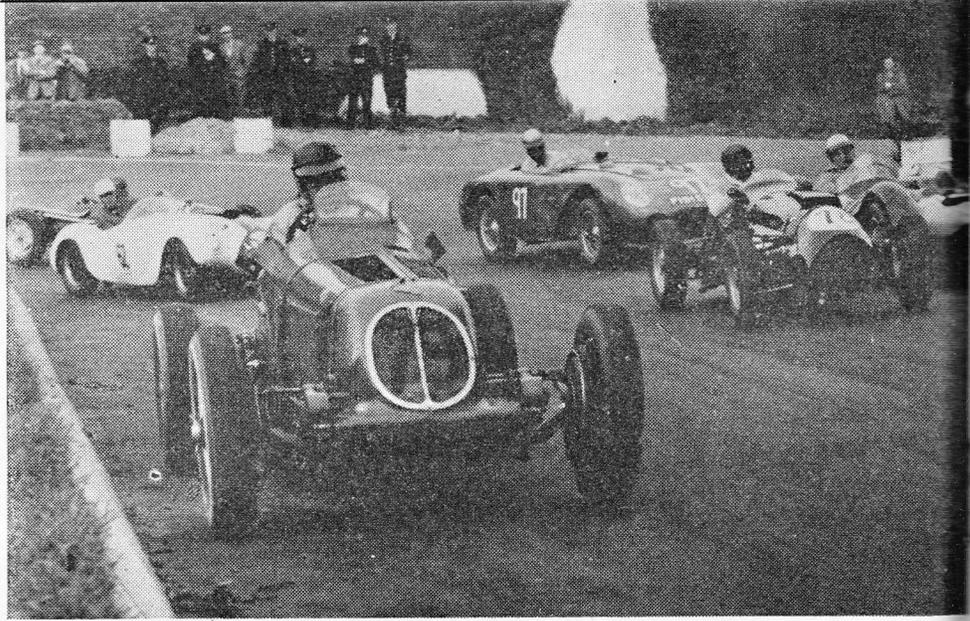
Joakim Bonnier of Sweden won the up to 1,300 c.c. Grand Touring event in his Alfa Giulietta, heading three similar cars driven by the Swiss Ringgenberg and the Germans Rudolf and Stern, and averaging the impressive speed of 163.6 k.p.h. (101.66 m.p.h.). The 1,300-2,000 c.c. Grand Touring car race proved a Porsche monopoly, with that other Scandinavian, G. Hammarlund, emerging the victor with his Carrera model. Winner of the over 2-litre Grand Touring class event was Von Trips, clearly

recovered from his practice upset at Monza in the G.P. Ferrari. Driving a 300SL Mercedes-Benz, he led Zeller and Seidel in similar machines from start to finish. After the usual celebrations the young German took the seat of a works Porsche for the Berlin G.P. over 30 laps (155 miles), to win from his team-mate Hans Herrmann in a similar car. Richard Von Frankenberg was a non-starter, having crashed his Porsche in practice and sustaining injuries which included, it is reported, a fracture of the skull.

Two works Cooper-Climax machines took part, driven by Jack Brabham and Roy Salvadori. Though turning good practice times, unsuitable fuel retarded their pace, and they finished fifth and sixth.

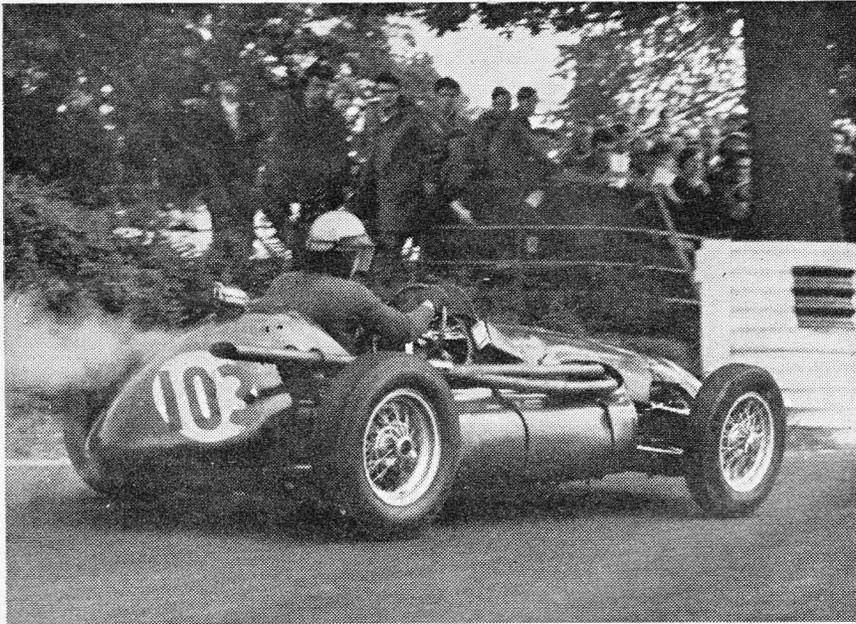
*ALL SORTS AND SIZES: The field for the first Formule Libre event streams through Shaw's Corner, J. Stuart's ex-Gerard E.R.A. in the foreground, accompanied by W. F. Morice's Cooper-Bristol, Geoff Richardson's Aston Martin-engined car, and Campbell-Blair's Cooper-Bristol.*

DESPITE dull skies and a below average crowd, the Nottingham Sports Car Club put on a galaxy of club racing on Sunday, 16th September. Out of 12 races, no less than 10 were fought out right down to the fourth place. Practice depleted the entry list of at least two potential winners in the shape of Brian Naylor, whose Lotus-Maserati is now Lotus alone, and J. Fisher who after a very long night journey, had a terrific slide at Devil's Elbow, ploughed into the



## SEPTEMBER MALLORY

Magnificent Day's Sport for Nottingham S.C.C.—Top Honours to Edward Greenall (Lotus) for Two Wins and a Second Place



*LEADER ALL THE WAY (above) in the second Formule Libre event was Paul Emery in his Emeryson.*

*(Right) Lotuses in train, with the Hon. E. Greenall, winner of two races, leading G. M. Jones.*

safety barrier in front of the timing box, and generally did the Revis no good, but he himself came out without a scratch.

Mallory Park is a tricky place for the unwary, and to take chances on several of its corners may mean a great deal of time and money to put the motor in one piece again. However, there is no doubt that Mallory has shown itself to be one of, if not the best, short circuits in this country.

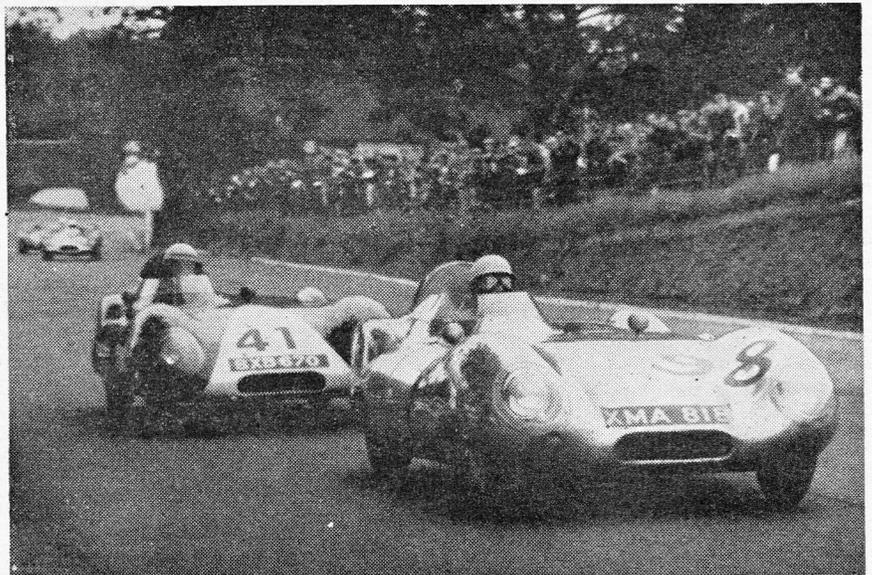
In race 1, a seven-lap heat for 500 c.c. racing cars, Don Parker, away like a flash, went into the lead from I. E. Raby, E. Hall, T. Taylor, P. Robinson, and R. H. Hett. Lap two saw Raby take Parker down Stebbe Straight, then it was neck and neck for six laps, Par-

ker repassing down Devil's Elbow to win by 1.4 secs. Robinson and Hett took second and third places after scrapping all the way.

In the 10-lap race for sports cars up to 1,200 c.c. the Hon. E. G. Greenall led G. Nixon and G. M. Jones, with L. I. Bramley and A. E. Marsh hard behind. Three Lotuses to two Coopers. Lap five and Jones took Greenall going into the Esses, and try as he could, Greenall, though driving better than ever before, could not repass. Bramley and Marsh passed Nixon, whose carburetters were uneven on the corners. So it ended in that order, with P. T. Ross (Lotus-Austin) describing a startling spin in the middle of the Esses.

The second seven-lap heat for 500 c.c. cars brought out mainly the JAPs and Specials, but the racing was just as close. W. G. Harris on the Flather Spl., G. M. Jones (Kieft), T. H. Shaddick, R. F. Catherwood (Cooper-Jap) and W. L. Grose went at it hammer and tongs with the former pair in the lead. Up to the hairpin at Shaw's Corner they came lap after lap, neither giving way. Finally Harris managed to pass coming down to the finish line. Both crossed nearly together, Jones just losing by half a second. Shaddick took third place some distance behind.

The 10-lap race for sports cars 1,201-1,500 c.c. saw J. W. Higham (Lotus-M.G.) lead M. G. Dickens (Tojeiro-M.G.), with Mrs. Scott-Moncrieff (Lotus-



M.G.) and E. R. Welford (E.R.W.-Riley) close behind. Higham retired early on to leave Dickens an easy winner from Welford. Mrs. Scott-Moncrieff, who had dropped back to sixth, repassed R. M. Simms (BMW Spl.) and J. Handley (Turner Lea Francis) to take fourth spot. Dickens's other car, an M.G.A driven by N. W. Gough, was third.

In race 5, a 10-lapper for sports cars 1,501 to 2,700 c.c., J. Dalton (Healey 100S) led A. J. Nurse (Lister-Bristol) and N. Campbell-Blair (Cooper-Bristol). On lap 2 Blair passed Nurse into second place and on lap 4 into first place. Dalton's car seemed rough low down and was not its usual self. These first three were a long way out in front from J. B. Wagstaff, whose amazing TR2 in fourth spot lapped no fewer than five other TR2s, an Austin-Healey and an A.C. Ace. L. I. Bramley (Lotus-Climax) went out in front of the 20-lap *Formule Libre* event hotly pursued by Greenall's Lotus-Climax with Nixon and McMillan,

Race 8, 10 laps for sports cars over 2,700 c.c. This event was poorly supported, only six cars coming to the line. R. Steed (Cooper-Jaguar) took an early lead from G. R. Richardson, driving R. H. Dennis's Aston Martin-Jaguar, and by lap five he was some 200 yards in front. M. Trimble and G. Allison fought hard till the latter's retirement. Then Trimble went off at Gerards Bend with a half shaft and wheel missing, thus letting Salmon into third place.

The 15-lap final for half-litre cars, and again Raby and Parker were at it. Parker made a bad start and could not get past Robinson into second place until lap 5. Then he made a determined onslaught on Raby to pass him on lap 8. These two went out ahead; then, after quite a gap, followed a most ferocious scrap between Taylor, Jones and Harris who, wheel to wheel, battled from lap 8 to lap 15, when Jones passed Taylor actually on the line.

Paul Emery's Emeryson led the second

20-lap *Formule Libre* race from start to finish and although emitting large clouds of blue smoke at Shaw's Corner, he was never in doubt and won as he liked.

Lap 1 of the 10-lap race for sports racing cars up to 1,500 u/s saw Tony Marsh lead Edward Greenall by some 40 yards, to be taken on lap 2, with Bramley in third position. Greenall went faster and faster with Marsh unable to hold him, while Bramley had not quite enough speed to catch Marsh.

The last event, similar to the previous one, was a gift for G. M. Jones, whose Lotus-Climax had far too much power for the weak opposition. After J. Higham had retired on the first lap, Jones won as he liked, lapping all but the second and third men.

FRANCIS PENN.

#### Results

**Event 1. 500 c.c., Heat 1 (7 laps):** 1, D. Parker (Cooper), 80.88 m.p.h.; 2, I. E. Raby (Cooper); 3, P. Robinson (Cooper).

**Event 2. Sports Cars up to 1,200 c.c. (10 laps):** 1, G. M. Jones (Lotus), 79.03 m.p.h.; 2, Hon. E. G. Greenall (Lotus); 3, L. I. Bramley (Lotus).

**Event 3. 500 c.c., Heat 2 (7 laps):** 1, D. G. Flather (Flather Spl.), 77.64 m.p.h.; 2, G. M. Jones (Kieft); 3, T. H. Shaddick (Shaddick Viper).

**Event 4. Sports Cars, 1,201-1,500 c.c. (10 laps):** 1, M. G. Dickens (Tojeiro-M.G.), 70.03 m.p.h.; 2, E. R. Welford (E.R.W.-Riley); 3, N. W. Gough (M.G.A.).

**Event 5. Sports Cars, 1,501-2,700 c.c. (10 laps):** 1, N. Campbell-Blair (Cooper-Bristol), 77.02 m.p.h.; 2, J. F. Dalton (Austin-Healey); 3, A. J. Nurse (Lister-Bristol).

**Event 6. Formule Libre (20 laps):** 1, Hon. E. G. Greenall (Lotus), 80.02 m.p.h.; 2, L. I. Bramley (Lotus); 3, G. Baird (Lotus).

**Event 7. 500 c.c. Consolation Final (15 laps):** 1, J. R. Parker (Cooper), 73.4 m.p.h.; 2, L. A. Schofield (Cooper); 3, D. H. Phillips (Cooper).

**Event 8. Sports Cars over 2,700 c.c. (10 laps):** 1, R. Steed (Cooper-Jaguar), 78.27 m.p.h.; 2, R. H. Dennis (Aston Martin-Jaguar); 3, M. Salmon (Jaguar).

**Event 9. 500 c.c. Final (15 laps):** 1, D. Parker (Cooper), 80.33 m.p.h.; 2, I. E. Raby (Cooper); 3, G. M. Jones (Kieft).

**Event 10. Formule Libre (20 laps):** 1, P. Emery (Emeryson), 79.13 m.p.h.; 2, R. Steed (Cooper-Jaguar); 3, A. J. Nurse (Lister-Bristol).

**Event 11. Sports/Racing Cars up to 1,500 c.c. u/s. (10 laps):** 1, Hon. E. G. Greenall (Lotus), 79.54 m.p.h.; 2, A. E. Marsh (Cooper); 3, L. I. Bramley (Lotus).

**Event 12. Sports/Racing Cars up to 1,500 c.c. (10 laps):** 1, G. M. Jones (Lotus), 77.14 m.p.h.; 2, D. J. Brough (Lotus); 3, M. G. Dickens (Tojeiro-M.G.).



**CORNER COMPRESS:** M. L. Bailey (Austin-Healey) looks back at a pursuing pack at Shaw's, K. Ralphs (TR2) leading Halsall's and Levy's A.C.s, with another TR2 sandwiched between.

on Coopers, astern. Lap 2 saw Greenall in front, and by lap 4 he was some 20 secs. ahead of Bramley, with M. D. Graham, old type Lotus-Climax, going like a bomb in third spot. By lap 10 the leader had lapped all bar the second man, and Graham fell by the wayside with his throttle linkage adrift. Nixon came up to third but, his motor failing, was passed by Higham and G. Baird, who were fighting out third place. By lap 18 the field was down to five, Greenall never let up and won at the very high average speed of 80.2 m.p.h. On the last lap Baird passed Higham down Devil's Elbow to finish second.

In the consolation race for 500 c.c. cars, J. Middlehurst (Kieft), led for the first two laps from J. R. Parker (Cooper), with G. F. Chippingdale (Cooper) third. Lap 3 saw Middlehurst disappear leaving Parker in front, a lead he was never to lose. Lap 13 saw only four runners left, with L. A. Schofield (Cooper) in second place and D. H. Phillips third.

