

# AUTOSPORT

SEPTEMBER 28, 1956

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EVERY FRIDAY

Vol. 13 No. 13

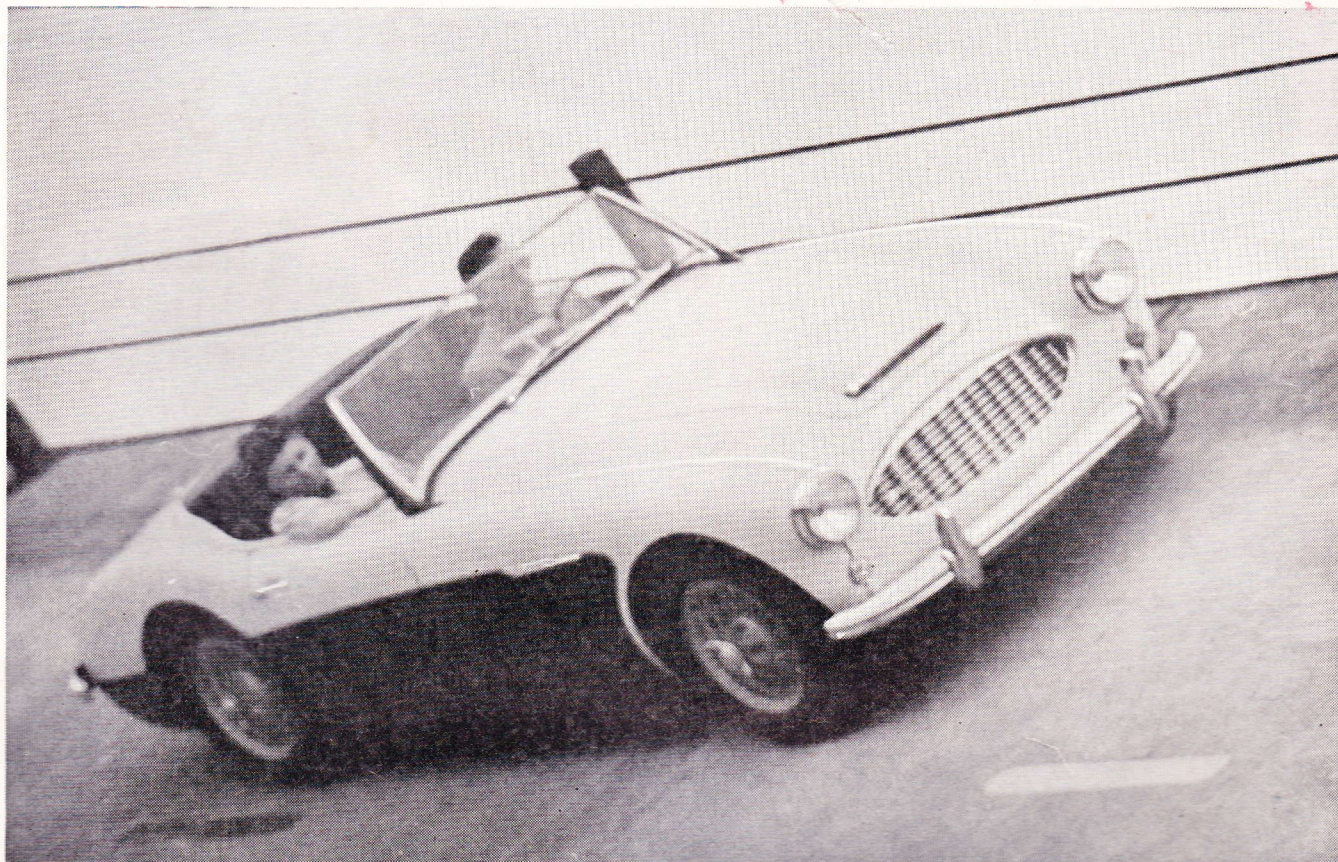
BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

GOLD CUP MEETING AT OULTON PARK : GOODWOOD SEASON CLOSES : JOHN BOLSTER TESTS A SPECIAL SIMCA  
"AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP—THE RESULTS : THE KNOTT CUP TRIAL





## Setting the pace for tomorrow

### *A word from Donald Healey about the Healeys at Bonneville*

The special Austin Healey I drove at Bonneville in August did a measured mile at 203 mph. Another averaged 150 mph for a thousand kilometres. It also broke a lot of records, but that's by the way. Because our real aim was to prove something vitally important to every future owner of a Healey 100 Six. We wanted to show that basic engine parts, transmission, and chassis can stand up to heavy punishment. Well, we certainly proved it up to the hilt.

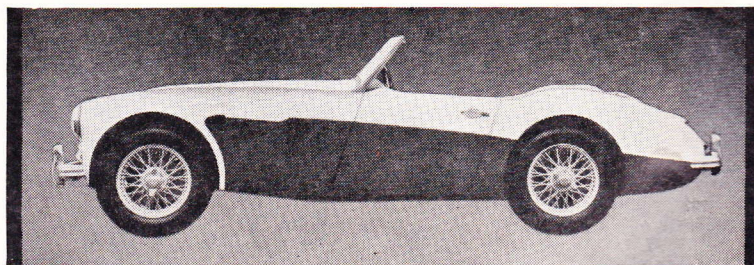
### **SETTING THE PACE IN PACE**

The new Austin Healey 100 Six is the fastest sports car Austins have ever made. It easily tops the hundred mark. But the most exciting thing is the acceleration, the sheer bite of the new 6-cylinder 2.6 litre engine. And with stepped up engine power it's got stepped up gear ratios too.

### **SETTING THE PACE IN EVERY WAY**

Examine the car itself. The beautiful new duotone colours. The new seating, with room for two more occasional passengers. The thick fitted carpet, the leathercloth facia, the real leather upholstery. Wherever you turn you see that the new Healey is more than ever a luxury sports car. Yet for a car of its class it's still most reasonably priced at £762 plus £382.7.0 purchase tax. Overdrive, wire wheels, road speed tyres, and heater are available at extra cost.

*The new*  
**AUSTIN  
HEALEY 100 SIX**



The Austin Motor Company Limited, Longbridge, Birmingham.



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 13

September 28, 1956

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## CONTENTS

	Page
Pit and Paddock . . . . .	387
Sports News . . . . .	388
The Tour de France . . . . .	389
John Bolster Tests the Simca Coupé de Ville . . . . .	390
The Rover Gas Turbine Car . . . . .	391
93.88 M.P.H. For the Standing Mile by Cooper-J.A.P. . . . .	392
The T.T. in 1957? . . . . .	393
Salvadori's "Grand" Victory — "Daily Herald" Gold Cup Meeting at Oulton Park. . . . .	394
The Knott Cup Trial . . . . .	403
Goodwood Finale, 1956 . . . . .	404
Correspondence . . . . .	408
Club News . . . . .	410

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

Editorial and General Office PADDington 7673  
Advertisement Department PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Circulation Manager ERIC G. WATSON

Annual Subscription £4 9s. 0d.

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

Direct from the Publishers or all Newsagents

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## EDITORIAL

### SUCCESS OF THE "THREE HOURS"

EVERYONE appears to agree that the AUTOSPORT Three Hours Race at Oulton Park last Saturday was a most successful event. The casualty rate was surprisingly low, with 16 of the 21 starters still running at the end! On the whole, the credit laps system worked out extremely well, the first three cars actually being on the same lap when the Fitzwilliam/Carnegie M.G. was flagged as the victor, and incidentally as winners of the AUTOSPORT Championship Trophy. Greatest distance was covered by Ken Rudd (A.C.-Bristol), who also amassed the largest number of points during the Championship series. Both Rudd and John Dalton (Austin-Healey), were on the scratch mark, finishing second and fourth respectively, having to concede nine laps to the eventual winners. AUTOSPORT offers its congratulations to Fitzwilliam and Carnegie on being winners of the first Championship event, and also to the class winners, J. Lawry (Lotus VI), D. J. Calvert (H.R.G.), Rudd and Dalton. Many lessons have been learned in running this Championship, and in making the "Three Hours" as the final of the Championship proper, the organizers did so in view of the number of entrants who were unable to obtain entries for certain of the qualifying events. For 1957, some modification will be necessary, but it is almost certain that the "Three Hours" at Oulton Park will again culminate the series.

### COOPERS ON TOP

As generally anticipated, the new Formula 2 Coopers carried off the main awards in the *Daily Herald* Gold Cup race at Oulton Park. Roy Salvadori drove brilliantly, and led from start to finish, to collect the £1,000 first prize, leading the Cooper team to victory. Lotus dominated the sports category, running more or less fully equipped, with Ron Flockhart finishing third in general classification, winning the sports category, and Cliff Allison carrying off the 1,100 c.c. section. Coopers, of course, were unchallenged in F3, Jim Russell winning from his rival, Stuart Lewis-Evans after a tense race.

### A QUESTION OF ELIGIBILITY

WITHOUT in any way detracting from the magnificent victory of Alfonso de Portago and Eddy Nelson in winning outright the "Tour de France", it would be interesting to know just how the "250" Ferrari Europa qualifies for International rallies, when it is clearly laid down by the F.I.A. that at least 100 similar cars must have been produced during a 12-month period. Automobili Ferrari have never, at any time, even approached this number of machines of all types during the required period! This is on the admission of Enzo Ferrari himself.

### OUR COVER PICTURE

**THREE HOURS TO VICTORY:** Winners of the AUTOSPORT Trophy in the three-hour final of the AUTOSPORT Series-Production Sports Car Championship, at Oulton Park last Saturday, were R. W. Fitzwilliam and Robin Carnegie, driving an M.G.A. In this photograph, Carnegie is seen negotiating Old Hall Corner.



# Unbeatable!

## GOLDEN

## ESSO EXTRA

*Finest Petrol in the World*



### "DAILY HERALD" GOLD CUP MEETING

OULTON PARK, SEPTEMBER 22nd.

#### GOLD CUP RACE

**1st ROY SALVADORI** Cooper-Climax  
*Entered by Cooper Cars Ltd.*

**2nd TONY BROOKS** Cooper-Climax  
*Entered by R. R. C. Walker*

**3rd RON FLOCKHART** Lotus-Climax  
*Entered by John Coombes*

**TEAM PRIZE** won by Cooper Cars Ltd.

#### SPORTS CAR CLASSIFICATION

**1st RON FLOCKHART** Lotus-Climax

#### 1,100 c.c. CLASS

**1st CLIFF ALLISON** Lotus-Climax  
*Entered by Team-Lotus*

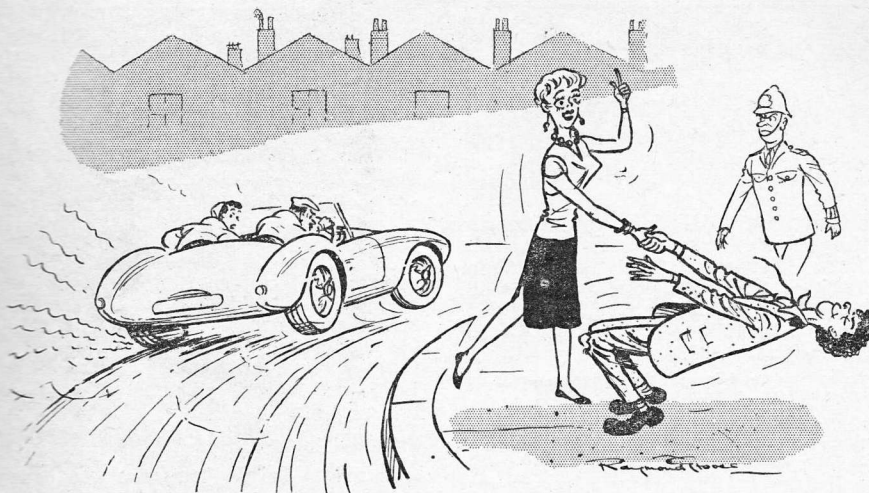
#### GRAND TURISMO RACE

**1st TONY BROOKS** Mercedes  
*Entered by R. R. C. Walker*

*(Subject to official confirmation)*

**All using GOLDEN ESSO EXTRA and ESSO EXTRA MOTOR OIL, exactly the same superb petrol and motor oil you can buy from your local Esso Dealer.**





**AUTOSPORT** Championship winner R. W. Fitzwilliam has acquired three Le Mans-type M.G.As for 1957 long-distance sports car races. Team will probably include Peter Simpson, Tony Everard, Robin Carnegie and Fitz himself.

**REG PARNELL** was in charge of John Dalton's pit at Oulton Park for the **AUTOSPORT** Three Hours Race. John Eason-Gibson looked after A.C.'s, Dick Jacobs, Foster's M.G. and Colin Chapman, Hill's Lotus.

**THE** Winfield Joint Committee's National meeting at Charterhall, scheduled to be run tomorrow, 29th September, has been cancelled through lack of entries. It was to have been the only major event of the season at the Border circuit. The Berwick and D.M.C.'s sprint at Winfield on Sunday is still being held.

**THE** excellent driving of John Dalton and Ken Rudd was not unnoticed by certain prominent team managers at Oulton Park.

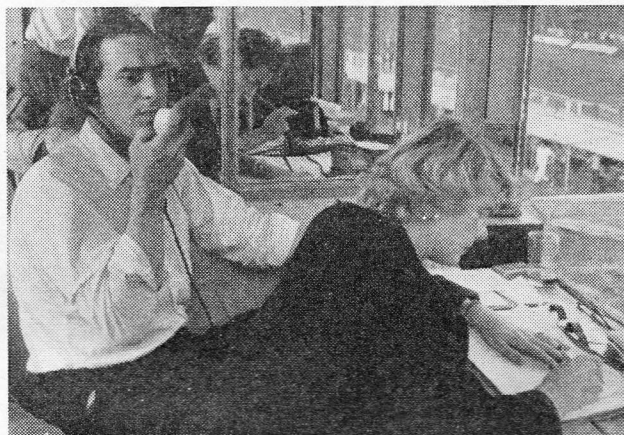
**ROY CLARKSON'S** veteran Panhard completed 1,200 trouble-free miles to be at the wedding of Marcel Becquart and Mme. Sigrand at Annecy. Three "Monte" winners were present, Maurice Gatsonides, Jean Trevoux and, of course, Becquart himself.

**NEW** event in the 1957 Calendar is the G.P. of Cuba on 24th February; most probably for sports cars, over 500 km.

**A** NEW idea in road lining may ultimately do away with the familiar "cat's eyes" on British highways. A London manufacturer is using a crystalline material, known as Ballotini, in conjunction with a power-driven road-lining machine to give luminous white lines. The minutely divided crystals are sprayed into the paint as it is laid on road surfaces, thus ensuring that it is firmly fixed in position.

**THE** Sales Department of Singer Motors, Limited, has been moved from the Company's Birmingham factory to their Canterbury Street, Coventry, address. The new telephone number is Coventry 5071 and the telegraphic address is "Singer" Coventry.

## PIT and PADDOCK



★  
**FAST TALKER:**  
*James Tilling, who did the commentary for the AUTOSPORT 3 Hours Race at Oulton Park, and his wife, Audrey, who had the unenviable task of keeping the lap chart.*  
★

**THE** A.A. have published a new Road Book of Ireland. Completely revised and enlarged, the book's 319 pages contain every form of information that might be needed by the motorist in Ireland, brief descriptions of outstanding beauty spots, a gazetteer of over 3,000 towns and villages, 60 town plans and more than 250 individual routes. In addition, there is a 32-page, 5-miles-to-the-inch road atlas giving, for the first time, the Irish National Grid. Special articles deal with golf, hunting and angling.

**THE** *Daily Mail* are giving away six Berkeley sports cars as prizes in a competition now running in that newspaper.

**WILLY DAETWYLER** (3.0 Ferrari) made best time with 1 min. 44.2 secs. in the Kandersteg hill-climb, and became Swiss sports car champion for 1956.

**SCRIBES AT WORK** at Monza during the G.P. of Europe are seen (left to right) Harold Nockolds (*The Times*), Tommy Wisdom (*Daily Herald*), Basil Cardew (*Daily Express*), Gregor Grant (*AUTOSPORT*) and John Webb.

**B.R.M.** will start high-speed tests of their F1 car at Monza on Monday next; drivers to include Ron Flockhart.

**LES LESTON** will be racing a Cooper in the 1,500 c.c. Shell G.P. at Imola, Italy, this Sunday.

**CORDS** Piston Ring Co., Ltd., have secured an order from the Trade Delegation of the U.S.S.R. for the supply of piston rings for use in Russian-made tractors and commercial vehicles.

**THE** world-wide manufacturing and distribution rights for a revolutionary new lightweight bearing metal, "Alzen 305", developed in Austria, have been gained by C. & L. Hill, Ltd., of Willenhall, Staffs., a firm within the Owen Organization.

**A** LAND ROVER upholstered with tropically treated leather is being used by Mr. and Mrs. Peter Simms for a 15,000-mile year-long safari they are to make through 10 countries from England to Burma. The leather has been supplied by Connolly Bros. of London in order that it may be tested under exacting and extreme conditions.





## The "Autosport" Series-Production Sports Car Championship—1956

### THE AWARDS

1. The "Autosport" Trophy, Replica and £100. R. W. Fitzwilliam/Robin Carnegie (M.G.A.).
2. "Autosport" Plaque and £50. Ken Rudd (A.C. Bristol).
3. "Autosport" Plaque and £25. Peter Simpson/A. Asquith (M.G.A.).
4. "Autosport" Plaque and £10. John Dalton (Austin-Healey 100S).

**Special Award** (highest aggregate in Championship series). Ken Rudd (A.C. Bristol), 76 points.

**Special Award** (greatest distance covered in Three Hours race). Ken Rudd (A.C. Bristol).

#### Class Awards

**Up to 1,200 c.c.:** 1, J. Lawry (Lotus-Ford VI), 52 points. 2, E. J. B. Mitchell (Ford Anglia), 35. 3, Graham Hill (Lotus-Ford Club Sports), 29.

**1,201-1,500 c.c.:** 1, D. J. Calvert (H.R.G.), 58 points. 2, R. W. Fitzwilliam/R. Carnegie (M.G.A.), 43. 3, A. T. Foster (M.G.A.), 28.

**1,501-2,500 c.c.:** 1, Ken Rudd (A.C. Bristol), 76 points. 2, S. A. Hurrell

(Triumph TR2), 41. 3, J. K. McKechnie (Morgan), 30.

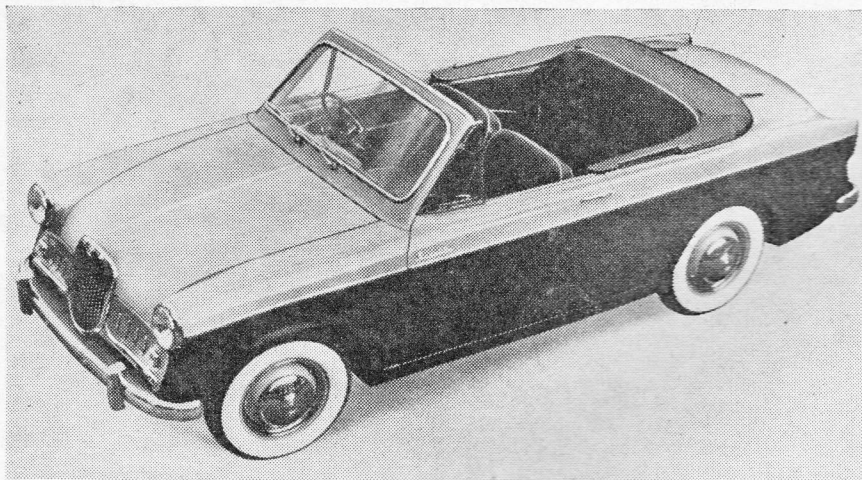
**Over 2,500 c.c.:** 1, John Dalton (Austin-Healey), 69 points. 2, David Shale (Austin-Healey) and P. M. Salmon (Jaguar XK 120), 34. 3, R. C. Green (Austin-Healey), 33.

Second and third in each class receive AUTOSPORT plaques. Winners an AUTOSPORT Trophy.

#### General Classification

1. Ken Rudd (A.C.-Bristol) ..	76 Points
2. John Dalton (Austin-Healey) ..	69 "
3. D. J. Calvert (H.R.G.) ..	58 "
4. J. Lawry (Lotus VI) ..	52 "
5. R. W. Fitzwilliam/R. Carnegie (M.G.A.) ..	43 "
6. S. A. Hurrell (Triumph TR2) ..	41 "
7. E. J. B. Mitchell (Ford Anglia) ..	35 "
8. D. S. Shale (Austin-Healey) ..	34 "
9. P. M. Salmon (Jaguar XK 120) ..	34 "
10. R. C. Green (Austin-Healey) ..	33 "
11. J. K. McKechnie (Morgan) ..	30 "
12. Graham Hill (Lotus Club Sports) ..	29 "
13. A. T. Foster (M.G.A.) ..	28 "
14. P. J. Simpson/P. Asquith (M.G.A.) ..	25 "
15. R. J. W. Utley (Frazer-Nash) ..	20 "
16. R. N. Robinson (A.C. Ace) ..	20 "
17. D. G. Dixon (M.G.A.) ..	18 "
18. R. A. Hudson (A.C. Ace) ..	13 "
19. A. G. M. Kellett (Austin-Healey) ..	13 "
20. S. F. Wilder (Porsche) ..	11 "
21. J. Hollingsworth (Lotus VI) ..	7 "
22. J. Baekert (Lotus VI) ..	4 "
23. Earl of Northesk (Jaguar XK 120) ..	4 "
24. D. F. Sidnell (Swallow Doretti) ..	3 "
25. M. D. Mainwaring-Evans (A.C. Ace) ..	2 "
26. R. P. Standbridge (A.C. Ace) ..	1 "

The above were the only entrants to score points.

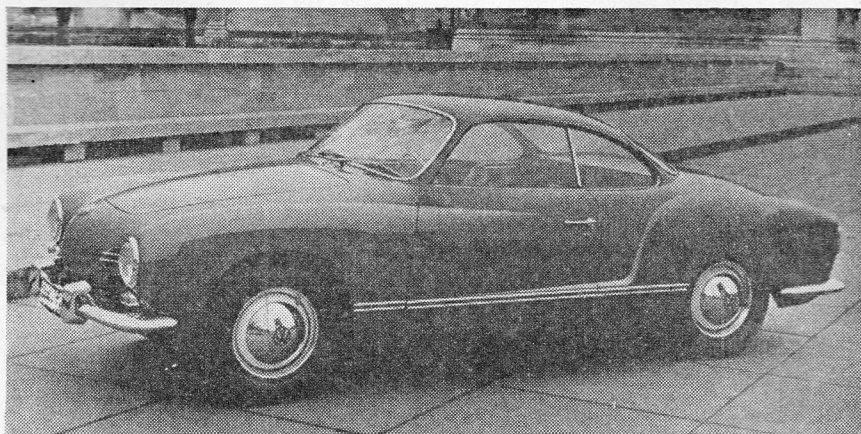


**FAMILY LIKENESS** to the Hillman Minx and Sunbeam Rapier is evident in this view of the new Singer Gazelle in its convertible form. The well-known 1½-litre o.h.c. Singer engine is fitted.

