

# AUTOSPORT

OCTOBER 5, 1956

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EVERY FRIDAY

Vol. 13 No. 14

BRITAIN'S MOTOR SPORTING WEEKLY



## ***IN THIS ISSUE***

STANDARD VANGUARD SPORTSMAN ROAD TEST : B.R.S.C.C. NATIONAL SILVERSTONE : LONDON AND IRISH RALLIES  
THE "COMMERCIALS" AT EARLS COURT : WATKINS GLEN GRAND PRIX : SPEED EVENTS AT AINTREE AND STAVERTON

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY  
Vol. 13 No. 14      October 5, 1956

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## EDITORIAL

### WHERE ARE THE SPECIALISTS?

IN pre-war days there were many specialized coach-builders who concentrated on producing bodies on standard British light car chassis. At least one of them, Swallow, began with Austins and Standards, evolving delightful little cars which were completely different in character from the original vehicles. Today the inspirator of that comparatively small Blackpool concern is chief of Jaguar Cars, Ltd., of world-wide repute. Nowadays no one has come forward to replace E.W., Abbott, Swallow, March, to name a few of the one-time bodybuilders, to market individual examples of popular makes. On the Continent, no sooner is a small-capacity, low-priced car offered, than numerous specialized bodybuilders announce versions of it. One can cite Fiat 600 and 1,100, Renault 4CV and Dauphine, Panhard, Volkswagen as examples of makes for which many types of special bodies are available. Not even modern monocoque construction discourages these coachwork craftsmen, who can realize some really beautiful coachwork utilizing the main components of the cars in question. In Great Britain, specialized bodywork seems to be confined to the more expensive cars, such as Rolls-Royce and Bentley. There have, of course, been one or two attempts to produce special models, but AUTOSPORT gathers that the sponsors received little or no encouragement from manufacturers. In Italy, for example, Fiat, Lancia and Alfa Romeo send out advance details of new vehicles to specialist body-constructors, and actually place orders for complete vehicles, often listing them in their own catalogues. It is this encouragement that has caused the body-building industry in Italy to thrive as a realm of craftsmen. No one can doubt that the pleasing shapes of many Continental-built cars were originally inspired by the specialists. One could quite well imagine what Italian artist-craftsmen could do to the average British small-capacity saloons, if given a free hand to restyle them, using, in the main, the existing components. It may, of course, be a question of expense which prevents the re-establishment of a once profitable industry. Nevertheless, one wonders how many British purchasers would object to paying extra for a Morris Minor by Ghia, an Austin A30 by Touring of Milan, or a Standard Ten by Farina. The fairly low cost of these cars ex-works might make it well worth while considering the introduction of "non-standard" vehicles! The saviour of identically produced vehicles is the specialist, who can not only cater for the people who want something different, but can evolve vehicles which somehow manage to convey that rather indefinable term—quality.

### OUR COVER PICTURE

*FAST AND POLISHED: A driver who has made great strides during the past season in rubbing the rough edges off his driving technique is the Spanish Marquis Alfonso de Portago. After driving consistently for the Ferrari team in the major Grands Prix, he "capped" his season by winning, with Eddy Nelson, the hotly contested Tour de France, at the wheel of a "250" Ferrari Gran Turismo. He is seen here at Faye Corner, on the Montlhéry circuit during the Tour's final test.*

# PIT & PADDOCK

**D**UE to leave for Australia next month are Jean Behra and Stirling Moss, who will drive for Maserati in the Melbourne and Australian G.P.s.

**I**T seems Ferrari also have an experimental eight-cylinder 1½-litre engine for Formula 2. The "six" has undergone satisfactory tests at Modena.

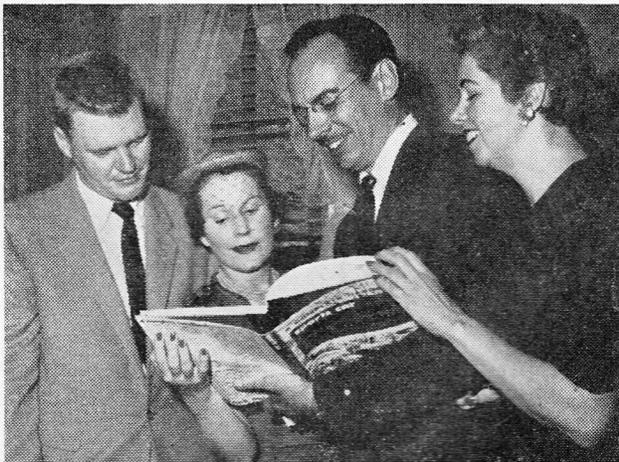
**F**ANGIO still wants to "have a go" in the Indianapolis 500 Miles race.

**I**TALY'S major hill-climb season winds up on 14th October with the 19th running of the Pontedecimo-Giovi for the "Trofeo della Montagna". Maglioli, Villorosi, Daetwyler and Cabinaca are expected to run.

**H**UBERT PATTHEY took third place in the production sports class at the recent Kandersteg hill climb in Switzerland with his 2-litre A.C.; his time was bettered only by a 3-litre Ferrari and a 3-litre Mercedes 300SL.

**R**ICHARD VON FRANKENBERG did not crash, as we reported, while practicing for the G.P. of Berlin, but in the early stages of the race, when his Porsche left the course and plunged over the banking of the North Curve. He was thrown out, but escaped with concussion and minor injuries, while his car fell into the paddock some 10 yards beneath, where it burned out.

**O**N the last night but one of the Motor Show (26th October) there is to be a full-scale barbecue down at Julian Jane's Wood Court Country Club at Cobham, Surrey. Roast sucking-pigs, dancing and a bar extension—where better to relax from the rigours of Earls Court?

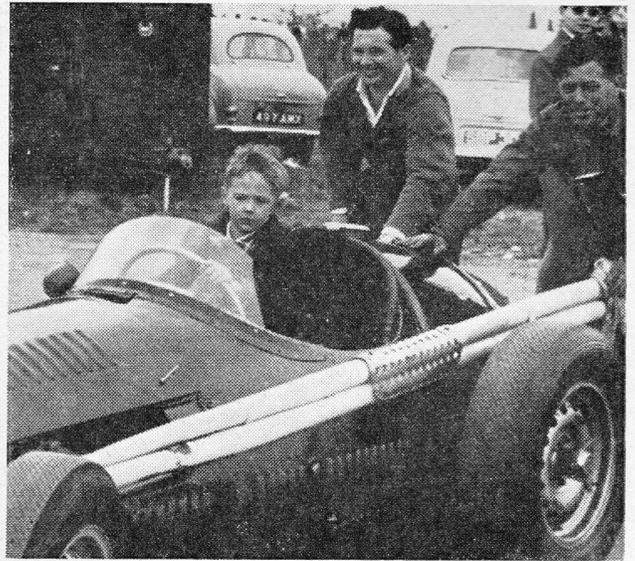


**READING ABOUT RALLIES:** The little lady in this picture from New York is Kay ("Blue") Petre, well-known pre-war driver at Brooklands and elsewhere, seen with S.C.C.A. manager Bill Fleming (on left), Art Peck, author of Rallies, Trials and Gymkhanas — the book they are studying — and Rhea Dolley, New York correspondent for the Houston Post.

**T**HE first Austin-Healey 100-Six to be sold at the London showrooms of the Donald Healey Motor Co. went to a customer from Fresno, California. His name? Mr. Austin Healey.

**D**AVE PRICE has recently formed a new company, dealing entirely with safety glass replacements. It is known as, D. W. Price (Neasden), Ltd., 490, Neasden Lane, London, N.W.10.

★  
**I N D A D ' S**  
**"MASER":** Young Master Brabham sampling father Jack's place at the wheel of the ex-Owen G.P. Maserati — seen at Silverstone recently.



★  
**K**EN RUDD did not spin in the Three Hours Race at Oulton Park as reported, but merely put one front wheel of his A.C.-Bristol on the grass. Rudd is quite rightly proud of his record of never spinning in a race.

**M**R. AND MRS. JOHN BENTLEY were recently presented with a daughter — Karen is the name.

**N**EXT week's issue will contain a fully-illustrated report of the Paris Salon, by John Bolster, with photography by George Phillips.

**"HIGH PERFORMANCE CARS, 1956-57"**, edited by Gregor Grant and John Bolster, with technical drawing by Theo Page, will be published this month at 5s. A leading feature is "My Year with Ferrari", by Peter Collins. Another AUTOSPORT publication to be released this month is "Loud Pedal", by Raymond Groves.

## ASTON MARTIN SUPERLEGGERA SPYDER

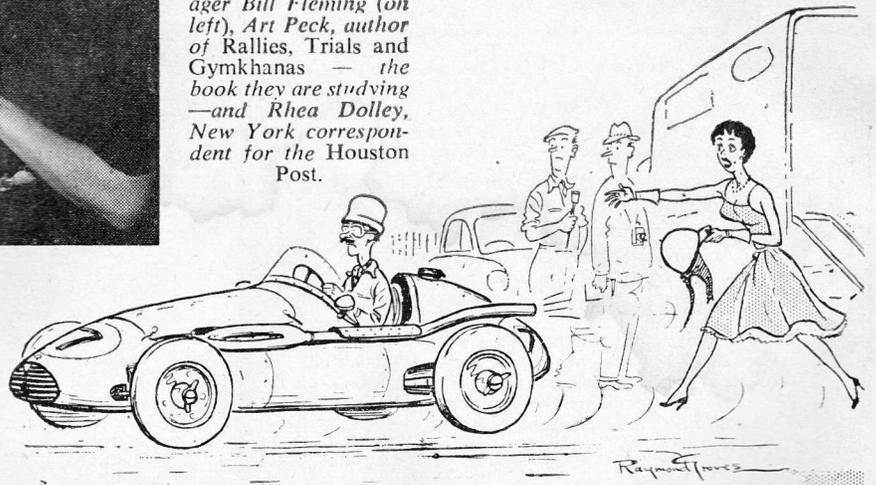
**A** NEW export model David Brown Aston Martin will be seen at the Earls Court Motor Show. This new car has an Aston Martin DB2-4 chassis and David Brown 3-litre engine, with a body built and designed by Carrozzeria Touring of Milan.

The body, an open two-seater, or Spyder design, is built in aluminium, giving extreme lightness, while the easily erected hood is completely concealed when not in use, leaving the body line quite clean. There is also a large luggage boot.

This model, designed for the export market, has a basic price of £2,500, ex Milan, when fitted with the special cylinder head assembly and twin exhaust system, giving exceptional performance.

## FORMULA 1 AT BRANDS HATCH

**T**HE first-ever Formula 1 race at Brands Hatch, to be held on 14th October, promoted by the B.R.S.C.C., is taking shape. Rodney Clarke has already promised a full team of four works cars, and Vanwall and a number of Maserati owners have also been invited. Heading the Connaught team will be Archie Scott-Brown and Les Leston.



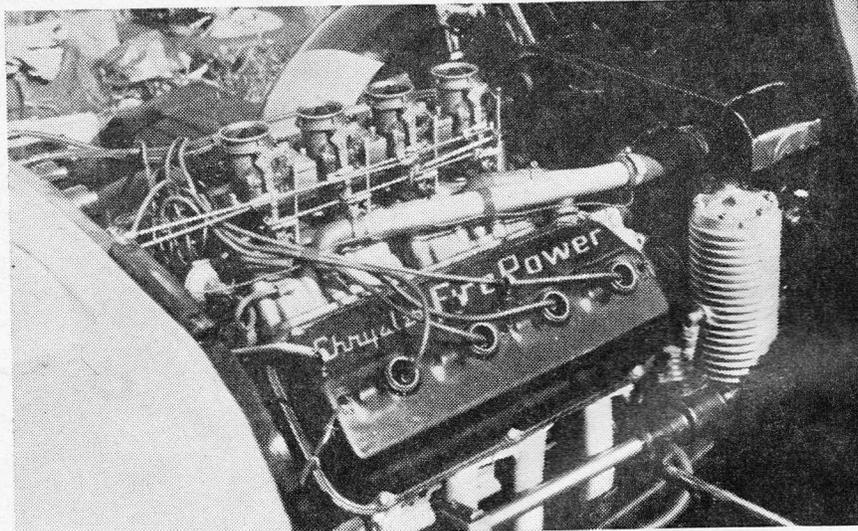
**BEEF FOR "BUTCH".** A very well-filled bonnet is that of Peter Woolley's Allard "Butch", which has a Chrysler Fire-Power V8 engine.

**WORKS MASERATIS FOR CARACAS**

ENTRIES already notified for the sports car G.P. of Venezuela include two factory-entered Maseratis to be driven by Stirling Moss and Jean Behra. The race takes place on 3rd November, over 35 laps (343 kms.) of the Caracas circuit. Ferrari are not entering the lists officially, but three privately entered "Prancing Horse" cars will be driven by the Marquis de Portago, Harry Schell and Franco Cortese. Fangio's manager has announced that the World Champion will take part in the race, and in view of Ferrari's abstention, it is believed that he will drive a Maserati, prepared and entered by the race organizers. Gordini will be represented by two cars, to be driven by the Brazilian Nano da Silva Ramos and the Venezuelan Juan dos Santos. The G.P. will include a class for cars of up to 2 litres.

**NEW ASTON MARTIN RACING MANAGER**

ONE of the great names in motor racing—Reg Parnell—has decided to retire from active racing at the end of his winter season in Australia and New Zealand. But although he will not be seen behind the wheel again, his great experience will not be lost, for on his return he will take up the position of Racing Manager of the David Brown Aston Martin team, responsible for team direction and race tactics, in addition to all practising and testing of the team cars. He succeeds John Wyer, Racing Manager since 1950, until his recent appointment as Technical Director and General Manager of the David Brown Automobile Division.



**SPORTS NEWS**

**A RECORD FOR THE ASTRA**

As a result of a 322 c.c. Anzani-powered Astra economy runabout competing in a B.A.R.C. handicap race at Goodwood on 22nd September, the vehicle now holds the circuit's Class "J" sports car lap record (up to 350 c.c.) at a speed of 45.095 m.p.h. The driver was John Webb and the record has remained unclaimed for eight years. The Astra is believed to have been the smallest car ever to have competed at Goodwood, or in a British sports car race.

**THREE INTERNATIONAL CLASS RECORDS FOR LOTUS**

DRIVING a Climax-engined Lotus on the *piste de vitesse* at Monza, the American driver Herbert Mackay Fraser has broken the following three International Class G records for cars of up to 1,100 c.c.:

- 50 km.: 13 m. 49.3 s., 217.50 k.p.h. (135.15 m.p.h.).
- 50 miles: 22 m. 10.9 s., 217.65 k.p.h. (135.24 m.p.h.).
- 100 km.: 27 m. 31.5 s., 217.98 k.p.h. (135.45 m.p.h.).

Fraser is expected to make a further attempt with the same car, for the records for 3 hours and 200 miles.

SEVERAL guests from the Continent will be attending the first dinner/dance of the British Monte Carlo Rally Competitors' Club on 12th October at Grosvenor House.

**CASTELLOTTI (OSCA) WINS AT IMOLA**

*Jack Brabham (Cooper) Second and Mackay Fraser (Lotus) Fifth in Shell Grand Prix*

AFTER a season in which he has been always a bridesmaid and never (except for the Mille Miglia) a bride, Eugenio Castellotti won last Sunday's Shell Grand Prix at Imola for sports cars of up to 1,500 c.c., driving an Osca. In second place came the Australian Jack Brabham in a Cooper, and third and fourth, two more Oscas, driven by Musso and Cabianca, in front of H. Mackay Fraser's Lotus.

Although the 50-lap race was watched by only about 4,000 spectators, the European heavyweight boxing match at nearby Bologna proving a strong counter-attraction, the race was full of incident, despite a last-minute decision by Maserati not to run. The Italian firm's default left the issue open between the Oscas and the Cooper-Lotus contingent from Britain, which consisted of Roy Salvadori, Jack Brabham and Les Leston on Surbiton cars, and Cliff Allison and Mackay Fraser on those from north London. A Cooper private entry was that of A. Mackay, who later crashed, though with no damage to himself.

From the fall of the flag and for the first eight laps the race was led by Allison who also made second fastest practice time. Castellotti tailed him and eventually passed, but could not shake off the Lotus. They circulated wheel to wheel, until the 12th lap, when Allison was unlucky enough to go off course and crash, though escaping luckily without serious injury.

At this point Salvadori, lying third, took up the chase, and slowly closed the gap between himself and the leader to as little as 40 secs. Then, on the 31st lap, he, too, was involved in an accident which damaged his Cooper and forced him to retire.

But even now, with one Lotus and one Cooper gone, Castellotti was unable to relax and win in comfort, for Brabham in the remaining Cooper, who was leading the Oscas of Musso and Cabianca, threw himself into the fray. Closing on the Italian as each lap went by, Brabham crossed the line only 39 secs. behind the leader, second of the 12 finishers, and in the process, causing Castellotti

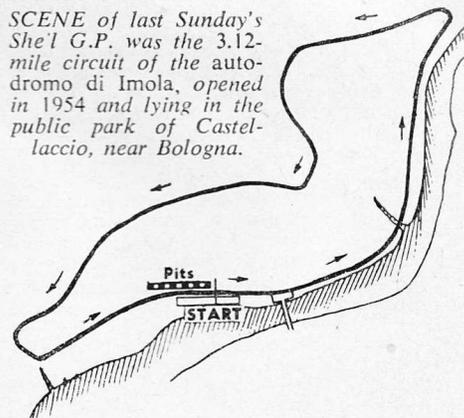
to go quickly enough to set a new lap record.

By their very fine performance in the Shell G.P., the Coopers and Lotuses, at all times being in the leading half-dozen, greatly impressed the Italian spectators, both lay and technical. Moreover, they even caused one Continental journalist to draw attention to the lead these British cars must have as far as next year's Formula 2 racing is concerned.

**Results**

- 1. E. Castellotti (Osca), 50 laps in 1 h. 46 m. 46.1 s., 140.93 k.p.h. (87.60 m.p.h.); 2. J. Brabham (Cooper); 3. L. Musso (Osca); 4. G. Cabianca (Osca); 5. H. Mackay Fraser (Lotus), 1 lap behind; 6. Da Silva Ramos (Gordini), 1 lap.
- Fastest lap:** Castellotti, 2 m. 4.3 s., 144.95 k.p.h. (90.07 m.p.h.).

SCENE of last Sunday's Shell G.P. was the 3.12-mile circuit of the autodromo di Imola, opened in 1954 and lying in the public park of Castellaccio, near Bologna.





*FOLLOW-MY-LEADER* round one of Oulton Park's sharp corners, during the AUTOSPORT Three Hours race, go Graham Maude (Jaguar), D. J. Calvert (H.R.G.) and Graham Hill (Lotus).

## THE AUTOSPORT SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

By GREGOR GRANT

THE fact that R. W. Fitzwilliam and R. Carnegie (M.G.A) won the AUTOSPORT Series-Production Sports Car Championship for 1956 has caused several people to place on record their objection to the award. Main source of dissention appears to be that Ken Rudd (A.C.-Bristol), who scored the greatest number of points in the series (including the final), was not awarded the Championship Trophy.

In the first place, the regulations made it quite clear that only class awards would be affected by the points system. Herewith the relevant sections from the original regulations:—

### Class Winners

To the competitor scoring the highest number of marks in the class in five races and/or including the two hill-climbs, an AUTOSPORT Trophy. To second and third, AUTOSPORT plaques.

### The Championship

To the winner of the final event, the AUTOSPORT Series-Production Sports Car Championship Trophy (to be held for one year), a replica and £100. To the runner-up, an AUTOSPORT plaque and £50. To the entrant finishing third, an AUTOSPORT plaque and £25. To the entrant finishing fourth, an AUTOSPORT plaque and £10.

Now nothing could be clearer than the above. It was also stated definitely in these regulations that the final would be of not less than 100 miles, and that it would be on a handicap basis. When the regulations were published by the Mid-Cheshire C.C. for the Three Hours Race at Oulton Park, it was again made quite clear that on this event would depend the actual Championship award.

When entrants undertook to compete in the series, they must have understood the conditions. It is all very well being

wise after the event, but in organizing this competition, AUTOSPORT attempted to be fair to everyone. The main problem was to run the Championship to cover the four classes, and the idea was to invite qualifiers to participate in a fairly long-distance final, handicaps being carefully worked out on lap times in previous events, and with the likelihood of some modification being made after official practice at Oulton Park. Naturally the last-named was not announced to entrants, in order to prevent "foxing".

Unfortunately, owing to various troubles, including crashes and mechanical breakdowns, the original 27 invited entrants were reduced to 25. It must be understood that 27 cars was the maximum permitted by the R.A.C. to start at Oulton Park. Naturally reserves were called in, but even so, there were non-starters for several reasons, and 21 cars actually lined up for the race. One entrant, who had scored points in an earlier qualifying event, but had had them deducted for a breach of the technical regulations, was permitted to start.