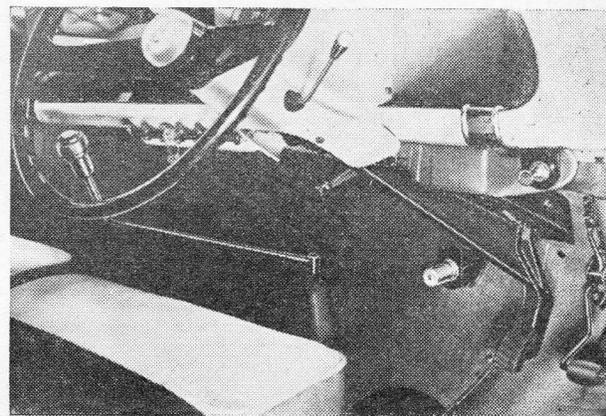
#### TWO-PEDAL STANDARDS

APPEARING for the first time at the Commercial Motor Show, which opens at Earls Court, London, today, is an optional two-pedal control system for the range of small commercial vehicles based on the Standard Ten chassis. Known as the "Standrive", this is not a fully automatic transmission, but a semi-automatic operation of the clutch, in conjunction with the normal four-speed synchromesh gearbox. A Newton centrifugally operated clutch is employed, and for starting off from rest, first or second gear can be engaged, as the clutch is free below 800 r.p.m. On accelerating the drive is automatically taken up. To change gear, there is a push-button incorporated in the gear lever knob, which operates a vacuum servo, which in turn disengages the clutch enabling the next gear to be engaged without further ado. This servo operates quickly or slowly, according to the throttle opening; thus snap changes are catered for. At gentler

*NO CLUTCH pedal in the Standards fitted with "Standrive". The clutch is disengaged by a button on the gear lever.*

speeds, there is a measure of automatic throttle synchronization, to make it even more foolproof. It seems likely that the device will also be available soon on the Standard Eight and Ten passenger cars.

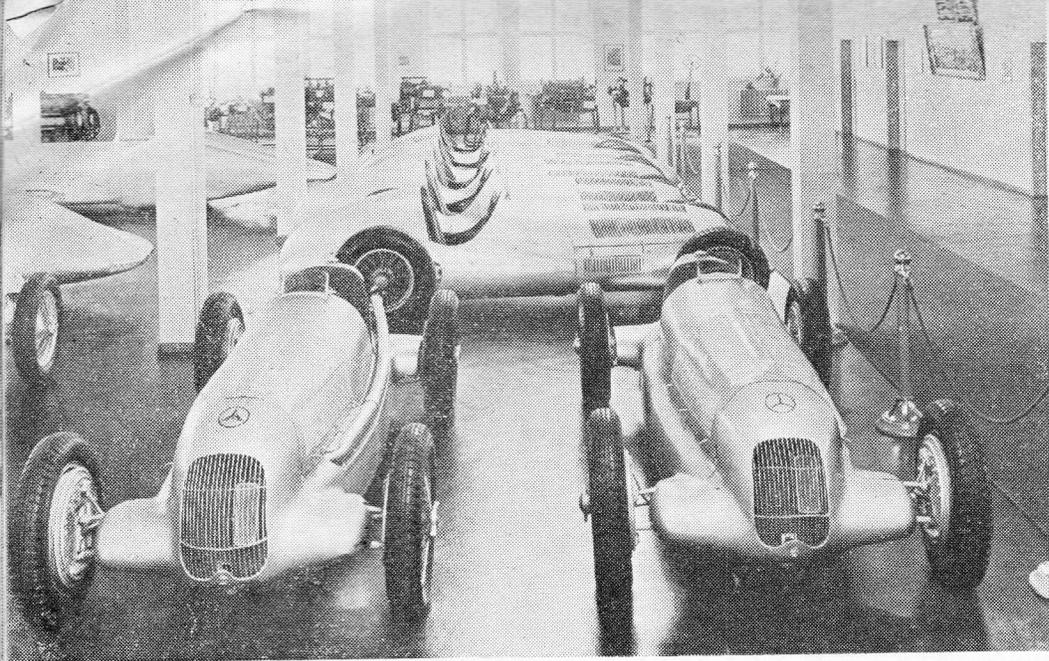
Two new Standard "utilities" are also announced. These are Martin Walter conversions on the 6 cwt. ("Ten") van and are of the well-known "Utilecon" and "Dormobile" types. These, too, are available equipped with "Standrive". The price of the Standard Ten Utilecon is £450 (£676 7s. with P.T.) and the Dormobile, £490 (£736 7s.). Extra cost of the "Standrive" is £16 11s. 3d. on the van and pick-up and £19 17s. 6d. on the utilities, including the differing rates of P.T.



*HANDSOME STILL, though now over 20 years old, are the two 1934 3.3-litre Grand Prix Mercedes-Benz kept at the Museum. Behind are no less than five of the 1937 Grand Prix machines.*

the 1938-39 3-litre machines are all 70 years of development to the very latest road and competition cars. All the vital historic links are there; the first Otto four-stroke engine, the early Benz designs, the Panhards and Peugeots with Daimler-type engines which won the first road races; the first Mercedes of 1901 which caused a furore at Pau and Nice that year, and set the pattern for what is now the conventional in car design; the Mercedes "60", one of which won the 1903 Gordon Bennett race in Ireland; the mighty Blitzen Benz of 1911, the 4½-litre racing car of the kind which won that never-to-be-forgotten Grand Prix at Lyons in 1914. . . .

Of post-Great War machines, the 1924 Targa Florio winner, the notorious 2-litre straight-eight G.P. car of the same year, the splendid S. and derivative sports cars of the later 'twenties, the 1934-1937 Formula G.P. cars, and



## AN UNIQUE MUSEUM

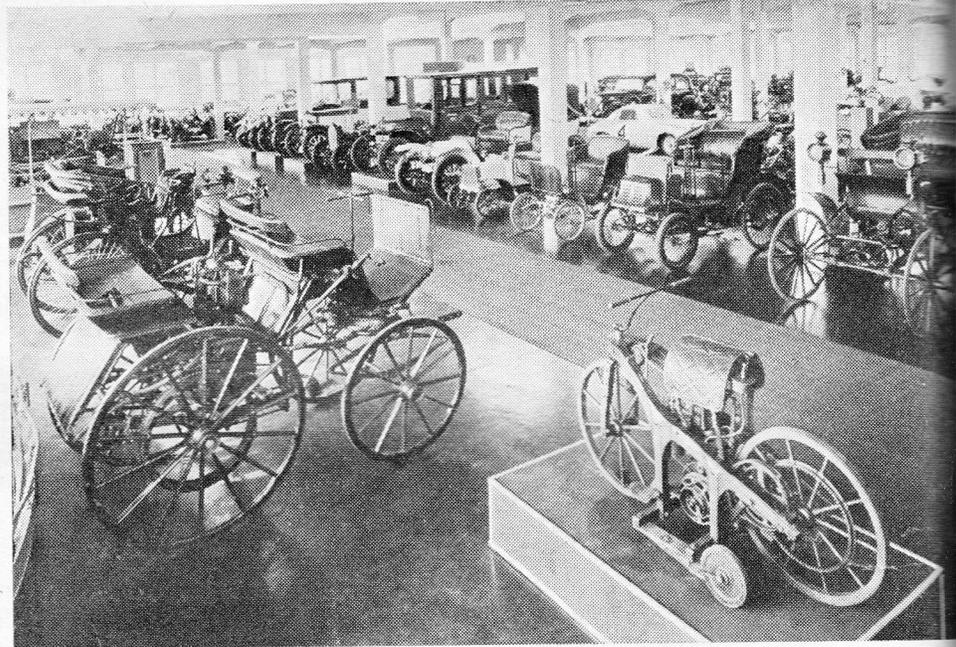
Historic Road and Racing Cars Preserved Under One Roof

**"WHAT** happens to old racing cars?"

That question is one coming close to the heart of the Vintage S.C.C., the V.C.C. of G.B., the Antique Automobile Club of America and other bodies whose concern it is to preserve classic motor cars and run them in suitable events. Their efforts have been invaluable, and many famous racing and road cars which would otherwise have perished have been restored to A1 running order.

The long-established concern of Daimler-Benz, however, rely on no club of enthusiasts to preserve their products—they put them in their own museum at Unterturkheim. As the marques Mercedes, Benz, and Mercedes-Benz between them have raced almost consistently since the turn of the century, it will be appreciated how many racing designs, leave alone production models, have been produced, yet examples of most of them have survived to take their proud place in this unique museum.

To walk through its extensive aisles is to trace the very history of the automobile, from its genesis in the first Daimler four-wheelers of 1886, through

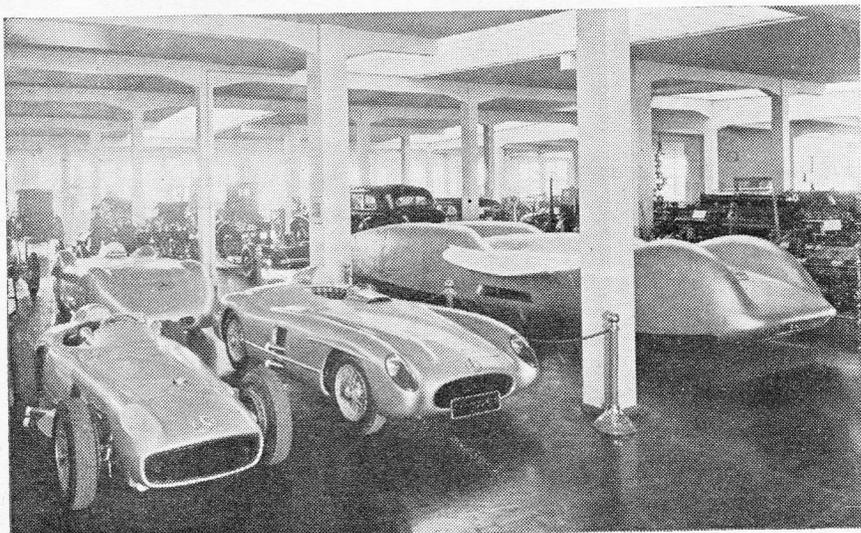


*THE OLDEST: In the foreground is Gottlieb Daimler's two-wheeler of 1885—the first motor-cycle in the world; next to it is the first Daimler car of 1886 and opposite are three Benz cars of 1896, 1897 and 1893 vintage respectively.*

*THE NEWEST: Preserved for posterity are examples of the 1955 W196 Grand Prix Mercedes-Benz and the 300SLR. On the right is the aero-engined "record" car which never ran.*

represented, as are the various streamlined record cars, including the amazing aero-engined world record car, which was planned for Utah, had not war intervened. Post-Hitler War "Mercs." exhibited include Kling's 1952 Pan-American winner, while the newest occupants of the Unterturkheim museum are the highly successful 1954-55 type W196 G.P. car and the 300SLR competition sports machine. There they will be tended expertly through the years, for future enthusiasts to revere!

C.P.



**MOBILGAS ROUND-AUSTRALIA TRIAL****VW VICTORY**

**B**ROTHERS Eddie and Lance Perkins were confirmed as winners of the 8,700 miles Round Australia Trial, and of the 32 cars which finished, no less than 11 were Volkswagens. One of the latest "FE" model Holdens, driven by Jack Masling, took second place. Adverse weather before the Trial made it necessary to alter the route between Adelaide and Sydney. The place-getters lost points over two sections only, from Emerald to Alpha and from Kajabbe to Mount Isa, both in Queensland, where impossible averages were set. This is similar to previous trials, and could lead to the reference—"He who leads at Mount Isa, wins"—with the proviso that he finishes at all, of course! The unseasonable rains had damaged roads to such an extent that a third elimination section on the last run between Melbourne and Sydney had to be excluded. This disheartened backmarkers, who had to spend the remaining 5,000 odd miles from Mount Isa hoping that the leaders might retire, as there was no other possibility of gaining on them.

The first two stretches from Sydney to Surfer's Paradise, and then to Rockhampton presented little difficulty, except the odd hazard in the sugar cane district,

*THE VICTORS SMILE:* Wearily Lance and Eddie Perkins wave to photographers outside the control point at Melbourne showgrounds.

★

Whiteford, in a 403 Peugeot, took the wrong turning and bogged down when he tried to turn back, losing over an hour. Bib Stillwell drove the fan-through the radiator of his new model Holden when he hit a jump-up, and later lost a half-shaft, forcing withdrawal. Lex Davison and Peter Ward spent some time in Cloncurry straightening the front spring of their Peugeot, and replacing the Panhard rod lost between Emerald and Alpha.

Cloncurry to Mount Isa, via Kajabbe, was the final elimination section, and the trial still had not progressed beyond Queensland. The last 60 miles led through the barren, mountainous mining

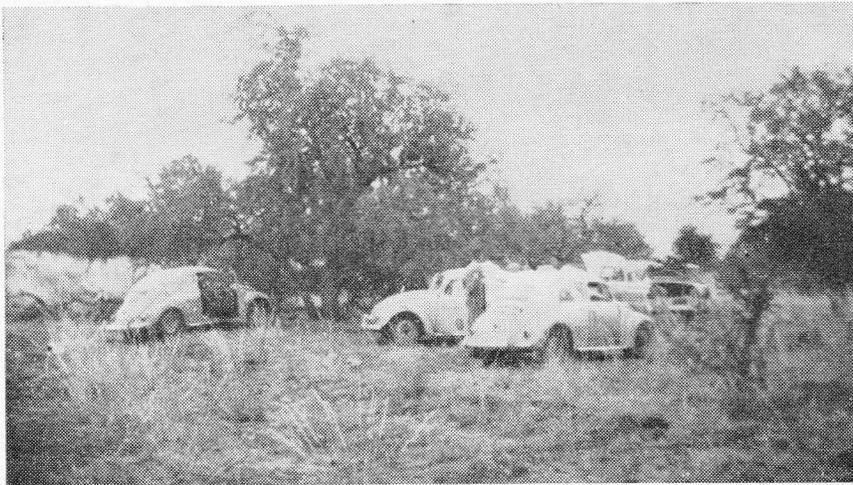
region. A road was non-existent, two wheel tracks meandered between anthills, plundered into crossings and shuddered over rocky outcrops. The required average over this was 43 m.p.h., the hardest stretch yet experienced in these trials.

At Mount Isa the Perkins brothers were only 48 points down, followed by Masling's Holden, 62, Bob Foreman's Volkswagen, 80, three more Volkswagens, and then Sydney journalist, Tom Farrell, in a Ford Customline, who had lost only 112 points, and still had time to hole and repair his fuel tank.

Then followed one of the longest stretches, to Fitzroy Crossing, Western Australia, a distance of 1,340 miles in 38 hours with one two-hour break. The second half of this section led through the Kimberleys, and synonymous with Kimberleys is dust. Among retirements to Top Springs, on the way to Fitzroy Crossing, was Bill Patterson's Holden, with a front suspension incapable of continuing.

Only 37 cars arrived at Broome before the control closed, including: Volkswagen 11; Holden 5; Ford 4; Peugeot 3; Spacemaster 3; Simca 2; Austin 2; and one each of Bristol, Humber Snipe, Skoda, Goliath and De Soto.

The procession continued through Western Australia, and at Meekatharra retirements included Tony Luxton's Simca with back axle trouble. Lex Davison and Peter Ward were admitted to the Meekatharra Hospital with shock and facial injuries, having been found 80 miles out, unconscious, and their Peugeot a total wreck. It later trans-



where the small trains rush across the road towing cane to the mills.