**SLEEK VW:** (Right) Appearing on sale in this country for the first time at Earls Court is the Ghia-bodied Volkswagen.

#### F2 GORDINI

**A** DOZEN of the new 1,500 c.c. Formula 2 Gordini are being built at the moment. They will be powered either by the four-cylinder engine, or by a six-cylinder in-line unit, the cylinder block of which will follow the 2-litre pattern. The engine is to be offset in the frame to allow the driver to be seated in a low position, and the suspension will be of a new type.



## SPORTS NEWS

### THE SINGER GAZELLE

**J**UST announced by the Rootes Group is the new 1½-litre Singer Gazelle, the result of collaboration by designers, engineers and stylists since the Rootes-Singer merger nine months ago. The Gazelle has a developed version of the well-known four-cylinder, single-o.h.c., 1,496 c.c. Singer engine, with a compression ratio of 7.5 to 1, and giving 52.5 b.h.p. at 4,500 r.p.m. Both in convertible and saloon form, the car is expected to have a top speed in excess of 80 m.p.h., coupled with an economic fuel consumption. Front suspension is by independent helical springs and swinging links, and the rear by semi-elliptic springs, both in conjunction with double-acting telescopic hydraulic shock absorbers. The drive is through a four-speed synchromesh gearbox, with steering column change, and the clutch is hydraulically operated. The brakes are 9 ins. Lockheed hydraulic, and the steering Burman worm and nut. The fascia and doors have walnut panelling, and the comprehensive equipment fitted as standard includes twin Windtone horns, windscreen washers, twin sun visors, rim finishers and bumper overriders front and rear. The instruments include oil, petrol and oil temperature gauges, an ammeter and a trip recorder. The saloon costs £898 including P.T.

### GHIA-VW FOR EARLS COURT

**M**AKING its début on the Volkswagen stand at Earls Court will be the sleek and graceful Karmann-Ghia coupé version of the Volkswagen saloon, which, in its own country, has earned the humorous but respectful nickname of "the poor man's Porsche". This car has a sports coupé body designed by Ghia and built by Karmann of Osnabruck, with bucket seats and leather upholstery. The engine is the four-cylinder, 36 b.h.p. VW unit and the chassis is also identical to that of the standard Wolfsburg product. With a combined maximum and recommended cruising speed of 70 m.p.h., and some 38 m.p.g., the Karmann-Ghia coupé will sell at £1,216 7s., including £406 7s. purchase tax.



# De Portago wins the Tour de France

*Ferrari on top of General Classification—Moss/Houel (Mercedes) runners-up—“Index” categories to Ferrari and D.B.-Panhard*

THE near-marathon Tour de France, which concluded at Montlhéry last Sunday, was won by the Spanish/American combination of Alfonso de Portago/Eddy Nelson in the latest “250” Ferrari Gran Turismo, whose total of 7,307.740 marks lost put them above the much-fancied modified Mercedes-Benz 300SL of Stirling Moss and Georges Houel which was runner-up. Moss's car was subject to annoying troubles, which cost him time on one or two of the all-important classification tests.

Jean Behra (Porsche Carrera) put up a wonderful performance to finish fifth, and in sixth place was Harry Schell in one of the sensational Alfa Giulietta Sprint Veloce entries. The two categories were run on an Index of Performance basis, de Portago winning one and Armagnac (D.B.-Panhard) the other. A perfectly standard M.G. Magnette, one of the very few British cars in the event, was 17th in its category, driven by Mr. and Mrs. Spiers.

De Portago's car, the very beautiful 250 Europa, has a 2,953 c.c. V12 engine (73 x 58.8 mm.), developing 220 b.h.p. at 7,000 r.p.m. Three Weber d/c carburettors are employed. Rear suspension is by semi-elliptic springs.

Of the 105 starters, only 37 completed the course. First test was the Mont-Ventoux hill-climb, where “Jacky” Pollet (Mercedes) made best time with 13 mins. 37.8 secs.—only 20 secs. slower than Manzon's record with the G.P. Gordini. Mairesse (Mercedes) was runner-up with 13 mins. 45.1 secs. and Moss (Mercedes) third with 13 mins. 66.4 secs. At Nîmes, Pollet led the general classification, followed by three other Mercedes: Storez (Porsche) headed Category “A”, and Hemard (Panhard) Category “B”.

At Le Mans, 72 crews remained in the event. Amongst the retirements were Guelfi (Alfa Giulietta) and Storez (Porsche). Best performance in the 12-lap test at Le Mans was made by de Portago in 55 mins. 28.55 secs. Pollet

was runner-up (56 mins. 15.4 secs.), and Moss third (57 mins. 38.5 secs.). Moss's Mercedes developed severe misfiring. Pollet still maintained his lead in the general classification, followed closely by de Portago and Moss. Jean Behra's Porsche Carrera was in ninth place, and Schell's Alfa Giulietta, 13th.

De Portago's Ferrari was fastest in the Rouen circuit test, covering the eight laps in 22 mins. 42.8 secs. Next best were Trintignant (Ferrari), Pollet (Mercedes), Rosier (Ferrari), Moss (Mercedes) and La Caze (Mercedes) in that order. At the end of this stage, 66 crews remained. Moss had ignition troubles investigated near Dieppe.

De Portago took the honours at Rheims, his 12 laps occupying 35 mins. 24.3 secs. Pollet's Mercedes was next with 35 mins. 36.7 secs., Trintignant (Ferrari) being just 0.3 sec. slower. Moss, again plagued by misfiring, could only do 37 mins. 15.6 secs. Pollet was fastest in the acceleration test at Aix-les-Bains with 18.1 secs. De Portago missed a gear to return 20.9 secs. Moss achieved 19.7 secs. and Behra's Porsche, 19.9 secs. Pollet's achievement put him in the lead for the general classification by an infinitesimal margin over de Portago. However, Moss had now stepped into the lead in Category “B” from Armagnac's D.B.-Panhard. Fifty-nine crews were still running.

On the difficult Aix to Vichy stage, no fewer than 26 crews retired, including Pollet with a broken camshaft, Rosier, brake failure and Bourrelly (Aston Martin), broken wheel. Trintignant crashed in the Glandon.

In the ninth and final test at Montlhéry, Moss at last had the Mercedes motoring well, easily returning the best time for the 10 laps with 55 mins. 25.9 secs. However, de Portago's 56 mins. 18.2 secs. was sufficient to ensure victory, with the elimination of Pollet.

Reckoned to be a very tough event, the Tour de France attracted more well-known racing drivers than any rally-type of event for many years. Only criticism

is that A.C.I. rally regulations seem to be interpreted rather liberally—particularly in respect of Ferrari. It is difficult to understand how a manufacturer who has openly admitted that his yearly output of vehicles of all types does not exceed 90, can satisfy the output of 100 vehicles of one type during a 12 months' period as demanded in regulations for G.T. machines!

## General Classification

1. Alfonso de Portago/Nelson (2.9 Ferrari “250”), 7,307.740 pts.
2. Stirling Moss/Georges Houel (3.0 Mercedes-Benz 300SL), 7,405.730.
3. Olivier Gendebien/Ringo (2.9 Ferrari “250”), 7,771.945.
4. René Cotton/Leclère (3.0 Mercedes-Benz 300SL), 7,895.197.
5. Jean Behra/José Behra (1.5 Porsche Carrera), 7,953.377.
6. Harry Schell/Vidilles (1.3 Alfa Giulietta Veloce), 8,331.699.
7. Paul Frère/Scheid (1.3 Alfa Giulietta Veloce), 8,342.218.
8. Jacques Peron/Bertramnier (2.9 Ferrari “250”), 8,603.392.
9. René Bessey (1.5 Porsche Carrera), 8,615.046.
10. Nicol/Maurin (1.3 Alfa Giulietta Veloce), 8,676.098.
11. Mlle. Thirion/Polensky (1.5 Porsche Carrera), 8,689.677.
12. Amy/Fredmesch (1.3 Alfa Giulietta Veloce), 8,690.869.

## Classes

### Grand Touring and Series Touring

1. De Portago/Nelson (Ferrari).
2. Behra/Behra (Porsche).
3. Schell/Vidilles (Alfa Giulietta).
4. Frère/Scheid (Alfa Giulietta).
5. Gendebien/Ringo (Ferrari).

### Special Series Touring and G.T. Modified

1. Armagnac/Rougier (D.B. Panhard).
2. Moss/Houel (Mercedes).
3. Picard/Givier (D.B. Panhard).
4. Amy/Fredmesch (Alfa Giulietta).
5. Honoré/Dutoit (Alfa Giulietta).

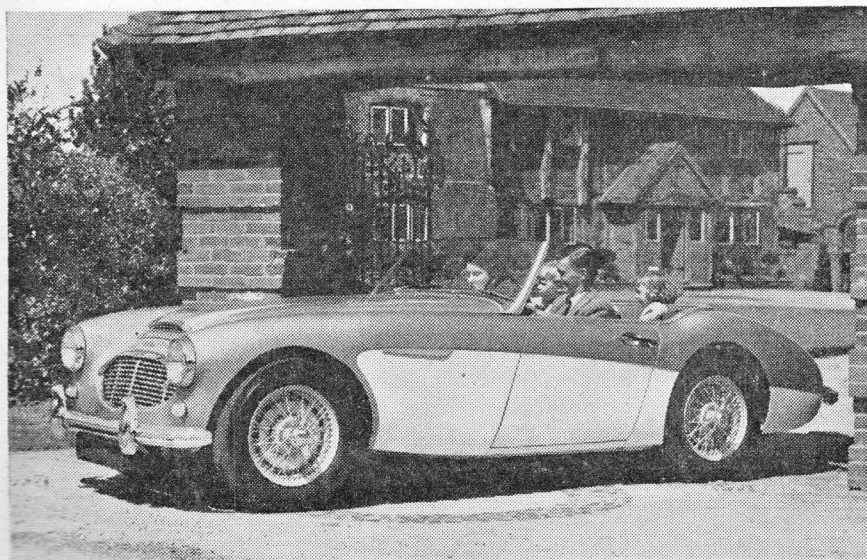
## JACK EMERSON

WE regret to report the death of Jack Emerson, chief engine tester of Jaguar Cars, Ltd., Mr. Emerson was a well-known figure in pre-war days, putting up many fine performances at Brooklands on A.B.C. and Norton motorcycles. Since the war he was mainly concerned with the continued development of the XK Jaguar engine. He was 65 years of age.

## THE AUSTIN-HEALEY 100-SIX

NEW for 1957, and due to appear at the Earls Court Motor Show, is the Austin-Healey 100-Six. This car, based on the Austin-Healey 100, has the six-cylinder, 2,639 c.c. B.M.C. engine, which powers both the Austin A90 Westminster and A105 saloons. In the case of the 100-Six, the unit develops 102 b.h.p. at 4,600 r.p.m. and has two SU H4 type carburettors. I.f.s. is by helical springs and wishbones, with semi-elliptic under-slung springs at the rear, and controlled by Armstrong double-acting, telescopic, hydraulic shock-absorbers. Brakes are Girling hydraulic, 21.s. at the front. Overdrive is available as an optional extra for the four-speed gearbox, which has a floor-mounted lever; this operates on third and top ratios, giving a top gear speed at 1,000 r.p.m. of 23.18 m.p.h. The hypoid bevel  $\frac{1}{4}$ -floating final drive has a ratio of 3.91 to 1, or 4.1 to 1 with overdrive.

SIX CYLINDERS under the bonnet and a restyled grille are the main distinguishing features of the new 100-Six model of the Austin-Healey. There is room behind the front seats for two children.





*AN ENTHUSIAST'S version of the successful Simca Aronde, the coupé de ville is strictly a "two-people-only" car, with room for their luggage.*

springy than are most of its type. Nor does one find difficulty in engaging first speed when stationary, a common fault of column shifts. If you are going to have your gear lever under the steering wheel, this is the way it ought to work.

Another modern failing is jerky operation of the accelerator pedal, caused by friction in the flexible cable or ill-chosen leverages. The Simca is completely free of this vice, and so it is easy to drive smoothly in heavy traffic. Having launched myself into the usual Grand Prix up the Avenue de la Grande Armée, I had a moment of intense panic when I reached the Etoile, for I suddenly thought the steering was disconnected!

The wheel moves so easily that one

## JOHN BOLSTER TESTS

# *The Simca Coupé de Ville*

**An exciting 1,290 c.c. Two-seater derived from the Simca Aronde**

I AM perfectly familiar with the Simca Aronde, which is a very pleasant but not particularly exciting French saloon car. I therefore expected an agreeable but not in any way exceptional experience when I took over the Coupé de Ville in Paris recently. Let me say, straight away, that I was head over heels in love with the car after only five minutes of driving it, and I almost shed a tear when the time came to give it back to its makers!

The coupé employs the same mechanical organs as the Aronde and the Grand Large, though its engine has a higher compression ratio and is modified for increased revolutions. The character of the car comes from the body, which is a pressed steel two-seater coupé by Facel. The appearance is truly delightful—always an endearing feature—but it is the driving position, the comfort of the seats, and the attractive finish of every small detail, which impress one straight away.

Why so few manufacturers can make a seat the right shape or put the steering wheel in the proper place, I don't know. Anyway, there are less than half a dozen cars in the world with a perfect seating position, and the Simca Coupé de Ville is one of them. It is frankly designed for an exclusive market, as the price ticket shows. In Paris, the Aronde four-door saloon costs less than £600, while the Coupé de Ville sets you back about £1,000. It's that kind of car.

There is nothing unusual about the design. In front, there are wishbones and helical springs, and behind, a hypoid axle on semi-elliptic springs. The engine is of only 1,290 c.c., but racing experience allows it to develop 55 b.h.p.

at 5,200 r.p.m., and in fact it easily attains 6,000 r.p.m. The car is simply a well-proportioned example of classical design, but it has been refined to a point where it may compare favourably with more modern but less highly developed conceptions.

On taking over the car, I gave it a bonus mark at once for ease of entry and exit. As its name implies, it is a town car par excellence, and madame will not crease her dress when entering or leaving her seat. All-round visibility is good, and I was surprised at the very light action of the clutch. Many modern cars tend to have heavier clutches than the machines of a few years ago, and I dislike the trend intensely. This clutch is both light and smooth, but it cannot be made to slip under the most rigorous conditions.

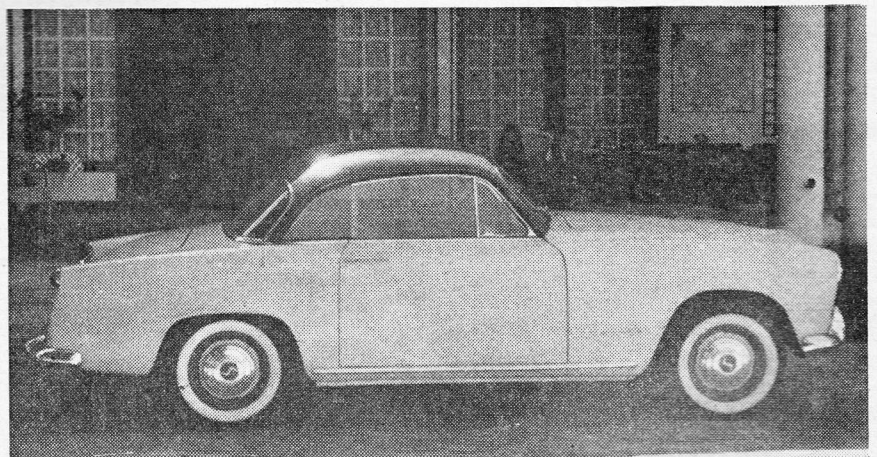
The gear lever is on the column, and most of us prefer the floor location. However, even in a two-seater coupé one might want to squeeze in a third passenger for a short run, and so I suppose the position is justifiable. It is an exceptionally light control, and less

can fling the car round corners with the touch of one finger. As I nipped round the Arc de Triomphe into the Champs Elysées, I gloried in this incredibly light but accurate control. Out on the open road, I found that the ease of steering was maintained at all speeds within the car's compass. I repeat that too many new models are heavy to drive, and the Simca is a proof that this is unnecessary.

The Coupé de Ville is actually a few pounds heavier than the saloon. However, the well-tuned engine, in conjunction with a useful set of gear ratios, makes this quite a lively car. I put in several laps of Monthéry at almost exactly 85 m.p.h., so one would expect a bit more than that on a straight road. This is certainly a creditable speed for so small an engine, and it never becomes noisy however hard it is driven.

In actual fact, very few people drive at much over 80 m.p.h., even when traffic conditions make this possible. There is a tendency nowadays to buy 100 m.p.h. sports cars, with seats flat on the floor and few creature comforts. Yet, except for competition purposes,

*THE PRESSED steel body by Facel gives the car both its character and its delightful, sporting appearance. The engine combines a maximum of 85 m.p.h. with an average fuel consumption of 35 m.p.g.*





those last few m.p.h. are dearly bought, especially if the owner has no intention of using them.

On the road circuit, the little machine was a sheer delight. It must have the best roadholding of any car with a rigid rear axle, and although I simply flung it into the corners, it refused to put a foot wrong. Even under these conditions, the steering remained light, and the rear end never broke away excessively. The weight is presumably carried lower than that of the saloon, and there is less roll in consequence. The suspension is typically Continental, being well damped and fairly firm, but giving a level ride free from pitching. The brakes are powerful and do not fade, and gentle pressure on the pedal suffices.

The two-seater coupé is a particularly attractive body style. Lately, however, it has only been available on the larger or more sporting types of cars, and has been somewhat neglected by the big manufacturers. Yet there are many people who normally travel *à deux* for whom the type is ideal. All small four-seaters are a compromise, but with only two seats the available room may be used to give the maximum comfort and space to the two occupants. This may be a selfish kind of car, but for a couple who like to carry lots of luggage it approaches perfection. Personally, I am not keen on dropheads, but there

is a soft-top version for those who are so inclined.

The Simca Coupé de Ville is just the car for a lady, as all the controls are so exceptionally light, and an automatic clutch may be specified if desired. It has neither the speed of a racing car nor the seating capacity of a saloon, but gives super-de-luxe travel and superb appearance to the buyer who is willing to pay a little more. I *did* enjoy my brief "ownership" of this little aristocrat.

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Simca Coupé de Ville, price 998,000 francs in Paris.

**Engine:** Four cylinders 74 mm. x 75 mm. (1,290 c.c.). Pushrod operated overhead valves. 55 b.h.p. at 5,200 r.p.m. 7.9 to 1 compression ratio. Solex downdraught carburetter. Ignition by coil and distributor.

**Transmission:** Single dry plate clutch. Four-speed gearbox with synchromesh on upper three ratios, steering column control. Ratios: 4.44, 6.52, 10.57 and 16.4 to 1. Open propeller shaft. Hypoid rear axle.

**Chassis:** Platform frame reinforced by steel body shell. Independent front suspension by wishbones and helical springs with anti-roll torsion bar. Gemmer steering box. Rear axle on semi-elliptic springs with auxiliary leaves for progressive action. Telescopic dampers all round. Bolt-on disc wheels fitted 5.60 x 14 ins. tyres. Bendix hydraulic brakes.

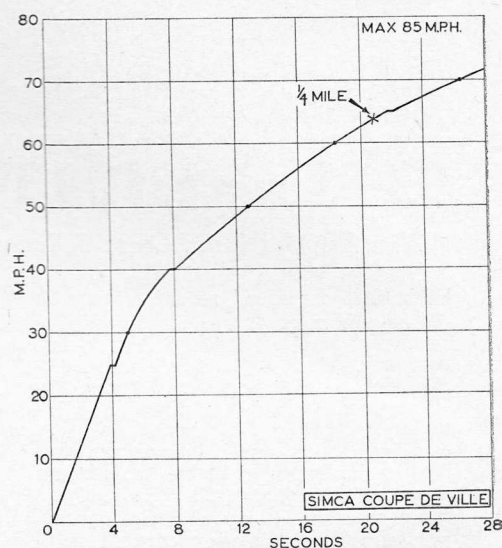
**Equipment:** 12-volt lighting and starting. Speedometer. Fuel and temperature gauges. Warning lights. Flashing indicators.

**Dimensions:** Wheelbase, 8 ft. 0½ in. Track, front 4 ft. 1½ ins., rear 4 ft. 1½ ins. Overall length,

14 ft. 1½ ins. Width, 5 ft. 1½ ins. Turning circle, 31 ft. Weight, 17½ cwt.  
**Performance:** Maximum speed, 85 m.p.h. Speeds in gears: 3rd 65 m.p.h., 2nd 40 m.p.h., 1st 25 m.p.h. Standing quarter mile, 20.8 secs. Acceleration: 0-30 m.p.h. 5 secs., 0-50 m.p.h. 12.6 secs., 0-60 m.p.h. 18.4 secs., 0-70 m.p.h. 26.2 secs.

**Fuel Consumption:** 35 m.p.g. (approx.).

### Acceleration Graph



## ROVER T.3 GAS TURBINE CAR

To Be Exhibited at London Motor Show Next Month

FOLLOWING preliminary tests at the M.I.R.A. proving ground at Lindley, the Rover Co. have announced that they will show their latest gas turbine car, the T.3, at Earls Court next month. This advanced car, Rover's first design for a practical gas turbine-engined motor car, is not yet going into production, but is being exhibited to demonstrate the stage that has been reached in Rover gas turbine development.

One of the most important results of this development has been that a smaller gas turbine engine has been developed, less than half the size of the original, and T.3 represents a tremendous technical advance, putting Britain ahead with its advanced specification. With its heat exchanger, its fuel consumption approaches reasonable figures, and further development in this direction is expected to result in considerable improvement.

T.3 is a small saloon of the Gran Turismo type designed specifically to take the new engine and including such features as four-wheel drive, de Dion rear axle, and a glass reinforced plastic body. Four-wheel drive is considered a desirable safety factor on a car with this high torque to weight ratio. The drive to the front wheels is via a free wheel, similar to the arrangement employed on the early Land-Rovers.

There are, however, several problems yet to be solved, and after that a thorough programme of testing must be carried through. It is clear, therefore,

that possible production is still a good way off.

On the short preliminary test at M.I.R.A. already referred to, the following figures were obtained:—

**Fuel Consumption:** At 40 m.p.h., 13.8 m.p.g.; at 60 m.p.h., 14.3 m.p.g.; at 80 m.p.h., 12.8 m.p.g.  
**Acceleration:** Standing Start, 0-60 m.p.h. 10½ secs.; 0-80 m.p.h. 18 secs.

On the high speed test track a lap at 102 m.p.h. was timed, with plenty of power in hand.

#### B.M.C. ANNOUNCES TWO-PEDAL CONTROL FOR COMMERCIALS

THE British Motor Corporation announced on the eve of the Commercial Motor Show that manumatic control would now be available as an optional extra on the recently introduced range of Morris J2 and Austin 152 light commercial vehicles.