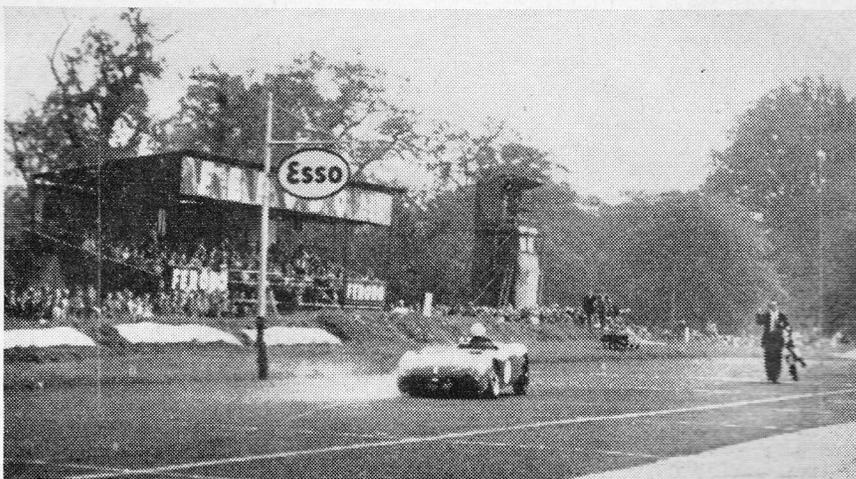
This, it is now realized, was unfair on other competitors who had scored marks consistently throughout the season. It meant, in effect, that an entrant, who had scored no points at all, could quite feasibly have become the AUTOSPORT Championship Trophy winner. This, we do admit now, was a mistake. However, as the entrant did not finish, the problem solved itself.

Another reason for making the final race the decider was the difficulty of ensuring that all entrants would be admitted to the various qualifying events. On practically all circuits, the number of starters is limited, and as it so happened, many entries were refused on the grounds that the list was complete. Also, several meetings were cancelled for various reasons, and it became increasingly difficult to include qualifying events in S.M.M. & T.-approved and/or National and International events. It was agreed by the organizers that entries would only be accepted from holders of "unrestricted" F.I.A. licences, as a reasonable safety precaution.

Another clause, which caused a certain amount of criticism, was the acceptance of more than one driver. This was merely because quite a few cars were jointly owned. Again, one entrant was allowed to use two cars, both of which had more or less identical specification, and were, of course, of the same make.

The organizers do realize that if held again, the Championship must be overhauled in regard to finding the outright winner. Nevertheless we do feel that Fitzwilliam and Carnegie were worthy winners. They were true private owners, and their car was completely standard, the engine being carefully put together by Bill Jones. It may be considered that Ken Rudd was the moral winner in that he scored the greatest number of points, but regulations are regulations, and it was accepted by the organizers that they were read and fully understood by every entrant for the Championship.

We can only state that the 1956 series was in the nature of an experiment. In so far as the large majority of the entrants is concerned, it has been outstandingly successful, and already intending entrants have been seeking



*INCIDENT* at the end of the Championship race was provided by A. G. M. Kellett, whose Austin-Healey shed a wheel as he passed the chequered flag.

information for the 1957 series. While there will be no drastic changes in the regulations if it is decided to continue with the Championship, it is fairly obvious that the eventual winner will have to be found by means other than an outright win in the final event. It may be possible to introduce an "Index of Performance", but again, this would probably give rise to criticism. It cannot be a scratch event, as this would defeat the object of encouraging all sizes of car.

A meeting will be held shortly of the organizing committee, at which the decision will be made whether or not to continue the series. If so, then the method of determining the Championship Trophy winner will be discussed, and regulations framed accordingly. It may be possible to work out an "Index" table, based on a capacity formula, which will enable a general classification to be used, class winners being determined on their positions on the table. As the "Three Hours" would also be held on "Index", the winner would be the driver who finishes on top of the table, and so on.

**NEW CITROËN FOR PARIS SALON**

To be shown at the Paris Motor Show is a new Citroën, the I.D.19, with hydro-pneumatic suspension, a streamlined body similar to the D.S.19 and a similar Light 15 engine. This four-cylinder unit of 1,911 c.c. and a compression ratio of 6.8 to 1, gives 62 b.h.p. at 4,000 r.p.m., a top speed of approximately 80 m.p.h. and a fuel consumption of 28 m.p.g. at a constant 45 m.p.h. Both clutch and synchromesh gearbox are normal, the latter having four forward speeds. Steering is rack and pinion, and the brakes are disc type at the front and drum at the rear. In conjunction with the hydro-pneumatic suspension, the I.D.19 also has the automatic height-adjusters of the D.S.19,



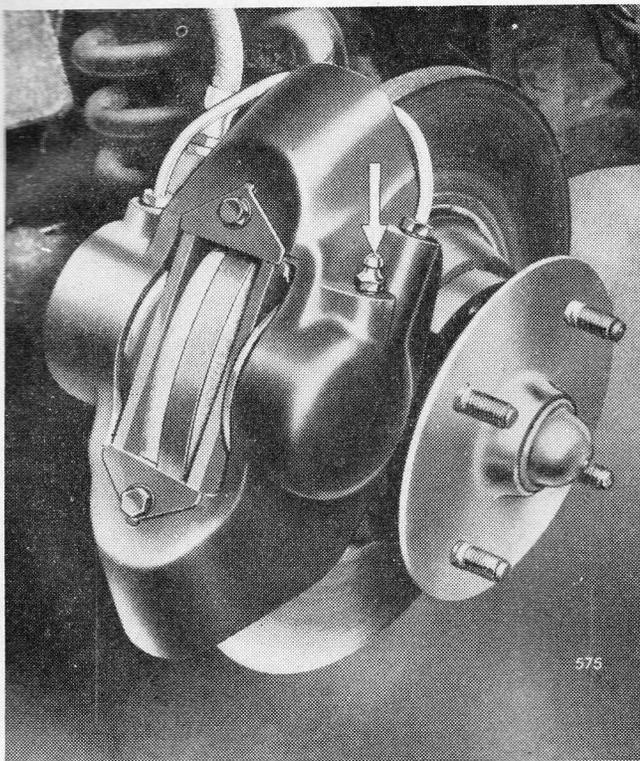
*A WAVE and a smile from an attractive young Parisienne welcomes the Citroën I.D.19, which is being exhibited at the Paris Salon. This car has the outward appearance and some of the technical features of the year-old D.S.19, such as disc brakes and hydro-pneumatic suspension, but lacks the hydraulic gear change and clutch, and the power steering of the de luxe "Déesse".*

which keep the ground-clearance constant, however many people may be in the car. Although the I.D.19 will be cheaper than the "Déesse", the price has not yet been fixed, and the car will not be available from the Slough factory with right-hand drive for about 12 months.

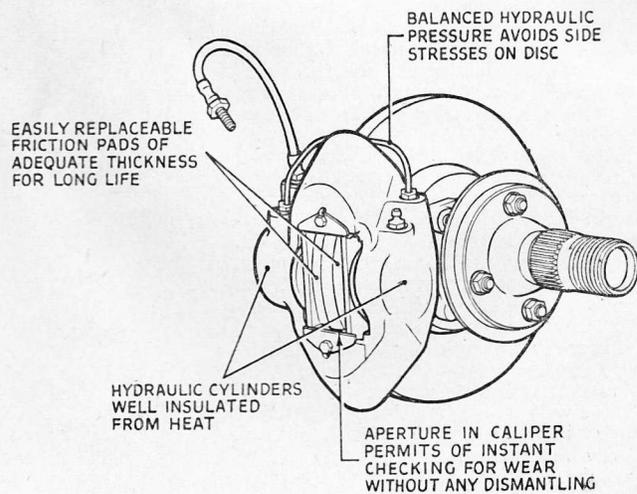
**DISC BRAKES FOR TRIUMPH TR3**

IN future, the Triumph TR3 is to be fitted with disc brakes at the front as standard equipment, and at no extra cost, thus becoming the first British car in volume production to be thus equipped. The rear wheels will continue to have 10-inch drum brakes. Both types are manufactured by Girling. The principal advantage of this new system is, of course, the complete elimination of brake fade, while other advantages are that stopping is smooth, progressive and easily controlled, that they are to a large extent self-cleaning, by means of centrifugal force, and that inspection or changing of the friction pads can be effected in a few minutes.

The disc brakes cool rapidly, as the pads cover only about one-sixth of the working surface of the disc; immediate cooling takes place on the remaining five-sixths. Brake adjustment is entirely automatic, and the pads have three or four times the life of ordinary brake linings. Wear can be checked at a glance and when, eventually, the time arrives for replacement, the pads may be removed easily, without either removing the caliper or disturbing the hydraulic connections.



*IN THIS photograph (left) of the Triumph TR3 disc brake, the arrow points to the sole bleed point. The drawing below shows some of the salient features of the brake.*





**MOSS IN BOTTLE:** Apparently taking a change from his usual L\*c\*z\*de, Stirling Moss tucks into a 3-ton plastic bottle of Bass—a display vehicle exhibited on the Seddon Diesel stand at Earls Court.

## HALL of LEVIATHANS

WHEREVER you travel today by road you encounter lorries; big ones, small ones, long ones, short ones, some all massive wheels, others all chassis or trailer, and yet others vast vans, totally eclipsing your forward view. With Britain's idiotic road system, you can't get away from them. To many an impatient motorist they're just a darned nuisance blocking his way, and dull as ditchwater technically, having the basic specification of a 1920 car, with their semi-elliptic springs, beam axles and hefty channel section frames.

A visit to the recent Commercial Motor Show at Earls Court would thoroughly refute any such opinion. Today's "heavies" are fascinating mechanically, and able to boast features well in advance of their smaller faster brothers of the private car world. Yet brothers they are despite all, with much that is akin between them. First glance in the Main Hall establishes this, for up amongst the stand banners are famous car names like Daimler, Rolls-Royce, Sunbeam, Ford, Volkswagen, Austin, Jensen, Skoda, Morris, Volvo, Rover, Tatra. Investigate their exhibits, and others like E.R.F., Leyland, A.E.C., Foden, Atkinson, etc., and you find that things like disc brakes, power steering, two-pedal or fully automatic transmission, fibreglass bodywork, chassis-less construction and other features currently "the rage" in our sphere, are equally familiar to the lorry men.

It is interesting, too, to learn that, while competition sports and racing cars have F.I.A. regulations to comply with, the commercials have a far sterner sort of vehicle weight/payload taxation formula imposed in England, and resultant methods of achieving strength without weight are ingenious indeed. For example, Jensen, the makers of that attractive 300 SL-like "541" coupé, also market a range of J.N.S.N. commercial vehicles embodying frame structures largely of light alloy, contributing materially to vehicles capable of carrying over three times their own weight. They also have an all-fibreglass frameless cab which saves many precious lbs., and a new articulated model called the Jen-Tug with Austin A50 engine.

Economy on space is equally important, and several makes, Daimler, Commer and Leyland amongst them, build chassis with "underfloor" engines, tucked away between the chassis members. Verily masterpieces of "power-packing" are these, making the average car's

## The "Commercials" at Earls Court

bonnet-full seem a shameless extravagance of space. Even more compact are the electric trolley bus units, little larger than some of the multi-speed gearboxes to be seen. Amongst the trolley builders are Sunbeam, this firm being allied with Guy Motors, and based at that famous old Wolverhampton factory whence came that exciting string of Sunbeam Grand Prix cars in years long gone by.

The marque Trojan, once renowned for their rugged and utilitarian chain-driven two-stroke cars, are nowadays specialists in light Diesel vehicles. Maudslay, Crossley and Thornycroft are other old car "names". The two former are allied with A.E.C. as Associated Commercial Vehicles, whose vehicles show even more markedly the effects of standardization than do the Rootes Group's car products, many models being identical save for the badge at the front. A significant new design is the A.C.V. Bridgmaster, a low-built double-decker bus with wishbone independent front suspension, integral chassis-body structure, and coil spring rear suspension with lengthy radius arms, somewhat à la Jaguar D-type.

The eternal battle against weight is

emphasized by the use, on some Thornycroft engines, of wrought aluminium timing gear, and this marque also employs fibreglass for parts of their bodywork, as racing drivers Peter Scott-Russell and Dick Steed quickly spotted, while doing the rounds of the Show. Thornycroft's magnificent "Big Ben" model with six-wheel drive has a surprisingly small engine to propel its bulk, yielding 200 b.h.p. nonetheless with the aid of an exhaust-driven turbo-supercharger. America's Boeing "Fortress" aircraft used them for high altitude bombing during the Hitler War, remember?

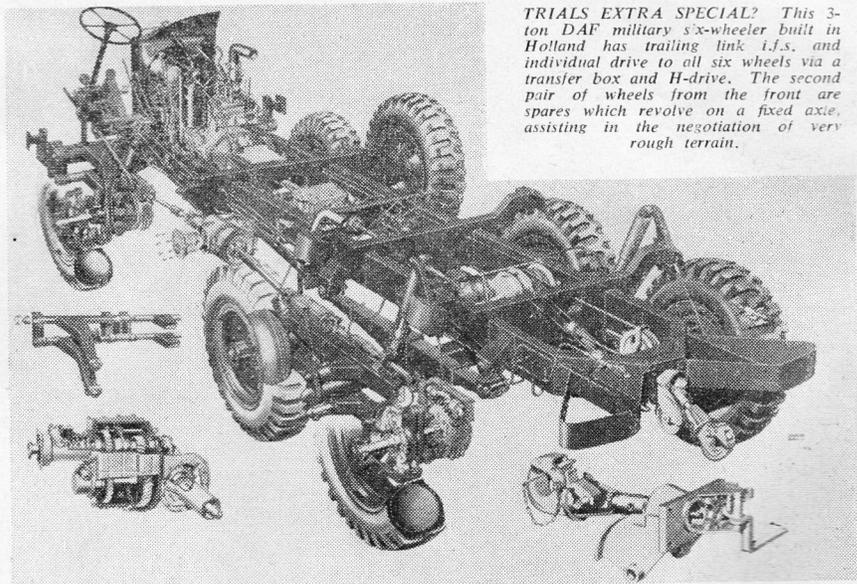
Scammells, those familiar denizens of the Great North Road, seem even more enormous, and one incredible 46½-ton, eight-wheeler, designed for unmanage-

able loads, carries a self-wincing gear and large steel road pads at its tail end, raising itself vertically like a dinosaur to a tree, to take up the load! Its 200 horsepower Rolls-Royce diesel engine drives through a six-speed gearbox (with change-gate 2 ft. high!) and two-speed auxiliary box.

One boggles at some of the specifications. A Leyland Buffalo exhibit of 45 tons gross weight has two-pedal control, power-assisted steering (as do most "heavies" today, of course), a 6 cylinder diesel engine with wet cylinder liners, an eight speed, semi-automatic, pneumocyclic gearbox with electric gearshift, air-operated brakes, and an extra exhaust brake. And these features are no sales gimmicks to lure the buyer. They perform a set purpose—to carry freight at speed overseas.

Leyland also show a new "Atlantean" 78-seater bus, with the engine bundled out of sight, set sideways right at the extreme tail, and occupying no more room than would a sizeable trunk. Verily of concours class is the "Royal Tiger" coach, with Italian Casaro-built coachwork, designed by Ghia of sports car fame.

Dunlop, Lockheed and Girling show

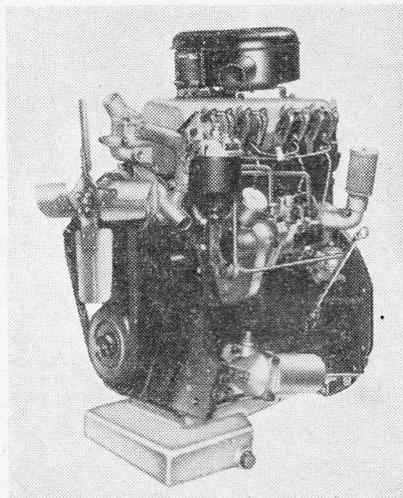


**TRIALS EXTRA SPECIAL?** This 3-ton DAF military six-wheeler built in Holland has trailing link i.f.s. and individual drive to all six wheels via a transfer box and H-drive. The second pair of wheels from the front are spares which revolve on a fixed axle, assisting in the negotiation of very rough terrain.

various wheel and/or transmission disc brakes, and remembering the Jaguars at Le Mans, the replacement of pads in one hour on the Girling commercial units echoes the value of motor racing in design development. Heaters and radios are common fitments on your "heavy" of today, a mite pampering on first thought, perhaps, but welcome drivers' comforts on long night stretches in all kinds of weather.

This year's Show had some strong Continental "opposition", with representatives from Germany, France, Holland, U.S.A. and Czechoslovakia lined up alongside Britain's finest makes. Anyone who has been to the Nürburgring will be familiar with those impressively thundering "heavies" on the German autobahns, carrying an "M" on their fronts. These are products of Magirus-Deutz, a very old firm indeed, and represented at Earls Court by an intriguing four-wheel-steering tipper with very finely engineered V8 air-cooled Diesel engine. The tiny Reliant three-wheeler on the adjacent stand could practically have passed beneath its axles!

The Czech exhibits were very impressive indeed, with the wholly unconventional Tatra the draw of the Show. This enormous six-wheeler continues the Tatra tradition with its one-piece tubular frame (about 14 ins. diameter!), carrying massive outriggers for independent springing all round by swing axles, all wheels being driven. The front suspension is by splayed quarter-elliptics, and the rear by huge helical springs. The engine is a V12 air-cooled Diesel of impressive *basso profundo* exhaust note, as demonstrated when the vehicle was driven through the Hall. Getting this imposing monster on to its stand was a seemingly insuperable problem for the importers,



**SMALL DIESEL:** The compression ignition engine reigns supreme in the commercial world. This is the latest engine from Rootes: a 2.26-litre 4-cyl., with indirect injection and Ricardo Comet III patent combustion chambers. Power output is 50 b.h.p. at 3,000 r.p.m., and 4,200 r.p.m. can be attained.

Motokov, Ltd., but Beck and Pollitzer solved it speedily by the cunning application of vertical lifts.

Volvo of Sweden, well known in Rally spheres, build real rugged multi-wheeled stuff in the commercial world, embodying rubber suspension. An interesting newcomer to this country is the DAF, from Eindhoven, Holland. British Leyland or Perkins engines are fitted into a wide range of vehicles, which feature a new

hydraulic brake with independent mechanical hand operation. DAF also produce an intimidating military eight-wheeler with VW-style trailing arm i.f.s. and individual drive to every wheel, via a five-speed gearbox, a two-speed transfer box, and a complex network of propeller shafts which makes Archie Butterworth's famous four-wheel-drive sprint A.J.B. look simpler than a Cooper. DAF seriously contemplate the production of a private car, which would be the first from Holland since the Spyker.

Another interesting foreigner is the French Chausson, yet another link with the car industry, for these vehicles emanate in thousands from what was once the works of Chenard-Walcker, a very famous vintage sports car. Chausson's sole exhibit at Earls Court was an honourably dusty Paris-Bombay coach, with chassis-less construction and Hispano-Suiza "underfloor" engine and five-speed gearbox with overdrive for use on fast overseas roads. A pity there were no O.M., Lancia, Alfa Romeo or Bianchi "heavies" from Italy, Pegaso from Spain, or Mercedes-Benz or Hansa from Germany, to add further to the "foreign entry".

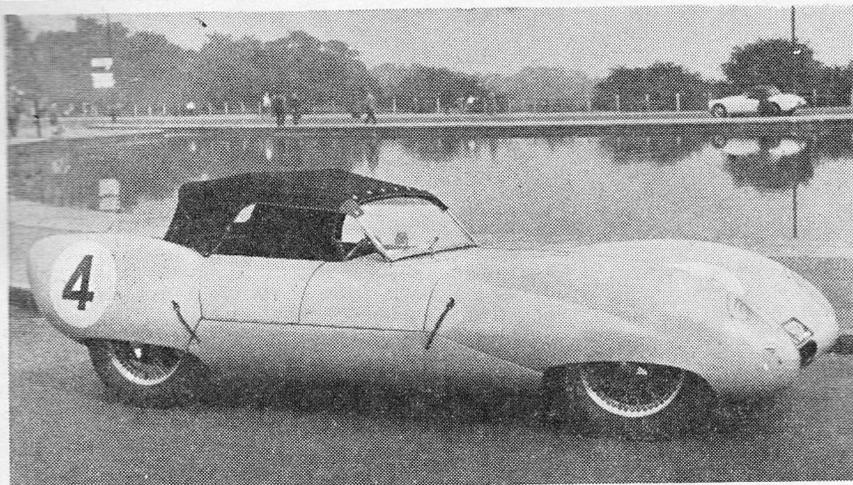
Yes, the commercials are interesting indeed, and those built in Britain have a tremendous reputation. Don't "cuss" them, just because they block the roads up sometimes. They do their job of load-carrying magnificently, with a stamina unmatched by the average private car—50,000 miles between major overhauls being common practice. And their true professional drivers are amongst the best and most courteous on the road. It isn't their fault that British roads are so inadequate.

C. POSTHUMUS.

DONALD VINCE & Co., Ltd., have opened new showrooms for Daimler and Volkswagen cars at 158-162 London Road, West Croydon, London.