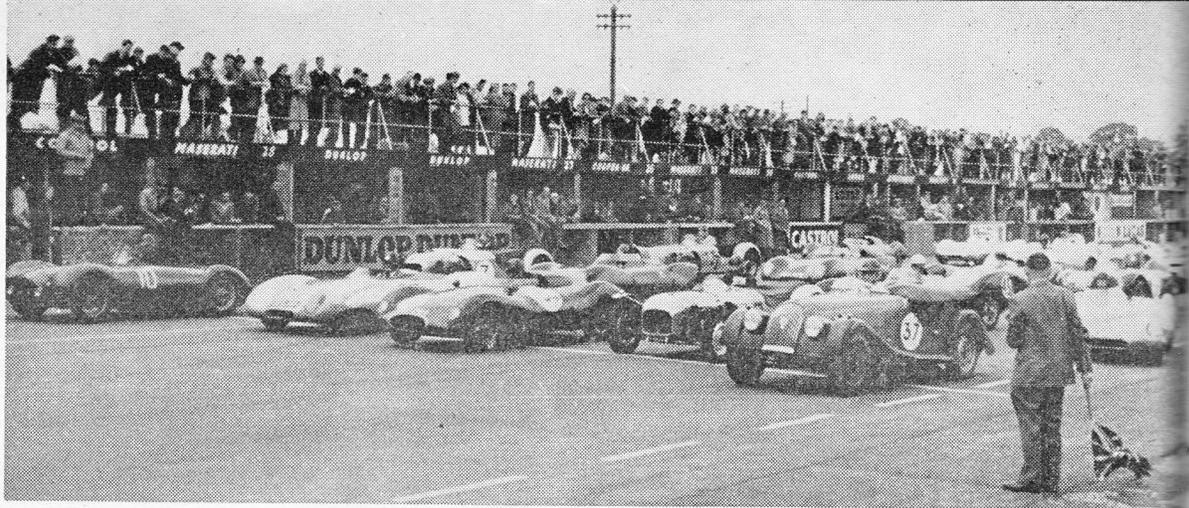
The first tough stretch was between Emerald and Alpha, where the unsealed road had suffered heavily from rains, and was gutted by many deep washaways which claimed many victims. Doug

*GATHERING of the beetles: (Above) Competitors, mostly in Volkswagens, wait outside a control point at Elliott before checking in.*

*WHAT CAR IS THIS? (Right) A rare saloon to English eyes, the Czech-built Skoda 440 of Major Warwick, who won the under 1,100 c.c. class. The car was flown out by Bristol Freighter expressly to compete. Windscreen and rear window sizes are identical, making replacement through breakage a simple matter.*



OLD AND NEW Lotuses, a Cooper and a Morgan share the front row of the grid at the start of the day's ninth event, won by Brian Naylor.



★

## PETERBOROUGH AT SILVERSTONE

*J. B. Naylor (Lotus-Maserati) Wins Two Events at Peterborough M.C.'s 14-Race Meeting*

ABLY assisted by the Northampton and District Car Club, the Peterborough Motor Club staged a meeting at Silverstone last Saturday which attracted the fine entry of 150 cars of all shapes and sizes. Add to this the fact that no rain fell, and the day might well have been an unqualified success. Unfortunately, however, there were far too many cases of motor-cars going out of control, of inexperienced drivers trying to run before they could walk, and even on occasions, of frankly boorish driving. Happily no one was hurt, and by no means every incident ended in disaster, but several people are now faced with repair bills which are no fault of their own and the consequences might well have been worse. Motor racing is dangerous, and expensive, but it should never be needlessly so, and although even the very great can make mistakes it should be the primary aim of every competitor to keep his car *on* the track and *out* of the way of faster cars coming up behind; the large and varied fields which club racing produces emphasize the need for impeccable road manners and the tempering of dash with discretion.

The day opened with a five-lap handicap for Vintage sports cars in which W. G. Boulton's three-quarters of a litre of Ulster Austin, on limit, conceded its lead on the last lap to the Talbot 105 of P. A. Lazarus; from the thunder of Bentleys and 30/98s George Burton emerged, from the scratch mark, to take third place. The famous Bentley "Bluebell" has developed an appetite for plugs, and the Hon. F. J. Somerset had the

sickening misfortune to suffer a cracked block on his spotless blown-1½ Bug.

There followed a five-lapper for production saloons, which in this case included the fantastic Thames van of J. G. Armstrong, which was rehandicapped before ever it laid tyre on the grid. The first car to which it yielded was the Anglia of J. Macandrew-Uren, while the side-valve Minor of M. G. Hoffman crackled round in fine style just behind. By the fourth lap, however, the Minor had been overwhelmed and Jean Bloxam, from scratch, was peering into the body of the van with the Bristol 403 of C. Davies following her through the field. One more lap was enough for these two fast cars to clinch it, while Edgar Wadsworth got his Healey into fourth place between the Anglia and the Thames.

One-and-a-half-litre sports cars featured next, and there were so many of them that they were divided into two entirely separate races. Wing Commander Mackenzie seemed all set to win the first, with only Lola in front of him and his Elva going really well, but at Copse on the last lap E. H. Broadley slightly overdid it with Lola, and the Wingo, faced with a choice of evasive action, guessed wrong and dropped himself to third place behind G. R. Baird and M. G. D. Graham, both Lotus-mounted; how much better it is, though, to be safe than sorry. Lola retired, thirsty but unbent. The second race gave victory to C. Bristow's special M.G. from the 10 secs. mark, with Bluebelle Gibbs next up in the H.R.G., followed

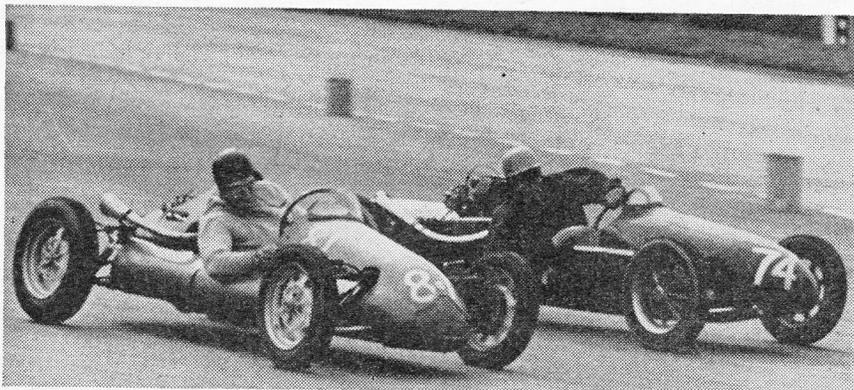
by the "baby" Lotus of P. T. Ross; Johnny Bekaert, who had got his engine together only that morning after valve bothers a fortnight before, managed fourth place from scratch.

The handicap for big sports cars saw S. J. Lawrence get his somewhat Barnato-looking 4½ Bentley to the chequered flag ahead of R. H. B. Mason's more normal car. Behind them were hideous scenes over which it is better to draw a decent veil, but somehow or other Campbell-Blair, Gillie Tyrer and David Shale managed to get through unscathed to fill the next three places.

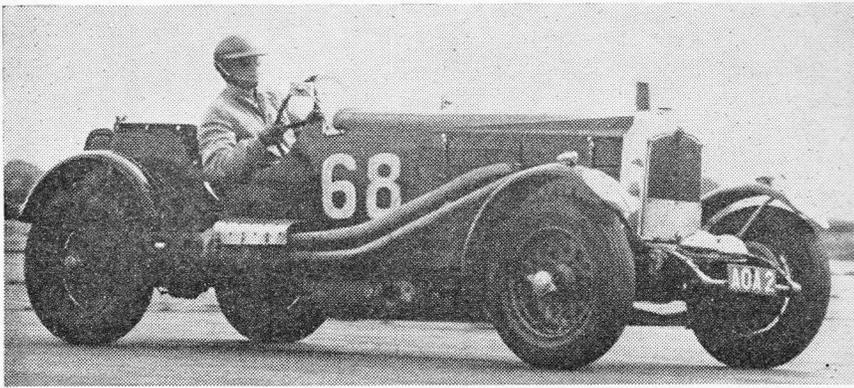
The half-litre brethren, who came out to contest a 12-lap scratch event, quickly sorted themselves out into something like finishing order with the notable exception of T. Taylor, who worked his way up steadily and skilfully from nowhere to fourth, and very nearly third, position. P. Robinson led from the first lap followed fairly closely by Henry Taylor, and these two drew relentlessly away from R. J. Barrett in third spot. T. H. Shaddick's Viper writhed strangely in the corners, and had to be charmed.

The small sports cars then had a scratch race which W. S. Frost, with the maroon Lotus, appeared to have in his pocket, until a bolt sheared in the front suspension. Summers then went on to win and Tony Marsh came up from fifth to second on the last lap.

The highlight of the day for many people was the next race for Vintage and Historic racing cars, over 10 laps on handicap. It was grand to see these fine old cars in action again, but the sight of them clawing their way round Becketts, which on the Club circuit is an abomination anyway, brought it home very forcibly that they are in fact historic. By dint of much knitting, Jimmy Stuart managed to bring Bob Gerard's old car, now with a 2-litre engine, from scratch to victory, followed home by W. S. Moss in Remus, the 4½ Bentleys of Lawrence and Burton, and Lord Ebury in R6B. Edmond Smith was having his first race in R1A, and was just getting the hang of her when she went on to five cylinders.



*A GOOD DUEL in one of the Formula 3 events was had by T. Taylor and Chris Summers, both driving Coopers. Taylor took a third and a fourth place.*



The scratch race for 1½-litre sports machinery was a gift for Brian Naylor as was expected, but the next four places were hotly contested, Tony Marsh just pipping Summers for second spot and Bill Bradley wresting fourth from Alex McMillan. The driving of Tony Marsh when hemmed in by the pack was a treat to watch; his eyes were darting everywhere but his car was as steady as a rock until he could find a safe way out of the throng.

The 12-lap "Sweepstake" for 500s followed very much the same pattern as their previous race (except that T. Taylor made sure of a good placing from the drop of the flag) until mechanical mortality set in and only six finished.

The scratch race for 2-litre sports cars gave Brian Naylor his second win from Campbell-Blair and three Cooper-Climaxes. Car No. 134, which finished fourth, was always shown in the programme as being driven by "P. Jackson or P. Lane" and even Race Control never knew which was at the wheel, so if the wrong man gets credited with any result we can only apologize in advance.

The 750s and 1,172s came out next, and poor Johnny Bekaert smashed his Lotus badly avoiding two gyrating cars at Copse. K. D. Laverton drove a fine race to lead home the Ford-powered

vehicles and Eric Millard was the first Austin in, well up among some of the larger cars.

The last scratch race, for unlimited sports cars, gave Campbell-Blair a win from Henry Taylor in a D-type. Brian Naylor was going great guns in the lead when a main oil pipe fractured and the engine seized coming down the straight on the last lap. He still managed fourth place on a dead-stick landing.

The final offering was a five-lap handicap for the *Motor Sport* Trophy, which produced a very mixed field, through which Henry Taylor worked his way in the D-type to pass Jean Bloxam on the last lap, with David Shale next up—this after J. G. Armstrong in the incredible van had led the pack for three laps.

DAVID PRITCHARD.

#### Results

**5-lap Handicap for Vintage Sports Cars:** 1, P. A. Lazarus (Talbot 105), 63.61 m.p.h.; 2, W. G. Boulton (Austin Ulster); 3, G. H. G. Burton (Bentley); 4, S. J. Lawrence (Bentley); 5, A. P. K. Chaffey (Bentley).

**5-lap Handicap for Production Saloon Cars:** 1, Mrs. Jean Bloxam (Aston Martin DB2), 67.85 m.p.h.; 2, C. Davies (Bristol 403); 3, J. Macandrew-Uren (Ford Anglia); 4, E. B. Wadsworth (Healey Elliot); 5, J. G. Armstrong (Ford Thames).

**5-lap Handicap for Sports Cars up to 1,500 c.c.:** (1): 1, G. R. Baird (Lotus XI), 70.42 m.p.h.; 2, M. G. D. Graham (Lotus VI); 3, W./Cdr. K. W.

Whitehead last year. They will be assisted in competing in the 1957 Monte Carlo Rally, and are in an awkward predicament, with sponsors suggesting it would be preferable if they drove an Australian car. Jack Masling proved the new model Holden, and its popularity here is assured. Bob Foreman, third outright, was with Laurie Whitehead in the winning Volkswagen last year.

H. A. C. RUSSELL.

#### Results

1, L. and E. Perkins (Volkswagen), 48 points lost; 2, J. Masling (Holden), 62; 3, R. Foreman (Volkswagen), 80; 4, Griffiths (Volkswagen), 99; 5, Horner (Ford Customline), 214; 6, Hall (Volkswagen), 222; 7, Mrs. Blakeway (Ford Customline), 225.

**Team Prize:** Volkswagen (Perkins, Foreman, Griffiths), 229 points lost.

**Class Winners. Up to 1,100 c.c.:** Warwick (Skoda 440). **1,101-1,500 c.c.:** L. and E. Perkins (Volkswagen). **1,501-2,500 c.c.:** J. Masling (Holden). **Over 2,500 c.c.:** Horner (Ford Customline).

**T**HE Motor Show dance of the Motor and Cycle Trades Benevolent Fund will be held on 23rd October at the Empire Rooms, Tottenham Court Road, W.1. Dancing starts at 8 p.m. and dress is "as you please". Tickets, at 12s. 6d. each, are available from Mrs. Doris Clark, "Sans Souci", South View Road, Pinner Hill, Middlesex.

**HEAVY METAL:** One of the entrants in the day's opening race, a five-lap handicap for vintage cars, was this somewhat modified Vauxhall of A. R. Miller.

Mackenzie (Elva); 4, P. Lane (Cooper-Climax); 5, R. N. Prior (Lotus VI).

**5-lap Handicap for Sports Cars up to 1,500 c.c.:** (2): 1, C. Bristow (M.G.), 66.97 m.p.h.; 2, Mrs. R. Bluebelle Gibbs (H.R.G.); 3, P. T. Ross (Lotus XI); 4, J. Bekaert (Lotus VI); 5, Edward Millard (Austin).

**5-lap Handicap for Sports Cars over 1,500 c.c.:** 1, S. J. Lawrence (Bentley), 67.44 m.p.h.; 2, R. H. B. Mason (Bentley); 3, N. Campbell-Blair (Cooper-Bristol); 4, G. Tyrer (Jaguar "C"); 5, D. Shale (Austin-Healey 100S).

**12-lap Scratch Race for Formula 3 Racing Cars:** 1, P. Robinson (Cooper), 76.07 m.p.h.; 2, H. C. Taylor (Cooper); 3, R. J. Barrett (Cooper); 4, T. Taylor (Cooper); 5, H. S. Howlett (Cooper).

**5-lap Scratch Race for Sports Cars up to 1,500 c.c.:** 1, C. Summers (Cooper-Climax), 74.6 m.p.h.; 2, A. E. Marsh (Cooper-Climax); 3, P. Jackson (Cooper-Climax); 4, W. S. Frost (Lotus XI); 5, A. McMillan (Cooper-Climax).

**10-lap Handicap for Vintage and Historic Racing Cars:** 1, J. Stuart (E.R.A.), 67.71 m.p.h.; 2, W. S. Moss (E.R.A.); 3, S. J. Lawrence (Bentley); 4, G. H. G. Burton (Bentley); 5, Lord Ebury (E.R.A.).

**5-lap Scratch Race for Sports Cars up to 1,500 c.c.:** 1, J. B. Naylor (Lotus-Maserati), 76.53 m.p.h.; 2, A. E. Marsh (Cooper-Climax); 3, C. Summers (Cooper-Climax); 4, W. Bradley (Cooper-Climax); 5, A. McMillan (Cooper-Climax).

**12-lap "Sweepstake" for Formula 3 Racing Cars:** 1, P. Robinson (Cooper), 76.39 m.p.h.; 2, H. C. Taylor (Cooper); 3, T. Taylor (Cooper); 4, R. H. R. Hett (Cooper); 5, A. Eccles (Cooper).

**5-lap Scratch Race for Sports Cars up to 2,000 c.c.:** 1, J. B. Naylor (Lotus-Maserati), 77.60 m.p.h.; 2, N. Campbell-Blair (Cooper-Bristol); 3, C. Summers (Cooper-Climax); 4, P. Jackson (Cooper-Climax); 5, A. McMillan (Cooper-Climax).