The Manumatic Unit provides two-pedal motoring while retaining the conventional synchromesh gearbox. The automatic control and synchronization of the clutch and accelerator during the gear change ensures that the operation is completely smooth, irrespective of the speed of the vehicle or the position of the driver's foot on the accelerator pedal. When coming to rest the engine will not stall and there is no need to move the gear lever into neutral position.

#### COUPE D'AUTOMNE, MONTLHERY Results

**Sports Cars, up to 1,000 c.c.:** 1, Blaché (Renault-Ferrari); 2, Chancel (Panhard).

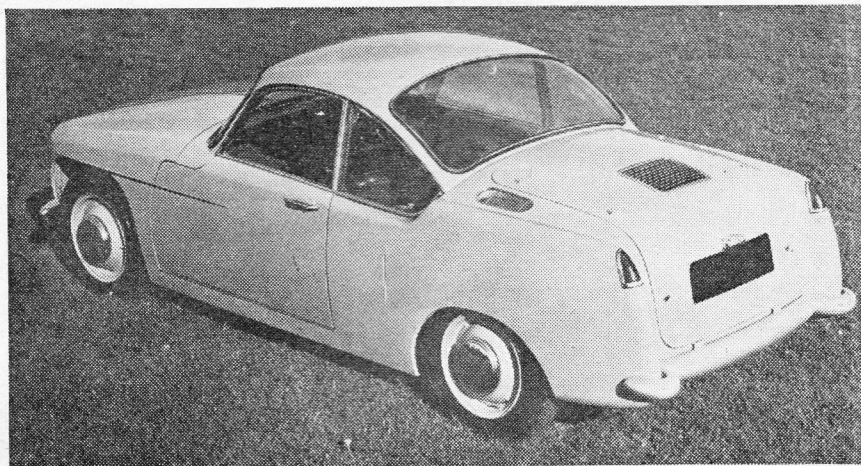
**1,001-1,500 c.c.:** 1, Chiron (Osca), 142.791 k.p.h.; 2, Thepenier (Maserati); 3, Loens (Maserati).

**1,001-1,300 c.c.:** 1, Gérard Crombac (Lotus Club Sports), 129.565 k.p.h.

**Fastest lap, Chiron, 3 m. 53 s. (146.187 k.p.h.).**

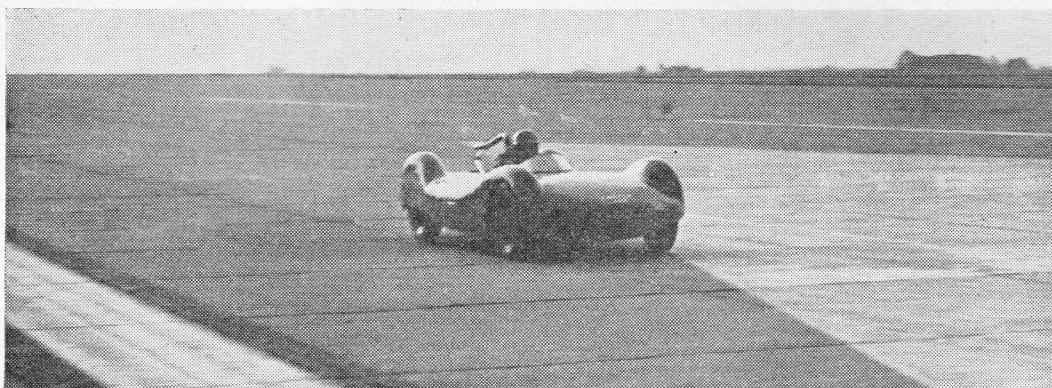
**Over 1,300 c.c. Sports, and F3 racing:** 1, Da Silva Ramos (Gordini), 156.577 m.p.h.; 2, André Pilette (Jaguar "D"); 3, Louis Chiron (Osca); 4, Noblet (Ferrari); 5, Mackay (Cooper).

**Class winners, Ramos (Gordini), Ampoulié (Ferrari), Noblet (Ferrari), Chiron (Osca), Polledry (Osca), Castro (Aston Martin), Pilette (Jaguar).**



THE "BOOT" of the Rover T.3 contains the turbine engine. Its single-stage centrifugal compressor has a maximum speed of 52,000 r.p.m., and the exhaust is ducted to the square opening in the "boot lid". One turbine drives the compressor and fuel and oil pumps, another the front and rear differentials.





★  
ON THE WAY to a new record goes the streamlined Cooper (left). Seen in the cockpit (below) is Wing Cmdr. Sowrey who drove it on the successful standing kilometre and mile runs. The car comprises a Mk. VI chassis, with fibreglass bodywork modelled on the works "streamliner".

## 93.88 m.p.h. FOR THE STANDING MILE—BY COOPER-J.A.P.

*New International Class G Record Set Up at Bedford by Wing Cmdr. Sowrey in Blown 1100 Twin*

THE first car speed record attempt in Britain since before the war was a successful one. At Bedford Airfield last Saturday, 22nd September, Wing-Commander Fred Sowrey, driving a streamlined Cooper, established new International Class G record for the standing mile and kilometre, thus beating the figures set up by the Appleton Special at Brooklands 20 years ago.

The car, with a dry weight of 800 lb., was powered by a supercharged twin-cylinder 1,097 c.c. J.A.P. engine, prepared by Jim Clark under the supervision of Robin Jackson, the man responsible for Appleton's Riley-based special in those nostalgically recalled Brooklands days. It was basically Sowrey's own Cooper, with a Mk. VI chassis, and had already recorded 360 racing miles in one season.

The new figures (officially timed by the R.A.C. but subject to the usual confirmation) are 93.88 m.p.h. for the mile and 87.64 m.p.h. for the kilometre compared with Appleton's records of 91.3 and 82.16 respectively.

Sowrey, 34 and a founder member of the Per Ardua Motor Club, first thought of attacking the records after a talk with the late Peter Hughes at Brighton Speed Trials last year. They shook hands over a pint and agreed to tackle the job together.

Hughes, though, was fated not to see the triumphant culmination of their plans. Returning from Le Mans, he was involved in an accident and received fatal injuries. But Sowrey carried on alone, and the Ministry of Supply showed that Government departments can be human after all by making available a runway at Bedford Airfield which Sowrey had "discovered" and which was described by R.A.C. officials as "almost perfect" for record-breaking.

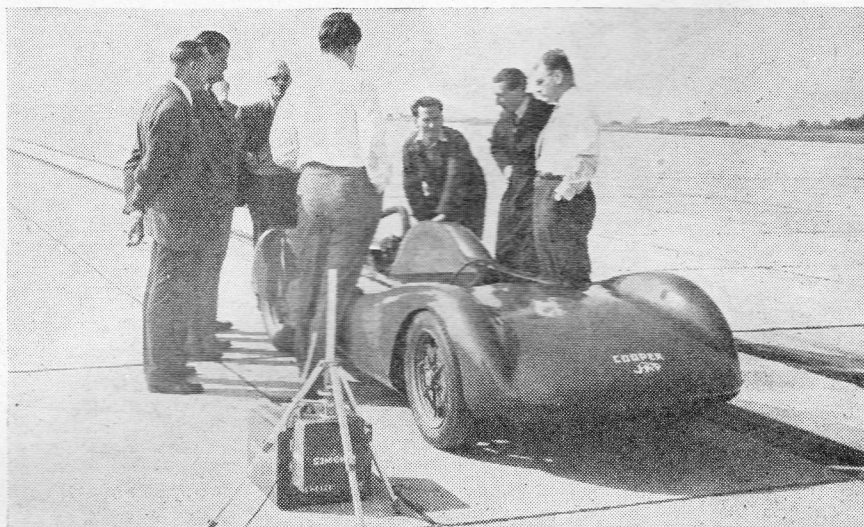
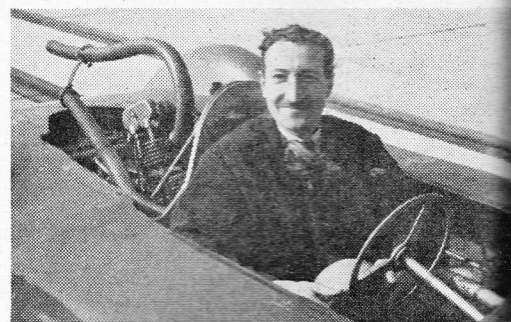
Sowrey travelled up to Bedford with the Cooper early last Friday and it was just as well for his peace of mind that he didn't know what was happening in London. Longines had sent over the very latest timing equipment from Switzerland, but clearance was delayed by the Customs. In consequence, it was nearly five o'clock on Friday afternoon before the last formality was completed and a hurried dash made for Bedford.

Friday was fine, but Saturday wasn't. It was foggy and wet when the Sowrey équipe, plus R.A.C. officials and Longines technicians, gobbled a hasty breakfast and made for the airfield.

However, by the time all was ready,

the sun was shining. Then the discovery was made that the Cooper was built so near the ground that it would pass under the timing rays and not through them! There was a quick answer to that one. The ray boxes, normally mounted on tripods, were suspended upside down instead. The attempt on the mile record then went pretty smoothly, the Cooper boosting the existing figures by nearly three miles per hour.

Then came trouble. The cockpit "bubble" was removed and placed on the track while Sowrey had a breather. A gentleman who shall be nameless



GROUPED around the successful car are (l. to r.): Harry Freeman (Castrol), Phil Drackett (R.A.C.), Brian Jarvis, Bob Soanes (R.A.C. scrutineer), Jim Clark (mechanic), Wing Cmdr. Sowrey, and Herr A. Stierli (Longines technician). With his back to the camera is Warwick Stait (Longines P.R.O.).

promptly drove his car right over the "bubble". When the bits were picked up there were a great many of them! Brian Jarvis dashed off with the remains in quest of a likely-looking garage while everyone else headed for a local hostelry to get some lunch, it now being about 2.30. Alas, in Bedford the pubs shut at 2 p.m., so lunch consisted of pork pies from the village post office and a crate of beer from an obliging R.A.F. mess. Then Jarvis returned with a

beautifully made metal fairing and an attempt at the kilometre record was possible after all.

The first run was a beauty. Only it wasn't timed! A curious customer touched a button he shouldn't have touched and that was that. The return run was another corker, recorded this time, but the jinx was still working overtime and the supercharger chain broke.

Quick repairs were made and Sowrey zoomed back again to take the kilometre record in even more convincing style than the mile. So, instead of beer and pork pies, it was champagne and lobster for everyone, everyone, that is, except R.A.C. timekeeper Bob Wright. He flew straight back to Ireland, ready to officiate at a local race meeting next day. After 43 years, that's keenness for you!

PHIL DRACKETT.



# THE T.T. IN 1957?

THERE has been a sudden revival of interest in the possibility of the R.A.C.'s Tourist Trophy race being again staged over the Dundrod Circuit. This new interest stems from a meeting of the Council of the Ulster A.C. on Monday, 17th September, following which a public statement was issued.

The Council considered a letter from the R.A.C. outlining the requirements deemed necessary to the Dundrod Circuit before it could be regarded as suitable for motor racing in the future. I understand that the letter gave two alternatives, one which might permit of restricted racing and the other that the circuit, if modified to conform with the R.A.C. requirements for motor racing circuits, might then present no technical reason why the T.T. should not again be held at Dundrod.

I also understand that it is the latter plan which appealed to the Council. In other words, they discussed the ways and means of having the Dundrod circuit modified to qualify for unrestricted racing. This calls for considerable work and, by the same token, considerable expense, but the U.A.C. are now actively investigating the possibilities.

The impression is held that this is the last "hope" of seeing the T.T. back in Ulster and that the Northern Ireland Government may take some action to meet the situation. Already influences are at work to this end and it is clear that the importance of the T.T. to Ulster is being recognized.

As an example of the reaction to the news that the U.A.C. was seeking to retain the T.T. as an Ulster fixture, that influential organ in Ulster, the 220-year-old *Belfast News Letter*, which has long been a firm supporter of the Ulster T.T., devoted a leading article to the subject following the U.A.C. meeting. Having reviewed the history of the Dundrod circuit, the writer outlines the modifications deemed necessary and the expense involved before remarking: "These are minimum requirements. Unfortunately, there is no guarantee that if they are complied with Dundrod would be the venue of the race in 1957. Such a guarantee would be of enormous help to the Ulster Automobile Club in its approach to the Government and the County Council, but apparently the R.A.C. is loth to give one in view of the claims of other promoters. To hold the T.T. on an enclosed track would be to destroy its character; it is essentially a

road race. Dundrod is the best road circuit available in the United Kingdom and we feel sure that the question of altering it so as to meet the requirements of the R.A.C. will receive serious consideration by the authorities concerned."

There is a familiar ring about the mention of a guarantee from the R.A.C. One recalls that it was upon the failure to secure a similar guarantee that a very excellent course in County Antrim was turned down in 1937, following the abandonment of the Ards Circuit. I am quite sure that the R.A.C. require no advice from onlookers, but I am equally sure that the withholding of some form of assurance that the Dundrod Circuit may expect "security of tenure" if modified to R.A.C. requirements will not assist those charged with deciding whether or not expenditure is justified to make up their minds.

Always presupposing, of course, that the "R.A.C. requirements" specified are such that they will not suddenly become outdated by an incident occurring during the next race held at Dundrod or elsewhere. After all, the last R.A.C. modifications to Dundrod had scarcely been completed when the course was deemed unsafe for motor racing.

In brief, then, Ulster is willing to examine the possibility of having the Dundrod Circuit made safe for racing

"1957 style"—but ask that any effort expended should be sure of a reasonable future.

The Ulster Government is interested, an Ulster local authority is interested. Where else in Britain, with the exception of the Isle of Man, can the R.A.C. look for interest in such circles?

W. A. McMASTER.

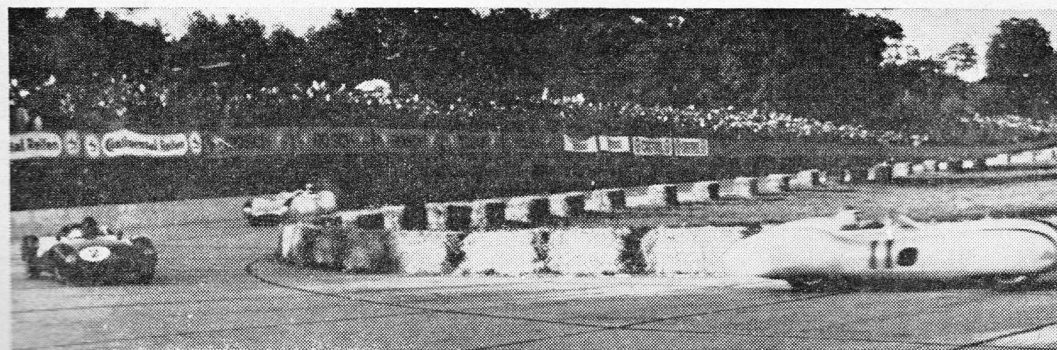
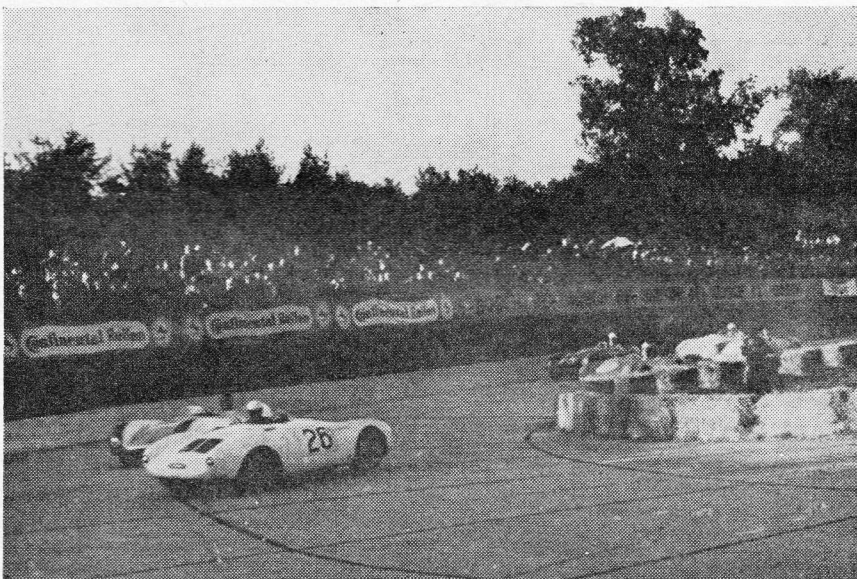
## VIKING RALLY

### General Classification

1. Carl Magnus Skogh/Rolf Skogh (Saab 93), 24.0; 2. Erik Carlsson/Sten Helm (Saab 93), 27.1; 3. Bengt E. Johansson/Arne Bohm (Peugeot), 34.7; 4. Ivar Andersson/Hjalmar Ohlstrom (Saab 93), 37.7; 5. Leiv Samsing/Haakon Isdahl (DKW), 44.8; 6. Jens Jarl Jernes/Johan Solem (Opel), 50.4; 7. Olle Bromark/Stig Pettersson (VW), 56.5; 8. Lars Askersrud/Gunnar A. Steenslie (Ford Anglia), 57.9; 9. Ulf Strindlund/Fred Brodin (Peugeot), 59.0; 10. Christopher Wessel/Knut Griff-Müller (DKW), 59.7; 11. Harry Bengtsson/Ake Rishard (VW), 60.4; 12. Greta Molander/Helga Lundberg (Peugeot), 61.3; 13. Egill Nygaard/Torbjörn Benestad (Opel), 65.1; 14. Ragnar Busch/Helge Mikkelsen (VW), 71.5; 15. Erik Lundgren/Rune Backlund (Alfa Romeo), 72.8; 16. Juul Gulbrandsen/Sten Stensrud (Isabella), 73.0; 17. Kjell Egeland/Wilhelm Eacland (Opel), 73.0; 18. Frank Sheneman/Hans Lipperth (VW), 77.4; 19. Nils Falk/Georg Stenson (Peugeot), 83.7; 20. Erik Eriksson/Bengt Brantö (Saab 93), 84.1.

**British Placings** 36. Jack Sears/Kenneth Best (Austin); 64. Nancy Mitchell/Doreen Reece (M.G.A.). **Coupe des Dames:** Greta Molander (Peugeot). **Team Award:** Peugeot 403.

**Class 1:** 1. Skogh/Skogh (Saab); 2. Carlsson/Helm (Saab) 3. Johansson/Bohm (Peugeot). **Class 2:** 1. Samsing/Isdahl (DKW); 2. Wessel/Griff-Müller (DKW); 3. Giertsen/Hansen (Dyna-Panhard). **Class 3:** 1. Bromark/Pettersson (VW); 2. Askersrud/Steenslie (Ford Anglia). **Class 4:** 1. Johansson/Bohm (Peugeot); 2. Jernes/Solem (Opel); 3. Strindlund/Brodin (Peugeot). **Class 5:** 1. Berntsen/Ulleberg (Fiat 1900); 2. Eide/Andersen (Citroën). **Class 6:** 1. Granli/Schjölberg (Ford Zephyr).



★  
SOUTH TURN at the Avus Circuit is the scene of these Berlin Grand Prix pictures. Sepp Leibl (above) spins his Porsche in front of Rosenhamer's AWE, and (left) Rosenhamer leads Jack Brabham's Cooper with another East German AWE behind.



*SILVER CUP for the AUTOSPORT Championship race winners, R. Carnegie (second from left) and R. Fitzwilliam (M.G.A.). On the left is the Editor, Gregor Grant; on the right, Tommy Wisdom of the Daily Herald, who presented the awards.*

dawned dry and warm, and stayed that way from start to finish of the Gold Cup meeting—a gratifying state of affairs for the sponsoring *Herald* and the organizing Mid-Cheshire C.C., and also for this magazine, whose 3 Hours Final of the Series-Production Sports Car Championship opened the day.

With four non-starters in S. F. Wilder (Porsche), W. P. U. Constable (M.G.), P. C. Scriven (Austin-Healey) and K. Ralphs (TR2), 21 cars lined up for the Le Mans-type start, due at 11 a.m. They comprised four A.C. Aces, four Austin-

## SALVADORI'S "GRAND" VICTORY

*Cooper Drivers Win £1,000 in Oulton Park F2 Race—Fitzwilliam/Carnegie Capture "Autosport" Championship with M.G.A.—Ken Rudd (A.C.-Bristol) Covers Greatest Distance in Three Hours Event*

LAST Saturday's National meeting at Oulton Park, organized by the Mid-Cheshire M.C. and sponsored by the *Daily Herald*, was an outstanding success. The AUTOSPORT Three Hours Race, and final of the 1956 Series-Production Sports Car Championship was a very thrilling event, with the result in doubt until the end. The "Trophy" went to R. W. Fitzwilliam/Robin Carnegie in their Bill Jones-tuned M.G.A., who, with nine credit laps, won by 76.2 secs. from scratch man Ken Rudd (A.C.-Bristol). The battle between Rudd and John Dalton (Austin-Healey)—both on scratch—was tremendous. Dalton's gear lever snapped off; later, both he and Rudd spun round. Peter Simpson (M.G.A.), who was a likely winner, had an ignition lead come adrift near the end. Another entrant, S. A. Hurrell (Triumph TR2), lost his chance when he had to stop owing to misfiring. The handicapping was extremely accurate, and at no time did anyone appear to be having a runaway victory. The finish was exciting when Kellett's Austin-Healey lost a wheel crossing the line, and came to a standstill on the brake-shoes!

The 1,500 c.c. Gold Cup race was won by Roy Salvadori (Cooper-Climax), the Surbiton concern also taking the team prize. Both 1½-litre and 1,100 c.c. sports classes went to Lotuses, driven by Ron Flockhart and Cliff Allison respectively.

Jim Russell, surely the greatest 500 c.c. driver of all time, won the F3 race after a dramatic duel with Stuart Lewis-Evans—the two Coopers seldom being more than a few lengths apart for the entire distance.

The saloon car race was changed at the last minute to a combined "Gran Turismo" and series-modified saloon race, owing to objections by Magnette-entrant Gelberg, who produced evidence that the promoters had organized the race for saloon cars with at least four seats—and not vehicles such as Mercedes 300SL, Porsche Carrera and Jaguar XK 140 coupé. Gelberg caused a complete revision of the event into two separate categories, later climbed down but by then the organizers had an-



nounced the revision. One class went to Tony Brooks (Mercedes), who set up a new closed car record for the circuit, and the saloon section was won by the very B.R.M.-sounding, Raymond Mays-converted Ford Zephyr. Gelberg's Magnette won the under 2-litre saloon class.

Apart from stormy scenes regarding handicaps in the Three Hours Race which were sorted out satisfactorily, and the saloon car crisis, the meeting went admirably and all concerned are to be congratulated on a most memorable day of motor racing.