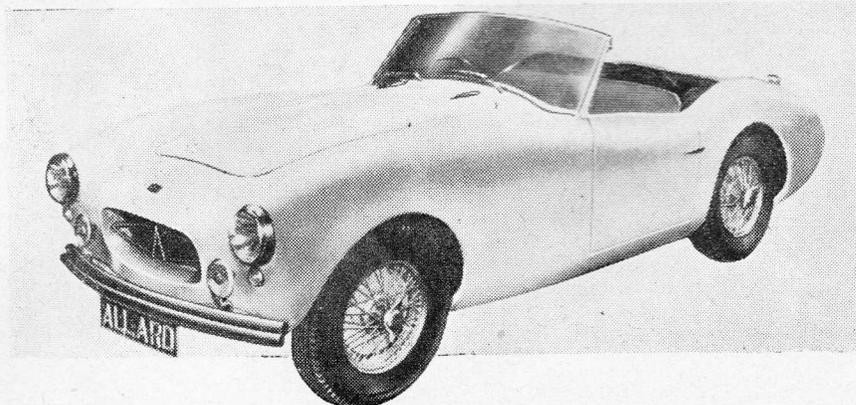
THE Gefarator exhaust aspirator has been reduced in price to £3 13s. 6d. following home and overseas sales considerably in excess of estimates.

FOR timing Wing-Cdr. F. Sowrey's successful International Class G record attempt at Bedford Airfield on 22nd September, the equipment used was the Longines Chronotopogines. This was the first time that such accurate timing equipment had been used in this country (it records and prints automatically on to a reel of paper times down to 1/100th second), and both machines and technicians were flown over from the Longines factory in Switzerland.



**NEW FOR EARLS COURT** at the Motor Show are (above) the Lotus Mk. XI in road touring trim, with full-width windscreen and hood, and (right) the Allard Palm Beach Mk. 2, which is to be available with either the 3½ litre Jaguar or 2½-litre Ford Zodiac engine.

THE new Singer Gazelle will make its first international show appearance at the Paris Salon when three of the 80 m.p.h. cars will be on display. There will also be the two Sunbeam Rapier hardtop saloons fitted with the recently announced R67 twin carburetter engine.





★

*FRONTAL ASPECT shows considerable change with a suggestion of a "traditional" radiator. Two-tone colour schemes and a little more chromium are also features distinguishing the Sportsman from the normal Vanguard.*

★

The gears have an audible hum, but not to an unpleasant degree; they would not be heard if the engine were less silent. It becomes second nature, when driving fast, to employ the full progression of five speeds. On reaching overdrive second, one changes up with the gear lever and down with the overdrive switch simultaneously, to find the direct drive. The benefit of such handling methods are manifest, the use of overdrive second reducing the 50 to 70 m.p.h. acceleration time by 1.8 secs.

If desired, the car may be used as a "straight" three-speed model, but by the time 85 m.p.h. is reached the engine is definitely over-revving. On overdrive top, 90 m.p.h. may be attained and held, and the stopwatch confirmed that this is the true maximum speed. Under exceptionally favourable conditions, I once touched 95 m.p.h., but some vibration then began to be apparent, not unnaturally.

On the road, this machine seems happy

JOHN BOLSTER TESTS

## THE STANDARD VANGUARD

# Sportsman

The Phase III Vanguard takes on a Sporting character and an even livelier Performance

THE current Phase III version of the Standard Vanguard is a roomy and definitely lively car at a competitive price. The associated Triumph sports car caters similarly for the 100 m.p.h. 2-seater market. The manufacturers have now had the bright idea of producing a new model, which combines many of the features of both types. This is the "Sportsman", which I have recently been testing.

The Sportsman has a new engine which, although having the slightly larger cylinder dimensions of the Vanguard, has many of the TR3 features. Thus, it has the twin S.U. carburettors of the latter unit, but the slight clatter of the Triumph valve gear—all part of a sports car's character—is not heard. The general details of this four-cylinder engine are well known, including push-rod-operated overhead valves and wet cylinder liners. These liners are an excellent feature, in accordance with the best Continental practice.

A good deal of the Sportsman's character stems from its gearbox. This is a three-speed unit with ratios chosen to complement the Laycock-de Normanville overdrive. The addition of the overdrive on second and top speeds produces the equivalent of a five-speed gearbox. The Standard overdrive arrangement, with the switch on an arm under the steering wheel, is the best yet for employing the step-up ratio in conjunction with the manual change.

The body is based on the Vanguard pressed steel monocoque, but has special equipment and styling. Most radical is the reversion to a "radiator", to mask the air intake. This feature can only be judged according to individual preference, but there is certainly a section of the British public which favours this nostalgic frontal treatment. For the rest, the car is distinguished by two-tone paintwork, with a chromium strip dividing the colours. Most of the equipment which is normally listed as "extra" is fitted as standard to this model, which should be remembered when reading the price ticket. For the rest, there are

helical springs in front and a normal axle on semi-elliptic springs behind. The body is nominally a 5-6 seater, though more suited to four on long journeys.

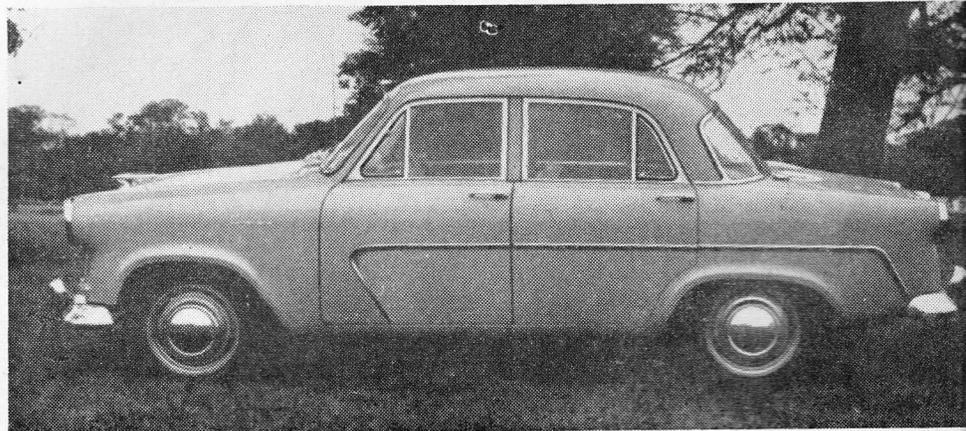
The front bench seat has a central folding arm rest, and a divided seat may be specified if desired. The adjustment is sufficient for a long-legged driver, which is a rare virtue nowadays. However, I must criticise the seat for being curiously high. My head was too close to the roof, and I seemed to be looking downwards through the screen. Apart from that, the controls are well placed.

On moving off, it is at once obvious that the engine has plenty of power, and the torque in the middle ranges is also good. In spite of this, the general standard of silence and smoothness is better than one would expect from a high-compression four-cylinder engine. The only penalty that one pays is the definite refusal of the unit to trickle along slowly in top gear. The gear lever is there to be used, and the overdrive too.

to hurry all the time, and I put up some very good averages. The standard of controllability is high, and corners may be taken so fast that the car slides considerably, without any feeling of instability. Yet, to the spectator, there is a fair amount of roll when the Sportsman is handled with considerable enterprise. The tyres protest audibly on sharp bends, but the characteristic remains an understeering one, with no tendency to rear end breakaway.

The ride is rather better than the average, with only a little up and down movement on the rougher road surfaces. The steering is fairly light in normal use, only becoming heavier during somewhat forced cornering. The brakes remained consistent in action during fast driving, and I failed to make them fade or judder.

A fuel consumption of 28/32 m.p.g. is claimed by the makers, but I was unable to equal this. I must admit that I pressed on rather hard all the time, using the overdrive as a performance-increasing



device rather than for silent cruising. I would say that the claimed figures could be approached by the reasonably careful driver, and that the average owner who tends to hurry will be able to rely on a 25 m.p.g. average. This, after all, is fair enough for a roomy, and by no means light, saloon of over 2 litres capacity, under British traffic conditions.

In general, the interior of the Sportsman is attractively finished, and the usefully spacious luggage boot contains a well-arranged and disappearing tray of tools. The appearance of the vehicle is functional, in spite of the chromium decoration. My test car seemed a little high off the ground, but no doubt the springs will settle with use, for the recorded mileage was moderate.

The Vanguard Sportsman is a full-sized family car with a four-cylinder engine of moderate capacity. Yet, it will encompass a full 90 m.p.h. and cover the standing quarter-mile in 20 secs. For the family man who hides a secret craving for a sports car, it may prove a most acceptable compromise.

**SPECIFICATION AND PERFORMANCE DATA**

**Car Tested:** Standard Vanguard Sportsman saloon, price £1,231 7s. 0d., including P.T.

**Engine:** Four cylinders, 85 mm. x 92 mm. (2,088 c.c.). Pushrod operated overhead valves. 90 b.h.p. at 4,500 r.p.m. 8 to 1 compression ratio. Twin SU carburetters. Lucas coil and distributor.

**Transmission:** Borg and Beck 9 ins. clutch with hydraulic operation. Three-speed gearbox with column control, plus Laycock de Normanville overdrive. Ratios: 3.55, 4.55, 5.93, 7.60, and 16.1 to 1. Hardy Spicer propeller shaft. Hypoid rear axle.

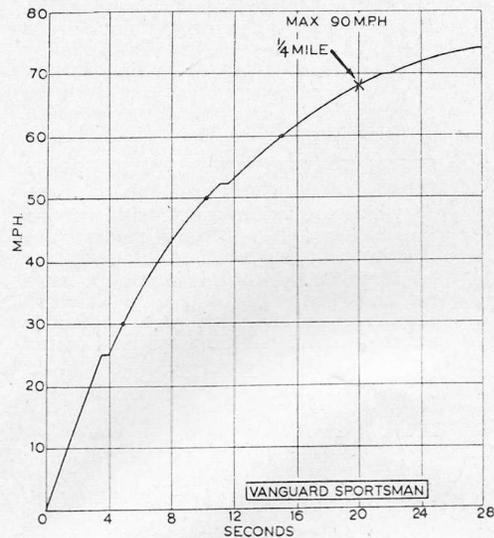
**Chassis:** Combined body and chassis. Wishbone i.f.s. with helical springs and anti-roll bar. Cam and roller steering box. Semi-elliptic rear springs with rigid axle. Telescopic dampers all round. Bolt-on disc wheels, fitted 5.50-16 ins. tubeless tyres. Hydraulic brakes, 2.L.S. in front, in 10 ins. x 2½ ins. drums.

**Equipment:** Speedometer, ammeter, fuel, water temperature and oil gauges, cigarette lighter, clock, electric windscreen washers and wipers, flashing indicators, heating and demisting. Radio (extra).

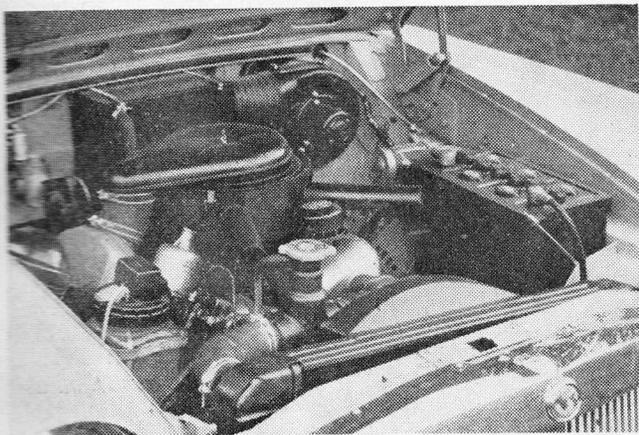
**Dimensions:** Wheelbase, 8 ft. 6 ins.; track, 4 ft. 3 ins.; Overall length, 14 ft. 5½ ins.; width, 5 ft. 7½ ins.; turning circle, 35 ft. Weight, 25½ cwt.

**Performance:** Maximum speed (overdrive), 90 m.p.h. Speeds in gears: Direct top 85 m.p.h., o.d. 2nd 70 m.p.h., 2nd 52 m.p.h., 1st 25 m.p.h. Standing quarter-mile 20 secs. Acceleration: 0-30 m.p.h., 5 secs.; 0-50 m.p.h., 10.4 secs.; 0-60 m.p.h., 15 secs.; 0-70 m.p.h., 21.6 secs.

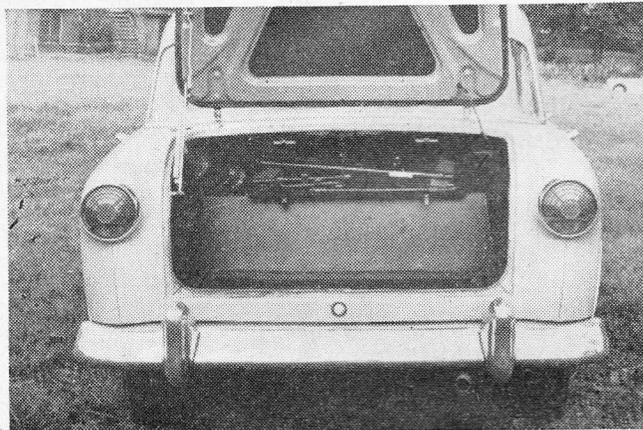
**Fuel Consumption:** 22.3 m.p.g. (driven hard).



**Acceleration Graph**



BONNET is well-filled and reveals twin SU carburetters on a TR3-type manifold.



BOOT is capacious and incorporates a drop-down rack for the basic tool kit.

**DRIVING LICENCE QUEUE IN ULSTER**

SPEED limits and driving tests came into force in Northern Ireland last Monday (October 1), implementing the new Road Traffic Act sanctioned recently by the Ulster Parliament. Since the Act was first debated and it became obvious that driving tests were to be introduced, there has been an exceptional rush for driving licences in an effort to avoid the test. This rush, however, paled into significance when it was announced, one week before the date, that driving tests would be applied to all new applicants for licences after 1st October. All last week the local taxation offices in Ulster were inundated with long queues of applicants, ranging from middle-aged housewives to 15-year-old schoolboys. The latter are just beating the raising of the age for motor-cycle licences to 16. Commenting upon this rush, one newspaper drily remarked: "It is believed that there is now no person in Northern Ireland over 15 years of age who does not hold a driving licence." Heavier penalties for driving offences are introduced and it is an offence to sell, or offer for sale, a vehicle in unroadworthy condition.

W. A. McMASTER.

**THE FUTURE OF DONINGTON**

IT was revealed on Monday last that Donington Park, the pre-war road racing track in North Leicestershire, which was the scene of two Grands Prix, has been handed back by the Army to its owner, Major J. G. Shields.

Major Shields said on Monday: "Some of the land will probably be used for agriculture and forestry development. There is also a possibility that there might be some industrial development. Motor-cycle racing could take place there soon, but car racing poses a bigger problem".

It is understood that the surface of the

track will have to be relaid before any racing can take place. During the war the Donington was under Army occupation, used to house prisoners-of-war and as a vehicle depot. In August the last of half a million military vehicles left the Park.

**PLASTICS APPOINTMENT**

K. G. RAWLINSON, a pioneer in the construction of racing and sports car shells made of glass reinforced plastics, has been appointed to the Board of Automobile Plastics, Ltd., Barnet, where he will develop the technical research side of the company.

APPROVED by a stethoscope test as producing the "right noises", this 1922 Vauxhall 14/40 recently passed an audition for the forthcoming film "Doctor at Large". It is owned by J. Lestock-Forbes and is seen with two of the film's stars, Shirley Eaton and June Laverick.



*RAPID RAPIER: Seen as dawn breaks, leaving the breakfast stop at Llanwrytydd Wells, is the Sunbeam Rapier of Jimmy Ray and J. M. Wood. The night section completed and the saloon car award in the bag, navigator Wood is at the wheel while Ray settles down for a nap.*

THE London Rally is a phenomenon which the writer encountered for the first time last year. He had been warned that it was a tough rally, but could have no idea just how tough it was on navigators. Having had a year in which to recover from that first glorious failure and to acquire a little more skill in the



## A Rougher, Tougher, "London"

John Waddington (TR2), Jimmy Ray (Sunbeam Rapier) and I. D. Lewis (Standard 10) Win Premier Awards in London M.C.'s Tough National Rally

gentle art of not getting lost too often, he felt a sneaking wish to have another go and managed to foist his services upon Bill Slocombe (TR2), with whom he had travelled on the R.A.C. Rally. He decided that, going by last year's experience, he would be well satisfied if we finished in the first 50 of the 300-plus entries. We finished 49th—so all things considered (of which more anon) there was no cause to grumble. But if only. . . .

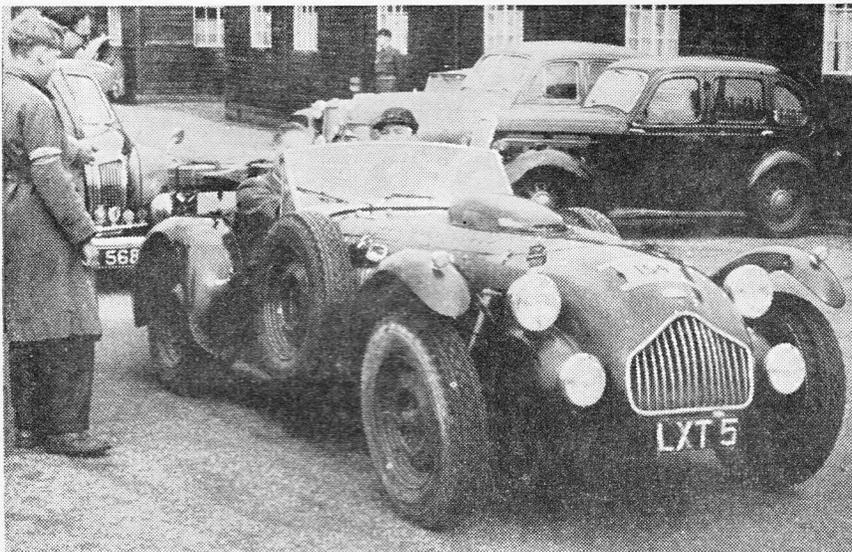
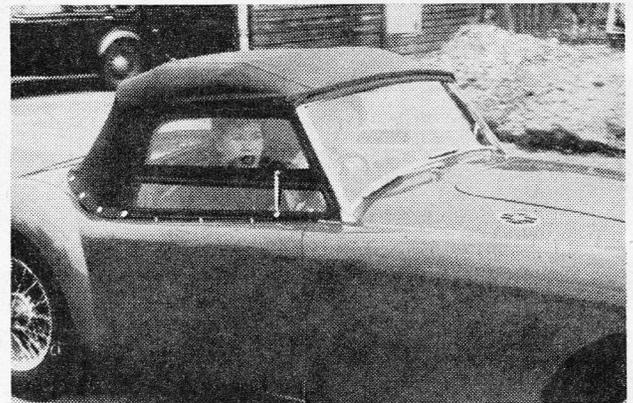
The beauty of the London Rally is its purity. It is rallying pure and simple. You start (in our case) from Farnborough, Hants, make your own way to Kidderminster, where you are handed the first of a series of simple route-cards that will take you to the start of the night section, somewhere in Wales. There you are provided with a marked map, no less, with some 40 controls already plotted for you. On arrival at each control you find it clearly beflagged, with a real live marshal ready to stamp your road book—none of this code-word hunting—and at the end of this 200-mile section you receive another route card which takes you to a nice breakfast, at an hotel. A few driving tests and you are on your way back to Farnborough

again and the finish—all at a 30 m.p.h. average. Piece of cake . . . or is it? How is it that this year, for example, only 171 cars finished the course out of 308 starters, and even the winners, John Waddington/J. M. Wood, were 36 mins. adrift, while many of those who did finish were anything up to 3½ hours late? We'll tell you.

Certainly the run out to the start of

the night section should give no trouble to anyone, most crews finding time for a meal on the way. Unfortunately one or two did go astray on the run in, due in part to a certain vagueness in the route card instructions. Anyway, having arrived at the hitherto undisclosed starting point of the rally proper, which proved to be near Carmarthen, and with tank and stomachs replenished, we were clocked out and handed The Map, which, when refolded outwards appeared as Sheet 139, which covers southern Cardigan and northern Carmarthen. There were two 100-mile loops, North and South, and we were due at the first time

*THIS MOSS FAMILY is quite unquenchable. Pat Moss's usual navigator, Ann Wisdom, was at the last moment unable to take part, so Pat's mother, Mrs. Aileen Moss, took her place. They gamely completed the first night loop before deciding to retire.*



control, 5½ miles away in 11 mins. We were off!

In previous years the London Rally route has been devised by Ian Mackenzie and Goff Imhof, and certain traditions of character have been set. This time, Goff and Ian were competitors and the Clerk of the Course was seasoned competitor Harold Rumsey. The general idea has been up to now that the route should be so cunningly devised that it is virtually impossible to get from one control to another without using the most minor of minor roads, and Harold had decided that the previous organizers were going to have a double dose of their own medicine. He was more than

*BITERS BIT: The organizers of the previous London Rallies, Ian MacKenzie and Goff Imhof set off from Farnborough as competitors this year. However, they left the road during the night section and "retired".*



★  
*SEND-OFF for Leeds starters Mrs. Anne Hull and Mrs. Mary Hopkinson was made, for some unexplained reason, by the Five Smith Brothers, the radio singers.*  
 ★

successful inasmuch as the Imhof Allard dived through a hedge halfway through the night and they retired forthwith!