**5-lap Scratch Race for cars conforming to 750 and 1172 Formulas:** 750 Formula: 1, Eric Millard (Austin), 63.00 m.p.h.; 2, D. Rees (Austin); 3, N. H. May (Austin); 4, J. M. Ablewhite (Austin); 5, W. G. Boulton (Austin). 1172 Formula: 1, K. D. Laverton (Lotus VI), 69.98 m.p.h.; 2, G. J. Broadley (Lola-Ford); 3, J. W. Anstice Brown (Lotus IX); 4, M. J. Buckingham (Lotus VI); 5, O. J. Silk (Lotus VI).

**5-lap Scratch Race for Sports Cars over 2,000 c.c.:** 1, N. Campbell-Blair (Cooper-Bristol), 77.02 m.p.h.; 2, H. C. Taylor (Jaguar "D"); 3, C. Summers (Cooper-Climax); 4, J. B. Naylor (Lotus-Maserati); 5, G. Tyrer (Jaguar "C").

**5-lap Handicap for the "Motor Sport" Trophy:** 1, H. C. Taylor (Jaguar "D"), 75.81 m.p.h.; 2, Mrs. Jean Bloxam (Aston Martin DB2); 3, D. Shale (Austin-Healey 100S); 4, M. Reid (M.G.A.); 5, O. J. Silk (Lotus VI).

#### V.W. Victory—continued

pired that they had run into the back of a train of cattle trucks, the driver of which was unaware that he had been hit.

The leaders lost no further points throughout the long stretches from Perth to Adelaide, and eventually to Sydney. At Melbourne, Jack Vaughan and Bob Lancet in a Volkswagen were almost last in the field. Tired of trailing everybody else, they put on a spurt to check in 46 minutes early, and be the first car to arrive. Bathed in publicity, they laughed at perplexed officials whose calculations were somewhat thrown out.

The Mobilgas Trial proved that the major oil companies are probably one of the few organizations with the facilities necessary to arrange such a marathon. Over the entire route of 8,700 miles there were no less than 62 control points, an overall average of one every 140 miles. It takes a big organization to cope, but even the Vacuum Oil Co. were unable to supply a complete list of retirements and a control-by-control list of points lost, 10 days after the event finished.

The Trial proved the adaptability of the Volkswagen to Australian conditions, and the consistency of the Perkins brothers, who were runners-up to Laurie

"GENEVIEVE", that beloved 52-year-old Darracq, and her co-star Kenneth More solved a sticky traffic problem on Battle of Britain day by flying from West Malling R.A.F. Station to the air display at Biggin Hill, in a Silver City Airways freighter.

**GILBEY'S ODDS-ON** cocktail will be wrapped for the Christmas season in a special box, which depicts sporting scenes in the 18th and 19th centuries. Among them is the Hurlu motor carriage entered by Mr. Reginald Livesey for the display at the opening of the Royal Automobile Club in 1897. A bottle of Odds-On (a wine-based cocktail), thus wrapped, is recommended, at 17s., as an economic present for drinking friends and acquaintances.

**T**HE Coupe du Salon, that popular race meeting run during the period of the Paris Salon, will take place at Monthléry on the first Sunday of the show, 7th October.

**A**N entirely different type of pot joint cover for the B.R.M. is being evolved at Bourne, and the cars have recently been undergoing extended testing at Silverstone, driven by Ron Flockhart.

# TOMORROW AT OULTON: AUTOSPORT

Three-Hour Series-Production Sports Car and Lister Entries for 40-lap,



WITH 1956 British racing deprived of the Dundrod T.T. and the Goodwood "Nine Hours", tomorrow's Three Hours Final of the AUTOSPORT Series-Production Sports Car Championship stands out as one of the season's all too few long-distance races. Run on a credit laps handicap basis, it should prove an interesting and highly instructive event, with production sports models of varying types and sizes brought together to race over a distance calculated to test, not only their speed, but also their stamina, over a difficult road circuit.

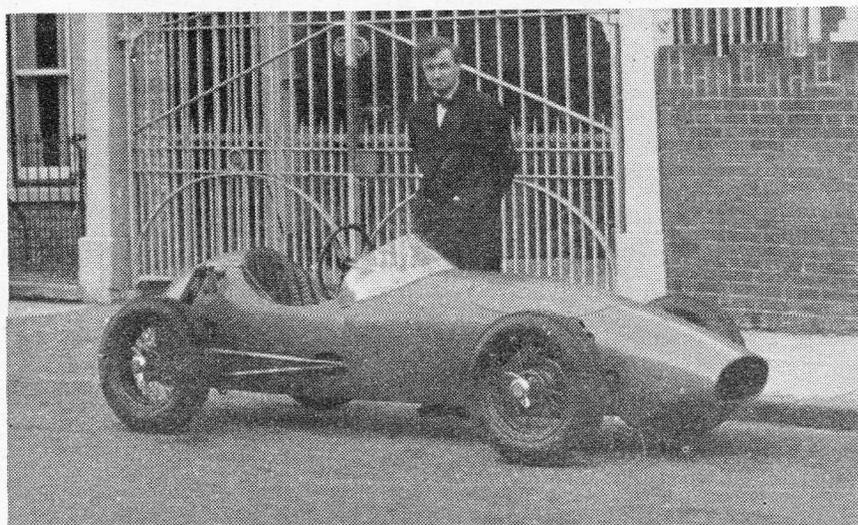
Overall leader on points before the

Final is Ken Rudd, whose 2-litre Bristol-engined A.C. Ace epitomizes the type of machine the Championship caters for. Another worthy example is the Austin-Healey 100S with which John Dalton is runner-up, while third, demonstrating that Britain has a successful small-capacity 2-o.h.c. engine, is the 1½-litre H.R.G. of D. J. Calvert, just one point behind Dalton.

The struggle promises to be keen, not only for the race as a whole, but for leadership in the four capacity classes. Rudd, Dalton and Calvert each head their respective categories, Rudd leading two other A.C. Aces, Dalton another

Austin-Healey and an XK 120 Jaguar, and Calvert a pair of M.G.As, while John Lawry (Lotus Mk. VI) has a 6 points lead over Graham Hill's newer Mk. XI "Club" Lotus, both 1,172 c.c. Ford-engined. The pre-Final positions have been determined on a points basis in previous events at Goodwood, Oulton Park, Aintree, Mallory Park and Brands Hatch circuits, and in hill-climbs at Shelsley Walsh and Prescott.

We wish all contestants the best of fortune in this *hors d'œuvres* to the *Daily Herald's* day of racing at the popular Cheshire road circuit. From the first year's experience of the Series-Production Sports Car Championship, it is AUTOSPORT's aim to "streamline" the organization of the competition, to



#### OULTON ON THE AIR

Light Programme, 22nd September

Commentators: Raymond Baxter, Eric Tobitt and John Bolster.

3.25 app.-3.55 p.m. Start of the Gold Cup Race.

3.50-4.05 p.m. Further commentary.

Between 5.0 and 5.58 p.m. Summing up of the meeting by Raymond Baxter, included in Sports Report.

#### AND ON TV

Commentator: Robin Richards.

2.15-3.05 p.m. Formula 3 Race.

3.20-3.45 p.m. Start of the Gold Cup Race.

4.15-5.00 p.m. Finish of the Gold Cup Race.

DEBUTANTE in the *Daily Herald* Gold Cup race for 1½-litre sports and Formula 2 cars will be the new Lister-Climax single-seater, subject to tests proving satisfactory. Here Brian Lister poses with his latest creation, described in full on pages 358-359.

# SPORT CHAMPIONSHIP FINAL

Sports Car Race to open Daily Herald/Mid-Cheshire M.C. Meeting—Works Cooper, Lotus 1,500 c.c. Racing/Sports Car Gold Cup Event—Formula 3 and Saloon Car Supporting Races

ensure an even better Championship in 1957 and in subsequent years, bearing ever in mind the primary aim—to encourage the development of normal series-production sports cars, and to provide private owners with the opportunity to race them under ideal conditions on British circuits.

With the Championship Final concluding at 2 p.m., the afternoon's events comprise the Formula 3 event, the *Daily Herald* Gold Cup race, and the race for production saloons. Well over 30 names in the Formula 3 lists include those masters of the game Jim Russell, Les Leston, Lewis-Evans, Ivor Bueb and Don Parker, and many others of note. The Gold Cup event intrigues, as the organizers have made it eligible for both 1,500 c.c. sports and racing cars, thus giving all the British 1,500s—Lotus, Cooper, etc.—a chance, but with the lighter "prototype" 1957 Formula 2 machines in the favoured positions. Roy Salvadori will be there with the already highly successful Cooper-Climax single-seater, Colin Chapman will be "doing his darndest" for Surbiton's chief opponents, Lotus, while Archie Scott-

Brown should have the new and very light Lister-Climax to introduce a third marque of great note to the new class. There's a £1,000 first prize at stake, so an ultra-keen contest is promised.

Ron Flockhart and Mackay Fraser, it is to be noted, are due to race Lotuses, Ken Wharton and Tony Brooks Coopers, while Ian Burgess and Horace Richards introduce further variety with Osca-engined Beart-Rodger and Climax-powered H.A.R. respectively. There is a subsidiary 1,100 c.c. class for the

(Continued overleaf)

### OULTON TIMETABLE

AUTOSPORT Championship Final	11 a.m.-2 p.m.
Formula 3 Race	2.30 p.m. Start
<i>Daily Herald</i> Gold Cup Race	3.30 p.m. Start
Production Saloon Car Race	5.15 p.m. Start

### ADMISSION ON RACE DAY

Circuit Enclosures	6s. each
Children under 12	1s.
Transfers to Paddock	10s. each
Car Park (inside course)	10s.
Motorcycles (inside course)	3s.
Motorcycles (outside course)	2s. 6d.



JOHN DALTON (Austin-Healey), class-leader and current runner-up to Ken Rudd.



D. J. CALVERT leads the 1,201-1,500 c.c. Class with his 1½-litre H.R.G.



JOHN LAWRY, leading the up to 1,200s with a Mk. VI Lotus.



GRAHAM HILL, 6 pts. behind Lawry in a Mk. XI Club model.



DAVID SHALE (Austin-Healey) lies fourth in the over 2,500 c.c. class.



SYD HURRELL (TR2), second to Rudd in the 1,501-2,500 c.c. section.



J. K. McKECHNIE (Morgan), fifth amongst the 1,501-2,500 c.c. machines.



J. MITCHELL, third with an Anglia in the Lotus-dominated small class.



**PRE-FINAL LEADER** of the AUTOSPORT Championship is Ken Rudd (above), with his Bristol-engined A.C. Ace. He has gained overall "firsts" at Goodwood, Brands Hatch, Shelsley and Prescott.

**TUSSLE** at Mallory Park (right) between a variety of series-production sports cars at the National meeting on 7th July. No. 88 is R. A. Hudson (A.C. Ace), followed by A. T. Foster (M.G.A) and J. Lawry (Lotus).



**Sporting Life Trophy**, in which Jim Russell is listed with an Elva, Cliff Allison with a works Lotus, Keith Hall with a similar machine, and Alex MacMillan with the only non-Climax-engined car, a Cooper-Stanguellini.

Some intriguing driver/car combinations are listed for the Production saloon 10-lap Finale of the day—for example, Ron Flockhart (Austin A90), Tony Brooks (Mercedes-Benz 300SL), Ivor Bueb (Jaguar 2.4), and Ken Wharton (Ford Zephyr). Late addition to the trophies offered is one from the Mid-Cheshire Club for the first up to 2,000 c.c. finisher in this race. Yes, indeed, the *Daily Herald* and the Mid-Cheshire Car Club are offering excellent fare at Oulton Park tomorrow. The attractive 2.72-mile park circuit is near Tarporley, Cheshire, some 10 miles west of Chester. But if you just cannot get there, the meeting is being broadcast and televised.

## THE ENTRIES

### "AUTOSPORT" THREE HOURS RACE

(Final of the "Autosport" Series-Production Sports Car Championship)

**Classes:** 1, Up to 1,200 c.c.; 2, 1,201-1,500 c.c.; 3, 1,501-2,500 c.c.; 4, Over 2,500 c.c.

**Scratch:** K. N. Rudd (A.C.-Bristol) (Class 3); J. P. Dalton (Austin-Healey 100S) (4); D. S. Shale (Austin-Healey 100S) (4); G. Hill (Lotus Mk. XI, "Club") (1).

**1 Credit lap:** R. C. Green (Austin-Healey 100M) (4); A. G. M. Kellett (Austin-Healey 100M) (4); M. Salmon (Jaguar XK 120) (4); J. G. Maude (Jaguar XK 120) (4).

**4 Credit laps:** R. A. Hudson (A.C. Ace) (3); R. N. Robinson (A.C. Ace) (3); M. D. Mainwaring-Evans (A.C. Ace) (3); R. P. Standbridge (A.C. Ace) (3); R. J. W. Utley (Frazer-Nash) (3); D. J. Calvert (H.R.G.) (2).

**6 Credit laps:** S. F. Hurrell (Triumph TR2) (3); J. K. McKechnie (Morgan Plus-Four) (3).

**8 Credit laps:** S. F. Wilder (Porsche Super) (2);

A. T. Foster (M.G.A.) (2); P. Simpson/A. Asquith (M.G.A.) (2); J. F. Lawry (Lotus Mk. VD) (1).

**9 Credit laps:** R. Fitzwilliam/R. Carnegie (M.G.A.) (2); J. D. Hollingworth (Lotus Mk. VD) (1); D. G. Dixon (M.G.A.) (2).

**10 Credit laps:** W. P. U. Constable/R. W. Greenwood (M.G. TD) (2).

**18 Credit laps:** E. J. B. Mitchell (Ford Anglia) (1).

### Reserves

H. Denton (Frazer-Nash) (3) 4 Credit laps.  
P. C. Scriven (Austin-Healey 100M) (4), 1 Credit lap.

K. Ralphs (Triumph TR2) (3), 6 Credit laps.  
P. G. Fletcher (H.R.G.) (2), 4 Credit laps.  
R. B. White (Healey Silverstone) (3), 6 Credit laps.

### CURRENT CHAMPIONSHIP PLACINGS

**Eligible Events:** Goodwood (B.A.R.C.), 2nd April; Oulton Park (N. Staffs M.C.), 9th June; Shelsley Walsh (M.A.C.), 16th June; Aintree (B.A.R.C.), 23rd June; Mallory Park (B.R.S.C.C.), 7th July; Brands Hatch (B.R.S.C.C.), 6th August; Shelsley Walsh M.A.C.), 26th August; Prescott (Bugatti O.C.), 9th September.

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

1, J. Lawry (Lotus VI), 34 points; 2, G. Hill (Lotus XI), 28; 3, J. Mitchell (Ford Anglia), 11; 4, J. D. Hollingworth (Lotus VI), 7; 5, J. Bekaert\* (Lotus VI), 4.

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

1, D. J. Calvert (H.R.G.), 43; 2, A. T. Foster (M.G.A.), 28; 3, R. W. Fitzwilliam/R. Carnegie (M.G.A.), 19; 4, S. F. Wilder (Porsche), 11; 5, D. Dixon (M.G.A.), 8; 6, P. Simpson/A. Asquith (M.G.A.), 7; 7, W. P. U. Constable (M.G.A.) and C. Shove\* (M.G. TD), 3.

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

1, K. N. Rudd (A.C. Ace-Bristol), 51; 2, S. A. Hurrell (TR2), 28; 3, R. N. Robinson (A.C. Ace), 14; 4, R. A. Hudson (A.C. Ace), 13; 5, J. K. McKechnie (Morgan), 12; 6, R. J. W. Utley (Frazer-Nash), 10; 7, D. F. Sidnell\* (Swallow Dorettil), 3; 8, M. D. Mainwaring-Evans (A.C. Ace), 2; 9, R. P. Standbridge (A.C. Ace), 1.

### Over 2,500 c.c.

1, J. F. Dalton (Austin-Healey), 44; 2, R. C. Green (Austin-Healey), 23; 3, P. M. Salmon (Jaguar XK 120), 20; 4, D. S. Shale (Austin-Healey), 16; 5, A. G. M. Kellett (Austin-Healey), 7; 6, Earl of Northesk\* (Jaguar XK 120), 4.