\* \* \*

WITH memories of last month's near-drowning at Oulton Park, fingers were crossed hard, and much wood fervently touched last Friday night, in hopes of invoking the favour of better weather for the *Daily Herald's* second 1956 meeting at the popular Cheshire circuit. The invocations seemingly worked, or maybe the Met. Office can account for it otherwise, for Saturday

*GOLD CUP for Roy Salvadori is presented by John Ross, Director of Advertising for the Daily Herald. On the right are Charles and John Cooper, whose new Formula 2 cars with Coventry Climax engines occupied first, second and fifth places in the race, and also won the Team Prize.*

Healeys, four M.G.As, two Jaguars, two Lotuses and single examples of Triumph TR2, Frazer-Nash "Replica", H.R.G., Morgan Plus-Four and Ford Anglia.

Starting positions were decided on the handicaps, the five scratch men, Rudd, Dalton, Shale, Utley and Hill, heading the row. Ken Rudd had made quickest practice time in 2 mins. 14.2 secs. with his A.C. Ace-Bristol, with Graham Hill's yellow Lotus-Ford very close in 2 mins. 14.8 secs., and Dalton's Austin-Healey 100S next best in 2 mins. 17.6 secs. Viewed from across the track, the line-up in front of Oulton's wooden pits was very reminiscent of the Dundrod T.T. pit scene, and in AUTOSPORT's miniature





**MINIATURE "T.T.":** (Above) The start of the AUTOSPORT Three Hours Championship race for series-production sports cars. John Dalton (Austin-Healey) is well away, but his sternest rival, Ken Rudd (A.C. Ace-Bristol), is still stationary. (Left) Dalton sets the pace at the beginning with the 100S Austin-Healey, seen here coming through Druids Corner.

"T.T." John Dalton "did a Stirling Moss" by whipping away at flag-fall and shooting his blue and white car smartly down to Old Hall Corner with a healthy snarl. Rudd's A.C. hung for long, long seconds on the line, while the rest tore off, Graham Maude's red and yellow hardtop Jaguar closest in pursuit of Dalton, followed by R. C. Green (Austin-Healey), Peter Salmon (Jaguar), McKechnie's Morgan, from away down the line, and Shale's Austin-Healey.

Round Oulton's picturesque 2½ miles of twisting circuit they sped, Dalton ahead and E. J. Mitchell's Ford Anglia (with Prefect grille) at the tail, though technically a comfortable leader initially, with 14 credit laps. Round 1, and it was Dalton, well away from Salmon after a standing lap in 2 mins. 24.2 secs., then Green, Utley's Frazer-Nash, Shale, Rudd, Maude, Hill, McKechnie, Hudson (A.C.), Hurrell (TR2) and the rest in a fine old scramble through the corners.

Utley soon passed Green, while Rudd was moving up rapidly, being fourth on

lap 2, third on lap 3, and second on lap 4. By then Mitchell in his game little Ford saloon, which evoked stupid laughter from ignorant sections of the public, had Dalton's Austin-Healey in his mirror, and by lap 5 had lost one of his credit laps to Dalton, Rudd, Salmon and Utley. But three hours is a long time, and a long way, and Mitchell drove, not only sensibly, but very courteously, leaving plenty of road for the bigger chaps.

The field was spreading out, but there were still tight groups circulating. Running parallel with three other cars in the thrilling dash down from Old Hall to The Cascades, Alan Foster found his M.G.A a little too near the inside edge. The car slewed off-course and skittered sideways along the grass, missing a substantial tree (behind which a marshal stepped just in time) by a foot or so. Striving desperately to regain the road, Foster unfortunately straightened up just in time to enter the protective ditch, finishing up with his car canted up the inside bank at some 60 degrees. Efforts to extract the M.G. merely resulted in fruitless wheelspin and steaming grass, and lacking the help of a dozen strong men or so, he was obliged to abandon the race.

The Fitzwilliam/Carnegie M.G.'s engine fluffed on the corners initially, but held its place firmly, in the middle of the pack, while on lap 7 the flying Dalton had lapped David Dixon's sedately driven M.G.A. Maude's Jaguar,



**VARIA IN VEHICLES:** E. J. B. Mitchell's Ford saloon, A. G. M. Kellett's Austin-Healey, A. T. Foster's M.G.A and J. K. McKechnie's Morgan Plus-Four at Old Hall Corner.



tail-skittish with a full fuel tank, had now dropped down to 10th position. By lap 10 the order irrespective of handicap stood as Dalton, Rudd, Hill, Utley, Salmon, Shale, Hudson, Hurrell, Green Maude, Calvert, McKechnie, and Kellett, followed by Fitzwilliam, Mainwaring-Evans and Robinson (A.C.s) and Simpson's M.G.A, with John Lawry (Lotus), Dixon and Mitchell already dropped a lap to the leaders.

But those leaders had a lot of ground to make up before catching the Anglia on handicap, and at 20 laps Mitchell still had a comfortable 1½ mins. over his nearest pursuers, the green M.G.As of Fitzwilliam, Simpson and Dixon, with Lawry a very steady fifth in his Lotus Mk. VI. At that stage, Dalton, Rudd, Hill, Utley, Salmon and Hudson had caught 11 of the field, adding Hurrell's



TR2 and Green's Austin-Healey to the list the following round.

Trouble then picked on A. G. M. Kellett, who pulled his Austin-Healey over near Clay Hill to let Dalton through and unfortunately hit a pot hole. A bent clutch withdrawal shaft was the result, and Kellett, limping off-course, promptly began repairs on the grass verge. Now Graham Hill's Club Lotus, driven very well and very rapidly, appeared with a severely mauled right flank after contacting Green's Austin-Healey approaching Esso Bend. Hill continued, but Green, after spinning, made a 1 min. pit stop to check rear wheels. Michael Mainwaring-Evans had to retire his Ace with clutch trouble.

The pits now became busier, and soon Hudson's fast driven A.C. joined its brother in the "dead" park with sad "ticker-ticker" noises from beneath the bonnet. Some very complex position signals, evolved after lengthy pre-race mathematical sessions, were going out to drivers. Graham Hill interrupted his purposeful drive with a spin at Old Hall, but was off again like a shot. Utley made a rapid routine stop, as did Robinson in his A.C., handing over to D. Scrutton after refuelling, while Fitzwilliam effected a wonderful 25 secs. halt, taking on eight gallons of fuel and handing over to Robin Carnegie.

All this time Dalton was blaring his way round, striving to make up time, and giving blasts of his horn when slower cars obstructed—and ever behind,

getting closer and closer, came Ken Rudd's A.C. On round 40, just after the leading M.G.A's ultra-rapid stop, Rudd passed Dalton to lead the race on distance—and at the same time, Hill's Lotus, which had broken its fan pulley, and had been emitting a disquieting trail of steam for two laps, came round slowly with an empty radiator, and went to its pit. Up went the bonnet, and down to zero went Hill's hopes—and up into third place went Shale's Austin-Healey, though a lap behind the Lotus.

On the 46th round, Dalton turned the tables on Rudd, whipping past the A.C., and fairly belting away on exit from the corners, though Rudd always made the distance up again around the back stretches. By the 50th lap the handicap order was Fitzwilliam, Simpson, Lawry, Mitchell. Green stopped again, taking up his brakes, McKechnie took on oil and fuel, and Hill, after fitting a fan pulley borrowed from Colin Chapman's Anglia saloon, and refilling with water, set off hopelessly after losing four laps, his engine manifestly unhappy. Nine further laps, and his last remnants of oil pressure departed with a bang, a con. rod saw daylight, and the stricken Lotus pulled up at Clay Hill, leaving a dismal trail of oil in its wake.

With the race now in its last hour, Dalton and Rudd were haring round in close and exciting company, at last making inroads into the limit men's handicap advantages. But Dalton now seemed less happy, and was seen to be

**AGGREGATE WINNER** of the AUTO-SPORT Championship on points scored through the season's qualifying races, Ken Rudd (A.C. Ace) comes through Old Hall during his thrilling chase of the leading M.G.A.

**ON THE SPOT** repairs (left) by A. G. M. Kellett to his Austin-Healey after bending the clutch withdrawal shaft near Clay Hill.

grimacing as he changed down before the corners—little wonder, for his gear lever had broken off, four inches from the top, leaving him the jagged lever to grasp. Lap 55 and Ken Rudd was past, the A.C. never again to be headed, and now the Worthing man was all out to catch the handicap leaders.

At that point, the Fates selected Hurrell as their next victim, ignition trouble bringing the TR2 to a halt near Clay Hill, and subsequently to the pits, when holding a promising third place. A 1 min. 13 secs. pit stop, and he was off again, but continued misfiring forced a second stop, which cost him two more precious minutes. Graham Maude retired his Jaguar with a burnt valve, while Calvert, who was driving wonderfully steadily, made a brisk refuel halt.

Now, at last, the determined Kellett had completed repairs to the Austin-Healey, and set off again to complete the course. Brakes were audibly wilting under the strain now, and wheels locking on the approach to corners, but Peter Simpson's M.G.A suffered more serious trouble, stammering to the pits after a fine run when lying second. Two stops sabotaged its crew's high hopes of success, and next on the trouble list was Austin apprentice John Lawry, whose race was a model of consistency. On lap 68, he stopped at Esso Bend, the condenser of his 1,172 Ford engine adrift. Jury-rigging got him round to the pits, where hasty applications of insulation tape remedied the trouble, which, however, cost him the 1,200 c.c. class of the race—bad luck for one who covers 500 trouble free miles each week in the same car, travelling between work and home, and bad luck for Jim Whitehouse, who prepared the car.

With the last laps reeling off, Rudd and Dalton at last nosed their way on to the leader board, and despite the indulgence of spins by both at Old Hall Corner, they were third and fourth behind Carnegie and Simpson by their 80th laps, with McKechnie's Morgan fifth. Utley's Frazer-Nash had made a





TOMMY WISDOM (right) of the Daily Herald presented the prizes to AUTO-SPORT Championship aggregate class winners; (above) John Lawry (Lotus) won the up to 1,200 c.c. class.



TROUBLE stalked many Championship competitors. (Above) Peter Simpson halts to check an ignition fault on his M.G.A., while Dick Jacobs looks anxiously on.



D. J. Calvert (H.R.G.), first in the 1,201-1,500 c.c. class.



Ken Rudd (A.C.-Bristol), winner of the 1,501-2,500 c.c. class, and second in the Three Hours Final.



John Dalton (Austin-Healey), winner in the over 2,500 c.c. class.

stop for plugs, but thereafter lost its healthy snap, lapping at reduced speed, in company with Kellett's Austin-Healey. Slowly, yet quickly it must have seemed to some of the drivers, 2 o'clock drew near, and it was now obvious that nothing Rudd or Dalton could do would get them ahead of the Fitzwilliam/Carnegie M.G.A. before the finish—despite the scoreboard optimistically giving Rudd the lead.

Out went the chequered flag, and Scrutton's A.C. Ace, unhappy mechanically and loitering for the finish, was the first to cross the line; then came Shale, Mitchell's plucky little Ford, winning its class, McKechnie's Morgan and, to a burst of cheering, the winning M.G.A., with driver Fitzwilliam looking as if he didn't quite believe it. Calvert's H.R.G. was next in, followed by Dalton—cheers again—Green, Lawry's Lotus, Salmon's Jaguar, Hurrell's TR2 and—more cheering—Ken Rudd, first on distance, and easily Championship leader on aggregate through the year.

Next over the line were the Simpson M.G.A., Utley's Frazer-Nash and Dixon's M.G.A. Then came the last little act in this eventful "miniature T.T." As Kellett's Austin-Healey crossed the finish line at modest speed, the nearside rear

wheel detached itself, and bowled happily along the road, into the protective ditch before the pits grandstand.

C. POSTHUMUS.

#### Provisional Results

**General Classification:** 1, R. Fitzwilliam/R. Carnegie (M.G.A., 9 credit laps), 82 laps in 2 h. 58 m. 31.4 s., 67.29 m.p.h.; 2, K. N. Rudd (A.C.-Bristol, scratch), 81 laps in 2 h. 59 m. 47.6 s.; 3, P. Simpson/A. Asquith (M.G.A., 8 credit laps), 81 laps in 2 h. 9 m. 49.4 s.; 4, J. F. Dalton (Austin-Healey 100S, scratch), 80 laps in 2 h. 58 m. 32.0 s.; 5, J. K. McKechnie (Morgan Plus Four, 5 credit laps), 79 laps in 2 h. 58 m. 3.8 s.; 6, D. S. Shale (Austin-Healey 100S, scratch), 78 laps in 2 h. 57 m. 58.6 s.; 7, D. J. Calvert (H.R.G., 3 credit laps), 78 laps in 2 h. 58 m. 10.2 s.; 8, P. M. Salmon/Gagar

**APPROACHING LODGE:** P. M. Salmon (Jaguar XK 120), J. K. Hurrell (Triumph TR2) and Ken Rudd (A.C.) in line ahead formation.





XK 120, 1 credit lap, 78 laps in 2 h. 59 m. 5.2 s.; 9. D. G. Dixon (M.G.A.), 77 laps; 10. S. A. Hurrell (Triumph TR2), 77 laps; 11. E. J. B. Mitchell (Ford Anglia), 76 laps; 12. J. F. Lawry (Lotus Mk. V), 76 laps; 13. R. J. W. Utey (Frazer-Nash), 76 laps; 14. R. C. Green (Austin-Healey 100M), 74 laps; 15. R. N. Robinson/D. R. Scrutton (A.C. Ace), 68 laps; 16. A. G. M. Kellett (Austin-Healey 100M), 43 laps.

**Retirements:** A. T. Foster (M.G.A.), crashed; M. D. Mainwaring-Evans (A.C. Ace), 34 laps, clutch; R. A. Hudson (A.C. Ace), 37, engine; G. J. Maude (Jaguar XK 120), 39, valves; G. Hill (Lotus), 48, engine.

#### Class Winners

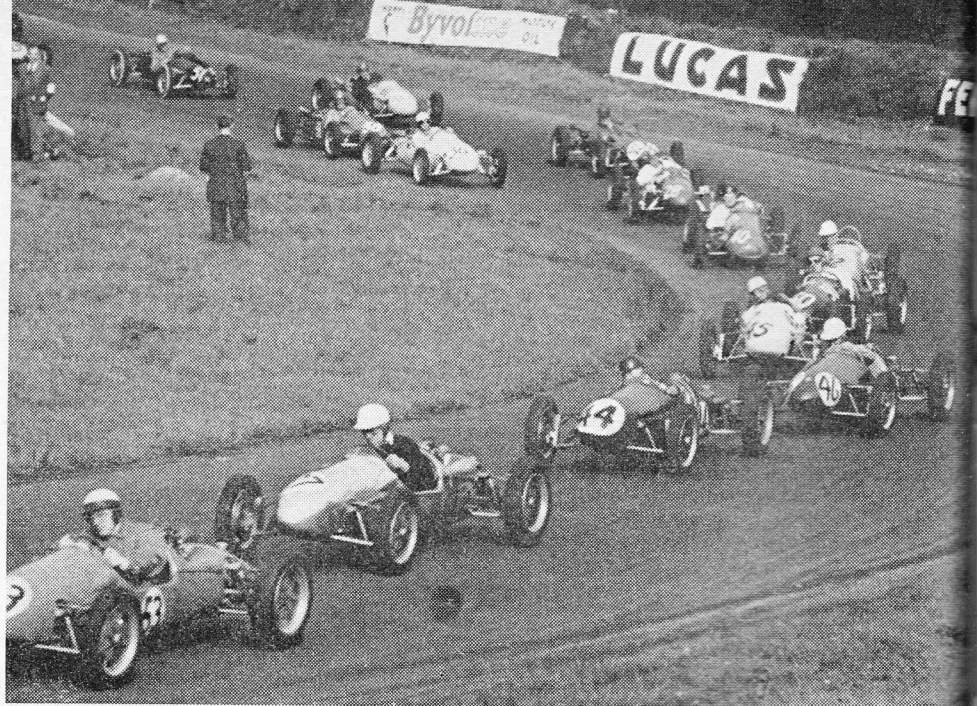
**Class 1 (Up to 1,200 c.c.):** 1. E. J. B. Mitchell (Ford Anglia), 76 laps in 2 h. 57 m. 29 s., 57.87 m.p.h.; 2. J. F. Lawry (Lotus Mk. V), 76 laps in 2 h. 58 m. 39.8 s. No other finishers.

**Class 2 (1,201-1,500 c.c.):** 1. R. Fitzwilliam/R. Carnegie (M.G.A.), 82 laps in 2 h. 58 m. 31.4 s., 67.29 m.p.h.; 2. P. Simpson (M.G.A.), 81 laps in 2 h. 59 m. 49.4 s.; 3. D. J. Calvert (H.R.G.), 78 laps in 2 h. 58 m. 10.2 s., 69.73 m.p.h.

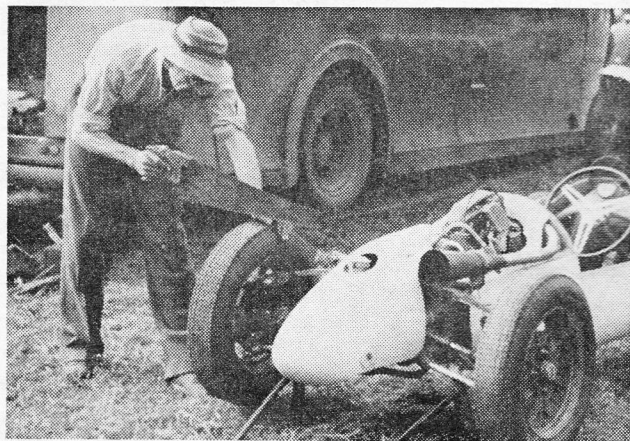
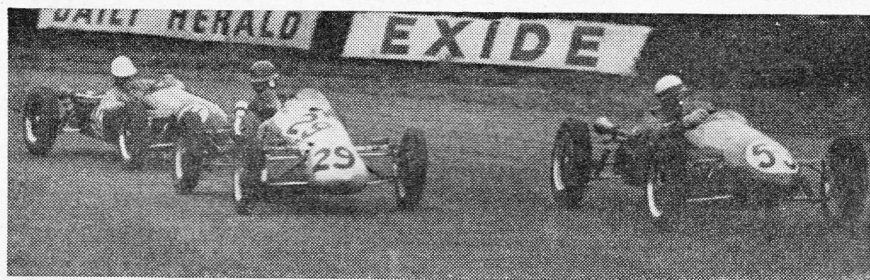
**Class 3 (1,501-2,500 c.c.):** 1. K. N. Rudd (A.C.-Bristol), 81 laps in 2 h. 59 m. 7.6 s., 74.63 m.p.h.; 2. J. K. McKechnie (Morgan Plus Four), 79 laps in 2 h. 58 m. 38 s.; 3. S. A. Hurrell (Triumph TR2), 77 laps in 2 h. 59 m. 25.8 s.

**Class 4 (Over 2,500 c.c.):** 1. J. F. Dalton (Austin-Healey 100S), 80 laps in 2 h. 58 m. 32 s., 74.23 m.p.h.; 2. D. S. Shale (Austin-Healey 100S), 78 laps in 2 h. 57 m. 58.6 s.; 3. P. M. Salmon (Jaguar XK 120), 78 laps in 2 h. 59 m. 5.2 s.

**Note:** Number of laps given includes handicap allowance.



*WHEELS within wheels: The field for the Formula 3 race coming through the first corner on the first lap; Bueb heading Russell, Parker, Bridger and Davis.*



*OLD HAND at Old Hall (above): Ivor Bueb passes Bridger (No. 46) and Spreckley during his exciting tussle with the former.*

★

*VEHICLE DISPOSAL? (Left) It looks as if Francis Beart is fed up with one of his Coopers, but he is merely grooving the tyres with a carpenter's saw.*

## The Formula 3 Race

### Lewis-Evans Does His Best to Prevent Another Russell Victory

**O**PENING surprise in the 15-lap Formula 3 race for *The People Challenge* Trophy was the front row position, amongst the *élite*, of Derek Strange, who turned a practice lap with his Cooper in 2 mins. 3.2 secs., a time bettered solely by Jim Russell and Ivor Bueb. Over a score of 500s, predominantly Coopers as ever, massed on the grid, and Stuart Lewis-Evans was away like lightning, to lead Bueb, Russell, Parker and Bridger through Old Hall, with Colin Davis heading a wheel to wheel mass behind. Russell rapidly displaced Bueb, and set

out determinedly after Lewis-Evans. Tom Dickson's Cooper retired near Clay Hill on the opening lap, and Don Parker, too, had a short race, coasting to an impotent halt opposite the pits after one round, and walking sadly away.

Lewis-Evans and Russell were now nose to tail, fighting it out all round the course and extending their lead, while Tom Bridger had passed Bueb to hold third spot. Behind, Colin Davis pulled out all the stops in Francis Beart's Cooper, and shattered Lewis-Evans's F3 record of 2 mins. 1.6 secs. on his second lap, circulating in 1 min. 58.2 secs.—84.09 m.p.h. to 81.74 m.p.h.! Alas, one more lap and a universal joint broke, and Davis's race was run.

Bueb and Bridger were at it hammer

and tongs, and on lap 7, as Bridger came up behind R. T. Spreckley's Cooper at Old Hall, Bueb pulled smartly out to pass both. Bridger retaliated swiftly, repassing Ivor the following lap, by which time Don Truman had retired to the paddock, and Trevor Taylor had stopped for  $\frac{1}{2}$  min. with engine trouble. Strange was coming through the field at an impressive pace after a poorish start, and was hanging grimly on to fifth man Cliff Allison. Les Leston, returning to a Formula 3 cockpit, had been penalized 1 min. for jumping the start from his fourth row position, and contented himself with steady lapping.

And still those two old hands at the 500 game, Lewis-Evans and Russell, were hurtling round as if tied together, neither yielding an inch, until at last, around half-distance, Russell's chance came and he swept past into the lead. Several lesser contestants had now fallen by the wayside, Trevellick's Trevellick, Spreckley's Cooper, Fergusson's Emeryson and Chris Summers's Cooper all vacating the race.

Now the hunter instead of the hunted, Lewis-Evans pressed relentlessly on Russell, and soon succeeded in repassing the Norfolk star. But not for long. Looking his grimmest—and how grim he can look, when really racing!—Jim Russell shot by once more, and soon Lewis-Evans began to drop away, the intake pipe on his carburettor having fallen off. Scott Bloor's Cooper split its tank and retired, and the last laps ran swiftly out, with Russell now undisputed victor of yet another Formula 3 event—verily is he a king of his craft, and one of the most formidable 500 c.c. drivers ever to appear in the 10 years' history of the class. Lewis-Evans was a safe second, nearly 10 secs. behind, and Tom Bridger staved off every Bueb attack to the end. Allison was fifth, and the spirited Strange sixth, heading a seemingly subdued Boshier-Jones over the line.

C. POSTHUMUS.

#### Provisional Results

1. J. Russell (Cooper), 30 m. 49.2 s. (80.63 m.p.h.); 2. S. Lewis-Evans (Cooper), 30 m. 58.8 s.; 3. T. Bridger (Cooper), 31 m. 41.8 s.; 4. I. L. Bueb (Cooper); 5. C. Allison (Cooper); 6. D. J. Strange (Cooper); 7. D. Boshier-Jones (Cooper); 8. P. Robinson (Cooper); 9. E. Dawson (Cooper); 10. H. S. Howlett (Cooper).