The roads were diabolical—and yet usable. The cunning part about it was that the most suitable road was liberally strewn about with quite unsuitable alternatives to trap the unwary. For the information of those who know 1 inch O.S. maps, a “yellow” road was quite a luxury and “white” roads unavoidable in many places in that wild and woolly area. There were quite a number of unavoidable hills, too, that owing to the muddy conditions caused a certain amount of baulking by those less experienced in trials driving or in unsuitable vehicles. It was reported that one hold-up was caused by a competitor in a Sunbeam who had never used first gear before and had to be shown where it was. In addition his rear tyres were bald!

Sydney Allard was heard to say that it was the best “standard car trial” course he had come across, but it was by no means all like that. There was plenty of honest-to-goodness motoring over a pattern of tiny lanes so intricate that neither driver nor navigator could let up for a second. On one occasion we were following the Goddard-Watts/Stamper M.G. TC, to see him go straight on at a corner into the ditch “before our very eyes”. They managed to get the car out after about 45 mins. and carried on. We encountered J. Mansbridge’s abandoned XK 120 hardtop upside down in the middle of the road, some distance off-course (so were we), while Doc Spare collided with G. Heaps, eliminating both TRs. W. Rosson/R. Gammon overturned their Magonette and there were quite a number of dents and scratches in cars at the finish that told of the night’s rigours. However, the only non-competitor involved during the whole event was a young heifer, on a main road section long before the night’s fun and games, which escaped while being unloaded from a truck and galloped right in the path of Sir Charles Kimber’s Sunbeam, to the detriment of both.

Sumps, too, take a beating on some cars, and it was noticeable that very low-built cars such as the Austin-Healey are not favoured for this kind of event. All the more credit then to W. K. Blomfield/F. Harrison for their high placing in one. As a precaution they had armoured the

underside and raised the whole front suspension to give more ground clearance.

The Northern loop took us up towards New Quay, west towards Cardigan, then back inland and south to Carmarthen. Although there was no official break before starting on the southern loop, the run-in was a 12-mile section on which we could make up enough time to take on more petrol and snatch a cup of tea. That is the beauty of a non-cumulative time schedule: although we had lost time at previous sections, each one is timed separately, and once having lost time, it stays lost, but you start afresh on the next leg. It means a little more work for the organizers, but it’s really the only civilized way. The writer’s great big unforgivable clanger had been dropped early on in the first loop, when he dropped the road book overboard! This taught the lesson never to keep a road book in the door pocket of a TR2—it falls out too easily, and if you should open the door. . .! We lost some 45 mins. in search, debate, a complete loop round through the section again, eventually finding the book lying in the road, more debate, and then decided to go on. A severe lesson!

The Southern loop struck out into the wilds west of Carmarthen, returning to Pencader, whence we had started some nine hours previously. In that time we had had only that six-minute break in the middle that the TR2 had managed to scratch out of the schedule. The rest of the time had been go, go, go. Not a Liège-Rome-Liège, perhaps, but then they don’t have to map-read every inch of the way. At the end of it the writer’s eyes were hanging out like bloodshot organ-stops!

After all that, the route carded 40-mile main road run to the breakfast stop was the downfall of many survivors—for it was used as a check stage for the “40 m.p.h. average” rule and caught out quite a number of crews who had disregarded it and planned to have a longer break than the official 1½ hours. One of these unfortunates was Peter Harper, who would otherwise have been well in the

*SLEEP OF THE JUST: On the run home through a Worcestershire town, a slumbering head is barely visible in the co-pilot’s seat as the Norgard/Hawkins M.G.A. heads back to Farnborough.*

top 10. It just goes to show you can’t be too careful. One character even did the 40 miles in 40 mins.!

And that was largely that. The driving tests on a disused aerodrome were tie-deciders only (not, in fact, called upon!) and many drivers were just too tired to care about going the right way round pylons. One who was not too tired was A. L. Yarranton (Morgan) who won the special award for the best driving test aggregate. The run back through the Cotswolds in glorious sunshine was a pleasantly soothing sequel to a wild, wild night, and completed a theoretical total of 750 miles, although most cars covered many more than that.

Pointers that come out of this experience are that the TR2 is just about ideal for the job; that the mobile chartrooms that some competitors brought along are just not worth the trouble—all that is really essential is an illuminated magnifier of some kind (our Eolite really pulled its weight) and perhaps a main road map or two. And don’t keep the road book in the door pocket!

Congratulations, Messrs. Waddington and Wood—a fine effort. And congratulations too, Harold Rumsey—a Very Good Rally.  
 STUART SEAGER.

#### Provisional Results Exports

**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). **“Best Ten” Awards:** P. Hicks/R. Hebditch (Austin A50); R. Gouldbourne/S. Turner (TR2). **“Best Twenty” Award:** G. Mabbs/R. Long (Standard 8); S. Moore/Joyce Chesterton (M.G.A.); J. H. Parkes/G. Holiarth (XK 140); J. Broomby/D. Varty (TR2); J. C. Wallwork/P. Glainster (TR2); A. G. Bengry/J. P. Taylor (VW); B. Day/R. Mellor (TR3); C. D. Boulton/C. S. Clapham (M.G.A.); J. Simley/T. Piggot (A.C. Accca); C. M. Seward/A. Harmer (TR2).

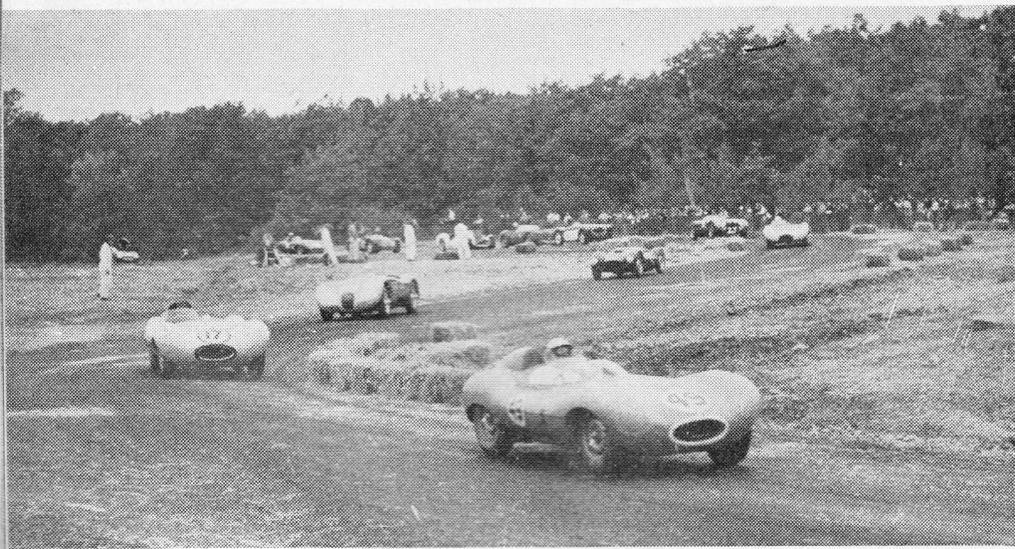
**Ladies’ Crew Award:** Mrs. Y. Jackson/Mrs. L. Kinns (Morgan Plus 4). **Best aggregate time in Driving Tests:** A. L. Yarranton (Morgan Plus 4). **Best Performance by a member of the London M.C. not winning any of the premier awards:** A. L. Yarranton/D. Thompson (Morgan Plus 4). **Mixed Crew Award:** Mrs. J. Johns/D. Johns (Austin A50). **U.S.A. Trophy:** Capt. J. Campbell/1st-Lt. P. Petrey (Porsche). **Team Award:** J. Wallwork, Mrs. R. Beaumont, F. Snaylam. **Club Team Award:** (Hants & Berks M.C.) J. Sunley, S. Moore, Mrs. J. Johns.

#### 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).





*D-TYPES LEAD: Winner of the Watkins Glen G.P., George Constantine, is already leading on lap 1, with Jack Ensley's similar D-type Jaguar, David Darrin's C-type and Goldich's Ferrari following through the Chicane.*

shorter races were more exciting from the spectators' point of view!; everyone had time for eating and moving about between races, which the original tight schedule would not have permitted; and rain began falling within five minutes after the last race.

The 2.3-mile course is excellent in contour, including uphill, downhills, sharp turns, wide bends, a chicane, and escape roads. As so many of the boys remarked after practice, "This course really separates the men from the boys". Many of the drivers with whom I talked felt that the new course was no more dangerous than Elkhart Lake and less hazardous than Brynfan Tyddyn. When proper asphalt or concrete paving has

## WRANGLE AT WATKINS

### *D-Type Jaguars Victorious in Watkins Glen Grand Prix*

THE biggest battle at Watkins Glen on 15th September was not between the sports cars, but between one group who felt the races should be called off and another who wanted them run. For the first time in the nine-year history of the Glen, there were no accidents in practice despite much rain. Each driver was given a full hour's practice. But the new course had just been completed and the inadequate paving was breaking up. Many cars were scarred from flying gravel; some windscreens were cracked; and a couple of corners were slick with oil.

After dark, 2,000 spectators paid to enter the race grounds and spent the night there, while back at race headquarters telegrams were received from James Kimberley and William Lloyd, president and vice-president of the Sports Car Club of America, and John Gordon Benett and Frederick Procter, president and vice-president of the Road Racing Drivers' Club, advising members who were officials or drivers to withdraw from the race in the interest of safety and welfare of the sport. None of the four had seen the new course, but a report from an S.C.C.A. Contest Board member-driver had been given to Westport headquarters. The event this year was not sanctioned by the S.C.C.A.

Because of ringing telephones, group meetings, and road inspection, little sleep was had Friday night. Steamrollers worked from midnight on in a desperate effort to smooth the course, and were still at it as the nearly 50,000 spectators gathered on Saturday. The day was cool and the sky overcast. At 10 a.m. all drivers were called to the starting line and the two telegrams read. Then there was a call for hands of those who did not want to run. Not a single hand went up. The air was tense. After pointing out the hazards of the course, Dr. Wyllie, who with a few other drivers intended to withdraw from the race, asked to see the hands of those who wanted to drive. A sea of hands waved wildly. Loud cheering greeted the

By RUTH SANDS BENTLEY

Photography by Ozzie Lyons

drivers for their sporting gesture. Make no mistake about it—the 118 men wanted to drive. In order to guarantee that all races might be run before the course disintegrated, it was voted to cut each race in half. This was a wise decision, for more than course preservation: the

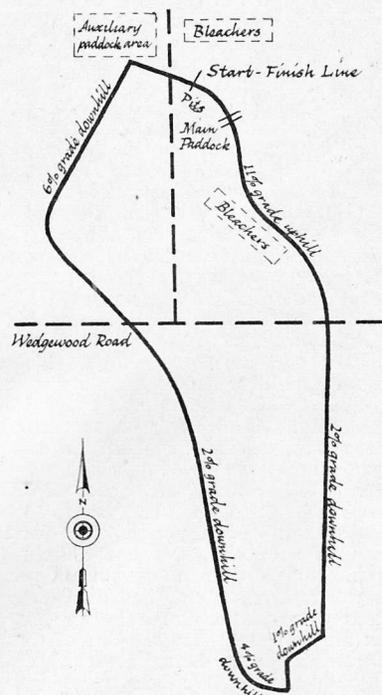
been laid and the shoulders and ditches are corrected, the new circuit will be one of the finest. And, as Ozzie Lyons said, it is the best for taking pictures, as a photographer can reach every part of the course. Here's hoping that next year the surface will be right and the event will be back in S.C.C.A.'s calendar.

#### Grand Prix

Nudging the starting line, with its low nose, Constantine's D-type Jaguar was like a thoroughbred horse champing at the bit as it waited in pole position for the start of the last race—the Watkins Glen Grand Prix. Originally scheduled for 44 laps, it was shortened by agreement to 22 laps, or 50 miles. Chief Starter Tex Hopkins checked the raised hands of the 19 drivers, turned around, walked slowly down the road, wheeled, leapt high into the air and brought down the flag as Constantine roared away pursued by Ensley in another D Jaguar. Bucher (Allard) and Goldich (Ferrari) were third and fourth as the cars disappeared over the hill. In short order the roar of engines was heard and Constantine's Jaguar came barreling into the last, and oil-slick, turn. The weaving car fishtailed badly, but the driver kept it on the road. From then on, Constantine entered that turn with great respect, and the race was all his. He completed lap 2 in 1 min. 45.7 secs. for an average speed of 78.3 m.p.h. to set the fastest lap for the new course.

Behind Constantine were Ensley (D Jaguar), Bucher (Allard), Matthews (Healey Special), Wilson (Allard), Darrin (C Jaguar), and Helburn (Ferrari); but two laps later Helburn flipped his Testa Rossa while overtaking a car, battering one side of his Ferrari and bruising his arm. This was the day's only accident.

Running for three laps under the yellow flag caused Constantine's 17-second lead to dwindle drastically, as all cars more or less became bunched while driving at varying slow speeds. The green flags came out again on lap 7, and Constantine, with great verve, widened



*The latest Watkins Glen circuit, measuring 2.3 miles, which holds great promise as a road circuit when surface improvements have been made.*

the gap between himself and Ensley, who was momentarily balked by a Kurtis.

Matthews (Healey Special), in fifth position on his ninth lap, spun on the main straight in a precarious spot: a deep ditch leading to the road's underpass was to his right, and a spill into it could have been disastrous. But Matthews kept his car on the road and avoided heavy onrushing traffic by smart maneuvering.

Lap 12, Constantine was leading Ensley by the length of the main straight; and Ensley had a good lead over Bucher, who was being pushed by Wilson. Two laps later the oil flag was displayed and cautious driving lowered average speeds. Ensley, who was having trouble seeing because of an injured left eye, was not showing his Sebring speed, but his driving was steady. Constantine's lead was 32 seconds on lap 19, 33 seconds on lap 20, 35 seconds by lap 21, and he crossed the line 37.8 seconds ahead of the white D; however, his average speed, 71.4 m.p.h., was necessarily low because of the yellow flag. Wilson (Allard), unfortunately, was black-flagged on his very last lap and asked to take it easy. His stop caused him to lose fourth place to Black (Ferrari) after having held it from the third lap.

The hard-luck man of the main event was Bob Goldich, who towed his Mondial Ferrari all the way from Chicago. In practice he was tied with George Constantine for the fastest lap at 1 min. 48 secs., but somehow drew thirteenth starting spot on the grid. By the end of the first lap he was running fourth; however, coming into a wide turn at speed he was cut off by another car and found himself moving backwards in high gear at 100 m.p.h.! Then, while running on the yellow flag, Goldich saw a green flag appear farther along the road. He stepped on his throttle. The flagman he was passing, unaware that green flags were out again, ordered the Ferrari black-flagged. A stop at the start-finish line, followed by an apology, made him no happier. As he neared the finish line, the Chicagoan finally caught and passed the car which earlier cut him off; however, it is disconcerting to finish second in your class when trying for first overall!

#### Overall Results

1, George Constantine, Southbridge, Massachusetts (D-type Jaguar), 42 m. 36.8 s. (71.4 m.p.h.); 2, Jack Ensley, Indianapolis, Indiana (D-type Jaguar), 43 m. 13.6 s.; 3, Bob Bucher, Binghamton, New York (Cadillac-Allard), 43 m. 27.8 s.

Class B: 1, Bob Bucher (Cadillac-Allard); 2, Bob Wilson (Allard J2X).

Class C: 1, George Constantine (D-type Jaguar); 2, Jack Ensley (D-type Jaguar); 3, Duncan Black (4.5 Ferrari).

Class D: 1, Ed Droesch (Austin-Healey); 2, Joe Guibardo (Austin-Healey).

Class E: 1, Bill Wonder (Frazer-Nash); 2, Bob Goldich (Ferrari Mondial); 3, Frank Twaits (Frazer-Nash).

The first five races of the day, all scheduled for 22 laps, became 11-lap events, or 25 miles each. The Seneca Cup Race drew 26 cars, with three in the Unlimited Category and the rest in classes D and E. Weaver (4CLT Maserati) led Milliken (FWD) by 10 seconds after the initial lap, and the other unlimited car, Deteffe's Maserati, was third. Fourth-man Ogilvie (Austin-Healey) was first in Class D, and Dressel (Ace-Bristol) lead Class E; but Robinson (Arnolt-Bristol) was on the move and reached fourth place next tour. By lap 3, Weaver was 29 seconds ahead of Milliken and began backing off, knowing that if the old car lasted the race was in the bag. Robinson and Dressel replaced Milliken and Deteffe.

George Weaver, a three-times winner at the Glen, had planned to drive Poison Lil, the Maserati he always drives at that venue; but when working on the car a few days before the race, Weaver found a cracked cylinder. Not much time was left for readying his other Maserati—the ex-Parnell one, known as Poison Lil, Jr.—but Junior performed proudly, lapping many of the cars and beating Class E winner Robinson (Arnolt-Bristol) to the chequered flag by 27 seconds for an average speed of 70.2 m.p.h. Dressel (Ace-Bristol) finished third. Class D was won by Donaldson (Austin-Healey).

The Schuyler Carrera, for production classes E, F and G, attracted 19 entrants, mostly in Porsches. Bill Grauds (Porsche Carrera), from seventh grid position, was leading before the end of the first lap and averaging 65 m.p.h. from a standing start. Grauds, the shipliner owner who won the Great American Mountain Rally a couple of years ago, only to go to Europe and find that his prize—the Alpine Rally—had been called off, was being pressed by James (Porsche 1500) and Clapp (Porsche 1500), two drivers who were to hound him all the way. Groh (Porsche 1600) was leading Class E a short distance back. On Lap 6 Clapp overtook James and began battling for first place, going by Grauds on lap 8, being repassed on lap 9, then passing Grauds again as they disappeared over the hill amid shouts of excitement. Grauds repassed and hung onto the lead, crossing the line with .4 of a second lead for the most thrilling finish of the day. He averaged 69 m.p.h. James was third overall, making the three winners the leading three in Class F, too. Groh (Porsche 1600) won Class E, and Forno (Alfa Romeo) Class G.

The Collier Brothers' Memorial Race brought out 23 M.G.s—10 M.G.As and 13 older models. Canada's Wallace (M.G.A) was first away as the solid mass of M.G.s sped up the hill with Holbert (TC) moving up on the inside; but the order at the end of the initial lap was Decker (M.G.A), U.S.A.'s Wallace (M.G.A), Spittler (M.G.A), Ash (M.G.A), Kurtz (M.G.A) and Valentine (M.G.A). Holbert (TC) was the first Class G car and was in eleventh position. Decker increased his lead; Spittler passed Wallace on lap 5; Ash reached third place on lap 7; Price (TF) was harrying Holbert for Class G lead; and many of the "A's" were slithering through the slick turns in frightening fashion. On lap 10, second-place Spittler spun in the turn, letting Ash and Kurtz through. Decker won Overall and Class F by a wide margin at an average speed of 67.3 m.p.h., and Holbert staged off Price for the Class G race.

The Glen Trophy Race for production sports cars over 1,500 c.c. brought 21 cars to the grid, with McCarthy (Corvette), Droesch (Jaguar XK 120M) and O'Shea (Mercedes-Benz 300SL) on the front row. O'Shea made the course look extremely easy as he pulled away from Droesch and McCarthy. Ohio's Mason (Jaguar XK 140MC), a new driver to East Coasters, from a seventeenth starting position had reached fourth place with Carter, in a like car, running close. Peggy McClure (Jaguar 120M), the only lady driver of the day, was liking the course and handling her car well to stay ahead of several men.