\* Not competing in Final.

Simmons (Mercedes 300SL); 3, G. Geitner (Austin-Healey).

**Race 7 (Unrestricted and F3, 10 laps):** 1, J. Meyer (Meyer Spl.), 68.3 m.p.h.; 2, R. Keith (Cooper); 3, R. Holbert (Cheetah).

**Race 8 (Class C Production, 10 laps):** 1, R. Thompson (Corvette), 66.8 m.p.h.; 2, H. Carter (Jaguar); 3, R. Rubin (Jaguar).

**Race 9 (Classes B, C and D Modified, 10 laps):** 1, W. Hansgen (Jaguar D), 71.9 m.p.h.; 2, J. Fitch (Jaguar D); 3, G. Constantine (Jaguar D).

**Monday, 3rd September. Race 1 (Class F and G Production, 1 hour):** 1, J. Clapp (Porsche), 64.0 m.p.h.; 2, R. Grier (Porsche); 3, L. Underwood (Porsche). **Class G:** 1, E. Pupilidy (Porsche); 2, T. Kerr (Alfa Romeo); 3, A. Day (M.G. TC).

**Race 2 (Classes D and E Production, 1 hour):** Overall: 1, P. O'Shea (Mercedes 300SL), 67.0

**"The People" Trophy (Formula 3, 15 laps):** Cooper: J. Russell, E. Dawson, R. T. Spreckley, D. J. Strange, D. Boshier-Jones, W. Towse, D. Truman, T. Dickson, L. Leston, B. A. Manning, C. Summers, S. Bloor, S. Lewis-Evans, D. Parker, C. C. H. Davis, T. Bridger, A. Eccles, D. A. Phillips, C. Allison, T. Taylor, L. A. Scofield, I. L. Bueb; **Trevellick:** R. Trevellick; **J.L.R.:** J. L. Rowbotham; **Fletcher:** W. G. Harris; **Staride:** R. A. Anderson; **Emeryson:** J. P. Ferguson

**Reserves:** Cooper: N. T. Bradley, N. S. Howlett, E. Cunningham, T. D. Wagner, J. R. S. Parker, P. Robinson, G. Chippendale; **Kieft:** J. Middlehurst, G. M. Jones; **Emeryson:** C. Hale; **Shaddick-Viper:** T. H. Shaddick.

**"Daily Herald" Gold Cup (Sports and racing cars up to 1,500 c.c. (40 laps) up to 1,100 c.c. (eligible for "Sporting Life" Trophy):** Cooper-Stanguellini: A. McMillan; Elva-Climax: J. Russell; Cooper-Climax: R. W. Thackwell, P. Jackson, R. Mackenzie-Low, G. Nixon; Lotus-Climax: C. Allison, J. K. Hall, Hon. E. G. Greenall.

**Up to 1,500 c.c.:** Cooper-Connaught: N. Cunningham-Reid; Beart-Rodger-Osca: I. Burgess; Lotus-Climax: R. Flockhart, Mackay Fraser, T. Sopwith, C. Chapman, R. Bicknell; Lotus-Maserati: B. Naylor; Cooper-Climax: I. Bueb, K. Wharton, L. Leston, D. Taylor, M. G. H. MacDowel, R. Salvadori, J. Brabham, C. A. S. Brooks; **H.A.R.-Climax:** H. A. Richards; **Lister-Climax:** A. Scott-Brown.

**Reserves:** Lotus-Climax: W. H. Ellis, J. J. Richards, G. Baird, T. Dickson, L. I. Bramley, C. Davis, G. M. Jones; Lotus-M.G.: J. Higham; Cooper-Climax: W. Bradley, G. Towse; **H.A.R.-Climax:** F. I. Newby; **M.G.-Climax:** P. J. Simpson.

**Motor Trades' Luncheon Club Trophy (Production Saloons, 10 laps):** Austin A90: R. Flockhart, A.C. Aceca; T. G. Clarke; Fiat TV1100: J. W. Waddington; Sunbeam Rapier: A. Ford; Healey: E. B. Wadsworth, G. Maude; Riley: J. Horridge, G. H. Grace; M.G. Magnette: G. Gelberg; Jaguar (2.4): I. Bueb; (XK 140): A. S. Burman, W. D. Bleakley. (Mk. VII): R. Berry; Plymouth: R. L. Cordes; Ford (Zephyr): K. Wharton, T. Barnard, D. G. Scott, (Consult): E. Cunningham. (Prefect): I. Walker. (Anglia): J. Baybut; Mercedes-Benz 300SL: C. A. S. Brooks; Porsche Super: S. F. Wilder, J. Burke; Morris Oxford: J. Higham; Aston Martin DB2/4: Miss P. Burt; Bristol 405: R. Gibson.

**Reserve:** E. J. B. Mitchell (Ford).

## Two-day Thompson Meeting

SUNDAY and Monday, 2nd/3rd September, saw the Thompson road circuit in Connecticut busily occupied by sports cars of all sizes during the "Fall" National meeting. Prominent in the results came Masten Gregory (Porsche and Ferrari), P. O'Shea (Mercedes), E. Pupilidy (Porsche) and W. Hansgen (Jaguar), all of whom scored double wins.

### Results

**Sunday, 2nd September. Race 1 (Class G Production, 10 laps):** 1, E. Pupilidy (Porsche), 62.7 m.p.h.; 2, R. Sprigg (Alfa Romeo); 3, T. Kerr (Alfa Romeo).

**Race 2 (Class F Production, 10 laps):** 1, L. Underwood (Porsche), 67.0 m.p.h.; 2, J. Clapp (Porsche); 3, R. Grier (Porsche).

**Race 3 (Class E and H Modified, 10 laps):** 1, M. Gregory (Ferrari), 72.2 m.p.h.; 2, A. Palmer-Morewood (Ferrari); 3, P. Norair (Ferrari). **Class H Modified:** 1, D. Vilardi (PBX); 2, H. Flynn (Siata); 3, H. Stetson (Crosley Spl.).

**Race 4 (Class E Production, 10 laps):** 1, G. Andrey (Morgan), 65.0 m.p.h.; 2, B. Soderstrom (Porsche); 3, G. Lazarovich (Arnolt-Bristol).

**Race 5 (Class F and G Modified):** Overall: 1, P. Sagen (Porsche), 68.8 m.p.h.; 2, D. Black (Lotus); 3, N. Christiansen (Porsche). **Class F Modified:** 1, P. Sagen (Porsche); 2, N. Christiansen (Porsche); 3, F. W. Proctor (Maserati). **Class G Modified:** 1, D. Black (Lotus), 2, L. Bastrup (Lotus); 3, C. Rutan (VW Spl.).

**Race 6 (Class D Production, 10 laps):** 1, P. O'Shea (Mercedes 300SL), 67.0 m.p.h.; 2, A.

*M.G.A IN U.S.A.: David Ash of Stony Point, N.Y., winning his class in the Giant's Despair hill-climb, driving the same blue and white car with which he led the successful M.G. team in the Sebring 12 Hours race.*





## A string of successes by Duncan Hamilton OKV 1 and SHELL X-100 motor oil

OKV 1 (a 3½ litre D-type Jaguar) and J. Duncan Hamilton (a native of Berkshire and an engineer with a 10-year record of high speed in the Fleet Air Arm and racing cars) first joined forces at Le Mans in 1954. OKV 1 was one of the works cars, and quite new to the circuit. Duncan Hamilton, on the other hand, had won the 1953 Grand Prix d'Endurance, sharing the wheel of a C-type with Tony Rolt, who was again his partner in 1954. They finished a close second to the 4.9 litre Ferrari, covering 2519.52 miles at a speed of 105.98 m.p.h.



Duncan Hamilton has a last-minute word with Robin Freeman, his mechanic

The same drivers and car followed this up 3 weeks later with a second place in the Rheims 12 Hours at 100.90 m.p.h. Having led all the way, they were beaten by a similar works Jaguar 15 minutes from the finish after they had sustained damage to their rear axle through being run into from behind.

After the 1954 season, Duncan Hamilton bought OKV 1 for his own use and took her to North Africa to run in the sports car Grand Prix at Dakar. He was reaching a speed of 183 m.p.h. on the straight, but lost ground through having to make a pit-stop and finished 3rd. He then proceeded to win the Coupe de Paris and the Coupe du Salon at Montlhery and the Johnson Trophy at Goodwood.

He ran third at the G.P. of Portugal in 1955, and has won nearly all of the races he entered in this country during the past two years.

In OKV 1 and all his cars, touring and racing, Duncan Hamilton uses Shell X-100 motor oil (for OKV 1, grade 30 in Europe, 40 in Dakar). *This is the same oil as you get at your garage—no special racing brew.* Duncan Hamilton says "I've never had a moment's anxiety about the lubrication of my engines: in fact I've forgotten what it was like to worry about lubrication—even at 183 m.p.h. in the scorching African sun!"



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*LOOKS like a race—but these three Astons are being timed separately. D. V. Greaves is seen heading Elwell Smith at Druids, although the latter eventually squeezed in front. Behind them is D. Edwards.*

**S**PEED trials, although affording considerable fun and instruction for those taking part, are generally deadly dull to watch. Races, although great fun to watch, are inevitably expensive for the competitors, and on crowded tracks can be very expensive—prohibitively so to those many owner-drivers who are not “well-heeled”. Now, the Aston Martin Owners’ Club have come up with a bright idea, and at Brands Hatch last Saturday promoted a speed trial *that looks like a race!*

The system was to stage a series of

## ASTON MARTINI

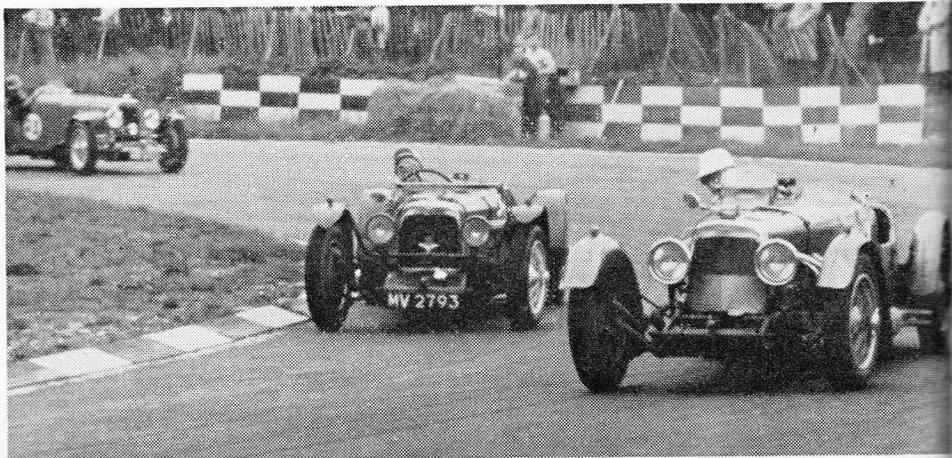
The Aston Martin O.C. stage a new kind of speed trial at Brands Hatch—Stuart Lewis-Evans (Cooper) makes B.T.D.

“Speed Matches” between three or four cars of comparable performance, to start them together from the same line and let them dice round for two laps—but to time each car individually, for class awards that were being contested quite independently of the composition of the matches! For example, in one match the spectators saw an XK 120 (3,442 c.c.), a TR2 (1,991 c.c.), an Aston Martin Ulster (1,495 c.c.) and a 4½-litre Bentley battling excitingly together, although each car was really being timed for a different award. The onlookers saw a most interesting comparison between four widely divergent types of motor car (S. F. Pile’s amazing 1935 Aston was in fact the fastest of that quartet) while the competitors did not have to risk their necks or their cars to get in front of the man ahead, and in any case, four cars on the whole track are not likely to get very much in each other’s way. The

meeting was open to all the “one-make” clubs, which made it a wonderful opportunity for settling any amount of arguments (and starting some fresh ones!) and a good crowd of spectators made the most of a fine Saturday afternoon at what is probably the best “viewing” circuit in the country. So everyone was happy.

The meeting took its ingenious name from the Premier Award for B.T.D., which was the Martini Trophy, presented by Martini & Rossi, Ltd., of vermouth fame. It was eventually carried home by Stuart Lewis-Evans, who circulated for his first pair of laps (in the Beart-tuned Cooper) in 2 mins. 9 secs., which was a full five seconds faster than the next man, Graham Whitehead, in his ex-works DB3S. Whitehead, however, collected the Arthur Bryant Memorial Trophy, for the best time by an Aston Martin.

Pile’s concours-quality Aston was the



pride and joy of the club that afternoon, the immaculate blue car winning three classes: those for 1½-litre pre-war racing cars and sports cars plus the one for 1½-litre Astons. In Match E, Willett’s Healey Silverstone scrapped very closely indeed with Pither’s Austin-Healey and in the end beat the latter on the corners. Tommy Sopwith in a 1,500 c.c. Mark XI Lotus-Climax was a very close match for Graham Whitehead’s DB3S, and was only just pipped by the much bigger car, although as can be seen from the results below, Sopwith won two classes in the effort.

W. Burton set off from the line in his Ulster Aston, only to come to an abrupt halt when an unnoticed pair of overalls slipped out from somewhere and wrapped themselves round the propeller shaft! Patsy Burt added to her list of successes this season by winning two matches and her class very stylishly indeed in her pale blue DB2-4, which has very nearly a DB3S engine. There were very few actual racing cars entered, the most distinctive being Lt.-Cdr. Clinkard’s monopoisto Alvis. This is a most impressive machine, incorporating a 4.3-litre Alvis

(Continued on page 379)

### Results

**B.T.D. (Martini Trophy):** S. Lewis-Evans (Cooper), 2 m. 9.0 s.

**B.T.D. in an Aston Martin (Arthur Bryant Memorial Trophy):** A. G. Whitehead (Aston Martin DB3S), 2 m. 14.0 s.

**Class Awards. Pre-war Sports Cars, up to 750 c.c.:** J. S. French (Austin), 2 m. 37.2 s. **750-1,100 c.c.:** No entries. **1,101-1,500 c.c.:** S. F. Pile (Aston Martin), 2 m. 28.8 s. **1,501-2,500 c.c.:** J. Freeman (Aston Martin), 2 m. 29.0 s. **Over 2,500 c.c.:** R. A. Newman (Lagonda), 2 m. 47.6 s.

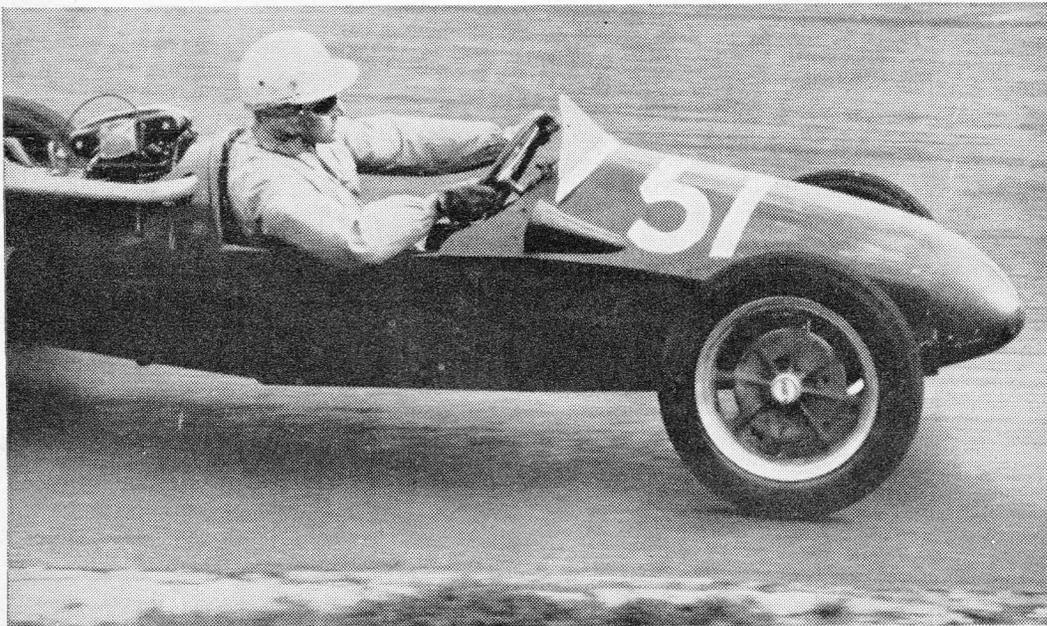
**Post-war Sports Cars, up to 1,172 c.c.:** F. W. Marriott (Lotus), 2 m. 20.0 s. **1,101-1,250 c.c.:** K. P. Tomei (M.G.), 2 m. 38.8 s. **1,251-1,500 c.c.:** T. E. B. Sopwith (Lotus), 2 m. 14.4 s. **1,501-2,000 c.c.:** J. R. Rudd (Frazer-Nash). **Over 2,000 c.c.:** A. G. Whitehead (Aston Martin), 2 m. 14.8 s.