**Fastest lap:** C. C. H. Davis (Cooper), 1 m. 58.2 s. (84.09 m.p.h.).

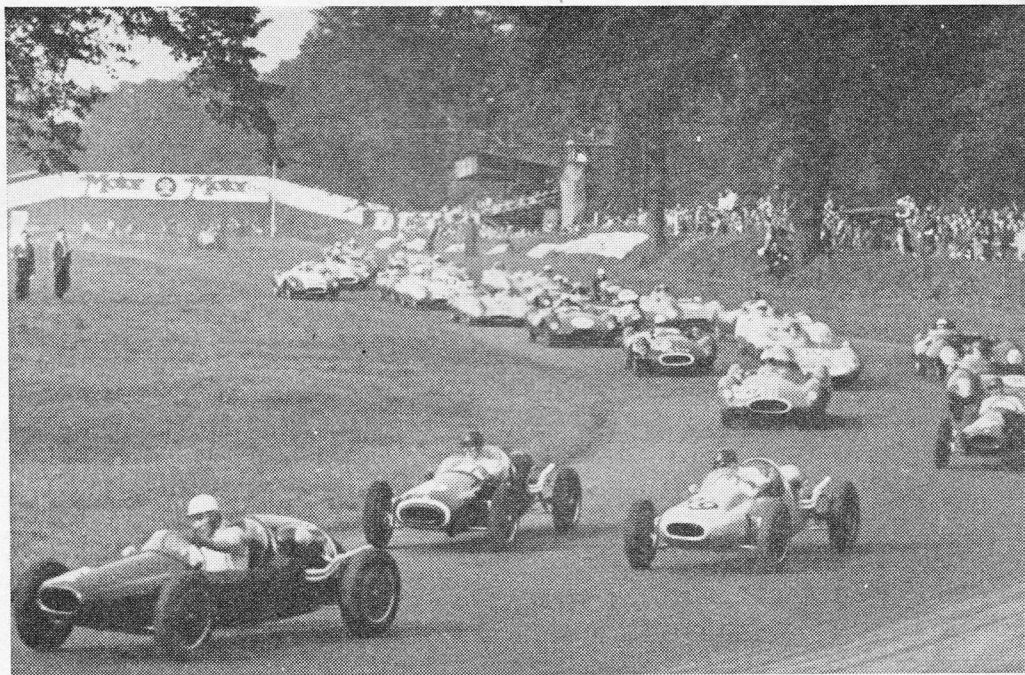


## The Gold Cup Race

### Triumph for the New F2 Coopers

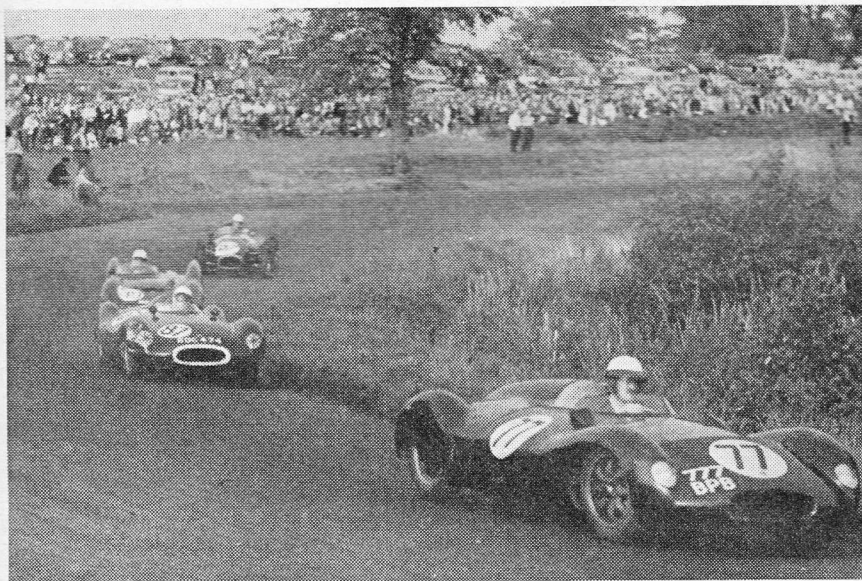
THE withdrawal of Mike Hawthorn (Lotus), on the advice of his doctor, and of the new F2 Lister to be driven by Archie Scott-Brown, was unfortunate. However, Scott-Brown took over an Elva "1,100". Fastest in practice was Tony Brooks, in Rob Walker's F2 Cooper, and these little machines, driven respectively by Roy Salvadori and Jack Brabham, shared the front row of the grid with Brooks, and Colin Chapman in the sports-racing Lotus XI "Le Mans". The only other drivers to break 2 mins. were Ken Wharton (F2 Cooper), Mackay Fraser (Lotus XI) and Ron Flockhart (Lotus XI).

It was a tightly bunched mob that swept into Old Hall Corner after flag-fall, with Salvadori, Brooks, Brabham and Wharton out-accelerating the remainder. Horace Richards's Riley-engined H.A.R. was last away. Lap 1, and it was a real traffic jam past the pits, with Chapman up with the Coopers, followed by Reg Bicknell, Les Leston, Ron Flockhart and Mac Fraser—all in



**COOPERS' ASCENDANT:** The four new Cooper-Climax F2 machines led the Gold Cup race from the fall of the flag, Salvadori ahead of Brooks and Brabham, with Wharton following.

**ALL THE SEVENS:** (Left) Mackenzie-Low's ex-Moss Cooper carries an interesting combination of index and competition numbers. Behind are MacDowel, Bramley and Burgess.



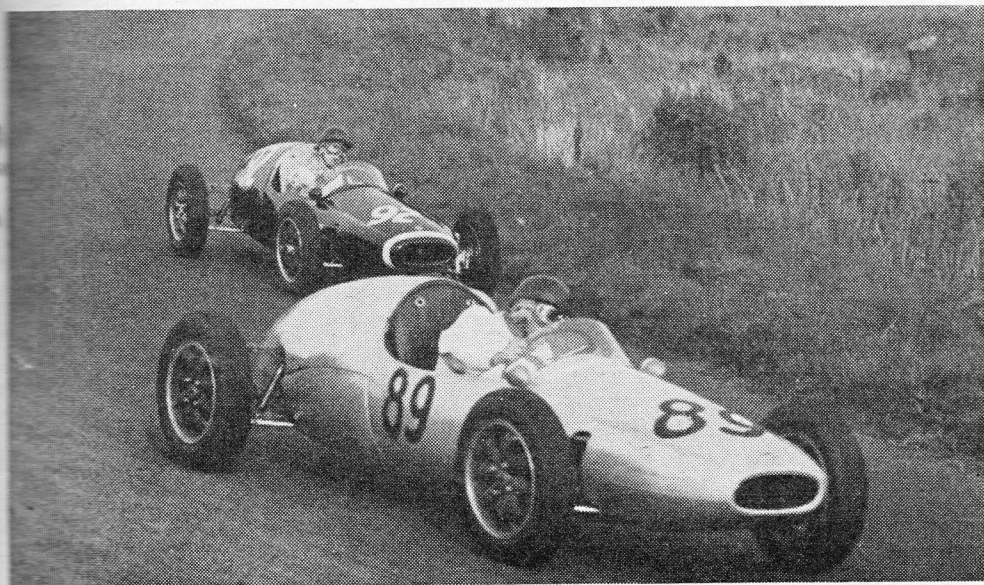
Lotuses. Then Salvadori began to pull away, Brooks and Brabham duelling like mad; Chapman closed right up on Ken Wharton, and Flockhart was just a few yards behind Bicknell and Leston.

Apart from the different noise, it looked very Formula 3 with the rear-engined Coopers in front. Early retirements were New Zealander Raymon Thackwell and Tom Dickson (Lotuses), the former with no oil pressure, and the

#### STARTING GRID

Chapman (Lotus)	Brabham (Cooper)	Salvadori (Cooper)	Brooks (Cooper)
1 m. 57.2 s. 1 m.	56.8 s. 1 m.	55.6 s. 1 m.	52.2 s.
Flockhart (Lotus)	Fraser (Lotus)	Wharton (Cooper)	
1 m. 59.4 s.	1 m. 59 s.	1 m. 58.2 s.	
Taylor (Cooper)	Allison (Lotus)	Bicknell (Lotus)	Leston (Cooper)
2 m. 01.6 s. 2 m.	01.4 s. 2 m.	00 s. 1 m.	59.6 s.
Hall (Lotus)	MacDowel (Cooper)	Bueb (Cooper)	
2 m. 03.6 s.	2 m. 02.4 s. (1,100 c.c.)	2 m. 01.8 s.	
Burgess (Beart-Rodger)	Mackenzie (Cooper)	Greenall (Lotus)	Dickson (Lotus)
2 m. 05.8 s. 2 m.	04.8 s.	2 m. 04.4 s. 2 m.	03.8 s.
Richards (Lotus)	McMillan (Cooper)	Jones (Lotus)	
2 m. 08.4 s.	2 m. 07.6 s.	2 m. 06.8 s.	
Jackson (Cooper)	Nixon (Cooper)	Bramley (Lotus)	Towse (Cooper)
2 m. 12.4 s. 2 m.	09.4 s. 2 m.	09 s. 2 m.	09 s.
Richards (H.A.R.)	Scott-Brown (Elva)	Thackwell (Cooper)	
2 m. 27 s.	2 m. 24.2 s.	2 m. 13.6 s.	

**BRABHAM-BROOKS BATTLE:** The Australian in his works Cooper leads Tony Brooks in Rob Walker's newly acquired car.

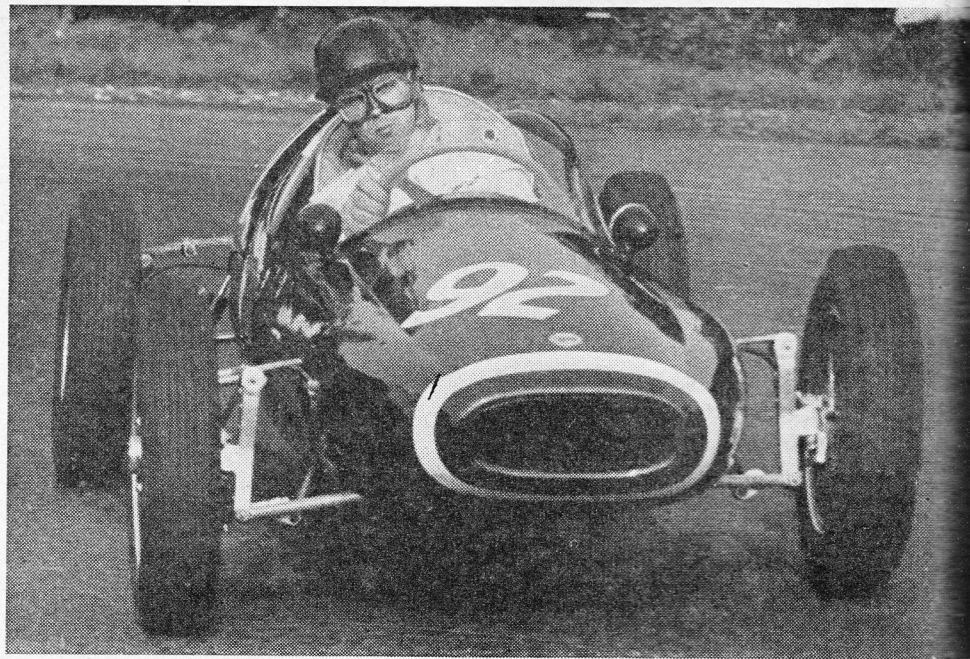






**STYLISTS AT THE WHEEL:** (Above) Gold Cup winner Roy Salvadori coming through Old Hall Corner in his Cooper-Climax.

(Right) Runner-up Tony Brooks on the same corner in Rob Walker's similar but newer car. Brooks made the fastest lap in practice.



Scotsman with water pump failure. Talking about water, Reg Bicknell qualified for a "bonus award" for being first into the lake during a race. Coming down to Cascades at a fair lick, a brake locked and he slid straight over the bank and plunged into the water. No frogmen were needed, but according to Reg, the cockpit was occupied by a school of tiddlers!

At 10 laps, Salvadori led Brooks and Brabham by just over 11 secs.; Chapman and Flockhart had both overtaken Wharton. A couple of laps later, Flockhart advanced on the Team Lotus captain to take fourth place. Salvadori seemed to be in complete command of the race, but the Brabham-Brooks battle grew in intensity. Cliff Allison's 1,100 c.c. Lotus was unobtrusively leading many of his 1,500 c.c. rivals. Ivor Bueb (Cooper) retired with completely seized transmission. Scott-Brown (Elva) had a lengthy pit stop to change plugs. After 20 laps (half distance), Salvadori had pushed the race average up to 84.05 m.p.h.—and still Brabham and Brooks duelled for second place. Mac Fraser was having a highly uncomfortable time being slowly roasted by flames from a blown exhaust gasket. Ian Burgess's Osca-powered Beart-Rodger was going reasonably well, although hopelessly over-geared.

Then Brabham had the wretched luck to have a fuel-pump lead come adrift. By the time his mechanics had sorted out the trouble he had dropped 4 mins. This gave Brooks an unchallenged second place, Flockhart now moving up to third—about 10 secs. ahead of Chapman who was in front of Wharton. The five leaders had now lapped the rest of the field, with Allison's and Leston's 1,100s in sixth and seventh places respectively. After 30 laps, Salvadori had averaged over 84 m.p.h. and was 24.6 secs. in front of Brooks. Towse's Cooper was stationary for over 7 mins. with overheating bothers, and Mackenzie-Low's Cooper broke its gearbox. Brabham dropped farther back when the fuel

pump lead came off again; but with the exit of Bicknell, he would only have to keep going to ensure the team award for Coopers!

Archie Scott-Brown made a couple of pit-stops with the red Elva, and one had to applaud the plucky Mackay Fraser who was absolutely bathed in sweat in his "pressure-cooked" cockpit. Salvadori equalled the 1½-litre course record with 1 min. 57 secs. (84.97 m.p.h.). In point of fact, his lap times were all close to the existing record, and his

driving was a model of consistency, as was that of Brooks—first time out in the rear-engined car.

Roy romped home—25.2 secs. ahead of Tony Brooks, and Ecurie Ecosse's Ron Flockhart snatched a hard-won victory in the sports category from the now brakeless Chapman by just 2.4 secs., with Ken Wharton in fifth place. Apart from Salvadori with the Gold Cup, happiest folk were the Coopers père et fils: Charles was seen in the paddock with a £1,250 grin—outright winners and also

## LAP-BY-LAP SCORE CHART OF THE "DAILY HERALD" GOLD CUP RACE

83.75 m.p.h.

19 min 46.8 sec

84.5 m.p.h.

39 min 25.2 sec

DRIVER	CAR	CAR No	POS
SALVADORI	COOPER	88	1
BROOKS	COOPER	92	2
FLOCKHART	LOTUS	69	3
CHAPMAN	LOTUS	80	4
WHARTON	COOPER	74	5
LESTON	COOPER	78	6
ALLISON	LOTUS	81	7
TAYLOR	COOPER	86	8
HALL	LOTUS	83	9
FRASER	LOTUS	75	10
BURGESS	BEART-RODGER OSCA	67	11
MCDOWELL	COOPER	87	12
JACKSON (res PLANE)	COOPER	76	13
GREENALL	LOTUS	90	14
JONES	LOTUS	103	15
McMILLAN	COOPER	68	16
NIXON	COOPER	79	17
BRAMLEY	LOTUS	99	18
J.J. RICHARDS	LOTUS	94	19
BRABHAM	COOPER	89	20
H.A. RICHARDS	HAR	84	21
SCOTT-BROWN	ELVA	70	22
THACKWELL	COOPER	73	23
TOWSE	COOPER	102	24
BICKNELL	LOTUS	82	25
BUEB	COOPER	72	26
MACKENZIE-LOW	COOPER	77	27
DICKSON	LOTUS	97	28

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212
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victors in the team contest: a sizeable amount of "lolly" for less than an hour and a half of racing!

GREGOR GRANT.

#### Provisional Results

1, R. F. Salvadori (Cooper), 40 laps in 1 h. 19 m. 2 s., 83.84 m.p.h.; 2, C. A. S. Brooks (Cooper), 1 h. 19 m. 27.2 s.; 3, W. R. Flockhart (Lotus), 1 h. 20 m. 31.6 s.; 4, A. C. B. Chapman (Lotus), 1 h. 20 m. 34 s.; 5, K. Wharton (Cooper), 1 h. 20 m. 50.4 s.; 6, L. Leston (Cooper), 39 laps in 1 h. 19 m. 22.6 s.; 7, C. Allison (Lotus); 8, D. Taylor (Cooper).

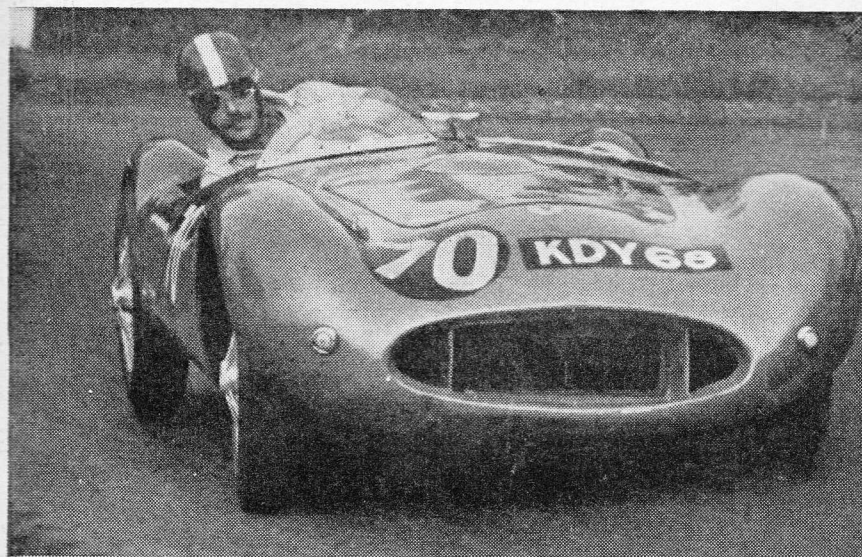
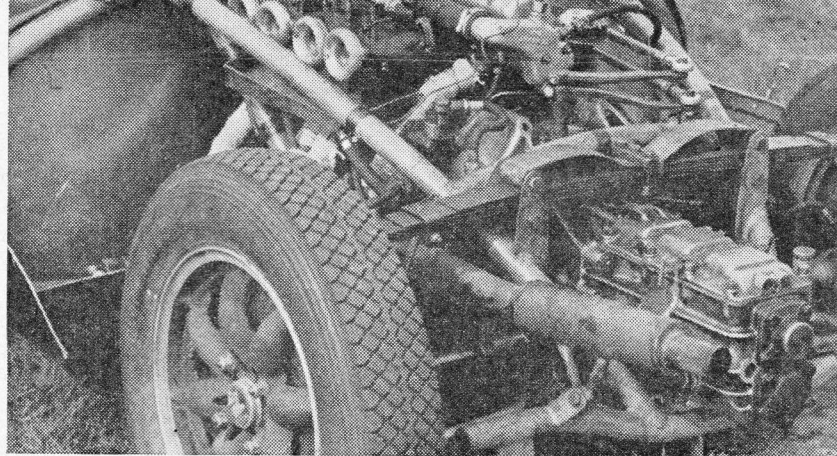
Sports Car Classe 1, Flockhart (Lotus); 2, Chapman (Lotus); 3, Leston (Cooper).

Up to 1,100 c.c.: 1, C. Allison (Lotus).

Team Award: Cooper: Salvadori, Brabham, Brooks.

Fastest lap: Salvadori, 1 m. 57 s., 84.95 m.p.h.

WITH WEBERS: An under-bonnet view of MacKenzie - Low's Cooper-Climax, which had been modified for its former owner, Stirling Moss, by the fitting of Weber carburettors.



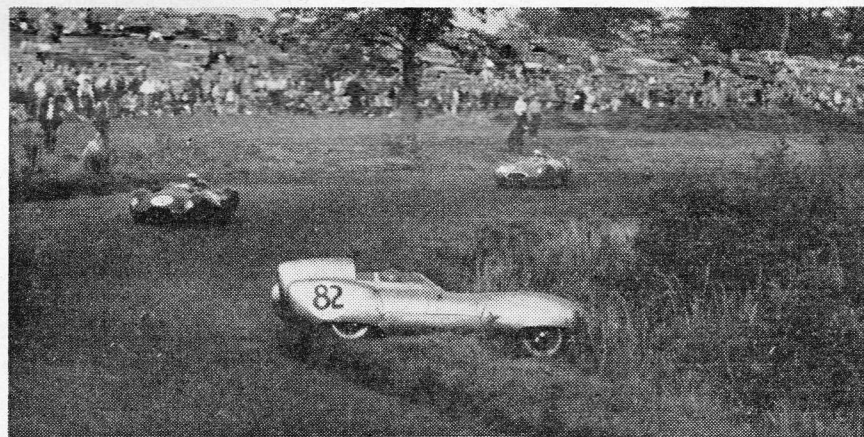
### The Saloon Car Race

Easy for Brooks (300SL Mercedes-Benz)

AFTER their strenuous efforts in the Gold Cup race, Tony Brooks, Ron Flockhart, Ken Wharton and Ivor Bueb just had time for a breather before walking to their Mercedes-Benz 300SL, Austin A90, Ford Zephyr and Jaguar XK 140 respectively, to take part in the 10-lap saloon car race. This bore the somewhat cumbersome title of the Manchester Motor Trades Luncheon Club Trophy, and though intended initially for saloon cars plain and simply, a concurrent Gran Turismo class was later introduced, with an extra Cup and cash awards from the generous sponsors. Those eligible were Tom Clarke (Acceca), Bueb (Jaguar), Brooks (300SL), W. D. Bleakley (Jaguar), Miss Burt (DB2/4) and J. Burke's Porsche.

Excitement in this race came, not from any very close racing, but from the high speed progress around the course of various cars more familiar on the local by-pass. Tony Brooks in Rob Walker's Mercedes was, of course, in his element, and led the race from start to

NEW MOUNT for Archie Scott-Brown (above) who drove a 1,100 c.c. Elva when the new Lister-Climax non-started.



UNLUCKY DIP for Reg Bicknell (above) who went off Cascades into the water when a front brake locked.

(Right) Herber Mackay Fraser goes briefly off-course at Lodge with his Lotus.