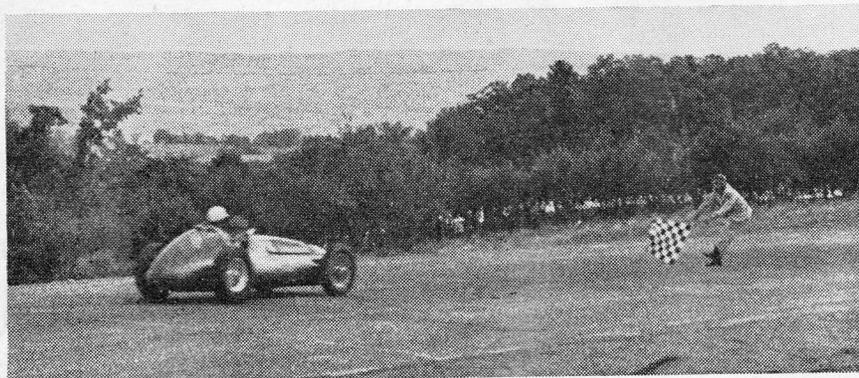
On lap 3, O'Shea had an 11-second lead, Mason overtook McCarthy for second place, and Carter moved into fourth and began battling McCarthy, the Corvette and Jaguar fighting like two wild animals. Mason drove brilliantly, cornering as if the corners were not slick and moving well ahead of McCarthy and

(Continued on page 444)

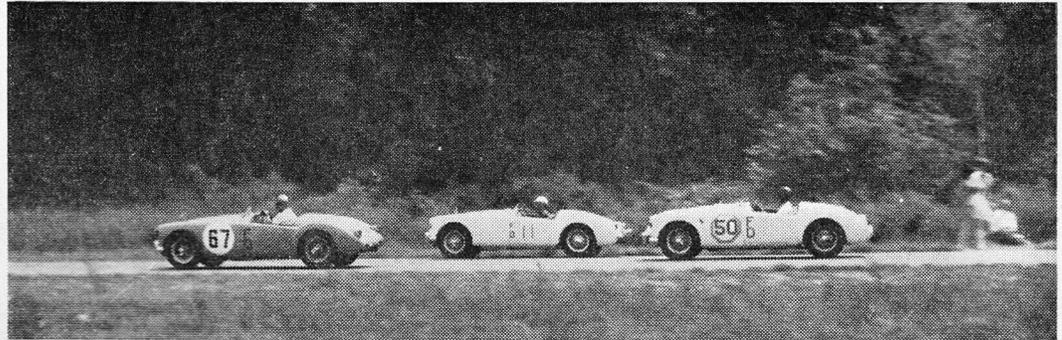


**BOTH PLEASED:** (Left) Tex Hopkins jumps two feet off the ground as he gives the chequered flag to George Weaver in the ex-Reg Parnell "San Remo" Maserati, for winning the Seneca Cup Race—his fourth victory at Watkins Glen.

(Above) George Weaver, happily be-laurelled.



★  
 ALL IN A ROW are three M.G.As, driven by Jim Robinson, Oakleigh Robinson and Steve Spiller, coming out of the chicane together to enter the hairpin.  
 ★



## FAR AWAY FROM ABINGDON

American M.G. Enthusiasts Stage Second National M.G. Race Meeting at Marlboro, Maryland

ALTHOUGH its popularity has declined in favour of more powerful machines, it would be hard to find a sports car race in America that does not have at least one M.G. entered in its lists. In the eyes of the aficionado the M.G. has always embodied all the things defined in the term "sports car". It is for this reason that a race held strictly for the M.G., such as the first M.G. National, met with instant popularity. The second M.G. National held at the Marlboro, Maryland, Motor Raceway and hosted by the Washington, D.C., Centre of the M.G. Car Club, did much to enhance this reputation.

With a hot summer's day before them, seven races were planned to best utilize the talents of cars and drivers. The first race started on the dot of noon with Donald MacFarland, Commercial Counsellor of the British Embassy in Washington, as Honorary Starter. This race, for novice drivers, was won by the M.G.A of David Williams, second place being taken by Miss Toni Charuhas whose driving shows great promise.

The second race, of 25 laps for production cars, was decided in the first few laps when the eventual winners chose their positions and kept them throughout the race. It was highlighted by a few spin-outs and a rather nasty flip, which evidenced that the drivers had not quite decided at what speed the chicane could be driven and served as a warning for the following races.

William Long's relaxed handling of his TF 1,250 made him the winner followed by Mr. Day's Mark II TC and Dr. Curran in his TD.

Race three, for modified M.G.s and 1,500 c.c. production TFs, brought out the very formidable Lotuses and the Lester. The Mark IX Lotus of Duncan Black, winner of last year's National, was matched against the four-year-old Mark VI of William Klinck, but Black's experience helped him gain the lead at the beginning of the race and to take the chequered flag handily. Compared with the performance of the 1,500 c.c. TFs these cars are startling. They are in a class by themselves and it rather disheartening to see them raced with the TFs. Although the stock M.G.s show well, it is hard to make a comparison with a car that comes close to being a poor man's Grand Prix car.

Dr. Richard Thompson gave a fine demonstration of class driving in the fourth race (for M.G.As) by using his considerable ability to take the lead in the first lap and keep it by a comfortable margin to the finish. The focal point of the race quickly settled on the second and third spot where, throughout the race, positions changed from lap to lap ending in a thrilling near photo-finish between Major A. J. Cappiello and James Robinson.

The Ladies' Race again showed that the weaker sex can, on occasion, put on as good a race as the men and that, in

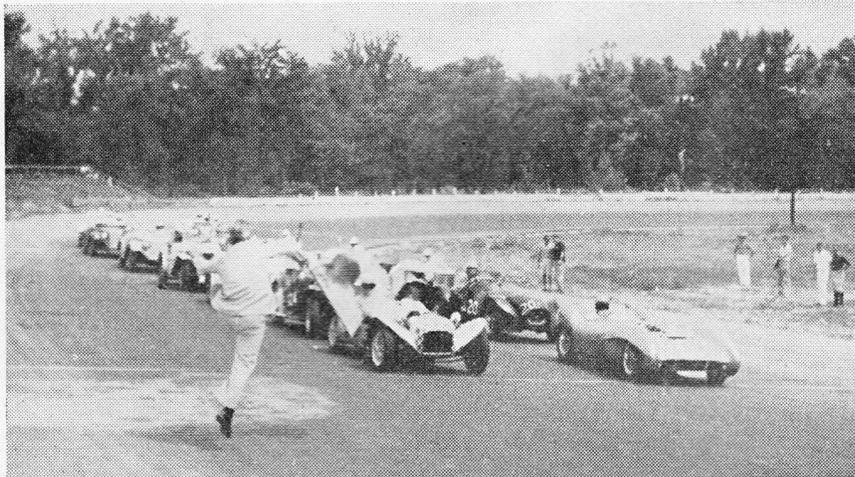
the right hands, the old M.G. TC is still to be reckoned with. Of course, when the TC is blown to the point where it growls at Jaguars, and is driven by one of the most proficient women drivers on the East Coast, there is a slightly different cast to the line! As in most events, Mrs. Suzy Dietrich brought her beautifully kept TC in handily ahead of two M.G.As to take the flag around the course.

The sixth event, for production cars of 1,250 and 1,500 c.c., was won by Donald Melvin making the third start of his career on his TF 1,500. Driving a hard, well-thought-out race, he managed to stay in front of the more experienced pilots and drove a race that did credit to his car and driving. A very honourable mention should go to William Long, who not only took first-in-class with his TF 1,250, but also made third over-all.

The last race was 35 laps for modified cars, and the M.G.As and again the Lotus put on a spectacular show of roadability. While the M.G.As fought their own battle among themselves, the Lotuses of Black and Klinck, winners of the third race, duelled heatedly. As if to make up for his defeat in the previous race, Klinck's silver Mk. VI took a fast lead and held it against the determined efforts of Black's copper-coloured Mk. IX. Lapping the circuit at an average speed of 70.24 m.p.h., Klinck pushed his car through the chicane at the limit of adhesion and seemingly navigated the hairpin by executing a simple pivot! Despite the concentrated attacks of Black, Klinck held his lead over the finish line to win the Second M.G. National.

Realizing the limitations of such a short course, the Lavender Hill Mob, the group of Washington enthusiasts who have developed the circuit, plan to add another mile to the road before next spring. By the time the Third M.G. National is run, the Marlboro Raceway should be one of the better road courses in America and certainly should be on the National Calendar of Events for this country.

JEROME McNAMARA.

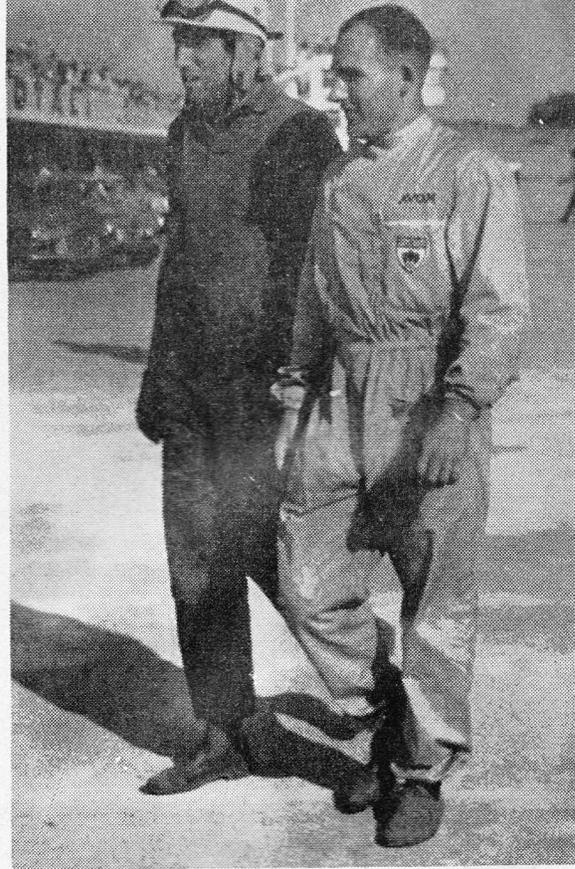
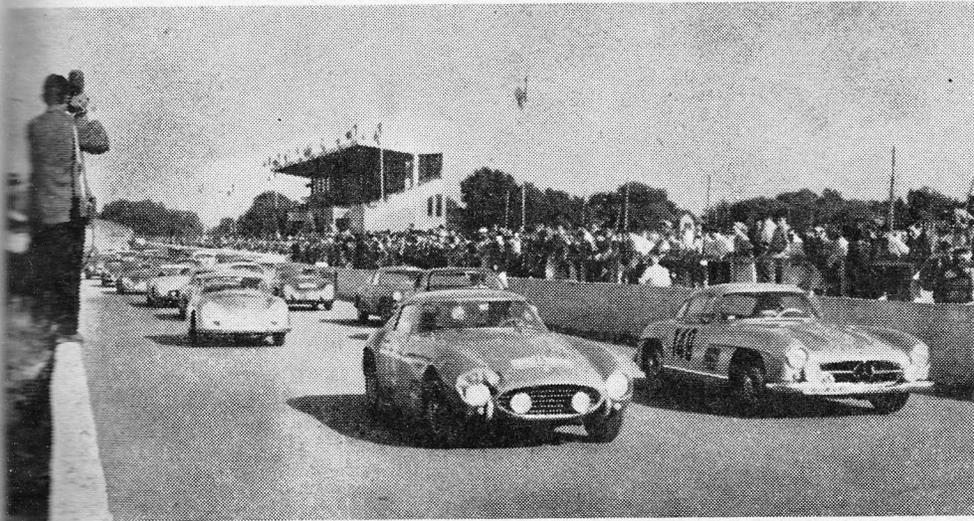


HIGH JUMP technique is displayed by "Tex" Hopkins as he starts the third race. In the front row are Duncan Black (Lotus Mk. IX) and Bill Klinck (Mk. VI).

# GRAND PRIX DRIVERS "ON TOUR"

Scenes from the recent "Marathon" Tour de France, featuring famous racing men

Photographs by Maurice Rosenthal



**ON FOOT:** (Above) The Marquis Alfonso de Portago, Spanish member of the Scuderia Ferrari, and winner of the Tour, with runner-up Stirling Moss at Montlhéry track.

**AWHEEL**—and wheel to wheel: (Top left) Moss (300SL Mercedes-Benz) and de Portago (Ferrari "250" Europa) lead the way in the final speed test at Montlhéry.

**FRANCE'S No. 1:** (Left) Maserati team Grand Prix driver Jean Behra enjoyed a change of mount, finishing fifth overall in this Porsche Carrera, seen at Faye Corner.

**INDEX FIRST:** (Below, left) Paul Armagnac, co-winner of the 1954 Dundrod T.T., and handicap winner in 1955, takes his D.B. up the Col de la Faucille. He won the Indice de Performance.

**RELAXING,** with a pretty girl apiece: Georges Houel and Stirling Moss, joint second in the Tour, in a Mercedes-Benz.



**SUN SHINES** on Formula 3—and on David Boshier-Jones, seen here (No. 16) establishing his lead at the start of the 100-mile race. Hard on his heels as they take the first corner are Russell (26), Bueb (62) and Taylor (30).

LAST Saturday was a grand day out for the Formula 3 brigade. Instead of the more customary solitary F3 race tucked into a day's programme of sports car racing—the usual form for a "Club Silverstone"—the B.R.S.C.C. presented for their National race meeting last Saturday a programme of six F3 events, totalling no less than 135 laps of the club circuit, plus, as a concession to the sports car owners referred to in the club's name, a couple of races for them: one for the Lotus and Cooper protagonists and one for production sports cars in the AUTOSPORT Championship category. The main event of the day, however, was the "Hundred-Miler"—that unique annual event for F3 cars, cover-

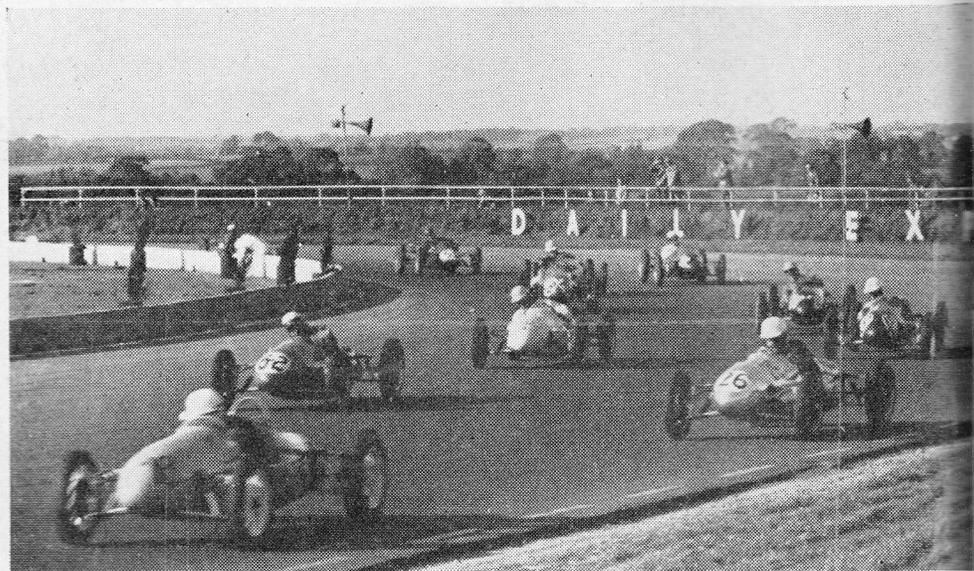
## F3 Day at Silverstone

David Boshier-Jones (Cooper) Wins 100-mile Formula 3 Race at B.R.S.C.C. National Meeting

ing 63 laps, which was this year won resoundingly by David Boshier-Jones.

This event is officially known as the Commander Yorke Trophy Race, and was contested in two heats and two finals. The first heat was an easy victory for Boshier-Jones, while behind him Bridger and Bueb tussled for second place, the latter drawing level from time to time but never quite taking the lead, and having to be content with third spot. Heat 2 was rather processional, Jim Russell soon establishing himself in the lead, with Henry Taylor next, followed by Ian Raby. However, Raby's car began to tire on the ninth of the 10 laps and he was forced to drop right back. Barrett moved up to third place, with Westcott fourth, Harrison fifth (working very hard at the wheel) and American Eugene Hall sixth, who for some unaccountable reason brought his Cooper round Woodcote every time on full understeer, which is something quite strange in F3 racing.

The shattering crackle of singles was



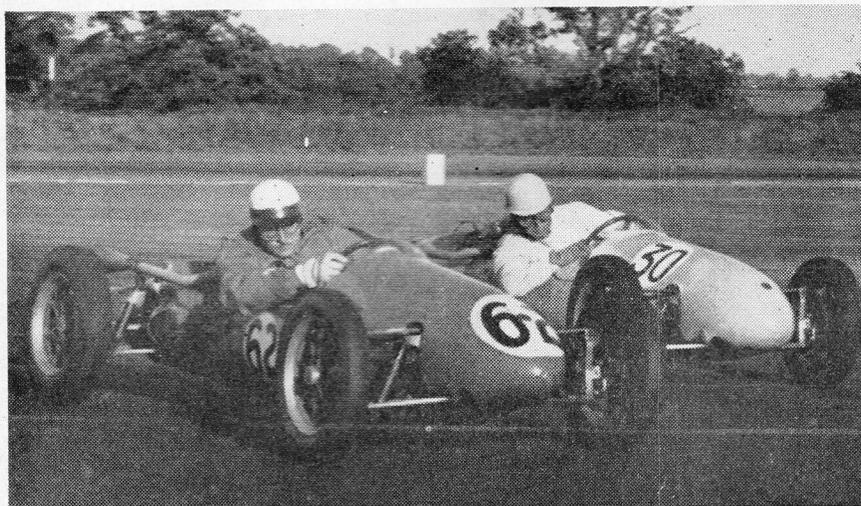
replaced for Event 3 by the howl of Coventry Climaxes (or should it be Climaxes?) in the race for sports cars up to 1,500 c.c. There were, however, a few exceptions to the Climax rule, including Bluebelle Gibbs's H.R.G. and three M.G. engines in assorted chassis. All the same, the Climax-engined cars stayed on top, with Stacey's Mark XI Lotus leading comfortably for all of the 20 laps. Ashdown's Mark IX battled mightily with G. M. Jones's Mark XI, after the latter had jumped into second place on the second lap, and Jones tried so hard to retake him that he arrived round Woodcote backwards on the ninth lap to charge, tail-first, into the barrier, fortunately without serious damage to the car and none to himself. Deschamps's Lotus belched volumes of white smoke on every corner for a couple of laps before retiring, and Zervudachi also was in trouble. After Jones's departure from the scene at half-distance, the finishing order of the first four was settled: Stacey in the lead, then Ashdown, Frost

and Keith Greene's Cooper. Harrison took fifth place from Ellis on lap 16.

Event 4—the ever-popular J.A.P. race—was notable for the appearance of the only foreign entrant: Herr Rafael, from Vienna, who appeared with an Otto Mathe Special. His original speedway J.A.P. motor had blown up in practice and he had had installed overnight one of the latest F3 J.A.P. engines, but his luck was out and he had persistent misfiring trouble, the pretty little car never really running properly. The race started with a brisk dice between Clare and Koring for the first four laps, but some kind of *contretemps* out on the circuit caused them both to pull into the paddock and retire, leaving W. E. Ford in an unassailable lead, with Meharey second and J. R. S. Parker a close third, with Newton, Bennett and Hunt not far behind.

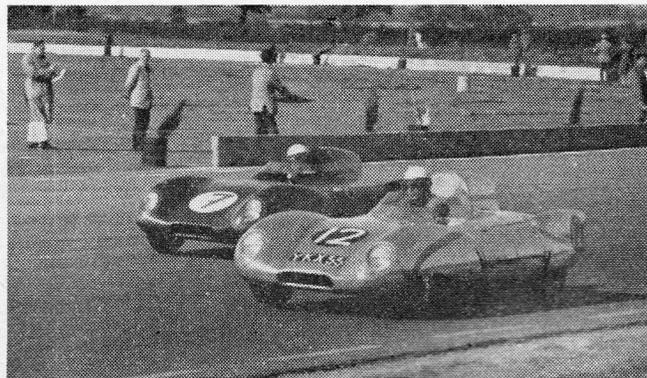
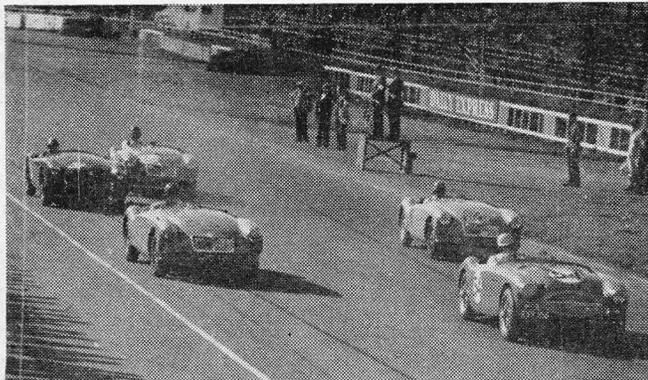
The production sports car race was not as exciting as it might have been, due to a number of non-starters, leaving only seven to run. John Dalton's Austin-Healey 100S was perhaps the favourite, but seemed in trouble from the start, making a slow getaway. His engine sounded very rough but in spite of that he began to catch up the field and in fact made fastest lap, before retiring after four rounds, leaving David Shale in the lead in a similar car. Michael Salmon's very fast XK 120 settled into second place, with the confusingly named B. Ferrari (A.C. Ace) third. The last three places were filled by M.G.As, those of Foster and Simpson being very evenly matched, carrying on with great aplomb even after an alarming shunting incident in the early laps when they both required the same piece of Woodcote. They were followed home by Dick Fitzwilliam, all three of them suffering from inside rear wheelspin on the corners.

By now, Woodcote was becoming more than a little rubbery, and the first couple of laps of the F3 "Second Final"—consolation prize for those not qualifying for the Hundred-Miler—saw quite a few



*NECK-AND-NECK* battle between Bueb and Taylor was the highlight of the big race. Here they are getting to grips at the club hairpin.