**One-Make Classes. Healeys:** T. R. Willett (Healey Silverstone), 2 m. 37.8 s. **M.G.s:** R. N. Richards (M.G.A.), 2 m. 29.6 s. **Aston Martins up to 1½ litres:** S. F. Pile (Aston Martin Ulster), 2 m. 29.2 s. **Aston Martins over 1½ litres:** Miss P. Burt (Aston Martin DB2-4), 2 m. 24.8 s. **Jaguars:** R. W. Colton (Jaguar XK 120), 2 m. 28.8 s. **Triumph TR2s:** M. D. J. Hurn, 2 m. 40.0 s.

**Pre-war Racing Cars, up to 1,500 c.c.:** S. F. Pile (Aston Martin Ulster), 2 m. 28.6 s. **Over 1,500 c.c.:** No entries. **Vintage:** B. R. Eastick (4½-litre Bentley).

**Post-war Racing Cars, up to 500 c.c.:** S. Lewis-Evans (Cooper), 2 m. 09.0 s. **501-2,500 c.c.:** T. E. B. Sopwith (Lotus), 2 m. 14.6 s. **Over 2,500 c.c.:** A. G. Whitehead (Aston Martin DB3S), 2 m. 14.0 s.

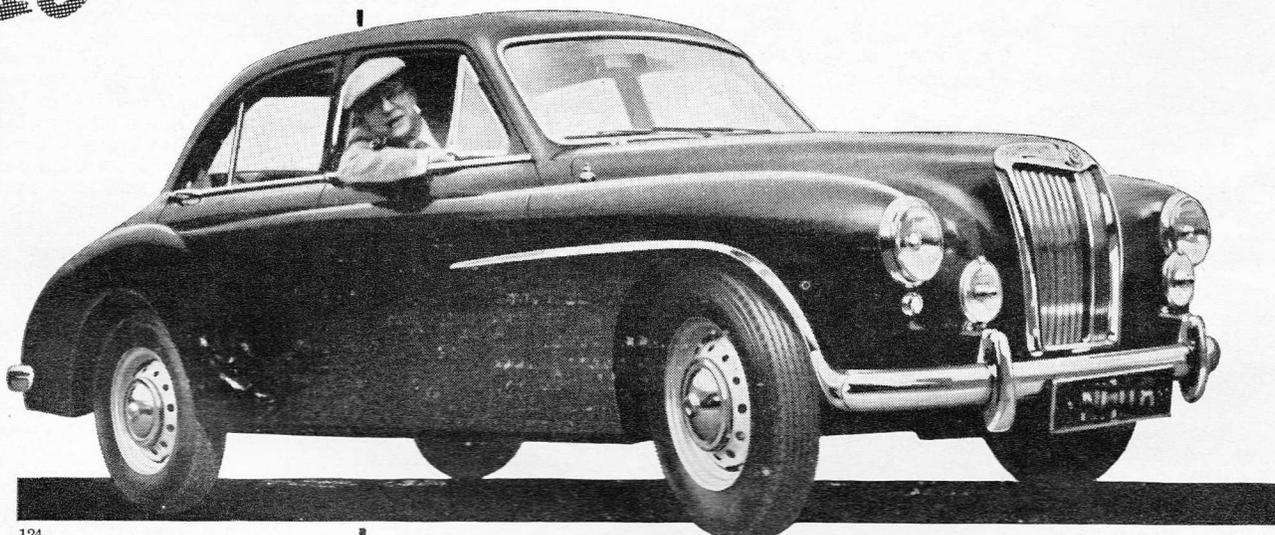
*BEST TIME of the day was set up by Stuart Lewis-Evans on his first run in the Beart-tuned F3 Cooper.*



*For my  
kind of  
motoring -*



*it must be an M.G.*



124

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## CORRESPONDENCE

### The Connaught Showing at Monza

AFTER that fantastic European G.P., I should like to congratulate, through the medium of your journal, the members of that never-say-die concern in Send. Once again they have proved that it is better to have a reliable car, which is not as fast as it might be, than a really rapid one which temporarily steals the show but eventually fizzles out. Third and fifth. What a supreme effort! However, I am sure that Rodney Clarke expected a certain amount of success, bearing in mind that the car mortality rate would be high. And so, Jack Fairman, with only two drives (his Silverstone performance was not given the credit it deserved by the majority of the motoring press) is the third highest placed British driver in the 1956 Championship. And, what is more, seventh in the World Championship, that is, of course, not counting that ludicrous dice held at Indianapolis.

What a crying shame that Connaughts have not got the finances to participate more as, with the Championship closed for this year, they have, contrary to many early beliefs, proved to be our most successful marque.

However, that tremendous performance at Monza should give them another well deserved boost. May they grow from strength to strength.

IAN M. SURMAN.

KINGSTON, SURREY.

### On Scott-Brown

AS very keen followers of motor racing, we fail to see why Archie Scott-Brown was prevented from competing in the G.P. of Europe.

In 1955 he won the British Empire Trophy race, although the previous year he was deemed incapable. The following year he was never headed by any other 2-litre car, except when he was excluded by crashes or through mechanical failure. To watch him vanquish larger cars in the Lister-Bristol was sheer delight, not to mention the times he showed a clean pair of heels to pukka Italian F1 cars.

This year hardly needs any mention, as the motoring press have commented upon his prowess behind the wheel in no uncertain terms, after nearly every race in which he has taken part. As two of his staunch admirers, we would like to say, "Jolly hard luck, Archie!"

P. ROWE,  
M. J. ROWE,

NEWBY EAST, CARLISLE.

### On Fangio

MAY I, on behalf of all his fans, pay tribute to the greatest G.P. driver of all time—Fangio. Four times World Champion, since his brilliant European début in 1949, "El Chueco" has dominated the G.P. racing scene.

To still be winning *Grandes Epreuves* at 45, against drivers 20 years younger, surely demands unbelievable physical strength and skill. With all due respect to Collins, if Fangio's car had not blown up at Spa and given trouble at Rheims, young Peter would never have been leading this year's World Championship. However, I think Fangio should retire at the end of this season, as it would indeed be a tragedy to see him lose his crown next year because of age. I conclude this letter by saying—

"VIVA FANGIO".

WRAYSBURY, BUCKS.

### On Brooks

WHAT a beautiful exhibition of graceful, considerate motor racing was given by Tony Brooks at Goodwood last Saturday.

ALAN CUTLER.

SHOREHAM-BY-SEA, SUSSEX.

### L.D.O.S. Intervention

I MUST be one of thousands of motor sport enthusiasts who, due to their business or professional commitments, must confine their participation, either as competitor or spectator, to one day of the week, namely, Sunday. However, a body known as the Lord's Day Observance Society has seen fit to

prevent organized sport on Sundays, by the exploitation of a now obsolete law made 200 years ago, to the extent of intimidating innocent promoters with suggestions of possible legal proceedings—and this in what is supposed to be an enlightened day and age.

I was looking forward to attending the International (and note the word International) Prescott Hill-Climb in September. But this was transferred from Sunday to Saturday because the R.A.C. has refused to issue permits for Sunday meetings, thus absolving themselves from becoming an accessory to law-breaking. This is all very well, but let us have more positive and progressive action, and a lead given by those with the sporting motorist's interests at heart, to have the Act repealed.

I am heartily sick and tired of the complacent attitude of defeatism which is being taken in this matter. I wonder how many other readers feel the same?

J.M.B.

TIVERTON, DEVON.

### Oulton Park and Ecurie Ecosse

I HAVE read with interest the letter from Mr. R. M. Craig, Hon. Secretary of the Wirral 100 Motor Cycle Club, and must disagree with his remarks concerning the withdrawal of the Ecurie Ecosse cars at Oulton Park on 18th August.

The conditions were appalling and dangerous in the extreme, with the result that racing was reduced to a watery procession. Surely no fair-minded enthusiast wishes to see a meeting carried on under such hazards.

We know that the stewards relied on the opinions of two drivers for their decision to continue the racing. This should not be. Had the accident that occurred proved fatal, they would have had difficulty in justifying their decision. The stewards' responsibility lies not only to the organizers and the public, but to the entrants, who in turn are responsible for their drivers' lives and much valuable machinery.

Mr. David Murray brought his cars from Edinburgh—in fact, from Sweden—for this event, and it is safe to assume that he arrived with the idea of some serious racing. I consider that he showed good judgment in withdrawing his team when he realized that real racing was impossible.

The *Daily Express* International Trophy race was once called off after six laps owing to bad weather conditions, and the mere fact that the stewards reduced the length of this race indicates that they were not at all happy about the risks involved. Whilst I sympathize with the *Daily Herald* for the financial loss that they must have suffered, I sincerely hope that, if a similar situation arises again, the stewards will have the strength to abandon the meeting.

JOHN M. WILLIAMS.

LONDON, W.11.

### Formula 1 and Formula 2

I SHOULD like to say a few things about Mr. J. H. Paterson's letter concerning F2.

Only a year ago did I become a racing enthusiast, yet even I know that the only reason the *Grandes Epreuves* of 1952 were run under F2 was that there were no cars to challenge the 4½-litre Ferrari (Alfa Romeos had withdrawn from racing and one must discount the 1½-litre blown B.R.M.).

With the host of F1 cars likely to be racing next season—Ferrari, Maserati, B.R.M., Vanwall, Connaught and Bugatti (?), I'm sure that F2 will not take over the F1.

PETER KENNISH (Aged 14).

EPSOM, SURREY.

### An Austin Which Gets Around

WHILE reading AUTOSPORT, dated 10th August, page 167, I was interested to note that Mr. H. G. Kendrick had won the French as well as the British Mobilgas Economy Run in an Austin A90 Westminster, registered number SOL 125. Being sure that I had seen that number before, I looked through back copies of AUTOSPORT and found at the top of page 143 of the 3rd February, 1956, issue, a picture of the same Austin A90, SOL 125, it being the W. M. Couper car which won the Grand Prix in the *Concours De Confort* in the Monte Carlo Rally, so this car has quite a history.

ROGER WINDLEY.

WOODHALL SPA, LINCS.

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

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## Correspondence—continued

## Formula 3

MAY I congratulate David Pritchard on his excellent report of the September Brands; at least one reporter seems to be able to write an unbiased report of Formula 3 racing!

Your correspondent, Mr. Andrew C. Ferguson, should really get his facts straight before placing them on record. I think he will find that Mr. Carter (Correspondence, 7th September) does not use any official pass to attend race meetings but is in fact one of the "Tip-Toe" squad which Mr. Ferguson seems to look down upon, but of which squad I am very proud to say I am a member.

As far as the rush for the gates after Moss had won at Silverstone, I presume Mr. Ferguson means the *Daily Express* meeting and indeed I can explain the reason, which is simply that the majority of the people who left the meeting were drivers who had taken part in previous events and I think if he takes the trouble to check this the local Constabulary will bear me out on that point. Apart from these drivers a few other people did make their way home, but surely this is something which occurs at all sports meetings and not just at motor races. Granted these people are not the true enthusiasts, but many car owners like to be on their way before the whole crowd make for the exits.

Personally, I would rather watch our Formula 3 champion, Jim Russell, driving his usual fine race in his 500 c.c. Cooper, superbly tuned by Steve Lancefield, than a hundred other cars throwing treads, and I must admit that vintage car racing, although interesting, fails to thrill me half as much as watching Russell, Parker, Wicken, Bridger, Bueb and Stuart Lewis-Evans, to name but a few, really dicing for the lead in one of the races which your correspondent so obviously despises and believe me he is not speaking for the public as a whole when he expresses amazement at the way in which

the drivers stand the noise. Give me the crackle of the 500s to the whine of the bigger machinery any day.

M. LAVENDER.

REDHILL, SURREY.

## Formula 1—Mid-Cheshire Club Comment

I WOULD be grateful, as one actively concerned in the promotion of the Gold Cup since its inception, if you could spare me a little space to answer the criticisms which have appeared in your columns regarding our decision not to run this year's event for Formula 1 cars.

Last year the entry included works teams from Lancia (first time in this country), Ferrari, Maserati, Connaught, Vanwall and B.R.M. and the starting moneys hovered around the five-figure mark. In spite of a field rivalling any previous International turnout in this country, and a perfect day, the Mid-Cheshire Motor Club stood a substantial financial loss, maybe due in some small way to the poor advance publicity afforded by certain sections of the sporting press to an event run by a club with its headquarters outside London.

To cap it all, we were not granted an International Permit for this year's event—a bitter pill when one remembers the negligible foreign participation in "Internationals" promoted by some of the larger Clubs—and to promote a Formula 1 race on a National Permit would be sheer folly. And so we decided to run this year's Gold Cup for sports and racing cars up to 1,500 c.c. with a much-needed refinement in that all moneys paid out to competitors will be in the form of a lengthy and substantial prize list—payment by results, in fact.

I voice the opinion of all Northern enthusiasts as well as my own club when I say how delighted we are to include the AUTOSPORT Three Hours Final in our programme.

G. R. HALL, *Mid-Cheshire Motor Club, Ltd.*

HARTFORD, CHESHIRE.

## BREEZY GOSPORT SPRINT

David Good (E.R.A.) Fastest in Southern Speed Trial—Three Class Wins for Patsy Burt

THE Gosport A.C. was blessed with a fine day for its speed trials, held on Sunday, 2nd September, though a strong breeze blowing against the cars held back the times of the smaller vehicles. There was a varied entry, and some close competition in the classes.

Among the saloons, Claude Tipper's Renault and J. Burke's Porsche scored class wins, and Patsy Burt's gleaming Aston Martin took a class award, and the one for fastest saloon car. Out of a gaggle of M.G.s, M. Potter-Moore was fastest, with 17.56. Ken Rudd had his usual success with the A.C.-Bristol closely pressed by R. D. Jennings, while C. T. Atkins had a fairly easy win in the big sports class, his lovely silver 300SL flashing down the course in 15.32.

Reg Bicknell and John Coombs fought a close duel all day with a

couple of Lotus-Climaxes, the cars wagging their tails vigorously every time the drivers changed gear, and making a crisp howl which echoed round the bay. John Fisher's Revis-Borgward showed some astonishing lean-angle on the rear wheels, and fairly flew up in 16.23. Ian Smith's "old-fashioned" Lotus was immaculate as usual, but, for once, outclassed. The big sports-racing cars provided a great duel between Gillie Tyrer's C-type Jaguar, and Peter Wooley's large yellow Allard, which was aptly christened "Butch"! There was an eventual dead-heat though the Allard was a fraction faster on its first run. The Cripps Special gave forth much thunder and smoke, and Patsy Burt also drove a DB3S in an impressive 15.20, while Mr. Atkins got down to 15.06. The 500s went to R. B. James, in 15.65. D. R. Good (E.R.A.) simply streaked

away from the line, and, on his second run, made B.T.D. Southon's familiar Becke Powerplus seemed a little light at the rear end on the bumps, Daniel Richmond and his wife shared the ear-splitting Rapier, the E.R.A.-Delage was beaten (somewhat surprisingly) by John Coombs's Lotus, which went up in 15.25, and Ian Smith stripped his car of road equipment, and announced that it was now the "first formula 2 Lotus in existence!"