84.00 mph										83.84 mph									
59 min 80 sec										1 hr 19 min 2 sec									
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40		
88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88		
92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92		
69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69		
50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50		
74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74		
78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78	78		
75	75	75	75	75	75	75	75	75	75	81	81	81	81	81	81	81	81		
81	81	81	81	81	81	81	81	81	81	86	86	86	86	86	86	86	86		
86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86		
83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83	83		
76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76		
67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67		
77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77		
87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87		
90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90		
103	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103		
90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90		
68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68		
79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79		
94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94		
87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87		
94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94		
84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84		
70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70		

☐ — PIT STOP  
☐ — LEADERS TIME & SPEED  
☐ — RETIRED  
☐ — RACE TIME



**ARRESTED MOTION:**  
(Right) The Le Mans start of the saloon race, with Tony Brooks, Ivor Bueb and Miss Patsy Burt, the three nearest the camera, rushing to Mercedes-Benz, Jaguar and Aston Martin respectively.

★

**FAST SEDAN (below)**  
Ken Wharton's Ford Zephyr with Raymond Mays conversion, and an anything but zephyr-like exhaust note.



finish. Ivor Bueb took up a firm second place for Jaguar, and Ken Wharton's grey Zephyr with latest Raymond Mays conversion to engine and suspension vitals, occupied third place, leading the saloon class throughout and handling and sounding like a Formula 1 car.

Harold Grace's Riley Pathfinder obstinately declined to start at flag-fall, fired briefly, stopped again, then at last consented to get going—by which time the field had vanished from sight. Grace's handling of that large and solid piece of saloon motor car thereafter was even more of a treat to watch than usually. He picked up three places on the first lap, then fastened on to Burke's rapid Porsche, eventually pulling up to third place in the saloon class, behind the Fords of Wharton and Denis Scott.

But the major sensation was American Army Sergeant "Rock 'n' Roll" Raymond L. Cordes's fearless handling of a fearsome Plymouth saloon, which yawed and slewed its way through the bends with scrabbling tyres and body heeling this way and that, in desperate efforts to keep up with the agonised motions of the suspension. Its progress held the crowd fascinated, and after spinning twice at the Cascades, expectations of "the worst" seemed fulfilled when the car went missing after seven laps, reportedly with "a tyre on fire". "Only

one?" queried horrified onlookers, but it transpired eventually that a wheel had also protested under the strain, the studs parting company with the rim. The crowd were sorry to see him go.

Tony Brooks circulated impeccably in the Merc., breaking Joakim Bonnier's 66.65 m.p.h. saloon record (made with a 1.9-litre Alfa Romeo) by a mere 8.76 m.p.h. on lap 2, and by 10.56 m.p.h. on lap 4, leaving it at 76.11 m.p.h. Patsy Burt, England's current "Doreen Evans" or "Kay Petre", handled her DB2/4 Aston Martin in the manner we are becoming accustomed to—rapidly, neatly, and unobtrusively, making the final Gran Turismo order Brooks, Bueb, Burt. Ron Flockhart's Austin A90 seemingly hadn't the steam to hold the leading saloons, and came fifth, behind Edgar Wadsworth's Elliott-bodied Healey. These saloon car events are instructive as well as spectacular, and this one might well have been a little longer than 10 laps.

C. POSTHUMUS.

#### Provisional Results

**Gran Turismo Class:** 1, C. A. S. Brooks (Mercedes-Benz 300SL), 22 m. 16.2 s. (74.39 m.p.h.); 2, I. L. Bueb (Jaguar XK 140), 23 m. 15.8 s.; 3, Miss P. Burt (Aston Martin DB2/4), 23 m. 57.4 s.

**Saloon Class:** 1, K. Wharton (Ford Zephyr), 23 m. 51.4 s. (69.44 m.p.h.); 2, D. G. Scott (Ford Zephyr), 24 m. 25.8 s.; 3, G. H. Grace (Riley

Pathfinder), 24 m. 49.4 s.; 4, E. B. Wadsworth (Healey), 25 m. 13.4 s.; 5, W. R. Flockhart (Austin A90), 25 m. 42.6 s.; 6, T. Barnard (Ford), 26 m. 10.8 s.

**Under 2,000 c.c.:** 1, G. Gelberg (M.G. Magnette), 26 m. 40.4 s.

**Fastest lap:** Brooks, 2 m. 10.6 s. (76.11 m.p.h.).  
**New Class Record.**

#### FACELIFT AT "INDY"

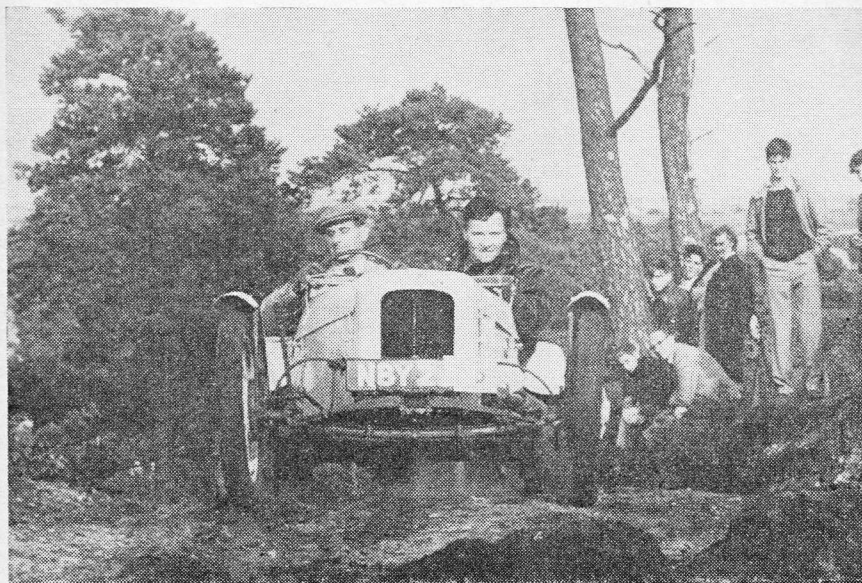
IN the interests of safety, spectator comfort and "eye-appeal" a new and greatly enlarged pit area, with terrace seats replacing the former pit parquet sections, will be ready at Indianapolis for the 41st 500-mile race on 30th May next year, at a cost of more than a half-million dollars. The 30 year old Pagoda, parquet seats, pit wall and pit apron already have been razed to make way for the immediate start of construction work. The pit area will be recessed along the inside of the track and extended north of the starting line, in order to provide 30 feet of space for each car instead of 20 feet, as of yore.

The retaining wall along the inside of the north part of the main straight-away will be extended the full length of the home stretch, with two openings in the wall permitting the cars to enter and leave the protected pit area without difficulty. The level of the pit area behind the track wall will be raised, while a sloping grass esplanade between the track and the pit driveway will ensure that the retaining wall will not obstruct the spectators' view of pit action. The terrace seats will run the full length of the pit area, while the new control tower will be approximately the same height as the old Pagoda. Restaurant facilities, modern rest rooms, accessory headquarters and new facilities for press and radio representatives will occupy the area under the terrace seats.

#### OVERDRIVE, STANDARD AND OPTIONAL

LAYCOCK DE NORMANVILLE Overdrive has been chosen as standard equipment for the new Standard Vanguard Sportsman, announced recently. The overdrive ratios on second and top of the three-speed gearbox are (with normal ratios in brackets): **Top**, 3.55 to 1 (4.55 to 1); **Second**, 5.93 to 1 (7.60 to 1). On the Rover 60 and 75, the optional overdrive, on top gear of the four-speed gearbox only, has a ratio of 3.6 to 1 (4.7 to 1).





## Lawson Wins the Knott Cup

Civilians and Military join battle in West Hants & Dorset C.C. Mud Trial

THE Knott Cup Trial is generally looked upon as a "season opener" for the harder types of trials vehicles (and drivers!) and contains a good variety of sections, ranging from the tour-up type to the ones where cars stand on their hind wheels and the passengers turn pale.

This year there were two trials in one for the West Hants & Dorset Car Club had again invited teams from the Army. There was a good response, for all ranks, from Colonels to Privates, from six units in Southern Command fought a keen battle, with the honours finally going to the "home" team, based at Bovington Camp, actual area of the course.

With the usual three sets of sections, Bowl, Gallows and Heather, and the entry of over 40 split up into "odds" and "evens" on the first two, there were cars climbing hills all over the place, and it was difficult to get a clear picture of what was happening. However, it was soon noticed that the usual names were well to the fore. Some of the Bowl hills were in the impossible category, but G. N. Newman, R. W. Faulkner and M. H. Lawson were among those who were seen to be achieving the impossible and getting a loud cheer from the enthusiastic crowd. It was here that E. J. Chandler's steering came adrift, and was repaired on the spot, to enable its owner to win a major award. Winner of the Army award, Sgt. D. R. Holland also struck trouble, and had to change a petrol pump before he could continue. His passenger, Sgt. Baker, reminded one of a sidecar passenger, for he leaped agilely from back seat to bonnet, depending upon which wheels were spinning and was also signalling to the driver which line to take. R. Kemp's partner adopted a backwards prone position at times, with success.

Gallows presented its usual problem, but the "big boys" all managed to get over the top.

After being split up between Bowl and Gallows, the entire entry arrived at the final group, Heather, set in an attrac-

**OPERATION MUD-PLUG**—The use of four-wheel-drive Army vehicles did not enable the military contingent to beat the "trials specials". The only Jeep amongst a flock of Land Rovers, was this one, driven with enthusiasm by Lt.-Col. W. J. Davis.



tive wooded setting, and consisting of some evil looking sandy humps.

I. D. Lewis was the first man over the top of the most difficult hill, followed by G. N. Newman, E. J. Chandler and Mike Lawson, all of whom were nicely airborne over the top. Chandler, incidentally, made the only clean climb on another Heather section.

Some of the Army vehicles climbed almost as high as the civilians, and particularly outstanding were Capt. L. D. Hall, Sgt. D. Holland, Major H. C. Mundy and Major W. D. P. Sullivan, who all got well on the way to the top of the most tricky sections, while Lt.-Col. W. J. Davis, C.O. of the local Command Workshop, was obviously enjoying himself, and drove the only Jeep with considerable verve and success.

Final results showed that Mike Lawson had been victorious, by 90 unclimbed feet from E. J. Chandler. Lawson has been consistently driving at the Knott Cup for years, and well deserved his first win in this event. His passenger, Ian McKenzie, gets the new "Bouncer's Trophy", awarded this year. For the

*TOP OF THE HILL*—and the results—was Mike Lawson, seen here arriving at the summit of "Heather".

Army, Sgt. Holland, and his acrobatic passenger, scored a very narrow victory over Spr. Hughes, with Major H. C. Mundy in third spot. For the teams, the West Hants & Dorset Team took the civilian award, while the "local boys", H.Q. R.A.C. Centre Bovington, dealt with the Military side of the question.

A. HOLLISTER.

### Provisional Results

**Knott Cup:** M. H. Lawson (1,172 M & L.), 187 unclimbed feet. **Visitors' Cup:** E. J. Chandler (1,172 Chandler), 277. **Ship Cup** (Best by member of West Hants Club): R. W. Faulkner (1,172 Paul Spl.), 329. **Class Cup:** R. Kemp (1,172 Cannon 9), 293. **First Class Awards:** B. Blundell (1,172 BBS), G. N. Newman (1,172 Cannon 7). **Second Class Awards:** W. G. Macey (1,172 M.A.S.), A. Oliver (1,172 Cannon 11). **Bouncers' Trophy** (Navigator of winning car): I. McKenzie.

### Army Vehicles

**Club Challenge Cup:** Sgt. D. R. Holland (Land Rover), 549 unclimbed feet. **Awards:** Maj. W. D. P. Sullivan (Land Rover), Spr. Hughes (Land Rover), Maj. H. C. Mundy (Land Rover), Capt. J. Baillie (Land Rover).

**Team Challenge Trophy:** "A" Team, H.Q., R.A.C. Centre, Bovington Camp (1,810 unclimbed feet). (Maj. H. C. Mundy, Maj. I. M. Walker, Maj. W. D. P. Sullivan.)

**RACING** at Brough Aerodrome takes place tomorrow, 29th September, starting at 1 p.m., organized by the Blackburn Welfare M.C. As before there will be events for solo motor cycles and motor cycles with sidecar, together with 500 c.c. car events organized in connection with the British Racing and Sports Car Club. The 500 c.c. car events include a scratch race, with a 10-lap final, and a handicap race with a seven-lap final. Amongst the entries are Tom Dickson driving a Cooper-Norton, D. H. Phillips driving a Cooper-J.A.P., M. E. Wyatt driving a Cooper-Norton and Philip Robinson, also with a Cooper.

THE Royal Automobile Club has retained the Cade Cup for the fifth year in succession by defeating the London Press Club Golfing Society, by three matches to one, at the R.A.C.'s Country Club, Woodcote Park, nr. Epsom. In the top match A. G. Polson (R.A.C. Team Captain), and R. A. Samwell, beat L. Cade (Press Team Captain) and C. Ford, three and two.



*FRONT ROW* of the 1,250 c.c. race grid reads (left to right) P. J. Lumsden, A. Stacey, P. H. Ashdown and R. McG. I. Ireland—and all are driving Climax-engined Lotuses.

WITH the utmost perversity, the sun shone from a clear sky throughout the B.A.R.C.'s Members' meeting at Goodwood last Saturday, despite the fact that the gentleman on the B.B.C. at 9 a.m. had inferred that we would be lucky if we weren't all swept off our feet and half drowned by the torrents so confidently expected by the Air Ministry.

However, nobody at all minded something so unusual as a wrong forecast that actually went in our favour, and the eight-race meeting was run off on the

Having the lead in the *Motor Sport* Brooklands Memorial Trophy, with 15 points, these races were important to Peter Lumsden if he was to win the trophy from runner-up, Michael Head. In both, his Lotus Mk. IX started from pole position, but in both also he was headed all the way by the faster Mk. XI of A. Stacey, and in the 1,500 c.c. event, by R. McG. I. Ireland as well, the latter driving a Mk. XI car that looked suspiciously like Keith Hall's but wasn't. However, Lumsden gained 5 points for

## Goodwood Finale, 1956

A. Stacey (Lotus) Wins Twice—P. J. Lumsden (Lotus) Secures Brooklands Trophy—Excellent Driving by Graham Whitehead and Hazel Dunham

dot, with all the club's customary efficiency.

In the principal event, 10 laps from scratch for sports cars between 1,500 and 3,500 c.c., Graham Whitehead scored a runaway win in his Aston Martin DB3S, with the 12-plug cylinder head, taking the chequered flag some 17 secs. in front of Michael Head's Cooper-Jaguar. Head, on the other hand, spent an anxious race, staving off the ever-present threat of Geoff Richardson driving Bob Dennis's Aston-Jaguar. Both went round and round the circuit, practically glued together. Richardson tried to take Head time after time, and actually managed to achieve his aim for a brief instant on lap 7. But, once in front again, the Cooper-Jaguar stayed there by hook or by crook, and eventually finished a second ahead, the tail of the Coventry-engined Aston tending to break away rather more easily in the closing laps.

A second duet, for fourth and fifth places, was played out between Ian Baillie's Jaguar D and Maxwell Trimble's ex-Ecosse C-type, but here no positions were changed, though not for want of effort, and the newer car won. Then a long pause, and about half a lap behind came the Hon. S. Plunket, driving the Vermin Stable's DB3S Aston Martin. In the meantime, D. Lewis (Jaguar C), at one time in front of Plunket, had spun off at Woodcote and retired, while M. S. Routley took his XK 140 coupé back to the paddock at half-distance. A non-starter was Dick Steed, whose Cooper-Jaguar had swallowed a valve in practice.

Both five lap scratch races, under 1,250 and under 1,500 c.c., were Lotus-dominated from the grid onwards. The only intruder in the front two rows of each event was Keith Greene's Cooper, and, indeed, Greene was the only non-Lotus driver in the first half-dozen places of the results of each.

*FAST, but not furious, Graham Whitehead's steady drive in his Aston Martin brought him an unchallenged victory in the 10-lap big sports car race. He is seen here at Madgwick.*

a second and a third, and thus gained the trophy as well, six points in front of Head and Hazel Dunham, but more of the lady's fine performance later.

The first claimant to third place in the 1,250 c.c. race was Peter Ashdown, but he was dismissed on the penultimate lap by both W. S. Frost and Ireland, the former just managing to hold off his pursuer at the end, Ashdown falling to fifth. The bonnet of M. Zervudachi's bright blue Lotus appeared to be coming adrift, causing him to go rather cautiously. F. W. Marriott (Lotus) retired at St. Mary's, and J. K. W. Hickman (Elva), having gone on to the grass on lap 1, spun at the chicane next time round and gave up. An interesting car was J. Dougherty's Cooper-Climax—with its engine in front, a glass fibre body and pre-selector gearbox—but it could not hold the more normal, series-built machines.

The 1,500 c.c. event was remarkable for the number of cars that scattered themselves over the grass at Madgwick, some to remain there permanently, others to restart and drive away. Lumsden held second spot for the opening couple of laps, but was pushed

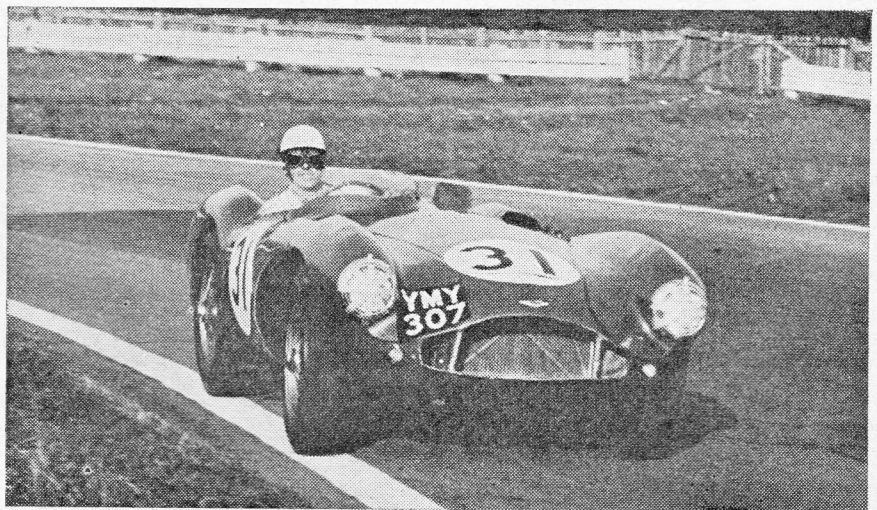
down to third by Ireland, while Stacey drove speedily but steadily to win by an 11 secs. margin. This was all the more praiseworthy, because he had only finished putting the Lotus together at 4 o'clock that morning!

From the limit mark, Mrs. B. Naylor led the Ladies' Handicap for the first two laps, driving a much-altered and disguised Lagonda Rapier. Then, from next-to-limit, Mrs. R. G. Ashby passed her and seemed all set to win. But, on the fourth lap, the Ashby Leco-M.G. contracted mechanical maladies and stopped at St. Mary's. This gave her big chance to Hazel Dunham (M.G.A.), who had started with 50 secs. in hand, and who, driving extremely well, won with the distance between Woodcote and the flag between her and Mrs. Naylor's Lagonda. Scratchwoman, Mrs. Jean Bloxam (Elva) could not overcome her handicap and finished fifth. Mrs. Bluebelle Gibbs found herself in the unusual position of having to retire halfway though, and Miss Gillian Spooner (TR2) left the road between Madgwick and Fordwater, with no harm to herself and little to the car. Hazel Dunham's excellent victory brought her up to tie second with Michael Head for the *Motor Sport* Trophy, the first time a lady has been so highly placed in this championship.

The remaining four races of the day were all handicaps of five laps duration. In the first, G. V. Coles, driving a super-charged M.G. special from the limit mark, held on to his lead until the last lap, when he was passed by N. N. Bentley (TR2), C. J. Lawrence (M.G.) and C. J. Freeman (Aston Martin).

The saloon handicap saw the first competition appearance of the Astra van, a diminutive four-wheeler, with a 322 c.c. Anzani twin-cylinder two-stroke engine, and driven on this occasion by its wide-awake-to-opportunity publicity agent John Webb. Although the Astra started very much from the limit mark (it was through the pits again long before the larger cars had even started), and although it was passed by just about the whole field, it went considerably

(Continued on page 406)





**SUCCESS FROM THE WORD GO**



# **BP SUPER PLUS**

**100-OCTANE PETROL**

## **OULTON PARK**

"AUTOSPORT" SERIES PRODUCTION CAR  
CHAMPIONSHIP FINAL

**1<sup>ST</sup> M.G.**

**R. W. FITZWILLIAM**

**R. CARNEGIE**

**2<sup>ND</sup> A.C./BRISTOL K. N. RUDD**

MANCHESTER M.T.L.C. TROPHY  
SALOON CAR RACE

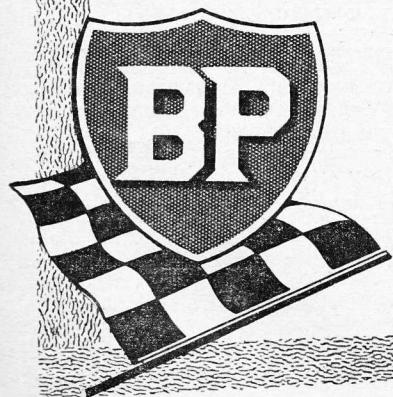
**1<sup>ST</sup> FORD ZEPHYR**

(RAYMOND MAYS CONVERSION)

**KEN WHARTON**

*Subject to official confirmation*

**Also using BP Energol Motor Oil**





**PER ARDUA:** John Webb's tiny two-stroke Astra is overwhelmed by I. M. Gillett's Jaguar in the saloon car race. Also about to pass is the Fiat 1100 of F. R. Wheatley.

faster than one might have expected, behaved itself impeccably on corners and showed extreme reliability.

This race turned out to be one of those (too few) handicaps where the scratch men emerge victorious. D. E. Howard, in fact, brought his Aston Martin DB3 through to win from scratch minus five, with J. M. Sparrowe's M.G. Special three seconds behind. They were followed 10 secs. later by a hard-fighting trio, M. P. W. Britton (Renault) and the Standards 10 and 8 of J. B. L. Jacobs and A. B. Davies. It had been thought-provoking to see E. W. Cuff-Miller's Elva-Prefect giving 10 secs. to I. M. Gillett's Mk. VII Jaguar at the start, and even more so to see it come home in front of much more powerful machinery, despite throwing out clouds of black smoke that would have made Frank Nichols shudder.

Len Gibbs (Lotus) won the third handicap from Geoff Richardson, who brought the Aston-Jaguar up to second place from nowhere, Dennis's car going better than ever before. Whitehead and Head also did well to lift the DB3S and Cooper-Jaguar from scratch to fifth and sixth respectively.

After the ladies' race, two husbands took over their wives' cars to come first and second in the last race of the day. Those concerned were R. C. G. Ashby, who had got the Leco-M.G. going again,



and G. A. Naylor (Lagonda Rapier). They finished not very far in front of Hazel Dunham, though, who was going great guns in the M.G.A. In this event the chicane took its first and only beating of the day, when it was run into by S. G. Young, causing the immediate retirement of the Weldangrind Par-Son.