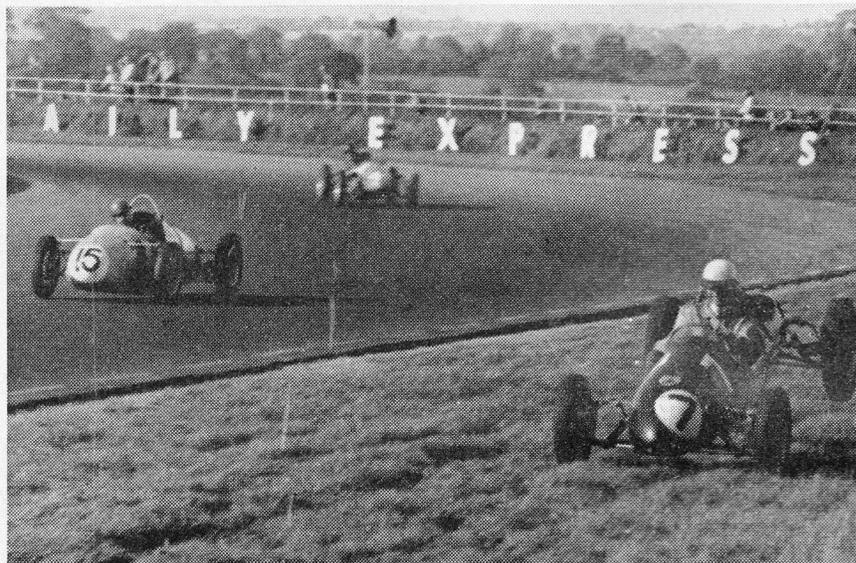
*PRODUCTION sports car race had a very depleted field, numbering seven starters of which only six finished. David Shale (Austin-Healey, 54) took the lead and held it from start to finish.*



*SPORTS-RACING car event was won by A. Stacey in his Mark XI Lotus-Climax, also leading comfortably for the whole distance of the 20-lap race. He is seen (No. 7) about to lap Len Gibbs's similar car.*

dramatic spins until the boys got the measure of it. G. M. Jones, undisturbed by his Lotus prang, drove his Cooper to a comfortable victory, but the following positions were strongly disputed. Clare at first held second place, but seemed still in trouble from the earlier event and dropped out after four laps. R. F. Mayne took over, but was harried until the eighth of the 10 laps by Henrotte, who then succeeded in passing him. Ford was close behind, fourth, while M. G. Thomas nipped in front of W. L. Grose on the ninth lap to take fifth place.

Then the Big Race, which had contained within it an interesting innovation in the form of a race for F3 cars running on 100-octane pump fuel. This was over 32 of the 63 laps, the drivers having the opportunity, which many of them took, of continuing for the full distance as well. They included the winner of this sub-race, F. J. Campbell, who finished a creditable eighth in "general classification". As far as the main race was concerned, it was Boshier-Jones all the way, Jim Russell really trying hard to catch him, but rarely getting within striking distance. With only about a dozen laps to go, Russell broke a drive shaft, and although he was able to continue, he was right out of the running. The main interest was centred on the neck-and-neck, race-long battle between Ivor Bueb and Henry Taylor. First one would be just ahead, then the other, swapping positions continually, the drama heightening towards the end when first Bueb, then Taylor came in to refuel. The pit-work was excellent, Taylor being stationary for only 14 secs., and he was able to pull ahead of Ivor, to finish second. Boshier-Jones had made the decision to run the full distance without stopping, and when the scrutineers took over the car after the race and went to make their fuel test, there was nary a drop in the tank for them to analyse! Taylor, too, had a near thing, for as he crossed the line, he switched off—and the engine seized solid. Next in the line was Westcott, in fourth place, three laps behind the winner, then Eccles and Brown, a lap behind him. It was a particularly difficult race to follow, with some 30 cars of similar appearance, but varied performance, running for 63 laps of a short circuit! After a very short time, no two cars seemed to be on the same lap and hardly anyone out-



*BRONCO-BUSTING episode by "Pop" Lewis-Evans at Cope Corner had no serious consequences, and was watched with considerable interest by T. J. H. Bennett (No. 15) as he passed by.*

side the timekeepers' bus could keep accurate track of what was going on. Not to mention the din! All the same it was a truly grand finale to a day's "down to earth" motor racing.

STUART SEAGER.

**Results**

**Commander Yorke Trophy Race (Formula 3). Heat 1 (10 laps):** 1, D. Boshier-Jones (Cooper); 2, T. Bridger (Cooper); 3, I. Bueb (Cooper); 4, D. Taylor (Cooper).

**Heat 2 (10 laps):** 1, J. Russell (Cooper), 74.22 m.p.h.; 2, H. C. Taylor (Cooper); 3, R. J. Barrett (Cooper); 4, J. F. Westcott (Cooper).

**Second Final (10 laps):** 1, G. M. Jones (Cooper), 71.2 m.p.h.; 2, G. A. Henrotte (Ettorne); 3, R. F. Mayne (Cooper); 4, W. E. Ford (Cooper).

**Final (63 laps):** 1, D. Boshier-Jones (Cooper), 75.05 m.p.h.; 2, H. C. Taylor (Cooper); 3, I. Bueb (Cooper); 4, J. F. Westcott (Cooper). **Fastest lap:** Boshier-Jones 77.8 m.p.h.

**"Petrol" Race (32 laps):** 1, F. J. Campbell (Petty), 66.92 m.p.h.; 2, G. H. Symonds (Cooper); 3, B. A. Heyward (Comet); 4, R. H. R. Hett (Cooper).

**J.A.P. Race (10 laps):** 1, W. E. Ford (Cooper), 69.75 m.p.h.; 2, G. F. Meharey (Cooper); 3, J. R. S. Parker (Cooper); 4, A. J. C. Newton (Kieft). **Fastest lap:** M. H. Clare (Cooper), 72.0 m.p.h.

**1,500 c.c. Sports Car Race (20 laps):** 1, A. Stacey (Lotus-Climax), 77.40 m.p.h.; 2, P. Ashdown (Lotus-Climax); 3, W. S. Frost (Lotus-Climax); 4,

K. A. Greene (Cooper-Climax). **Fastest lap:** Stacey, 78.65 m.p.h.

**Series-Production Sports Car Race (20 laps):** 1, D. S. Shale (Austin-Healey 100S), 70.90 m.p.h.; 2, M. Salmon (Jaguar XK 120); 3, B. Ferrari (A.C. Ace); 4, A. T. Foster (M.G.A.). **Fastest lap:** J. Dalton (Austin-Healey 100S), 73.28 m.p.h.

**Recent Results**

**ROMFORD E.C.C.**

**Stapleford Hill-Climb, 9th September**

**B.T.D.:** J. W. Dunster (Jaguar XK 140), 43.91 s.

**Closed cars, up to 1,100 c.c.:** 1, Miss E. Tanner (Morris Minor), 56.08; 2, O. Whitehead (Morris Minor), 57.71. **1,101-1,500 c.c.:** 1, M. J. Kingham (V.W.), 45.55; 2, A. R. Dench (M.G. Magnette), 51.28. **Over 1,501 c.c.:** 1, D. R. Thomas (Morgan Utility), 44.78; 2, S. T. Rees (Ford Zodiac), 46.42. **Open cars, up to 1,100 c.c.:** 1, E. V. Waddington (A.W.A.), 49.16; 2, G. R. Spence (Keynham Spl.), 49.90. **1,101-1,500 c.c.:** 1, P. J. Arundell (M.G. TC), 44.06; 2, N. Enkel (M.G. TC), 45.24. **Over 1,501 c.c.:** 1, J. W. Dunster (Jaguar XK 140), 43.91; 2, R. J. Ager (Healey Silverstone), 44.34. **Racing cars:** 1, P. J. Arundell (M.G. TC), 44.34; 2, R. J. Ager (Healey Silverstone), 44.40.

**KILMARNOCK C.C.**

**September Rally, 9th September**

**Best Performance:** Miss A. Stephens (Austin A30); 2, A. F. Stubbs (Dormobile). **Best in opposite class:** D. L. Howie (Velox); 2, J. Kirkwood (Zephyr). **Ladies' Award:** Miss G. M. Ramsay. **Team Award:** Miss A. Stephens, A. Connell, A. B. Kellock.

*AINTREE LANDSCAPE at Club Corner, featuring C. P. Kerr-Moller (Cooper) leading E. Wilmot (Lotus), D. Moore (Jaguar) and J. Higham (Lotus).*

the scratch man E. G. Greenall, who driving M. C. Kearon's Lotus Climax as hard as he knew how, could not make up an impossible handicap. Third was C. P. McNaughton (Elva Ford) 3 secs. behind Greenall.

Starting from scratch, M. Llewellyn (Lotus-Climax) ran through the field of the fourth handicap, but was not quite able to catch V. Edwards in the E.R.A.-Jaguar, entered by K. Flint, while J. Brierley managed to hold on to third place.

A big field in the saloon car handicap went round in large batches, heeling and swaying in unison. Frequently they swapped places without getting anywhere. Scratch man G. Durham (Porsche Carrera) got through to sixth place, while T. Barnard (Ford Zephyr), in spite of being rehandicapped, nearly caught J. G. Allison's A90. H. Brierley and J. Baybutt, in a pair of Anglias, raced as though tied together throughout the whole event and seemed actually faster on the straight than A. H. Senior's modified A50.

FRANCIS PENN.

#### Results

(All races of 7 laps)

**Event 1. Scratch, up to 1,300 c.c.:** 1, Hon. E. G. Greenall (Lotus), 78.30 m.p.h.; 2, R. McG. I. Ireland (Lotus); 3, M. R. G. Llewellyn (Lotus). **Fastest lap:** Ireland, 81.55 m.p.h. **New circuit and 1,100 c.c. class record.**

**Event 2. Scratch, 1,301-2,000 c.c.:** 1, N. Campbell-Blair (Cooper-Bristol), 77.20 m.p.h.; 2, J. Higham (Lotus); 3, T. G. Cunane (Lotus). **Fastest lap:** Campbell-Blair, 79.35 m.p.h. **New 2,000 c.c. class record.**

**Event 3. Scratch, over 2,000 c.c.:** 1, G. Tyrer (Jaguar C), 77.58 m.p.h.; 2, K. Flint (E.R.A.-Jaguar); 3, A. D. Overton (Cooper-Aston Martin). **Fastest lap:** Flint, 78.72 m.p.h.

**Event 4. Handicap (A):** 1, J. H. Gee (Fiat-BMW), 70.36 m.p.h.; 2, E. R. F. Lee (Jaguar XK 120); 3, C. H. Davies (Lotus). **Fastest lap:** Davies, 79.57 m.p.h.

**Event 5. Handicap (B):** 1, N. Campbell-Blair (Cooper-Bristol), 78.93 m.p.h.; 2, R. McG. I. Ireland (Lotus); 3, P. H. Sutcliffe (M.G. TD). **Fastest lap:** Ireland, 81.55 m.p.h.

**Event 6. Handicap (C):** 1, H. Whiteside (TR2), 67.89 m.p.h.; 2, Hon. E. Greenall (Lotus); 3, C. P. McNaughton (Elva). **Fastest lap:** Greenall, 80.88 m.p.h.

**Event 7. Handicap (D):** 1, V. Edwards (E.R.A.-Jaguar), 75.11 m.p.h.; 2, M. R. G. Llewellyn (Lotus); 3, J. B. Brierley (Cooper-M.G.). **Fastest lap:** Llewellyn, 79.35 m.p.h.

**Event 8. Saloon Handicap:** 1, J. G. Allison (Austin A90), 59.04 m.p.h.; 2, T. Barnard (Ford Zephyr); 3, H. Brierley (Ford Anglia). **Fastest lap:** G. Durham (Porsche), 69.79 m.p.h.

## Records Fly at Aintree Members' Meeting

R. McG. I. Ireland (Lotus) Sets New Club Circuit Record

THE B.A.R.C.'s Fourth Members' meeting for sports cars took place at Aintree on the Club circuit on Saturday, 29th September. The combination of an entry of over 60, and fine, though dull, weather produced some excellent racing throughout the programme of three scratch and five handicap events, all over seven laps.

Bringing to the line an entry of 13, the scratch race up to 1,300 c.c. proved a hard fought win for the Hon. Edward Greenall, driving M. C. Kearon's Lotus-Climax at 78.30 m.p.h. One second later came R. McG. I. Ireland, similarly mounted, who, chasing Greenall neck and neck, smashed the lap record with a lap of 81.55 m.p.h. Third came M. R. G. Llewellyn (Lotus-Climax) after a grand scrap with C. P. Kerr-Moller and G. Nixon on Cooper-Climaxes.

The scratch race 1,301-2,000 c.c. was a gift for N. Campbell-Blair's Cooper-Bristol, which, superbly driven, won by half a minute from J. Higham (Lotus-M.G.). Campbell-Blair also smashed the 2-litre record with a lap of 79.35 m.p.h. Third was T. S. Cunane (Lotus-M.G.) after a battle in the early stages with J. H. Gee (Fiat-BMW). C. Bristow's M.G. broke a half shaft on the starting line, baulking D. A. Hosking's Lester-M.G., which was forced to reverse to get by. On lap 3 M. Morris (TR2) took Club Corner too fast, ran off the road, on to the grass and then swerved back into the centre of the track, being rammed unavoidably by H. Drake (TR3) to the detriment of both cars.

G. Tyrer (Jaguar C) and Ken Flint's E.R.A.-Jaguar ran away from the field in the seven-lapper over 2,000 c.c., the only other competitor who might have provided a challenge, J. G. Allison (C-type Jaguar), making a poor start, and retiring after one lap. A. D. Overton (Cooper-Aston Martin) had a good scrap with R. E. Evans (Austin-Healey

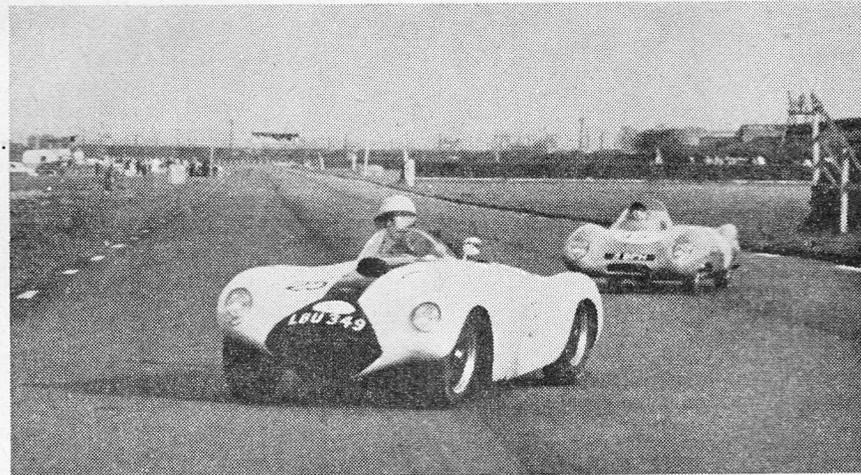
100S) just coming in third, 39 secs. behind the leaders.

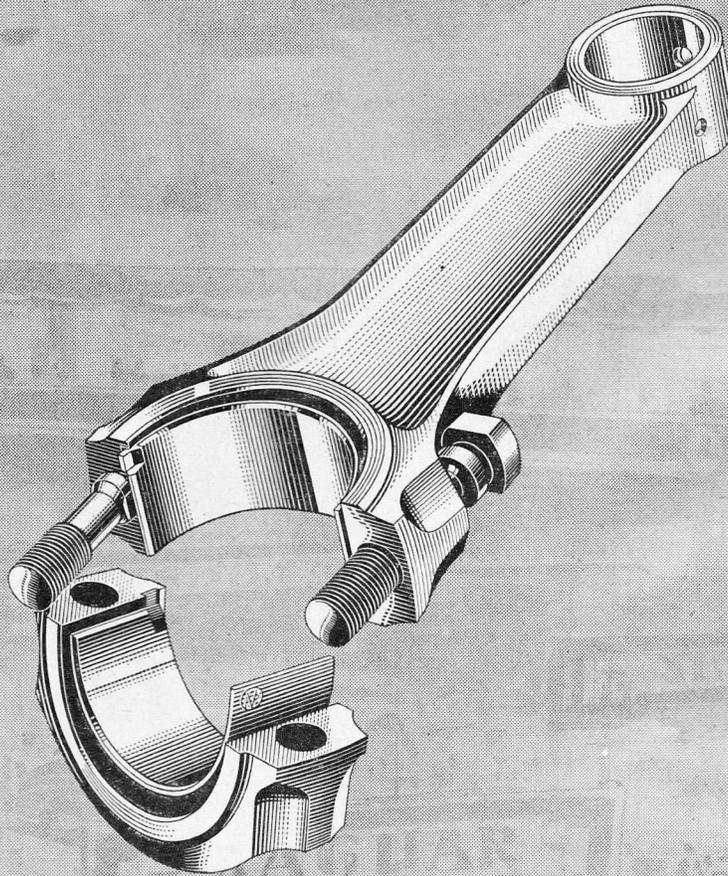
T. Entwistle (M.G.A.), off the limit of the first handicap with 2 mins. 15 secs., led for the first four laps. He was then passed, on lap 5, by J. H. Gee, driving a Fiat-BMW, off 1 min. 20 secs., and on lap 7 by E. R. Lee (XK 120) and M. R. Llewellyn, the scratch man, driving a Cooper-Climax.

On paper the second handicap looked the best race of the day, as on scratch were G. Tyrer (Jaguar C), N. Campbell-Blair (Cooper-Bristol) and R. McG. Ireland (Lotus-Climax). Into Club Corner went Tyrer leading by yards only, then at Country Corner he went into a monumental spin revolving some three times, and when he had sorted that out he was too far behind to do anything about it. Campbell-Blair romped home by 5 secs. from Ireland. The latter would have made it much closer but for an incident on lap 6 when he lost the lot at Club Corner, took to the grass on the inside, held it, and got back to the course again, without lifting his foot. P. H. Sutcliffe (M.G. TD), the limit man, was third some 7 secs. behind.

Lap 2 of the third handicap saw H. Whiteside (TR2) take a lead he was never to lose, to win by 11 secs. from

*HANDICAP DUEL in Event 5 was fought between N. Campbell-Blair (Cooper-Bristol) and R. McG. I. Ireland (Lotus). The former is leading here and won the race.*





# VANDERVELL

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*WINNER of the Premier Award was T. P. O'Connell, here in action with his Volkswagen in the test at Skerries, watched by the local populace.*

THE 1956 version of Irish Motor Racing Club's Irish Rally has now passed into history and let us say on its passing that it was a whopping fine event. To most of those who took part (a meagre 50) it will long be remembered as "The Hunger Rally" because road speeds were so high that time was too short at controls and checks for such ordinary things as food. Racing Club, turning a blind eye at recent R.I.A.C. recommendations about 24 m.p.h. averages over indifferent or third class roads (and, brother, can third class Irish roads be indifferent!), plumped for a 30 m.p.h. minimum over nearly 900 miles of motoring and the result was an entertaining if somewhat wearing way of spending a night and



## THE IRISH RALLY

*Outstanding Win for T. P. O'Connell  
(Volkswagen) in Irish M.R.C. Classic Event*

two days. Results at the end of this report will show an overwhelming list of successes for the marque Volkswagen and a particular triumph for T. P. O'Connell and his navigator Jim Cassidy. This crew not only collected the premier award and the navigator's prize, but also won their class and led a Volkswagen team to victory in the overall and one-make team competitions.

At 8 p.m. on 14th September, the first cars left controls at Newry, Limerick and Dublin. All converged on Athlone around midnight after a pleasant late evening drive to this, the alleged exact centre of Ireland. With only 10 cars in the open class, 12 in the small saloon class and eight in the big saloon class the major battle was due to be waged between a spate of Volkswagens, a team of Anglias and a works team of Fiat 1100s, with Evelyn Flynn's 1½-litre M.G. as the only "outsider" and manned by the only all-ladies crew.

The rally wound south from Athlone to Mountmellick and "The Cut" high in the Slieve Bloom Mountains. So far navigation had been a piece of cake. At The Cut was laid on a rock 'n' roll type of test which looked an open car benefit despite the now "lashing" rain.

Mike Heather duly obliged by doing a very fast 18.2 secs. with his TR2, but T. P. O'Connell showed everybody the shape of things to come by making best time of the night in 17 secs.

After The Cut came the mud, and with the mud came the mayhem. It was a comparatively simple matter to get to the next check at Moneygall. A complex system of secret checks was worrying the competitors and everyone breathed a sigh of relief when the little word "secret" was not displayed on the officials' car. Their relief was short lived however as Rossmore Bridge check in the Silvermine Mountains was "secret" and officially 51 miles from The Cut Control. Seven crews miscalculated that 51 miles, amongst them Sammy Moore who was considered a "hot" contender in his Dellow for premier honours. Two more favourites, Mike Heather and Bill Kilroy in TR2s, also lost marks here.

From Rossmore Bridge to Curraghmartin was "officially" 15 miles and here the rally was lost and won. Paddy Hopkirk, dicing for dear life through those muddy hilly midnight lanes in his wee Standard, came upon Mike Heather changing a wheel on the TR2. Paddy drove on and "made" Curraghmartin

just in time. There he found Mike handing in his road book and wondered how. The answer was that Mike, and others, had found an alternative shorter road that was not on the map.