Of the unlimited racing cars, Peter Wooley made a startling run in "Butch", taking only 14.29, and using up quite a lot of the narrow road, bringing a very pleasant meeting to a close.

A. HOLLISTER.

## Results

**B.T.D.:** D. R. Good (E.R.A.), 14.13 s.  
**Sports/Racing Cars (tie):** G. Tyrer (Jaguar), P. Wooley (Allard), 14.43.

**Sports Cars:** C. T. Atkins (Mercedes 300SL), 15.32.

**Saloon Cars:** Miss P. Burt (Aston Martin DB2-4), 16.55.

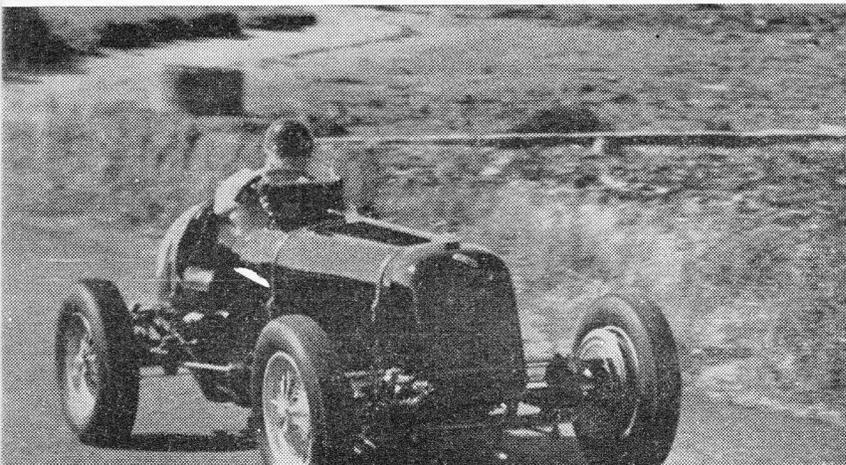
**Ladies' Award:** Miss P. Burt (Aston Martin DB3S), 15.20.

**Saloon Cars, up to 1,200 c.c.:** C. Tipper (Renault), 24.60 s. **1,201-2,500 c.c.:** J. Burke (Porsche), 17.91. **Over 2,500 c.c.:** Miss P. Burt (Aston Martin), 16.55. **750 Formula:** V. N. Hood (Austin), 20.47.

**Sports Cars, 1,101-1,500 c.c.:** 1, M. Potter-Moore (M.G.), 17.56; 2, R. Fitzwilliam (M.G.), 19.05; 3, J. Derisley (Lotus), 19.11. **1,501-2,700 c.c.:** 1, K. N. Rudd (A.C.-Bristol), 16.36; 2, R. D. Jennings (A.C.-Bristol), 16.53; 3, — Robinson (A.C.), 17.76. **Over 2,701 c.c.:** C. T. Atkins (Mercedes 300SL), 15.32.

**Sports/Racing Cars, up to 1,100 c.c.:** C. P. McNaughton (Elva), 16.91. **1,101-1,500 c.c.:** 1, R. Bicknell (Lotus-Climax), 14.87; 2, J. Coombs (Lotus-Climax), 15.70; 3, J. Fisher (Revis-Borgward), 16.23. **Over 1,500 c.c.:** 1, P. Wooley (Allard) and G. Tyrer (Jaguar), (tie) 14.43; 3, A. M. Park (Tofeiro-Bristol), 14.86.

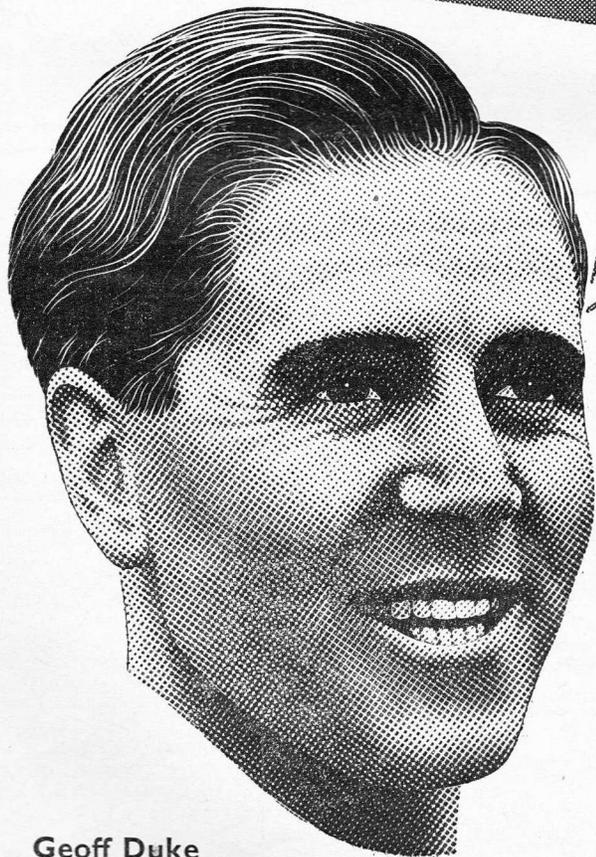
**Racing Cars, up to 500 c.c.:** 1, R. B. James (Cooper-J.A.P.), 15.65; 2, R. F. Mayne (Cooper-J.A.P.), 15.79; 3, C. A. N. May (Cooper-J.A.P.), 15.82. **501-1,500 c.c.:** 1, D. R. Good (E.R.A. (S)), 14.13; 2, J. Coombs (Lotus), 15.25; 3, V. Burnand (E.R.A.-Delage (S)), 15.52. **Unlimited:** P. Wooley (Allard), 14.29.



★  
**GOOD GOING:**  
David R. Good making B.T.D. at Gosport in 14.13 secs. with his 1½-litre supercharged E.R.A.

★

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**THE MASTERPIECE IN OILS**



## Club News

By **STUART SEAGER**

IN this issue will be found a description of yet another system of two-pedal control for the modern motor car—the “Standrive”—and we can imagine the sour faces there will be, as the “real motorists” see another nail hammered into the coffin of “real motoring”. But is this tendency towards simplified control really so degenerate? As far as we can see, this new (and cheapest yet) device in no way impairs the efficiency of the vehicle, except perhaps for all-out standing starts. It merely means that instead of the enormously complex co-ordination of two hands and two feet necessary to change gear, one cuts that by 25 per cent. by arranging that “the hand that moves the lever works the clutch”—a development so logical that its seems amazing that it was not brought in years ago.

\* \* \*

ON 6th October, the **500 M.R.C. of Ireland** are holding a closed-to-club race meeting at Kirkistown, Co. Down, with events for saloons, Ford specials, 500s and a race for Triumphs and Austin-Healeys only. Entries close tomorrow (22nd) with J. Robb, Lynwood, Marino, Co. Down. . . . There is another Brunton besides the hill-climb venue in Sussex, and at Brunton Airfield, Northumberland, on 7th October, the **Border M.R.C.** are holding a series of High Speed Trials for members only, over a 1½-mile circuit. Details from Ian Scott-Watson, Harelaw L'Moor, Greenlaw, Berwickshire. . . . Another closed-to-club event on 7th October is the **Hagley & D.L.C.C.** Worcestershire Trial, which is partly “observed sections” and partly driving tests. Details are obtainable from G. I. Tucker, 115 Bewdley Hill, Kidderminster. . . . “Mud-plug” trials are also appearing again, and on the list we have the **Taunton M.C.** Allen Trophy Trial, to be held on 30th September. This is a B.T.D.A. Gold Star event and is also open to members of the Bristol,

West Hants & Dorset, London, Southsea, Cheltenham, West of England and Sunbac, plus R.A.C. Trials Championship entrants. The course will be at Elworthy, Somerset, and entries must be in by 26th September to B. Fitzwater, Othery Service Station, Othery, Bridgewater, Som. . . . Also open to B.T.D.A. and R.A.C. Trials Championsippers is the **Southsea M.C.** President's Trophy Trial on 14th October. It is also open to the West Hants & Dorset, Maidstone & Mid-Kent, Kentish Border, London, Taunton and Sunbac. Start and finish are near Liphook, Hants, and entries close on 8th October with T. C. Juniper, Pemberley House, Langstone Road, Havant, Hants. . . . Turning to rallies again, the **Warrington & D.M.C.** are running their third Autumn Rally on 14th October and have invited the Chester, Rhyl, Wirral 100, Lancashire, Lancashire & Cheshire, Liverpool and Manchester University M.C. The 160-mile route starts and finishes near

**OPEN AND SHUT**—but both M.G.s. Angles of roll are in contrast as G. A. Lawrence (TC) and G. R. E. Wallis (Magnette) take Woodcote during the M.G.C.C. Silverstone Meeting.

Warrington, and regulations are obtainable from R. J. Mann, 2 Waverley Avenue, Appleton, Warrington, Lancs. . . . The **Harrow C.C.** are running a closed evening rally on 6th October, which will finish about 1 a.m. after a 100-mile route. Details from P. B. Jones, c/o Finchley Motors, 23 Ballards Lane, London, N.3. . . . The **Anglia & Prefect Owners' Club** have now been granted R.A.C. recognition and are holding a closed “Harvest Rally” on 30th September, for which details may be obtained from J. Steel, 590 Staines Road, Bedfont, Middlesex. Incidentally, the club are forming a racing team for next year's season, and anyone interested should contact the Club secretary, P. J. Fletcher, 8 Queensway, Sunbury-on-Thames. . . . Another closed-to-club rally is that being held by the **Mid-Thames C.C.** on 6th-7th October. This is a 12-hour, 200-mile affair, and enquiries should go to A. T. Rogers, 9 Stanley Crescent, London, W.11. . . . The South-East Centre of the **M.G.C.C.** meets on 27th September at the Dulwich Wood House, near Crystal Palace, and at the Three Jolly Wheelers, Woodford Bridge, Essex.

### B.T.D.A. GOLD STAR

AT the beginning of the new rally season, the British Trials Drivers' Association have published the following list of places as they stand at present for the “Gold Star” Rally Competition and for the ladies’ “Silver Garter”. Places in the “Silver Star” competition will be published shortly.

#### “GOLD STAR”

1, J. Waddington, 83 points; 2, Dr. J. T. Spare, 75; 3, F. Snaylam, 62; 4, W. G. E. Mackintosh, 51; 5, A. L. Yarranton, 46; 6, G. H. F. Parkes and P. G. Cooper, 35; 8, Mrs. R. Beaumont and L. Griffiths, 34; 10, S. D. Silverthorne, 29.

#### “SILVER GARTER”

1, Miss Angela Palfrey, 28 points; 2, Miss Pat Ozanne, 16; 3, Mrs. Y. Jackson, 11; 4, Mrs. E. R. Einhorn.

### Coming Attractions

**September 21st/22nd.** London M.C. London Rally. Finish, Queen's Hotel, Farnborough, Surrey.

**September 22nd.** Mid-Cheshire M.C. Daily Herald Gold Cup meeting, Oulton Park, near Tarporley, Cheshire. Start, 11 a.m.

Sheffield and Hallamshire M.C. Sprint Meeting, Sandtoft Aerodrome. Start, 3 p.m.

**September 23rd.** Yorkshire S.C.C. Gunter Trophy Sprint Meeting, Croft Airfield, near Darlington, N. Yorkshire. Start, 2 p.m.

West Hants and Dorset C.C. Knott Cup Trial, Wool Heath, Bovington Camp, near Wareham, Dorset. Start, 12 noon.

Kentish Border C.C. and Sevenoaks and D.M.C. Inter-Club Driving Tests, Detling Airfield, near Maidstone. Start, 11 a.m.

Wolseley Hornet S.C. (Midlands Area). Driving Tests, Honeybourne Aerodrome, near Evesham, Wores. Start, 2 p.m.

Lagonda Club. Concours d'Elégance, Brimpton Grange, Milton Common, Wheatley, Oxon. Start, 12 noon.

**September 29th.** Winfield J.C. National Race Meeting, Charterhall, Berwickshire. Start, 1.30 p.m.

British Racing and S.C.C. National Race Meeting, Silverstone.

Blackburn Welfare M.C. Race Meeting (motor cycles and 500 c.c. cars), Brough Aerodrome, Yorkshire. Start, 1 p.m.

**September 30th.** G.P. of Modena (S), Modena, Italy.

Berwick and D.M.C. Sprint Meeting, Winfield Aerodrome, Berwickshire. Start, 2 p.m.

Hagley and D.L.C.C. Speed Trial, Staverton Airfield, near Cheltenham, Glos. Start, 1 p.m.

Mid-Thames C.C. Gymkhana and Driving Tests, Wimbledon Stadium, London. Start, 11 a.m.

## Eire Trials Season Opens

FOR a number of weeks now Irish enthusiasts have been sitting around looking at the rain and having a wonderful holiday wondering if, in fact, a second Deluge had come. To make matters worse, the racing season such as it was had finished and the trials season had yet to begin.

Sunday, 9th September was a memorable day in many ways. It saw reasonably good weather and it saw the end of our sporting doldrums with the Kilkenny Club's "Traders' Cup" Navigation Trial. As it happened this was an excellent trial and an auspicious opening to the winter season. The entry was small, but select, and right from the start competitors found themselves up against it, in 130 miles of difficult navigation and eight excellent driving tests. A scant six miles from Kilkenny City, according to road books, was a bridge at a place called Eske. On this bridge were painted some letters to be duly entered in the road book before proceeding to Barrack Village, No. 1 control and the first test. Alas for the unwary, there was a second bridge a few hundred yards farther on also with a number on it (there since a previous trial). Those who noted the wrong number (about 50 per cent. of the entry) found themselves racing up and down a few small by-roads, cursing the Ordnance Survey for "making the 1/4-inch maps wrong", and failing utterly to find Barrack Village.

During these excitements "close things" were the order of the day. Paddy Tynan's Minor and Don O'Brien's Volkswagen came a mite too close, with resultant changes of wing contours, and a little later at the Ballykealey Control and test, a front wheel collapsed in the Minor putting Paddy Tynan hard into a solid wall, and out of the Trial. This held up part of the field until such time as the damaged Minor could be moved off the test site.

The route then swung south west, and test 3 was at Kilcooley Abbey, better known as "The Quarry" and scene of many "Stonethrowers" tests. The scheme was to go forward into three garages: no—they were *not* conveniently sited for fast manoeuvring and Sam

Logan (Volkswagen) put up B.T.D. Thence down into the intricacies of the South Co. Kilkenny Hills and soon competitors were passing and repassing in all directions as navigators strove to disentangle themselves from a maze of third class roads which wound hither and yon along the edges of two, and for a while, three, 1/4 in. scale map sheets.

Bobby and Anita Newell in Bryan Hood's Ford Special (which would only digest a mixture of benzole and petrol with its 9 to 1 compression ratio) had long since disappeared from the hunt, hopelessly lost. Later as each crew struggled—or we should say rocketed—into the Final Control at Kilkenny with nothing to spare on time, they were wont to look around and register mild surprise to find that in fact all but two

(the unfortunates already mentioned) had succeeded in finishing.

The tests were of a very high "Country" standard, that is, they combined trickiness with a certain amount of roughness. Sam Logan and Heber MacMahon were the star performers in the tests and the final result of the day's excellent fun and games was that Heber MacMahon won the Traders' Cup for the third successive year, and Kilkenny Club set a headline with this trial, for other clubs to follow throughout the coming season.

J. O'DONOGHUE.

### Results

**Best Performance:** H. G. MacMahon (Volkswagen), 305 points lost; 2, S. H. M. Logan (Volkswagen), 335.5; 3, T. Statham (Anglia), 366.5; 4, D. P. Jones (Volkswagen), 377.5.

### MANCHESTER DRIVING TESTS

THE M.G. Car Club (North-Western Centre) held their Invitation Driving Test Meeting on 2nd September, at Manchester. The event was divided between two venues. The morning session was at the premises, and by the courtesy of, Messrs. H. & J. Quick, Ltd., of Old Trafford, where two intricate "wiggle-woggles" were all set to trap the unwary. Mention must be made of the great help provided by Norman Quick and his band of helpers during the whole event.