#### MAXWELL BOYD.

##### Results

**Event 1. 5 laps scratch up to 1,250 c.c.:** 1, A. Stacey (Lotus), 83.08 m.p.h.; 2, P. J. S. Lumsden (Lotus); 3, W. S. Frost (Lotus); 4, R. McG. I. Ireland (Lotus). **Fastest lap:** Stacey, 84.37 m.p.h.

**Event 2. 5 laps Ladies' Handicap:** 1, Miss Hazel Dunham (M.G.A.), 68.66 m.p.h.; 2, Mrs. B. Naylor (Lagonda Rapier); 3, Miss Rosemary Sears (Cooper Zephyr); 4, Mrs. A. Scott-Moncrieff (Lotus). **Fastest lap:** Miss Gillian Sporer (TR2), 70.82 m.p.h.

**Event 3. 5 laps scratch up to 1,500 c.c.:** 1, A. Stacey (Lotus), 83.72 m.p.h.; 2, R. McG. I. Ireland (Lotus); 3, P. J. S. Lumsden (Lotus); 4,

W. S. Frost (Lotus). **Fastest lap:** Stacey, 85.37 m.p.h.

**Event 4. 5 laps Handicap (A):** 1, N. N. Bentley (TR2), 72.10 m.p.h.; 2, C. J. Lawrence (M.G.); 3, C. J. Freeman (Aston Martin); 4, G. V. Coles (M.G. Spl. s/c). **Fastest lap:** J. K. W. Hickman (Elva), 76.87 m.p.h.

**Event 5. 10 laps scratch, 1,500-3,500 c.c.:** 1, A. G. Whitehead (Aston Martin), 84.19 m.p.h.; 2, M. W. Head (Cooper-Jaguar); 3, G. N. Richardson (Aston-Jaguar); 4, I. B. Baillie (Jaguar D). **Fastest lap:** Whitehead, 85.37 m.p.h.

**Event 6. 5 laps Handicap, closed cars:** 1, D. E. Howard (Aston Martin), 72.26 m.p.h.; 2, J. M. Sparrowe (M.G. Spl.); 3, M. P. W. Britton (Renault); 4, J. B. L. Jacobs (Standard). **Fastest lap:** Howard, 74.87 m.p.h.

**Event 7. 5 laps Handicap (C):** 1, L. Gibbs (Lotus), 78.15 m.p.h.; 2, G. N. Richardson (Aston-Jaguar); 3, G. A. Ruddock (Frazer-Nash); 4, F. W. Marriott (Lotus). **Fastest lap:** A. G. Whitehead (Aston Martin), 86.40 m.p.h.

**Event 8. 5 laps Handicap (D):** 1, R. C. G. Ashby (Leco-M.G.), 66.25 m.p.h.; 2, G. A. Naylor (Lagonda Rapier); 3, Miss H. Dunham (M.G.A.); 4, J. Derisley (Lotus). **Fastest lap:** C. Bristow (M.G.), 76.06 m.p.h.

#### COUPE DU SALON

THE traditional mid-Paris motor show race meeting, the Coupe du Salon, will take place at Monthléry on 7th October, over the normal 6.28 km. circuit. The distance of the race will be 24 laps (95 miles), and it is open to a limited entry of 30 sports cars, in classes of up to 1,100 c.c., 1,100-1,500 c.c., 1,500-2,000 c.c. and over 2,000 c.c. No starting money is being paid, but prize money in the 1,100 c.c. and 1,500 c.c. classes is 50,000 frs. for first place and 30,000 frs. for second. In the 2,000 c.c. and over classes, the sum is 100,000 frs. and 60,000 frs. respectively. Regulations and details are available from the Union Sportive Automobile, or Gerard Crombac, Ecurie Bull-Frog, c/o AUTOSPORT.

#### PUTTING A DAMPER ON IT

ALREADY having established a considerable reputation on the Continent, the Dutch-made Koni telescopic shock-absorbers are now being imported by the Postland Engineering and Trading Co., Ltd., St. Guthlac's Lodge, Crowland, near Peterborough, Northants. The extensive range of Koni dampers now includes types for most British cars and commercial vehicles as well as the majority of Continental and American machines. They are supplied ready-to-fit in the case of cars already using telescopic dampers, or with conversion brackets for those originally fitted with other types.

The main feature of Koni dampers is their durability, even under competition conditions, plus the fact that they are readily adjustable, to compensate for

wear or to provide firmer suspension characteristics. Special heavy duty models are also available. They have been well tested in competition, no fewer than 78 out of the 240 cars in this year's Tulip Rally being fitted with them. Other users have been Dudley Barker, whose Standard Ten won the 1,000 c.c. class in this year's Alpine on Konis, and Tavola/Marini, whose Alfa Romeo won the 2,000 c.c. class. Bill Banks, who is managing director of Postland Engineering, also used Konis on his Bristol 401 when he finished second in the 1955 Tulip and again when competing in this year's Monte Carlo and Tulip Rallies.

Further details, prices and recommendation list are available now from the importers.

#### THE BUTTERWORTH 1½-LITRE ENGINE

ARCHIE BUTTERWORTH'S new 1½-litre swing-valve engine has undergone nearly three months of almost continuous testing and has proved completely reliable throughout. Named the Type B.4 A.J.B. Racing Engine, it is an air-cooled, horizontally-opposed, four-cylinder unit, designed for ram cooling, no fan being necessary. With a bore and stroke of 76 x 82.4 mm., the cubic capacity is 1,490 c.c., and the engine has a dry weight of 230 lbs. The output on petrol has now been increased to over 125 b.h.p. at 6,200 r.p.m. without loss of the already excellent torque figures, and there is every hope that a still higher output will be obtained as soon as the test house equipment has been modified, and the cooling equipment redesigned to approach more closely to actual racing

conditions. While these alterations are being carried out, it is planned to get some circuit experience with the engine in preparation for next season.

#### HANDA OVERDRIVES FOR 1957

THE Handa Major overdrive, with a ratio of .75, will be available next year for fitting to Ford Consul, Zephyr and Zodiac Mk. 1, at £49 10s., and to Mk. 2 cars at £56. The cost of the overdrive for the Ford Anglia range will be £42 10s., and for M.G. Magnette, Morris Oxford and Austin A50, £62. Fitting, when done by the manufacturers, will be from £5 10s. Also available is the Handa Underdrive, a new development for the caravan owner, which reduces the gear ratio by 34 per cent., enabling him to climb and start on much steeper hills. The price of the Underdrive, fitted at the London factory, to such cars as Ford Zephyr, Standard Vanguard, Humber Hawk and Vauxhall Velox, is approximately £80.

#### SPORTS CARS AT ZANDVOORT

DUTCHMAN Hans Tak had a good day at the recent National sports car race meeting at Zandvoort. In four main events, incorporating several classes, he took two firsts with his 300SL Mercedes-Benz, and two firsts with his Porsche Spyder Special, beating Hans Davids (Aston Martin DB3S) and Rob Slotemaker (C-type Jaguar) in the fourth event. Davids won his class, and other winners included Langestraat (Panhard), Hezemans (Porsche), Vetter (M.G.A.), Poll (VW Special) and de la Porte (Triumph TR3).





"The Motor"  
photograph

★ KEN WHARTON SAYS

*"I was staggered!"*

OULTON PARK SALOON CAR RACE

Sept. 22

**1<sup>ST</sup>** KEN WHARTON  
**NEW FORD ZEPHYR**

(by kind co-operation of Ford Motor Company)

FITTED WITH

RAYMOND MAYS  
**CYLINDER HEAD  
CONVERSION**

Race Av. 69.44 m.p.h. • Fastest Lap 70.50 m.p.h.

(subject to official confirmation)

★ Says Ken

"Last year I won the Production car race at Silverstone in the old Zephyr fitted with the Mays alloy head—the fastest Zephyr to date. Its performance I then described as 'phenomenal'. Words almost fail me with the new Zephyr. Much improved in all round performance and fitted also with the new Raymond Mays Conversion. I was simply staggered. This is real motoring, the best ever at lowest cost. . . ."

R. M. CONVERSIONS FOR NEW ZEPHYR AND ZODIAC ARE AVAILABLE FOR EARLY DELIVERY.

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**You need that!**

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the appetite*

**You need that!**



Whenever energy has to be replaced there's no finer way of doing it than with Lucozade. Lucozade is unique for it contains glucose blended so carefully with over seventy-five different flavouring ingredients that it is acceptable under *all* circumstances. With a few bottles in the car you are never without a delicious source of energy. Even the weakest stomach won't reject it—and if you have children with you, they'll love it.

*LUCOZADE the sparkling glucose drink*

**REPLACES LOST ENERGY**



# CORRESPONDENCE

## Varia

ON receiving AUTOSPORT each week, one of the first things I look for is Correspondence as I like to read the views of my fellow readers. One often finds a number of points, on which one would like to comment, as in the 31st August issue of AUTOSPORT. First, the Ecurie Ecosse withdrawal from the *Daily Herald* International Trophy Meeting at Oulton Park. However unsporting the decision of Ecurie Ecosse may seem (seeing that their main rivals were prepared to go on), a team manager is a team manager, and it is up to him to make decisions.

The question of the "new" Formula 2 arose in that issue also. Much as I would like to see the present Formula 1 continue the new Formula 2 seems to be very promising for Great Britain, the Cooper-Climax having proved fast and reliable in its first outings at Silverstone, Brands Hatch and elsewhere in the hands of Salvadori and Brabham. I look forward to seeing Lotus, Lister, Ferrari, Gordini, etc., competing against one another, with true monoposto machines, in addition to the Cooper.

I am in complete agreement with William R. Kane on the point he makes about the dailies' outlook on racing. Many times I have picked up a paper, following a large International meeting, only too often to find front page photographs of blazing cars, etc. But do we see front page photographs of Jack Fairman's Connaught taking fourth place in the British G.P., or of Hawthorn and Brooks in B.R.M.s leading the field in the early stages of the same race? The answer is "No". I agree with Mr. Kane when he states that, if it were not for weekly magazines such as AUTOSPORT, many would be left in the dark as regards race results, etc.

CLIVE C. RAWLINSON.

CHELMSFORD, ESSEX.

## "Anywhere I Wander"

MR. BOLSTER'S comments on the handling of the Porsche on the Autobahn are interesting. During two years' stay in Germany among the cars I drove were Mercedes 300 and 220, Volkswagen and Volks-Combi, and all of these displayed the "taking over at the rear" when crossing the slightly raised centre strip on the concrete roads and autobahns, presumably due to the rear swing axles, as the rigid rear end cars were not affected. In the wet weather, the "taking over" was particularly disconcerting with the lighter Volkswagen and Combi.

What a pity Mr. Bolster was disappointed with the German waiter. Having sampled many, I can only assume that he met an exception to the rule.

M. F. MATTHEWS.

WESTON-SUPER-MARE, SOMERSET.

## An Austin Which Gets Around

MR. R. WINDLEY (letter in issue of 21st September), may be interested to know that in addition to the successes he mentions, the Austin A90, SOL 125, was also third in its class in the Geneva Rally in the hands of Peter Wilson and Marcus Chambers, the Competition Manager for B.M.C. When not engaged in rallying it is usually Mr. Chambers' personal transport and as such has this season covered thousands of miles on the Continent in connection with the Tulip, Alpine and, most recently, Liège-Rome-Liège rallies.

SOL 125 certainly gets around the Continent!

JOHN GOTT.

ST. ALBANS.

## Reliability Not Enough

MR. SURMAN surely missed the point when in his letter last week he stated that it was better to have a slower but more reliable car than a fast car that fizzles out. Agreed, but obviously it is best to have a fast car that does not fizzle out. The Connaught must be made faster, *then* it must seek the reliability that it may lose—especially on the high-speed bankings at Monza where they were not subjected to such high stresses as the faster cars (yet had to change a tyre, unlike the faster Maseratis and Vanwall).

The suggestion that the Connaught should depend on reliability rather than speed, would only bring the team very limited success and make them forever dependent on the failure

of other cars. Not in my opinion, the way to go motor racing and entirely lacking in spectator appeal. I appreciate, of course, the financial aspects of the case, and Connaught Engineering are to be highly commended on their achievements.

As a spectator at Monza, it was delightful to see the expressions on the faces of the local lads when (a) Schell in the Vanwall almost played with Moss and Fangio (what spectator appeal!), as (b) Ferraris were in and out of the pits with tyre and steering troubles, and (c) as the race drew to a close, the "will Fangio catch Moss" excitement, and the final placings of the Connaughts. What a motor race!

P. A. TOLER.

MITCHAM, SURREY.

## Race Safety

A FEW lines on the changes I would suggest in motor racing to make it safer and put a stop to the over-exaggerated reports which appear in the daily press and in general to make the sport more interesting.

*Drivers:* All drivers to be classified by the F.I.A. thus:

*Class "A":* The International drivers plus Brooks, Scott-Brown, Salvadori. Limit the number to about 40 and make F1 for these drivers only. *Class "B":* All those drivers who have made their mark in sports car racing and F3, limiting the number to about 150. Make F2 for these and class "A" drivers only. *Class "C":* The Rest.

*Cars:* Sports car racing for production sports cars only, with certain modifications relating to wheels, brakes, aero screens, etc., but not to cylinder heads. To qualify, the cars must be produced at rate of 400 a year or more. This would encourage manufacturers to enter a full team of cars in all the Championship events; and thus bring more interesting entries. It would also do a lot more good to everyday motor-ing as it would find out the weaknesses in our own road cars. It would, of course, bar small sports-racing car builders. To counteract this have an F1, F2 and F3 Grand Prix and have a World Championship in each category.

*General:* All racing cars should be fitted with an automatic crash-type fire extinguisher as fitted to the Austin-Healey record breaker, and a crash (anti-roll) bar.

I should like to see the formulae changed only once every six years, so more attention would be paid to roadholding and brakes, etc., towards the latter end of the period; also, why not give half a point for the leader at quarter, half, and three-quarter distance in Championship races. I agree with AUTOSPORT in calling for a change in the driver change-over rule.

HEATHFIELD, SUSSEX.

ALAN MALPASS.

## Greatest Driver Of All Time?

MAY I, through the medium of your excellent magazine, express my strong opposition to "Viva Fangio" in last week's issue. Fangio might be the greatest driver of today but certainly not of all time. "Viva Fangio" seems to forget such names as Tazio Nuvolari, Rudolf Caracciola, Achille Varzi, Bernd Rosemeyer, Manfred von Brauchitsch and Hermann Lang. These are only some of the great names; there are many more, too numerous to mention.

"Viva Fangio" says that "if Fangio's car hadn't blown up at Spa, at Rheims, etc.", but this is the very essence of motor racing and one cannot make any excuses.

No sir! Fangio is truly a great driver but definitely not the greatest of all time.

IAN F. FERGUSON.

BARNARD CASTLE, CO. DURHAM.

## Week-end Rallies

I WAS very interested to read the paragraph in "Club News" about "30 m.p.h. average" rallies on week-end afternoons.

I am very glad that publicity is being given to this matter, because our committee passed a resolution in June this year deprecating tight time schedules in daylight rallies, and stating that the future policy of the club will be normally not to run or to accept invitations for rallies containing sections of this nature. As a result of this we have already refused one invitation and the layout of the Eight Clubs Eastbourne Rally, which we are organizing this year, has been radically altered.

FRANCIS L. ROURKE,

LONDON, W.1.

Hon. Secretary, Cemian M.C.

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



# See that! – that's



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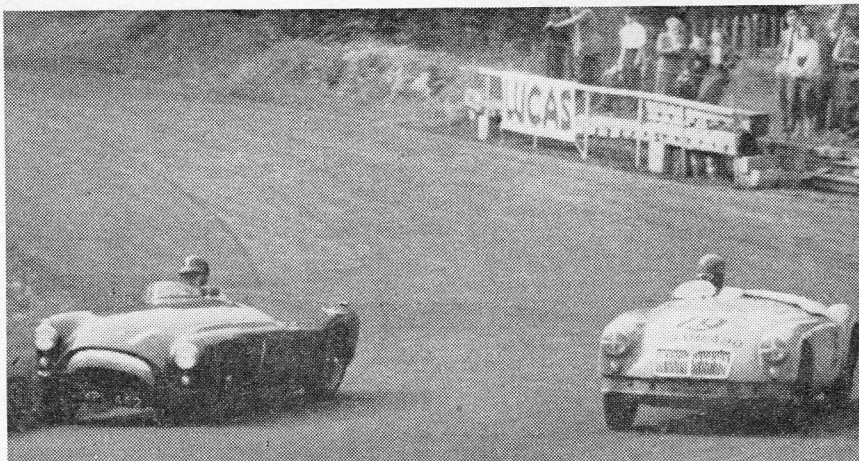


# Club News

By STUART SEAGER

WHY is it that no one (or at least scarcely anyone) can compile an accurate and unambiguous route-card for a road event? Time and time again we are exasperated to find ambiguity, vagueness and inaccuracy in instructions, bringing a serious and well-run competition down to the level of a treasure hunt. Except in the latter case—when the scheme is generally to try to catch you out and it is largely a matter of luck who wins and it is “only a bit of fun” anyway—surely the idea is to get the competitors from one piece of serious motoring to another *without* getting them lost? What (on a not particularly well-punctuated card) would you make of: “S.O. at Junction Right by pillar box”? This could be (and nearly was!) interpreted as “Straight on at the first junction you come to, then turn right by the pillar box”. It did, in fact, mean, “Ignore the junction on the right by the pillar box, and go straight on”—and that junction was not the first to be encountered. Then mileages. “In 8.5 miles, turn right”. Does this mean from the start, from the last instruction, or from the last mileage mentioned? Unless specified it could be any of them and sometimes even means two different things on the same card. These examples are not taken from a Sunday social run, but from a National event that in every other respect was one of the finest in which we have taken part—the London Rally. Now this small niggle is not aimed at the London M.C. alone, but at almost every organizer who employs route-cards. Please get them right—even give them to both a solicitor and a small child to read! Or stick to six-figure grid references—they’re safer!

REGULATIONS are now out for the **Eight Clubs’ Eastbourne Rally**, organized this year by the **Cemian M.C.** It is, of course, a closed event, open only to the member clubs of the association, comprising the Hants & Berks, Harrow, Cemian, Chiltern, 750, Lagonda, Lancia and A.C.O.C. The route covers about 275 miles of various kinds of navigation, the first car starting from the Hog’s Back, Surrey, shortly before midnight, finishing at Eastbourne for breakfast. There will be driving tests on the promenade during the afternoon. Entries close on 8th October with B. D. Frost, 34 Smitham Bottom Lane, Purley, Surrey. . . . The **London M.C.** are running their closed-to-club Harleyford hill-climb on 7th October, near Marlow, and enquiries should be addressed to S. Hall, 29 Wolsey Close, Southall, Middlesex. . . . The **Circle C.C.** announce their seventh annual rally, to be held on 28th October. This is a 180-mile daytime affair, starting from Wembley and finishing at Rickmansworth, Herts, and the invited clubs are the B.A.R.C., Bugatti Owners, Chiltern, Herts County, M.G.(S.E.), Public Schools and 750 M.C. Entries close on 22nd October with J. W. Criford, “Tamar”, Rowlands Avenue, Hatch End, Middlesex. . . . The **Allard O.C.** are running their annual night navigation rally on 3rd-4th November, starting from



*IT'S NOT POSSIBLE!—That seems to be the reaction of P. Simpson (M.G.A) during the AUTOSPORT Three Hours race at Oulton Park, as Ken Rudd exploits the fantastic roadholding of the A.C. Ace and claws his way round Lodge Corner on the inside.*

Woodford Green, Essex. Further details from C. J. Girley, 101 Collinwood Gardens, Ilford, Essex. . . . The S.E. Centre of the **M.G.C.C.** will meet on 4th October at the Freemason’s Arms, Devonshire Hill, Hampstead. . . . The **North London E.C.C.** are running a 150-mile “half-night” rally on 20th-21st October, for members only, starting and finishing at Hatfield. Details from G. Bance, 11 Bath Road, Reading, Berks. . . . The **Falcon M.C.** are promoting their “Guy Fawkes 200” Trial on 27th-28th October. This really seems to be a long-distance sporting trial in the old traditional sense of the term. There is a route of some 190 miles from starting points at London, Birmingham, Taunton and Southampton, and from the converging point near Cheltenham there is a detailed route-card to the finish at Cirencester. On the way, however, there is a string of timed and observed hills to be tackled, including three in the dark. To encourage entries from the users of all kinds of cars, there are nine different classes, for specials, sports and saloon

cars, the course being modified to suit each. In addition, specials must use “ordinary” tyres, sports cars may use certain winter types and saloons may use almost anything that will fit. Clubs invited are the M.C.C., London, Chiltern, Taunton, West Hants and Dorset, Northampton, 750 and Midlands M.E.C., and entries close on 16th October with R. Warren, Jesmond Dene, Sish Lane, Stevenage, Herts. . . . The **Worcestershire M.C.** are holding their Autumn Rally on 20th-21st October and have invited the Hereford, Morgan, Wolverhampton, Cheltenham, Hagley, Severn Valley and Shenstone clubs. Details are available from H. J. H. Dodds, 101 Malvern Road, Worcester.

## WESTBROOK HAY

THE Herts County A. and Ae.C. regrets that owing to circumstances beyond its control, the Westbrook Hay Hill-Climb planned for tomorrow, 29th September, has had to be cancelled.

More Club News on page 412

## Coming Attractions

**September 29th.** 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.

Bristol M.C. and L.C.C. Driving Tests, Charny Down Airfield, near Bath. Start, 2 p.m.

**September 30th.** Shell G.P. (S), Imola, 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, 12 noon.

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

Taunton M.C. Allen Trophy Trial, Elworthy Farm, Elworthy. Start, 10.30 a.m.

Sporting Owner Drivers’ Club

Sprint Meeting, Tempsford Aerodrome, Beds. Start, 12 noon.

**October 6th.** North Staffs. M.C. Race Meeting, Silverstone. Start, 12 noon.

500 M.R.C. of Ireland. Race Meeting, Kirkistown, Co. Down, N. Ireland. Start, 1.45 p.m.

**October 7th.** Coupe du Salon, Monthéry, Paris.

Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.

Border M.R.C. High Speed Reliability Trial, Brunton (Beadnell) Airfield, near Alnwick, Northumberland. Start, 2.15 p.m.

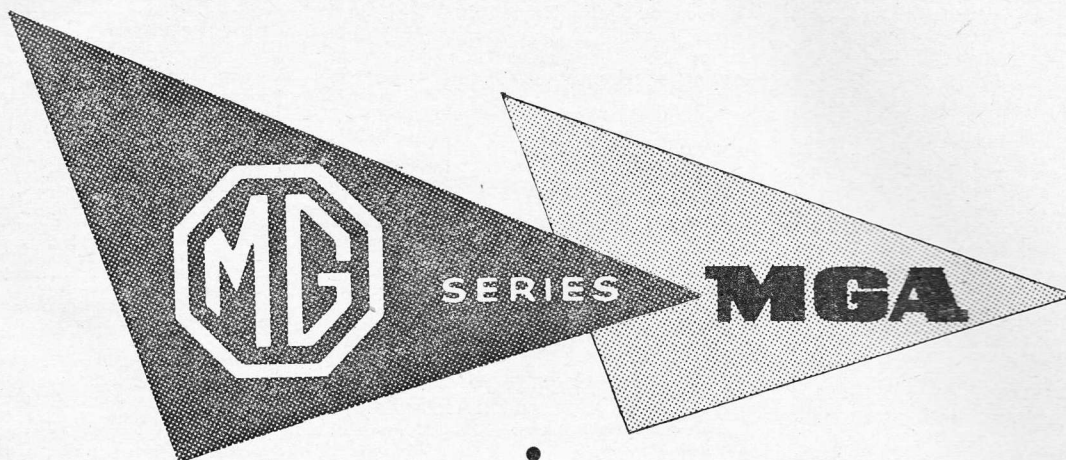
Liverpool M.C. Autocross, Helsby, Cheshire. Start, 10 a.m.