Thereafter things got back on a fairly even keel and following a control near Mitchelstown in Co. Cork, the route veered Eastish to Clonmel and another check as dawn broke (to the accompaniment of some vivid lightning), and most crews got into Tramore for a breakfast break.

As teams licked their wounds of the night over breakfast, Kevin Sherry was seen working on Heber MacMahon's Volkswagen (more team work by the same team) and Jimmy Millard was vainly trying to adjust the clutch of his Fiat.

Test 2 was a navigation-cum-regularity affair in the Knockmealdown-Comeragh Mountains behind Youghal. The roads were a fair mixture of fair to lousy surfaces. As can be imagined the dicing was enormous, but nobody came unstuck, except the unfortunate Evelyn Flynn and Heather Cooke who got a puncture only to find that the car jack sunk into the road instead of lifting the M.G. This delay put the M.G. so far out of the running that the ladies decided to retire. In this test, which "experts" said at Galway later that night was too easy, practically 50 per cent. of the runners lost marks and, note, all but one of the "big" class did so. Then the rally swung towards Limerick and Galway, but the need to keep up the pressure on the road never let up. A neat test which involved zigging and zagging back and forth on a "Y" junction near Cloonahard in Co. Limerick, went to O'Connell in the VW, 2 secs. ahead of everyone else. Up then into Limerick Club country and in the wilderness of rocks and twisting roads that makes up the centre of Co. Clare near a place called Glencolumcille House, the promoters had found a series of about seven sharp hairpins connected in each case by a few hundred yards of rutted road. Competitors were asked to average speeds varying from 22 to 26 m.p.h. according to class up this monstrosity from a standing start and for an unspecified distance (actually 1,400 yards); 33 out of the 42 cars still running lost marks here.

(Continued on page 438)



★  
*GARAGING his TR2 at high speed is Mike Heather, in the "secret" test at Frenchpark. He finished second in the open car class.*  
★

*See that! – that's*



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### The Irish Rally—continued

Then began the hariest dice of the whole rally. The run from Glencolumcille to the *parc fermé* at Galway was easy at a 30 m.p.h. minimum, once clear of the Clare Hills. Most crews, now tired and hungry, dawdled over the first eight or 10 miles of bad roads and then found themselves on good roads, late and in a desperate rush to make the Galway Control on time. So ended the first stage. The final stage on Sunday saw 40 cars still running and a wiggle woggle as last year in the *parc fermé* started the day's proceedings. Bill Kilroy cleaned up here with a time of 26.2 secs. Then the cavalcade headed for the beauties of Connemara and the shores of Lough Mask. Having gone west to Westport the route led via a few checks (ordinary ones) to Frenchpark and, as last year, a garaging test was laid on on the forecourt of the derelict mansion there. Drivers were not allowed to inspect the site prior to reversing into three garages which had a pylon midway between the lot of them for luck. Despite the unseen approach very few made a mess of this, and the quickest thinker was T. P. O'Connell again, with 28 secs.

More checks and on to Castlepollard where a neat "straddle four lines placed around a tight square" saw some equally neat driving, particularly by Kevin Sherry and the inevitable "T.P." in Volkswagens. Jimmy Millard was still pressing on in his clutchless Fiat and in fact he finished the trial clean on the road. Still the need to keep motoring smartly persisted, and few if any crews got in to the final control at Skerries with any time on their hands.

Here we had a repetition of the two tests laid on last year. Again No. 1 was a potentially very dangerous affair, as most of Skerries and a fair sprinkling of Dublin was lining the sidewalks to watch the fun. This consisted of a dash of several hundred yards up one side of a wide street to "rock" on a line at right angles to the line of flight then a dash back to brake in a box beside the kerb at the opposite side of the road. This should have been a sports car benefit and Mike Heather duly did 23.6 secs. using all the acceleration of his TR2. However, the sensation of the evening was T. P. O'Connell's tying for B.T.D. with Mike. The Volkswagen could not hold a candle to the TR2 in acceleration, but "T.P." gave a truly wonderful exhi-

bition of split second braking to return an almost unbelievable 23.6 secs. too. The last test of the rally was a dash around a monument to wiggle woggle through two pylons, straddle a line beside the monument and finish in a box. Cecil Vard in yet another Volkswagen made this look very easy to record 24.2 secs., just ahead of several other Volkswagen drivers.

Let the last word go to the organizers: Despite some gripes about races over abominable roads, this was an excellent rally, run by the club from start to finish with good humour and efficiency; if roads were a mite uneven in places, this is, after all, still Mother Ireland!

J. O'DONOGHUE.

#### Results

**Best Performance:** T. P. O'Connell/J. P. Cassidy (Volkswagen), 213.8 marks.

**Open Cars:** 1, W. Chesney (Triumph TR2), 326.4; 2, M. Heather (Triumph TR2), 327.0. **Saloons, up to 1,000 c.c.:** 1, J. Scott (DKW), 237.6; 2, P. Hopkirk (Standard 10), 252.0. **1,001-1,250 c.c.:** 1, T. P. O'Connell (Volkswagen), 213.8; 2, K. Sherry (Volkswagen), 218.0; 3, C. Vard (Volkswagen), 220.0. **Over 1,250 c.c.:** 1, J. E. Dowling (Hillman), 306.2; 2, D. McCarthy (Hillman), 313.0.

**One-make Team Prize:** Sherry's Volkswagens (O'Connell, Sherry and H. MacMahon), 669.6.

**Overall Team Prize:** Sherry's Volkswagens.

## What's Your Average?

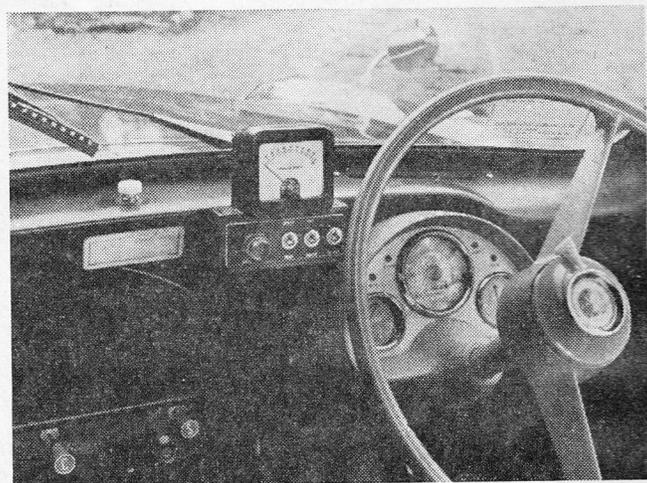
WE were recently present at a Press demonstration of a new average speed meter which will be of considerable interest to the rallying fraternity. Devices of this nature have in the past been either cumbersome, complex and/or unreliable, the first really practical model to appear on the market being the Halda Speedpilot, which has been popular and successful in rallies for the past year. However, even that machine does not tell your actual average speed, but only how far you are adrift from a pre-set schedule. In this new product, illustrated here, the bugs have at last been overcome, and we have a reliable, simple-to-operate device, that shows at a glance the precise speed averaged since the instrument was set in operation.

Known as the Littlemore Average Speed Computer, its principle of operation is remarkably simple, but to overcome numerous difficulties in practice, the "works" are fairly intricate and as it has to be constructed of very high-precision components the cost is not low. The manufacturers are the Littlemore Scientific Engineering Co., Railway Lane, Littlemore, Oxford, this firm being principally the makers of special research equipment for Oxford University, under the direction of a physicist, Dr. E. T. Hall. Dr. Hall devised this average speed computer to the requirements of a friend, and the prototype was used by Fords in the 1954 Monte Carlo Rally, a certain amount of "teething trouble" being experienced as it had been designed and built in only six weeks.

However, all these initial bothers have now been cured and the final product has been used successfully in competition by Ford, Standard and Alvis works cars as well as by many private owners.

In principle, a cable taken off the speedometer drive is geared down to advance a potentiometer, thus increasing a voltage in proportion to the distance travelled. At the same time, an electric impulse clock steadily advances a variable

★  
*INSTALLED in a Ford Anglia, the Littlemore Average Speed Computer is a neatly functional device. There are two different dial sizes available.*



resistance. By using dear old Ohm's Law we obtain a current on an ammeter, which is an accurate measure of voltage divided by resistance, which in our case is average speed (distance divided by time). Follow? One of the trickiest points in the design was the accurate stabilization of the supply voltage, which in a car fluctuates considerably according to the load on the battery, and would obviously make the readings valueless. This has now been taken care of.

In operation, the resistance and potentiometer are first wound back to zero by a built-in motor, and at the start of the journey the clock is switched on. After about three minutes the speed needle will swing into operation and from then on show the average maintained from the start. If a stop is made and it is not desired to include this in the average, one simply switches the clock off until the trip is resumed. The potentiometer and resistance reach the limit of their travel at 420 miles and 8 hrs. 45 mins. respectively and the instrument must then be reset.

As can be seen from the photograph, it is neat in outward appearance and there

are, in fact, two sizes of meter available, 3 $\frac{1}{8}$  ins. x 3 $\frac{1}{8}$  ins. as shown, or a much larger one, size 6 ins. x 5 ins. The control panel is the same size in both cases and the dial face can be black or white, as preferred. It is edge-illuminated for night use and there are a number of special fittings available. The price of the Littlemore Average Speed Computer, including fitting, is 44 gns.

S. P. S.

### COUPE DU SALON ENTRIES

THIS Sunday (7th October) the traditional Paris Motor Show race, the Coupe du Salon, takes place over 24 laps (about 150 kms.) of the 6.28 kms. Monthéry circuit. The star entry for the Parisian crowd will be Jean Behra with a 3-litre Maserati, while Britain will be represented by Duncan Hamilton (Jaguar D), a similar car being driven by André Pilette. The Swiss, Benoit Musy, will have a new 2-litre 4-cylinder Maserati, and in the 1,500 c.c. class, Chiron drives an Osca, and Loens and Thepenier a Maserati each, while Stanguellini will have two 1,100 c.c. cars and one 750 c.c.



# ACE BRISTOL

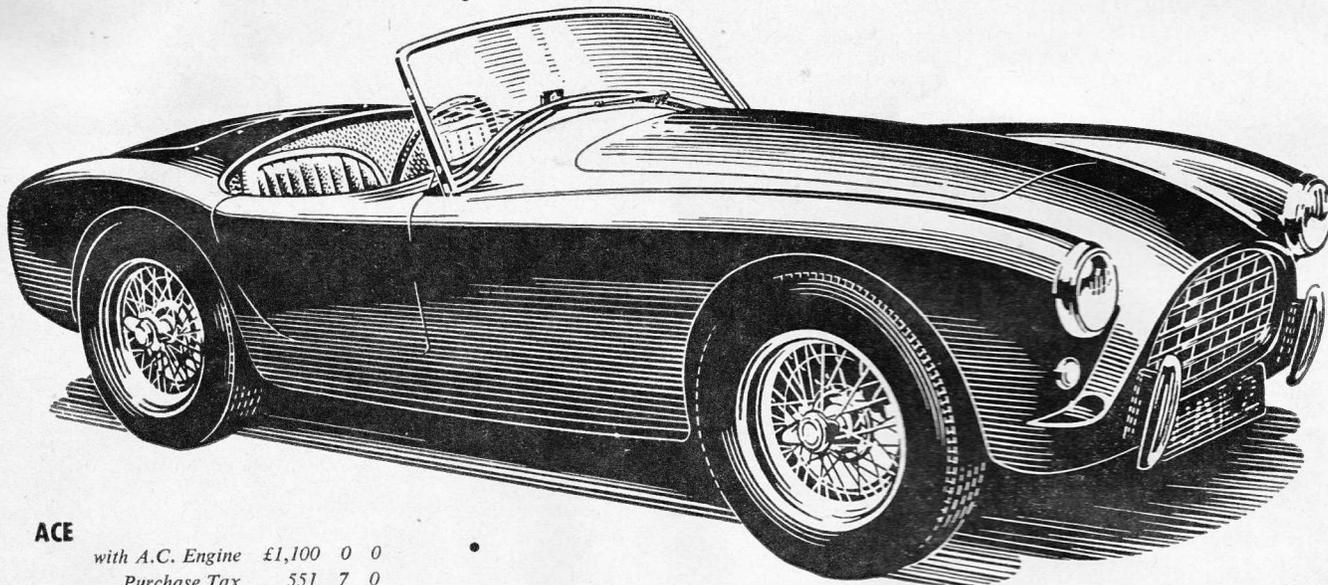
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## CONGRATULATIONS

to K. N. Rudd, Aggregate Winner of the Autosport Championship on points. Winner of Special Award for the greatest distance covered in the 3-hour Final Handicap Race at Oulton Park.

Some of the main events in which K. N. Rudd scored continuous success throughout the 1956 season :

GOODWOOD, Easter Monday	...	...	1st. Outright winner 2-litre class
OULTON PARK, June 9th	...	...	1st. 1501-2500 c.c. class
SHELSLEY WALSH, June 16th	...	...	1st. 1501-2500 c.c. class
AINTREE, June 23rd	...	...	1st. 1501-2500 c.c. class
PRESCOTT, July 28th	...	...	1st. 1501-2500 c.c. class
BRANDS HATCH, August 6th	...	...	1st. Outright winner 1501-2500 c.c. class
(AUTOSPORT SERIES PRODUCTION SPORTS CAR CHAMPIONSHIP EVENT)			
SHELSLEY WALSH, August 25th	...	...	1st. 1501-2500 c.c. class
PRESCOTT, September 9th	...	...	1st. 1501-2500 c.c. class
OULTON PARK HANDICAP	September 22nd	...	1st. 1501-2500 c.c. class



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# CORRESPONDENCE

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

IT would appear to me as a competitor in the AUTOSPORT Championship that the entirely unjust position relating to the allocation of the Championship award, as distinct from the results of the three-hour handicap final, have been obscured from the scrutiny of your readers by ambiguous statements in your reports of the situation.

On the leader page of the current issue you state that the M.G.A. driven jointly by Carnegie and Fitzwilliam has been awarded the championship, which I understand from you is the extraordinary position.

On page 396, your caption to a photograph of my car reads: "Aggregate Winner of the AUTOSPORT Championship", etc., which appears to contradict your own statements.

I feel it is your duty to tell your readers by publishing this letter, that although I have consistently beaten all opposition in my class, more often than not in the entire AUTOSPORT entry, I am not considered the winner because of a wording of the regulations which you yourself admitted was a mistake.

Your reference to some competitors not being able to enter some events and thereby being deprived of the possibility of points, bears no relation to the actual results as Carnegie and Fitzwilliam made no attempt to enter some of the competitions available to them, as they were on the Continent at other race meetings.

Please, also, make it perfectly clear to your readers that it was possible for a competitor who had not gained points in any qualifying event at all to win the so-called "Championship", and that one competitor actually started the final with no points at all. Is it not a fact that he could have been "Champion" if he had won the three-hour final only?

KEN RUDD.

WORTHING.

(See comments on page 420.—ED.)

I FELT I would like to offer my personal thanks and congratulations on the completion of the first year's Production Sports Car events you have organized. I have had the pleasure of following most of the events this year, with particular interest in TRs, and can only say that from a spectator's point of view it has proved highly successful. I am quite sure it has produced countless headaches for you, this always seems to be associated with motor racing, but generally speaking the final result, I trust, has proved worthwhile.

Heartiest congratulations once again and many thanks indeed for the great pleasure you have given me.

L. E. KEARNEY, M.I.M.I.,  
GENERAL MANAGER.

L. F. DOVE, LTD.,  
WIMBLEDON, S.W.19.

FIRST of all I would like to take this opportunity of thanking AUTOSPORT for promoting the Series-Production Sports Car Championship this year. From a competitors' point of view this has certainly been a most enjoyable series and, I should imagine, has probably had a good many attractions from a spectators' angle. One cannot help but feel that the average enthusiast is more interested in seeing everyday motor cars, such as he can buy and probably uses himself, pitted against each other, than watching sports cars which now fall under the rapidly growing classification of "sports racers"; and which, in my humble opinion, are inclined to look like "Dodgems". That the organization of the series was not all it might have been cannot be blamed entirely on the sponsors, who were, after all, pioneering new ground and having, in the process, to overcome many unforeseen difficulties. That this engendered a certain amount of binding amongst the competitors was to be expected and, in fact, it is doubtful whether they would have enjoyed themselves as much as they did if there had been nothing to complain about. I, for one, feel sure that all those

who competed this year will want to try again next, and for this reason I am looking forward to receiving the necessary entry forms and regulations.

Once again, I would like to thank AUTOSPORT for what I am sure is a genuine effort to encourage the owner-driver in a field where the weight of financial standing does not necessarily spell success.

R. A. HUDSON.

LEEDS.

MAY I offer my congratulations to AUTOSPORT for their initiative in organizing and promoting the AUTOSPORT Series-Production Championship. Whilst I must admit to a strong liking for "D-types", etc., it is a refreshing change to see series-production sports cars being raced so enthusiastically. I shall watch the course of the Championship even more closely next year.

I should also like to offer my thanks to all concerned for an excellent day's entertainment at Oulton Park on Saturday last.

Congratulations, too, to Miss Pat Burt on a very good drive after an (apparently) bad start. A pity there weren't a few more laps!

J. MELSON,  
SERGEANT, ROYAL AIR FORCE.

RHYL.

## Connaught at Monza

MR. TOLER says "The Connaught must be made faster and then it must seek the reliability that it may lose": the exact opposite to this statement is, in fact, the case. The Connaught must be made more reliable and then we can drive it faster.

I think most people would agree that those cars which went faster at the beginning of the race but later on dropped out, would have done better to have gone a bit slower if this had resulted in completion of the race. I think in this particular case Mr. Toler should give Connaught credit for being wise before the event (which is not always an easy task).

It is not perhaps generally realized that most team managers (unless they are fortunate enough to have a vastly superior car such as Neubauer had last year) have the option of making their cars seem either fast and fragile, or slow and reliable. It is merely a matter of mystic numbers whispered in the drivers' ears.

In conclusion, the following facts might be of some interest:—

- We think that the cause of front tyre failure on Fairman's car was his gentlemanly behaviour (immediately before the said failure) in pulling down the banking to make way for a Ferrari which he thought contained Fangio. This resulted in vastly increased strain on the tyres and, although polite, was, in my view, inadvisable under the circumstances.
- Flockhart's speed on the banking was purposely held down to 10 miles an hour less than the speed of which the car was capable on that part of the course.
- Our reasons for what may seem to have been an over-cautious approach, had their roots in the fact that our cars had never before been subjected to the conditions obtaining on the Monza banking, where the bumps have to be tried to be believed and, in addition, chassis stresses are nearly doubled.

RODNEY CLARKE.

CONNAUGHT ENGINEERING,  
SEND, SURREY.

## Will Some Kind Reader . . . ?

I AM a regular reader of your excellent magazine; a National Serviceman at present serving in Germany. For this reason, I am unfortunately unable to attend the Earls Court Motor Show this year. But my hobby is collecting car catalogues from every part of the world, and I should like to be able to keep my collection up to date. Therefore, I wondered if I might, through the columns of your magazine, contact a person or persons attending both the Paris and Earls Court shows who would be so kind as to help me obtain catalogues of this year's models.

I look forward with great anticipation to reading the reports of the show in the columns of your magazine, representing the most interesting and comprehensive coverage of motor sport in the world.

P. J. TUTTHILL (L.A.C.).

A.T.C. FLYING WING, R.A.F. AHLHORN, B.A.O.R., 25.

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

**Formula 3**

I AM in entire agreement with the letter written by Mrs. M. Griffiths on Formula 3 cars, published in AUTOSPORT dated 17th August, 1956. Your remarks, however, that the reason for lack of reporting on the 500 c.c.s is simply that demands on space have increased, seems a ludicrous excuse, and merely proves that increased space is being allocated to the other classes at the expense of Formula 3. Apart from actual racing reports, which seldom, if ever, do justice to this class of racing, Formula 3 drivers and their cars are conspicuous by their absence from the "Pit and Paddock" news page also.

W. WILSON.

LONDON, S.E.21.

COULD Mr. Lavender please tell me where he gets his facts from?

An Aston Martin (No. 63) started from Paris in the last "Monte", entered and driven by Mr. Ken Carter. This same car spent a good deal of time touring around Brands Hatch during race meetings both last year and this year. On most occasions commentator John Bolster has drawn our attention to it.

Obviously as he has no pass, the DB2-4 must be Mr. Carter's way to success with officialdom in the white coat, and this leaves Mr. Lavender one enthusiast short on his side of the fence.

Mr. Lavender is a lucky man though. He both watches race meetings and enjoys the company of Silverstone constabulary counting race drivers rushing home for tea.

Ninety-four drivers, complete with private vans and transporters nipped smartly across the circuit in the 20 minutes between races, and they all decided to drive home with me. Who else blocked the road and car park exits from Silverstone to Fenny Stratford, a distance of some 15 miles?