FRANCIS PENN.

### Results

**Up to 1,000 c.c.:** Closed Cars 1, J. F. Livingston (Standard), 273.5 marks lost; 2, D. Pilkington (Austin), 307.4. **Open Cars:** No award. **1,001-1,500 c.c. Closed Cars:** 1, G. K. Armstrong (Ford), 287.1; 2, J. D. Irlam (Ford), 299.2. **Open Cars:** 1, D. G. Scott (M.G.A.), 317.7. **Over 1,500 c.c.:** Closed Cars: 1, W. W. Wallis (Vauxhall), 306.4. **Open Cars:** 1, H. L. Livingston (TR2), 254.2; 2, J. A. Ashall (TR3), 263.6. **Specials:** 1, E. Smith (Ford), 287.7.

**Ladies' Award:** 1, Mrs. E. Ashall (TR3), 304.8. **Team Award:** H. L. Livingston (TR2), J. S. Livingston (Standard), P. J. Anton (Ford), 829.7 aggregate.

### ANGLO-AMERICAN TESTS

BULBOUS, unwieldy American cars and nippy little British sports machines sped about the runways in sharp contrast, in the challenge driving test meeting held between the Yorkshire Centre, B.A.R.C., and the 7536 Material Section, United States Air Force, at Holme-on-Spalding-Moor, East Yorkshire, on 9th September.

Altogether 54 competitors took part in the event which was run off on a handicap basis and resulted in a win for

the B.A.R.C. Two preliminary tests were used to decide the handicapping and four other tests decided the results. Some of the Americans were driving very large transatlantic saloons and had never driven in an event of the type before.

PETER CRAVEN.

### Results

**B.A.R.C.:** 1, S. Larvin (Triumph TR3), 175.8 marks lost; 2, E. Batte (Ford Anglia), 176.8; 3, R. Whitley (Ford Zephyr), 178.6.

**U.S.A.F.:** 1, J. N. Hudson (Triumph TR3), 208.6; 2, W. A. Tucker (Ford V8 Customline), 210.2; 3, J. N. Doyle (TR3), 212.6.

### Aston Martini—continued

engine, an H.W.M.-like body and a complex suspension system, with cantilever quarter elliptics at the rear. It made a shattering din but although fast on the straights seemed rather a handful. There were only two Formula 3 performers: Stuart Lewis-Evans and R. W. Colton, the latter being mounted in one of the older Mark IX Coopers with only a J.A.P. engine; thus Stuart had things very much his own way—at least on the first run, which was to stand as B.T.D. However, on the second attempt, his transmission seized momentarily at Kidney Bend sufficiently to fling the little car off the road and for Colton to get past, before a puzzled Lewis-Evans, finding the engine still running, crept gingerly back to the paddock in bottom gear, an unexpected finish to a novel day's high-speed sport. Here's to the next time!

STUART SEAGER.

More Club News overleaf

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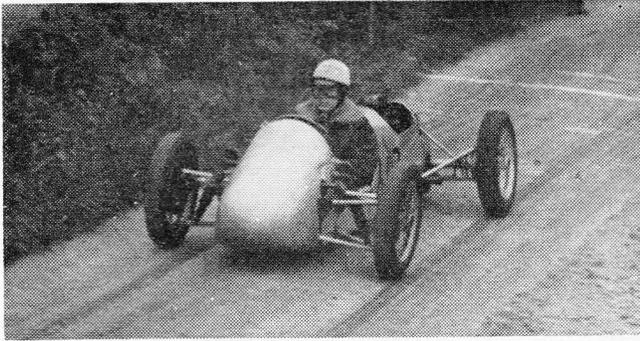
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IN FATHER'S FOOTSTEPS—and his Staride—17-year-old John Fenning won the novice's award at Brunton.

COLLECTOR of ladies' records, Patsy Burt (right) added another one to the list, driving a DB3S.



# BRUNTON

Tommy Sopwith (Lotus) makes B.T.D.

THE S.W. Centre of B.A.R.C. held another of their popular hill-climbs at Brunton on Sunday last. A good entry, with some very fast sports-racing machinery, plus the innovation of a 500 racing class, promised good sport. The weather held dry, but was gloomily overcast all day, with a cold wind on the upper slopes. Before the meeting started, Dr. Havard spoke a few words of tribute to the late Professor A. M. Low, and the crowd stood for a few moments in silence.

Proceedings opened with A. J. Lumsden-Cook's Standard, which vanquished the much-travelled Renault of Dr. and Mrs. Havard, in 39.56 on its first run. Class 2 went to Mrs. Jean Bloxam, driving a Ford (though the programme said Aston Martin), with J. M. Bloodworth, who is usually in the time-keeping department, in second spot with a similar car.

Edgar Wadsworth only made one run with his Healey, but this was fast enough to take Class 4, with 30.62, though he was hard pressed by Ron Cooper, who drove his Riley hard to record 31.10 on his best run.

Class 5 finally went to John Shutler, who brought the Invicta, now painted maroon, to the top in 29.13, despite earlier petrol troubles. Farquharson's Allard coupé, hiding a Cadillac engine, was very rapid, but wiggled about on the upper slopes in rather disturbing fashion.

Class 6, for closed (as opposed to saloon) cars went to J. Burke's Porsche, which went like a bullet to record 28.25, beating Alastair Park's A.C. Aceca by just over one second. In the next closed class all three runners only made one trip, but Tom Sopwith's 26.62 with the 300SL was fast enough to win, and looked pretty terrific. Patsy Burt, no mean performer at Brunton either, got down to 27.41 with her immaculate DB2/4. Of the 750s, N. E. Davis went very smartly up in 32.13, while J. G. W. Marsh's Austin sported a highly patriotic colour scheme, and took 33.69.

Class 9 contained quite a lot of runners, and finally went to Jeff Sparrowe's evergreen M.G. saloon, beating the open cars with a very rapid run

in 29.40. For once, the smaller Lotuses were out of the running, and H. M. Denton's car was particularly unwell. M. J. Reid's M.G. had been well thrashed round Silverstone on the previous day, but managed to win its class in 31.58, while the next section went to J. R. Rudd, who made his usual effortless trip in 26.07, well ahead of anyone else. J. R. W. Hickman's tiny Elva was extremely fast "up top" and took 26.42, but spun smartly on its second run, thus providing the only "incident" of the day.

Class 15 saw some interesting Sports/Racing types, and Tom Sopwith made a tremendous first run in 24.91, making B.T.D., though he was closely pushed by Alastair Park's Tojeiro, with 25.10. On his second trip, Sopwith had quite a slide away from the line, and his time suffered thereby. Rudd's Frazer-Nash made another perfect run, this time in 26.04, which gave him the class, as both Sopwith and Park qualified for separate awards. The "big boys'" class went to the mighty Cripps, which thundered up in 26.64, "W.L." at the helm, though, in the same class, Patsy Burt's DB3S only took 25.92, which gave her a new ladies' record, and a separate award.

The final class consisted of 500s, and possibly the outstanding run was by young John Fenning, who, in his very first event, at 17 years of age, beat "Dad" by a fraction of a second, and obtained the Novices' Award. It looks as if the ranks of the 500s have gained a promising driver. The actual class went to that veteran of 500 sprints, C. A. N. May, who made a well-judged trip in 25.34. It is hoped that things like E.R.A.s will be heard at Brunton in the future, for the advent of racing cars gave this popular event just that little extra something to round off a very good day's sport.

## A. HOLLISTER.

### Results

**B.T.D.:** T. E. Sopwith (1,498 c.c. Lotus), 24.91 s. **Fastest S.W. Centre Member:** A. M. Park (1,971 c.c. Tojeiro), 25.10. **Fastest Lady Driver:** Miss P. Burt (2,922 c.c. Aston Martin), 25.92. **Fastest Closed Car:** T. E. Sopwith (2,996 c.c. Mercedes), 26.62. **Fastest Novice:** J. Fenning (498 c.c. Staride), 26.41.

**Saloons up to 950 c.c.:** A. J. Lumsden-Cook (948 c.c. Standard), 39.56. **951-1,400 c.c.:** Mrs. J. Bloxam (1,172 c.c. Ford), 39.42. **1,401-1,900 c.c.:** G. C. Langdon (1,489 c.c. M.G.), 35.11. **1,901-2,750 c.c.:** E. B. Wadsworth (2,443 c.c. Healey), 30.62. **Over 2,750 c.c.:** J. A. Shutler (4,467 c.c. Invicta), 29.13.

**Closed Cars up to 2,000 c.c.:** J. J. Burke (1,498 c.c. Porsche), 28.25; 2. A. M. Park (1,991 c.c. A.C.), 29.09. **Over 2,000 c.c.:** T. E. Sopwith (2,996 Mercedes), 26.62.

**Sports Cars up to 950 c.c.:** N. E. Davis (747 c.c. Austin), 32.13. **951-1,400 c.c.:** 1. J. M. Sparrowe (1,498 c.c. M.G.), 29.40; 2. S. C. Gray (1,172 c.c. Grayford), 30.16; 3. G. V. Coles (746 M.G. (S)), 30.51. **1,401-1,900 c.c.:** M. J. Reid (1,489 c.c. M.G.), 31.58. **1,901-2,750 c.c.:** 1. J. R. Rudd (1,971 c.c. Frazer-Nash), 26.07; 2. N. A. Wood (2,580 c.c. R.G.S. Atalanta), 27.93; 3. J. B. Banbury (1,991 c.c. Morgan), 28.46. **Over 2,750 c.c.:** D. L. Mather (3,485 c.c. SS 100), 29.54.

**Sports-Racing Cars up to 1,200 c.c.:** J. K. W. Hickman (1,098 c.c. Elva), 26.42. **1,201-2,000 c.c.:** 1. J. R. Rudd (1,971 c.c. Frazer-Nash), 26.04; 2. E. G. Willmott (1,467 c.c. Lotus), 27.72. **Over 2,000 c.c.:** 1. W. L. Cripps (5,300 c.c. Cripps (S)), 26.56; 2. P. L. Farquharson (4,375 c.c. Allard), 26.96.

**Racing Cars up to 500 c.c.:** 1. C. A. N. May (497 c.c. Cooper), 25.22; 2. R. W. Colton (497 c.c. Cooper), 25.34.

## Recent Results

### LEICESTERSHIRE C.C.

#### Autocross, 2nd September

**B.T.D.:** J. L. Thomson (Dellow), 67 s. **First Class Awards:** E. D. Beaumont (Dellow), 74.5; T. B. Williams (Morris Minor), 83.5. **Team Award:** Beaumont, D. B. Hercock (TR2), A. Payne (Ford).

### MARCONI A.C.

#### Driving Tests, 2nd September

**Best Performance:** R. N. Richards (M.G.A.). **Best M.A.C. Performance:** B. Foreman (TR2). **Class Awards, Open Cars up to 1,200 c.c. A. C. Westwood (Dellow), 1,201-1,600 c.c.:** P. F. Steiner (M.G. TD). **Over 1,600 c.c.:** D. P. Davis (TR2). **Closed Cars, up to 1,200 c.c.:** 1. D. H. Thompson (Ford Anglia); 2. D. P. Davis (Renault 750). **1,201-1,600 c.c.:** R. P. Lumsden (M.G. Y-type). **Over 1,600 c.c.:** 1. M. M. Wallace (TR3 hardtop); 2. J. C. Smith (Jaguar XK 140 hardtop). **Specials, Open:** Miss D. J. Freeman (Wilson-Ford). **Closed:** G. C. Davies (Fordette). **Ladies' Award:** Miss I. Collins (Dellow).

**Club Teams:** 1. Marconi A.C.; 2. Thames Estuary A.C.; 3. East Anglian M.C.; 4. Riley M.C. **Individual Team:** Westwood, Smith, Richards.

### WEST ESSEX C.C.

#### Essex Rally, 2nd September

**Best Performance:** F. A. Freeman/I. Terry (M.G. TF). **Class Awards, Open Cars, up to 1,300 c.c.:** P. A. Davis (M.G. TD), 1,301-2,000 c.c.: F. Wilcox (TR2). **Over 2,000 c.c.:** B. V. White (Jaguar XK 120). **Closed Cars, up to 1,300 c.c.:** A. K. Hirst (Morris Minor), 1,301-2,000 c.c.: J. D. Holder (Jowett Javelin). **Over 2,000 c.c.:** J. C. Wildsen (Sunbeam).

### BURNHAM-ON-SEA M.C.

#### Driving Tests, 2nd September

**Best Performance:** A. L. Hallpike (Ford Prefect). **Open Cars:** J. E. J. Wensley (Ford Spl.); 2. J. Buncombe (M.G. TF). **Closed Cars:** J. M. Bowles (Renault). **Best Novice:** K. West (TR2).

### CIRCLE C.C.

#### Sussex Rally, 9th September

**Best Performance:** D. L. Greenwood (M.G.A.). **Best in opposite class:** T. F. Leeper (Ford Consul). **First Class Awards:** G. F. Daws (Ford Zephyr); R. Coleman (Standard 10). **Second Class Awards:** E. C. Pearson (Ford Anglia). **Team Award:** T. F. Leeper, G. D. Costin (Humber Hawk), K. W. Barrow (Ford Anglia).

# AUTOSPORT

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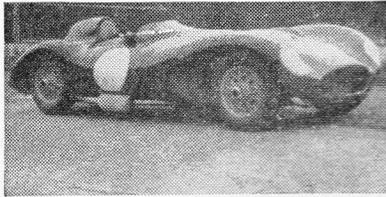
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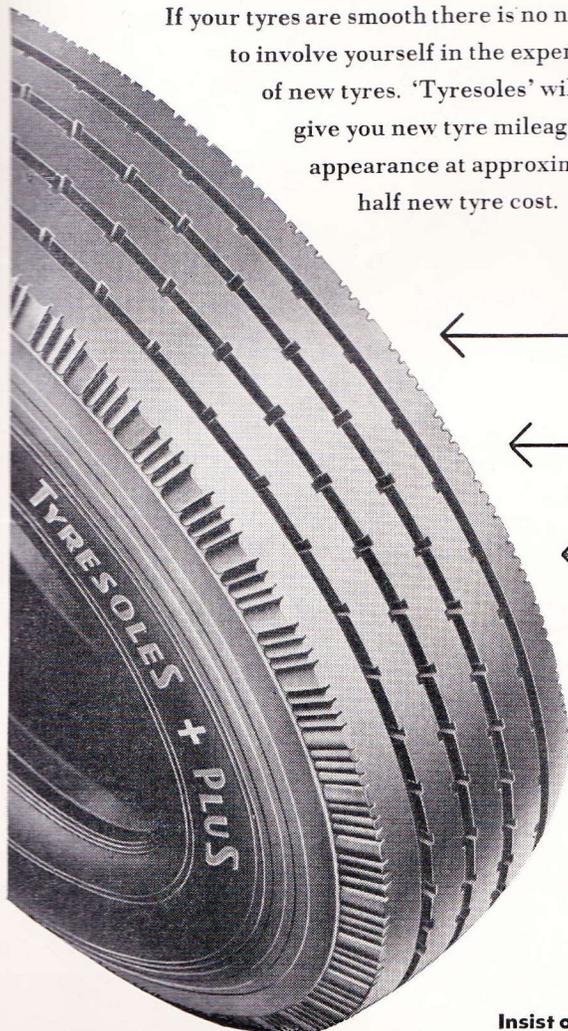
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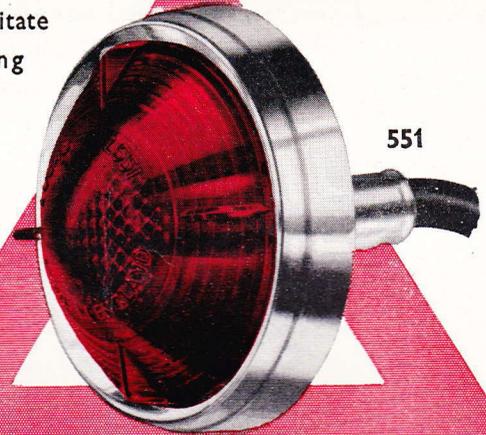


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