Hagley and D.L.C.C. Hagley v. Hereford Sporting Half-Day, Park Attwood Hotel, off Kidderminster-Bridgnorth road. Start, 2.30 p.m.

Hagley and D.L.C.C. Worcester-shire Trial. Start and Finish, Stewponey Hotel, near Kinver, 10 a.m.

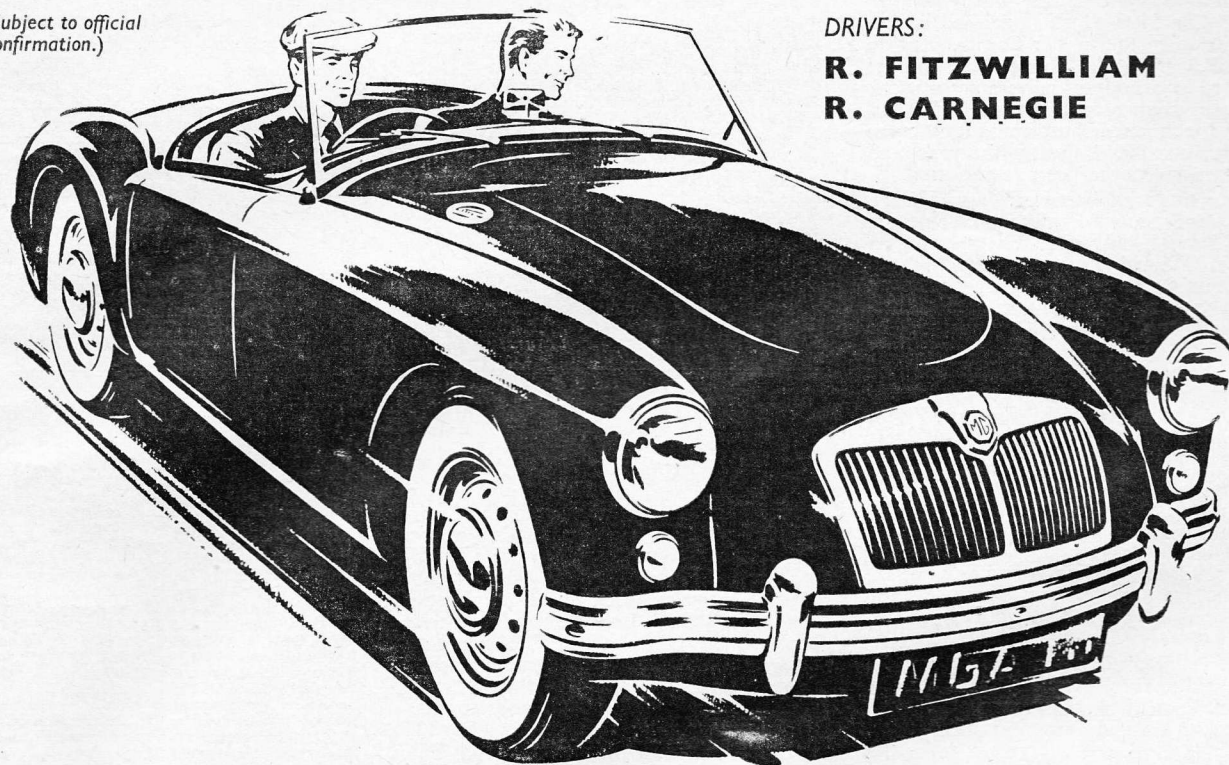


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VETERAN on parade at the Essex Cavalcade of Motoring is E. D. Woolley's 1897 Daimler.

### PROPOSED JAGUAR OWNERS' CLUB

THE following statement has been issued by Jaguar Cars, Ltd.:-

Many Jaguar owners having long associations with the company will remember the SS Car Club which flourished before the war when the Jaguar Company's title was S.S. Cars, Ltd. This club, originally founded by a body of private enthusiasts, was later sponsored and indeed directed by the company, but operations were entirely suspended during the war and the club has never been resuscitated.

Since the war, however, Jaguar Cars, Ltd., have received numerous requests from people interested in forming a Jaguar Owners' Club and seeking the Company's active support in sponsoring such a venture. The company feels, however, that an Owners' Club should be run entirely by owners for owners, and it is reluctant to give its official blessing to such a body unless it is completely satisfied that it would be run on efficient lines and that a membership of sufficient size would be forthcoming to obviate the risk of financial worries overtaking it.

Jaguar Cars, Ltd., would, therefore, appreciate hearing from Jaguar owners who would be interested in joining a Jaguar Owners' Club administered by persons having the confidence of the company, but not controlled by it in any way.

Letters marked "Car Club" can be addressed to the Public Relations Officer, Jaguar Cars, Ltd., Coventry. All will be acknowledged and, in due time, the senders will be invited to form the nucleus of an Owners' Club should the size of response indicate that a worthwhile degree of support can be expected.

### CASTEL HILL-CLIMB

SUNDAY, 16th September, was truly a day of record breaking at the South Wales A.C.'s Castel Hill-Climb, near Bridgend. The previous best time of 31.6 secs. was beaten no less than eight times, and at the end of the day the record was held by Maurice Charles who, driving his "C"-type Jaguar with great verve, recorded the wonderful time of 29.1 secs. for the 700-yard course.

Before this was settled, however, spec-

tators were thrilled at the struggle between Charles and the Lotus brigade, headed by Colin Davies, 29.3 secs., and Mike Llewellyn, 29.5 secs., whose fine times show how close these little cars came to taking the honours from the Jaguar.

### Results

**B.T.D.:** M. Charles (Jaguar), 29.1 s.  
**Class 1 (up to 1,100 c.c.):** 1, C. Davies (Lotus), 29.3; 2, M. Llewellyn (Lotus), 29.5; 3, A. Van Moyland (Lotus), 30.5.

**Class 2 (1,101-1,500 c.c.):** 1, D. Davies (M.G.), 33.6; 2, P. Cottrell (H.R.G./Leaf), 33.7; 3, R. Woodwood (M.G.), 34.6.

**Class 3 (1,501-2,500 c.c.):** 1, B. Bartlett (TR2), 31.6; 2, H. Giles (TR2), 32.2; 3, Mrs. Mayman (Morgan), 34.2, and C. Dodds (Healey), 34.2.

**Class 4 (over 2,500 c.c.):** 1, M. Charles (Jaguar), 29.1; 2, M. Parker (Jaguar), 31.0; 3, C. Sgonina (Aston Martin), 32.0.

**Class 5 (Standard Saloons up to 1,200 c.c.):** 1, D. L. Hayman (DKW), 41.1; 2, S. Ashcroft (Ford), 44.3; 3, R. D. Tilley (Ford), 44.5.

**Class 6 (Standard Saloons, 1,201-1,850 c.c.):** 1, C. Lane (M.G.), 42.8.

**Class 8 (Standard Saloons, over 2,750 c.c.):** 1, M. Charles (Jaguar), 38.1.

**Class 9 (Sports Saloons):** (a) up to 1,200 c.c.: 1, D. L. Hayman (DKW), 41.1 after run off; (b) 1,201-1,850 c.c.: 1, T. Pascoe (Porsche), 36.4; (c) 1,851-2,750 c.c.: 1, M. Clay (Healey), 36.0; (d) Over 2,750 c.c.: 1, C. Sgonina (Aston Martin), 32.4.

### R.A.F.A.M.A.

#### Battle of Britain Rally

**Best Performance:** R. A. Craig/D. A. N. Osborne (Renault); 2, P. Dingley/J. Radforth (Ford Prefect). **Novice Award:** A. Walker/J. Anziani. **Up to 1,100 c.c.:** G. P. Taylor (Standard). **1,101-1,600 c.c.:** T. Crutchley (Morris Oxford). **Over 1,600 c.c.:** F. Mosedale (Zephyr). **Team Award:** G. P. Taylor and T. Crutchley.

### A.C.O.C.

#### Brands Hatch Sprint, 16th September

**A.C.s, Pre-1940:** D. H. Thornton (1938 Competition 2-seater), 75.01 s. **Post-war Saloons and Bucklands:** H. F. Day (1953 Buckland), 77.71. **Aces and Acecas:** W. D. Hurlock (1956 Ace-Bristol), 64.68, also B.T.D. **Other makes, up to 1,200 c.c.:** I. Walker (Ford Prefect), 75.0. **Over 1,200 c.c.:** A. L. Shellard (O.K. 140), 68.62.

**Overall Winner on Handicap:** Mrs. J. Pither (Mark V Jaguar). **Best A.C. on Handicap:** R. C. Wilson (1950 drophead). **Best Time by Lady Driver:** Miss E. Day (1953 Buckland), 84.40 s.

## A ROUGHER, TOUGHER "LONDON"

EVEN last year's rugged London Rally was surpassed last Friday night when over 300 crews battled around Cardigan-shire on the 1956 National London Rally, promoted as usual by the London Motor Club, but for a change with Harold Rumsey as Clerk of the Course instead of Goff Imhof, who was thus enabled to take part. The non-stop 200-mile, eight-hour, night map reading section was over the worst roads that wild Wales could offer, and it was scarcely surprising that out of the 308 starters, only 171 finished the full 750-mile course within the 3½ hours permitted lateness.

This year it was yet another TR2 victory, crewed on this occasion by John Waddington and J. M. Wood, who lost 36 minutes during that nightmare night. Best saloon performance was made by that familiar Jimmy Ray/J. Dixon combination, this time in a production Sunbeam Rapier, while the "Specials" award went to "Tiny" Lewis and T. Johnson in a modified Standard 10 and the "Mixed Crew" award went once more to Douglas and Joan Johns, in the *Très Grand Tourisme* Austin A50.

Full report and pictures will be published next week.

S. P. S.

### ESSEX CAVALCADE OF MOTORING

#### Concours d'Élégance

**Veteran:** 1, N. Reeves (Benz); 2, E. D. Woolley (Daimler); 3, A. J. B. Bailey (Phoenix Tricar). **Edwardian:** 1, Sir Thomas Salt (Rover); 2, R. Middleton (Renault); 3, G. F. Hodgkinson (Calcott). **Vintage:** 1, D. Edwards (Aston Martin); 2, R. H. Longton (Daimler-Benz); 3, D. Ephraïm (DeLaunay Belleville). **Post-Vintage, pre-war (open):** 1, M. R. Goodey (Austin). **(Closed):** 1, J. A. J. Farmer (Morris). **Modern (open):** 1, A. E. Bray (T.E.S.T. 1); 2, E. G. Wilson (Morgan). **(Closed):** 1, R. V. Webb (Austin A30); 2, J. E. Eaton (Standard 10); 3, E. J. Berry (Ford Popular); 4, L. Palmer (Volkswagen).

**Oldest Car:** E. D. Woolley (Daimler). **Farthest distance travelled (pre-1905):** E. D. Woolley (Daimler) (from Northampton). **Farthest distance travelled (Edwardian):** A. E. Stradling (Unic) (from Scarborough). **Best entry by a local resident:** J. E. Eaton (Standard 10). **Best non-professional built car:** A. E. Bray (T.E.S.T. 1).

#### Driving Tests

**Veteran:** 1, Norman Cole (Benz); 2, E. D. Woolley (Daimler); 3, A. J. Blyth (Panhard-Levassor). **Edwardian:** 1, C. F. South (Sunbeam); 2, Sir Thomas Salt (Rover); 3, G. F. Hodgkinson (Calcott). **Vintage:** 1, A. W. R. Fellows (Bentley); 2, C. C. Rawlinson (M.G.); 3, A. J. L. Evans (Lagonda).

**Post-Vintage, pre-war (open):** 1, A. C. Westwood (Fiat); 2, R. Perkins (Austin). **(Closed):** 1, J. W. L. Keeble (Morris); 2, H. F. Woolrich (Hillman Minx).

**Modern (open):** 1, A. E. Bray (T.E.S.T. 1); 2, J. A. Caltan (M.G.); 3, R. N. Richards (M.G.A.); 4, A. C. Westwood (Dellow). **(Closed):** 1, S. G. Cobban (M.G.); 2, N. H. Dancerfield (Standard 8); 3, A. C. Westwood (Ford Thames); 4, E. W. Newman (Ford Prefect); 5, T. N. St. Johnstone (Vanguard).

**Best performance of the day:** R. Randall (Morris). **Best performance by a lady:** Miss Iris Collins (Dellow). **The Bernard Ward Challenge Cup:** R. N. Richards (M.G.A.).

### PHOTOGRAPHIC CONTEST

ENTRIES for the fourth annual photographic competition, run by the Red-ditch M.C. and C.C., close on 15th October. There are ten classes, including that for the "best action photograph of the year" and prizes range from cash awards to Channel air ferry tickets. Details will be found in a 16-page brochure, available free from B. W. Smith, 246 Birchfield Road, Redditch.

### Provisional Results

#### Experts

**Best Performance in a Production Touring or Sports car:** J. W. Waddington/J. M. Wood (Triumph TR2), 36 minutes lost. **Best Performance in opposite category:** J. H. Ray/J. Dixon (Sunbeam Rapier), 51 m. **Best Performance in a "Special" of Category 5:** I. D. Lewis/T. Johnson (Standard 10), 54 m. **Next Best in a Touring car:** S. D. Silverthorn/T. Fisk (Renault Dauphine). **Next Best in a Sports car:** W. J. Blomfield/S. Harrison (Austin-Healey). **Best Touring car performance in class not containing winner of above awards:** M. Sykes/J. Pocock (Vauxhall Cresta). **Best Sports car performance in class not containing winner of above awards:** N. E. Denison/B. Rogers (M.G. TC). **Runner-up in class containing winner of Production car award:** F. Snaylam/T. Warburton (Triumph TR2).

**Ladies' Crew Award:** Mrs. Y. Jackson/Mrs. L. Kins (Morgan Plus 4). **Best aggregate time in Driving Tests:** A. L. Yarranton (Morgan Plus 4). **Best Performance by a member of the London M.C. not winning any of the premier awards:** A. L. Yarranton/D. Thompson (Morgan Plus 4).

#### Novices

**Best Performance in a Production Touring or Sports car:** A. H. Preston/T. Brand. **Best in opposite category:** P. Scragg/G. Beales (M.G.A.). **Best Performance in a "Special":** M. Everley/W. Everley (Hillman Californian). **Best Touring car performance in class not containing winner of above award:** F. Butler/R. Thomas (Ford Zodiac).

**Best Sports car performance in class not containing winner of above award:** G. Crepy/B. Wallwork (Triumph TR2). **Next Best Touring car performance in class not containing winners of above awards:** J. A. Powell/M. Bader (Ford Anglia). **Next Best Sports car performance in class not containing winners of above awards:** A. S. Rhodes/V. Elford (M.G. TF).



# AUTOSPORT

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**ALFA ROMEO**, 1955, 1900 T.I. saloon, grey, immaculate condition throughout, one owner. Cost £2,850, our sensational price is only £1,299. Unbelievable, but true. We are confident this is the only one available in the country.—Bristol Street Motors, Ltd., Ford Distributor, 164-182 Bristol Street, Birmingham.

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**FACTORY SERVICED** used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—(BR)IXton 6431, 24-28 Clapham High Street, London, S.W.4.

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**ALVIS Crested Eagle 20**, 1935 saloon, Charlesworth body, reasonable condition, engine re-sleeved, steering overhauled. Nearest £150.—Pallister, Yare and Cobb, Ltd., 134 Marton Road, Middlesbrough, Yorks.

**ALVIS Silver Eagle**, completely rebuilt into very potent 2-str. sports, B.R.G., attractive but stark body, reconditioned engine, good brakes, tyres. Owner going abroad.—11a Percy Street, Woking, Surrey.

**12/70 SALOON**, 1938, fast, economical, reasonable body, engine tops. £165 or haggle.—15A Portinscale Road, S.W.15. (VANdyke 6909.)

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**SEBRING AUSTIN-HEALEY**, 1955.—David Shale's highly successful car is offered for sale including all spares, three axle ratios, five spare wheels and tyres, spare cylinder head, twin two-choke Weber carburettors, twin SU, etc., etc. The whole car in first-class condition, having just been completely rebuilt, and always maintained regardless of cost. Successes during 1956—five 1sts, seven 2nds, seven 3rds. £1,350. Also 1946 Austin 2/3-ton van fitted out as a racing transporter, in first-class condition. Three months' guarantee. £150 o.n.o.—S. & W. Motors, Ltd., "Austin House", Abington Street, Northampton. Telephone: Northampton 32711-2-3.

**1955**. Black, heater, o/drive; 7,000 miles, immaculate. £755, or terms.—Bailey Motors, 485 Blackfen Road, Sidcup, Kent. Bexleyheath 6333.

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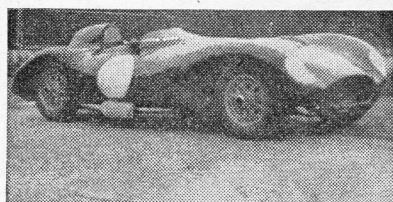
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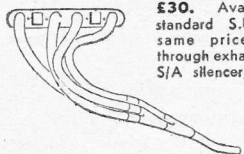
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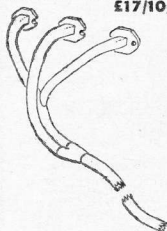
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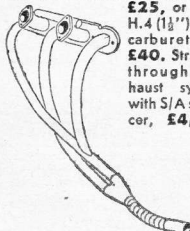
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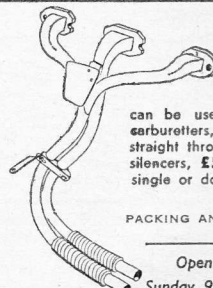


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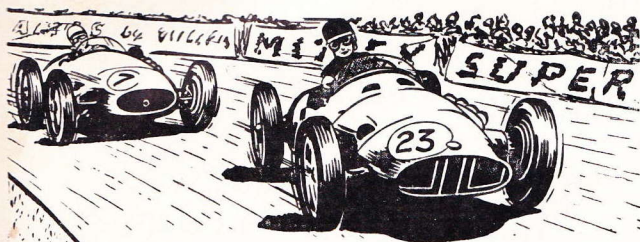
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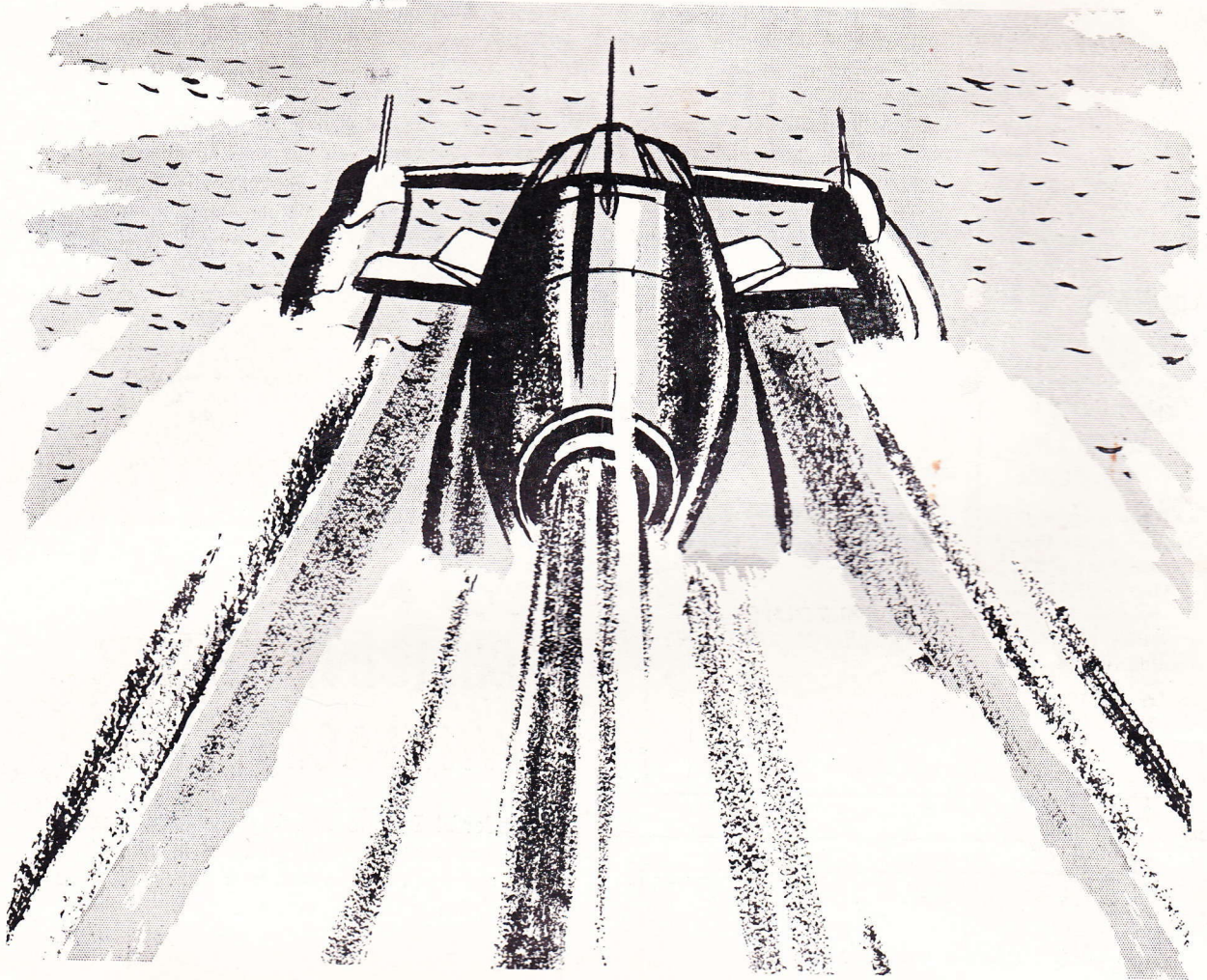
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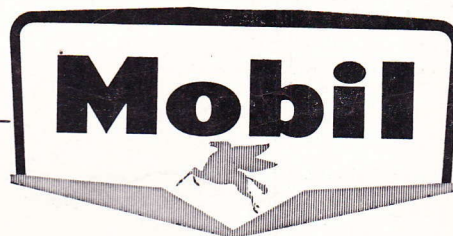


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