Apart from the delightfully new Bond Berkeley, 500s help nobody at all. Surely Robin Walsh (7th September issue) has a far-seeing opinion regarding multi-cylinder engines? A change would be welcomed by all, especially if a slightly larger power unit took away the honours that D.B. Panhards

and Renaults have held for so long. Only then would these farcical dodgems have some use, instead of having to open or close otherwise excellent meetings. In any case, there are only a comparatively few knowledgeable enthusiasts amongst the general public at race meetings of any size. Sit in the pits grandstand and listen to 'em all!

The din that Mr. Lavender says he dislikes is coming from cars only a handful of men can control. The fact that 500 pilots multiply like rabbits escapes him, but perhaps he hasn't been attending for very long?

FOREST HILL, LONDON, S.E.23.

ANDREW C. FERGUSON.

**In Praise of Ron Flockhart**

WHILE agreeing wholeheartedly with Mr. Surman in the 21st September issue of AUTOSPORT, I was surprised to see that he did not mention the driver of the Connaught which finished third at Monza, namely, Ron Flockhart. It was a wonderful effort, made all the more wonderful by these facts; he had not raced a F1 Connaught before that day, and to my knowledge it was only his second Grand Prix, if the few laps in "B. Bira's" Maserati in the 1954 British G.P. are not counted. The Monza success coupled with his win at Le Mans and other Ecurie Ecosse victories this year makes him one of our most successful drivers.

However, it is my belief that this success should have come to him sooner. In 1953 he was hailed as one of our coming drivers. His two works drives for Connaught that year brought him an excellent third at Charterhall, plus a lap at Crystal Palace which equalled the record. The only way the B.R.M. people could stop his E.R.A. from beating their cars was to take him on as works driver. He proved himself capable of handling this difficult machine, but for the next two seasons his races were limited. He, no doubt, did much testing, but he had to stand down while other drivers captured the limelight before retiring. This year, however, he took his chance with David Murray and has regained his rightful place in the eyes of the motor racing world.

Good luck to him in the future!

ROBERT A. LYALL.

ALNWICK, NORTHUMBERLAND.



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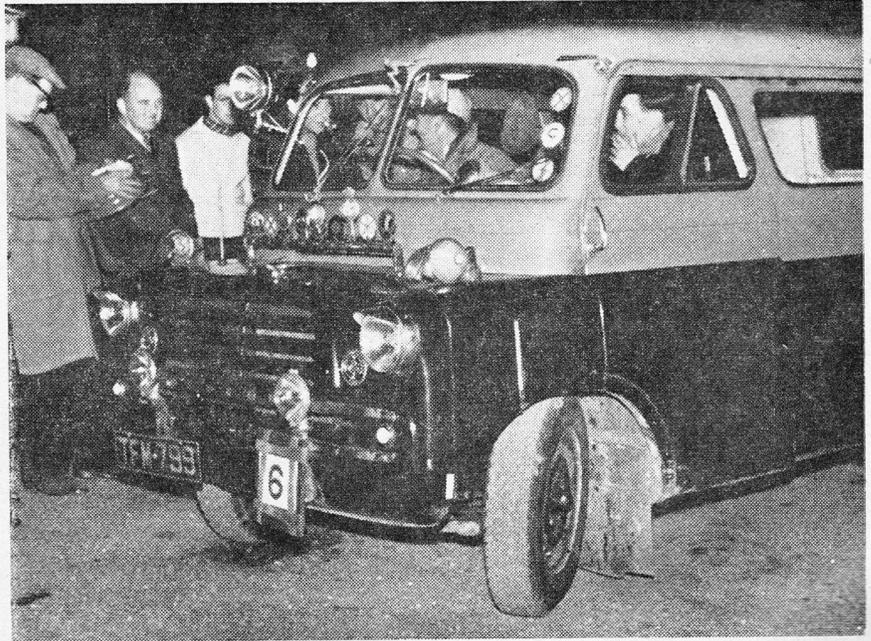
# Club News

By **STUART SEAGER**

It's a curious paradox, but the Hants and Berks M.C. annual "Experts" Night Trial, one of the most intellectual of navigational exercises, is also, by tradition, one of the zaniest. The "H. & B." are, in the south of England, the acknowledged masters where the running of night rallies is concerned, and no doubt feel that after brains have been cudgelled by a particularly knotty problem in plotting the position of a control, they deserve a little light relief when they get there. For example, on this year's "Experts", held last week-end, one point was defined as being at "the higher wet junction of county boundaries". This proved to be where Berkshire, Buckinghamshire and Oxfordshire meet on the River Thames near Henley. The location was appropriate, for on arrival competitors were confronted with a tie-deciding Special Test in which the whole crew had to embark in a small rowing boat and were timed across the river and back—in pitch darkness, of course. However experienced they were at rallying, some crews were obviously all at sea in a rowing boat and their floundering were comical in the extreme to the onlookers on the bank. However, B.T.N. went to competitor Joe Lowrey, technical editor of a contemporary—who also turned out to be the eventual winner of the rally. It just goes to show!

\* \* \*

**T**HE Warrington & D.M.C. are holding their third Autumn Rally on 14th October and have invited the Chester, Lancs & Ches, Manchester University, Rhyl, Wirral 100, Liverpool and Lancashire clubs to take part. This is a 160-mile daytime event, with a series of driving tests on the way, and full details may be obtained from R. J. Mann, 2, Waverley Avenue, Appleton, near Warrington, Lancs. Start and finish are near Warrington and entries close on 10th October. . . . On 3rd-4th November, the Oxford M.C. are running their second "Boanerges" Rally, starting and finishing near Oxford, with a 350-mile route. There are cash prizes to be won and the event is open by invitation to the B.A.R.C., Hants & Berks, Cirencester, Cheltenham, London, Northampton and Morgan 4/4 clubs. Regulations may be obtained from K. S. Spooner, 50, Coverley Road, Headington, Oxford, and entries close on 24th October. . . . The Guildford M.C. annual night rally occurs this year on 13th-14th October and the invited clubs are the M.G., Forces, Per Ardua, Haslemere, Mid-Surrey, C.S.M.A. and North London Enthusiasts. Start and finish will be near Guildford and there will be two classes—experts and novices—the latter only doing the first half of the event and finishing about midnight. The "experts" will complete some 170 miles and further details should be obtained from David Morgan, "Friar's Oak", Abbotswood, Guildford, Surrey, entries closing on 10th October. . . . The Leeds University Union M.C. have their annual night rally on 10th-11th November and have invited the B.A.R.C., Ilkley, Sheffield & Hallamshire,



ROOM for more than one inside—in fact F. D. Andrews set off on the Chester M.C. "Bernie" Rally in a Bedford Utilabus; Special Equipment model, of course.

De Lacy, Airedale and Pennine, C.U.M.C. and Huddersfield clubs. The course is of 300 miles in two loops centred upon Harrogate and regulations may be obtained from Don Brewster, c/o Leeds University Union, Leeds, 2.

## Recent Results

### MID-SURREY A.C.

"200" Rally, 22nd/23rd September

**Best Performance:** J. Shove (Renault). **Second and best M.S.A.C. Member:** S. M. Acunan (Ford Anglia).

**Best Novice:** B. C. Rich (M.G.). **Ladies' Prize:** Miss J. Covell (M.G.). **Class Awards:** H. A. Appleby (Ford-Morgan), J. Shove (Renault), C. R. Leigh-Jones (A.C. Ace), S. M. Actman (Ford Anglia), R. Marshall (Healey), W. C. Barnard (Consul), C. L. Cadbury (Healey). **Team Prize:** (M.G. Car Club) Miss J. Covell, J. Shove and J. S. Gould.

### THAMES ESTUARY A.C.

Members' Rally, 23rd September

**Best Performance:** P. R. B. Prior/Mrs. Prior (Triumph TR3), 10 marks lost. **Novices' Award:** Mrs. M. G. Monkton (Ford Consul), 555. **Class Awards:** P. G. Hearn (Austin A30), 205; R. Randall (M.G.A), 265; P. R. Smith (Sunbeam Rapier), 565; S. Wilcox (TR2), 160; D. O. Fill (Wolseley), 140.

### PLYMOUTH M.C.

Driving Tests, 23rd September

**Best Performance:** 1, A. B. Hay (Standard); 2, J. Bowles (Renault); 3, Mrs. Eleanor Turner (Austin). **Team Award:** A. B. Hay, J. Bowles, Mrs. Marie Hussell.

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

Carver Cup Rally, 16th September

**Best Performance:** P. Hicks (Austin A50). **Closed cars, up to 1,500 c.c.:** 1, A. L. Hallpike (Ford Prefect); 2, E. J. Wensley (Standard). **Over 1,500 c.c.:** E. R. Shillabeer (Vauxhall Velox). **Open cars:** M. R. Davies (Triumph TR3). **Novice Award:** B. S. Harding (Hillman). **Ladies' Award:** Mrs. Nancy Bennett (Triumph Renown).

## Coming Attractions

**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, Stewponney Hotel, near Kinver, 10 a.m.

London M.C. Hill-Climb, Harleyford, near Marlow, Berks. Start, 10 a.m.

**October 13th.** Lancs and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 11.30 a.m.

**October 14th.** West Essex C.C. National Hill-Climb, Stapleford Airfield, near Abridge, Essex. Start, 10.30 a.m.

British Racing and S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.

Southsea M.C. President's Trophy Trial, Deer's Hut Hotel, Longmoor, near Liphook, Hants, 10.30 a.m.

## HONEYBOURNE SPRINT

THIS Midlands M.E.C. Sprint on 16th September was run under dull but dry conditions, and consisted of a standing three-quarter mile involving two corners—one of which was a trifle acute, and caused some rubber-burning—and also a straight standing quarter mile. Classes were divided into the popular engine sizes, and results were decided by taking an aggregate shortest time over the two distances. Some classes were merged in respect of results, owing to there being insufficient runners in these classes to qualify individually for a prize. The entries varied from an A30 to a genuine Shelsley "special", the latter being the ex-Rupert Instone "Martyr", which unfortunately shed chains after putting up a good time in the three-quarter mile runs, and was unable to complete the event. J. R. Axon in a modified XK 120 coupé put up the best performance of the day, at the expense of a fair amount of rubber being left on the airfield runways.

## Results

Open Cars, 806-1,600 c.c.: M. Eaves (Dellow), 72.5 s. aggregate. 1,601-2,500 c.c.: L. B. Mayman (TR2), 64.1. Over 2,500 c.c.: J. R. Axon (XK 120), 60.5. Closed Cars, up to 1,200 c.c.: D. J. Smith (Ford Prefect), 84.6. Over 1,200 c.c.: L. Hill (Ford Zephyr), 80.5.

## EAST ANGLIAN M.C.

Clacton Rally, 28th/29th September

Best Performance: L. Griffiths/T. W. Underhill (TR3); 2, C. D. Boulton/J. M. Shand (M.G.A.).

Best Performance by E.A.M.C. member: P. Wren/H. J. E. Wombwell (M.G. Magnette).

Class Awards; Production Touring Cars, up to 1,300 c.c.: 1, D. Silverthorne/W. H. Wadham (Renault Dauphine); 2, Lt.-Col. J. F. Bassett/D. J. H. Donovan (Standard 10); 3, R. S. Pawsey/R. M. W. Rash (Austin A30). 1,301-2,000 c.c.: 1, P. Wren/H. J. E. Wombwell (M.G. Magnette); 2, W. C. Slocombe/I. MacKenzie (M.G. Magnette); 3, W. O. Nunn/W. S. Gaunt (Jowett Javelin). Over 2,000 c.c.: 1, J. R. Clark/M. King (Vauxhall Velox); 2, K. M. Nutter/C. S. Alderton (Wolsley); 3, G. A. Moorshead/P. P. Dunks (Standard Vanguard). Modified Touring and Grand Touring Cars: 1, L. Griffiths/T. W. Underhill (Triumph TR3); 2, D. A. Brown/A. Airey (Standard 8); 3, M. M. Wallace/Miss D. J. Freeman (Triumph TR3). Sports Cars: 1, C. D. Boulton/J. M. Shand (M.G.A.); 2, R. N. Richards/G. C. Davies (M.G.A.); 3, D. H. E. Drake/D. Bullock (M.G. TD).

Special One-Make Awards: Standard/Triumph (E.A.M.C. members only), W. E. Ray/J. A. Burfield (Standard 10); M.G., C. D. Boulton/J. M. Shand (M.G.A.); Jaguar, A. G. P. Lincoln/M. H. Cockell (Mark VII); Ford, D. H. W. Thompson/J. C. Swift (Ford Anglia); Rootes, C. M. S. Abbott/R. Peck (Hillman Minx). Kenilworth Start Award: L. Griffiths. Pre-1954 Car Award: W. O. Nunn (Jowett). B.T.D.A. Award: L. Griffiths. Team Award: A. E. Cleghorn, R. N. Richards, Lt.-Col. J. F. Bassett.

## "WAR OF THE ROSES"

THE Yorkshire Centre of the B.A.R.C., for the second year in succession, won the War of the Roses Shield—prime award and in fact the bone of contention of their annual War of the Roses Rally with the N.W. Centre, held this year on 16th September.

This year they won by a narrow margin of five points, and although the boys from the broad acres took the silverware, best individual performance was put up by a Lancashire driver—C. L. Kinn (TR2), who was two points ahead of the best Yorkshireman.

The rally started from Ribchester, as it had been organized this year by the N.W. Centre. After 150 miles of Lancashire Pennine country, around the Trough of Bowland and Kirby Lonsdale, 48 of the entry of 52 arrived at the Whitewell Hotel, Whitewell, where after a suitable period of refreshment the results were announced.

The awards were presented by Mrs. C. D. Wilson, wife of the late Yorkshire Centre president and mother of Mike Wilson, events secretary.

## Results

Roses Shield: B.A.R.C. Yorks Centre, 86 marks lost. Best Performance: 1, C. L. Kinn (TR2), 9; 2, H. C. Mason (M.G. TF), Yorks Centre, 11.

## TYRER'S SEPTEMBER DOUBLE

GILLIE TYRER made a week-end trip into Yorkshire very profitable on 22nd-23rd September when, driving the same C-type Jaguar, he made B.T.D. at two sprint meetings.

On the Saturday he scored at the Sheffield and Hallamshire Motor Club's sprint at Sandtoft, Hatfield, near Doncaster. On the Sunday he repeated his performance in the Yorkshire Sports Car Club's sprint at Croft airport, near Darlington.

At Sandtoft 51 competitors took part over a half-mile straight course with two cars running together. An effort was made by the organizers to match cars of equal performance, which encouraged some spirited dicing.

The Croft course differed slightly. Of about the same length, it consisted of a straight away from the start line for about a quarter of a mile followed by a U-turn and another quarter-mile straight to the finish alongside the start. Here nearly 70 drivers took part including F. Elliott in his Frazer-Nash who took a class award as he had done the previous day at Sandtoft.

Tyrer was hard pressed by G. Allison

in a similar C-type and only one-fifth of a second separated the two for B.T.D.

An interesting new car seen here was the N.Q.F. built by Malcolm Bateman. This features a Cadillac 5.6-litre V8 side valve engine in unit with a hydramatic gearbox giving "two-pedal" operation. The suspension was also unusual. Attached to a home-made steel angle chassis are four caravan-type suspension units consisting of rubber in torsion. The builder is quite satisfied with its performance on its first time out especially as at present there are no shock absorbers!

PETER CRAVEN.

## Results

## Sandtoft

Up to 1,200 c.c.: (tie) F. H. Harrison and T. C. Harrison (both trials specials). Best saloon: J. Nicholson (Standard 10). 1,201-1,500 c.c.: P. Simms (BMW Spl.). Best saloon: R. Frolich (Porsche). 1,501-2,500 c.c.: F. Elliott (Frazer-Nash). Best saloon: T. C. Harrison (Lancia Aurelia G.T.). Unlimited: G. Tyrer (Jaguar XK 120C). Racing cars: G. Tyrer.

B.T.D.: G. Tyrer, 23.0 s.

## Croft

Touring cars, up to 920 c.c.: R. J. Wilson (Morris Minor). 921-1,300 c.c.: A. Stross (Fiat 1100TV). 1,301-1,900 c.c.: C. W. Buckley (M.G. Magnette). Over 1,900 c.c.: A. J. Burton (Bentley Continental).

Sports cars, up to 1,510 c.c.: E. B. Wadsworth (Porsche). 1,511-2,700 c.c.: F. Elliott (Frazer-Nash). Over 2,700 c.c.: G. Tyrer (Jaguar XK 120C). Specials: B. Harpin (Lotus Mk. VI). Formule Libre: G. Allison (Jaguar XK 120C).

B.T.D.: G. Tyrer, 41.24 s.

## 250 MOTOR RACING CLUB

THE 250 M.R.C. announce that Arthur Budd has relinquished the post of secretary in order to concentrate on competition matters, as a result of the recent growth of the club. Ian C. Betteridge, 19 Beverley Court, Wellesley Road, Chiswick, London, W.4, has now taken over the secretaryship in addition to his duties as press officer.

## WORCESTERSHIRE M.C.

Autocross, 16th September

B.T.D.: W. A. G. Goodall (Morgan Plus 4). Saloons, up to 1,100 c.c.: A. E. Thompson (Renault). 1,101-1,600 c.c.: L. Manifold (VW). 1,601-2,600 c.c.: E. Burnham (Ford Zodiac). Open cars, up to 1,100 c.c.: J. Looker (Morgan). 1,101-1,600 c.c.: J. Bodin (Ford Spl.). 1,601-2,600 c.c.: B. Phipps (Morgan Plus 4). Team Award: P. H. Goodall, W. A. G. Goodall and J. Looker (Morgans).

## LINDSAY A.C.

Fina Trophy Trial, 23rd September

Best Performance: 1, E. Harris (Humber), 127 marks; 2, N. S. Huntley (Standard), 108; 3, J. C. Robinson (Ford), 84; 4, A. H. Philippe (Standard), 81.

More Club News overleaf

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# Wharton fastest at Staverton

THE sprint meeting staged last Sunday at Staverton aerodrome, near Cheltenham, by the Hagley and District Light Car Club was a resounding success. Glorious sunny weather, superb organization, and a scintillating entry produced as good an afternoon's sport as anyone could wish to see on what is a really interesting timed kilometre on the old perimeter track. Tony Marsh's course record took a considerable beating at the hands of himself (once) and Ken Wharton (twice), while namesake Anthony Marsh maintained a spicy and well-informed commentary which kept the spectators in the picture throughout.

The course itself starts slightly downhill, then climbs again in a fast left-hand bend which levels out and goes on and on, with an adverse camber, to roughly the half-way mark; there is then a short straight followed by a quick right-and-left kink which only the very brave and experienced can take without lifting, and so to the finish on the far side of the aerodrome where the cars are running almost opposite to the way they started. The surface is the familiar concrete slabbery which seems to make an admirable starting area but is a thought tricky for rapid cornering, and certainly gives the cart-sprung fraternity a rough ride; the most convincing demonstrator of this was W. F. Moss in Remus, whose front end was almost completely airborne for most of the way round the long left-hander, and why the car continued to corner at all was difficult to see!

The saloons were run off as a single class on handicap, and the A30 of Miss V. Domleo produced an amazing turn of speed to capture the laurels by almost a clear two seconds. Ashley Cleave's famous Morris also had a cakewalk in the small sports class, but as his time gave him the special award for sports cars up to 1,172 c.c. the class went to J. Looker in what was originally a Morgan Plus 4, now powered by a Coventry-Climax. G. E. Bath's van-based Ford Special, labelled the Anti-Climax, took second and third places, but owing to a paucity of runners it apparently gets nothing for its trouble. The medium-sized sports class was mainly a Triumph battle, enlivened by A. R. Twentyman in his DB2, which he drove with considerable verve although he had to give best to Dennis O'Mara Taylor. The large sports class was Patsy Burt's benefit with two really beautiful runs in her immaculate DB2/4.

When the small sports-racing machinery came to the line, Tony Marsh made sure of the award for fastest non-racing performance by opening the proceedings with a run in the 1,100 Cooper-Climax which occupied no more than 29.32 secs. This being so, the class went to Bill Bradley in a similar car with a time of 30.98 secs. Assuming the vehicles to be roughly comparable, this underlines the value of intimate know-

ledge of the course. Austen Nurse was a late entry in the medium-size class, which he cleaned up comfortably with his very vociferous Lister-Bristol. The large class was taken by M. Trimble in the blue "C" type with two deceptively fast runs. The gentle purr of the Jaguar belies its agile frame.

The racing classes produced vehicles ranging from the half-litres to the fabulous de Havilland monster of "T. Dryver". Among the half-pints, Jack Welton's Cooper had a good day out, landing the Ladies' Award in the capable hands of Pauline Brock and the class when steered by its owner, whose second run was faultless. The larger cousins were led by Tony Marsh in the record-holding car; Tony bettered his old record of 28.12 secs. on his second run, but it had already fallen. Mike Christie brought Rob Walker's Formula 2 Cooper into second place, but did not seem to be quite at the top of his form. He also drove the G.P. Connaught, but unfortunately lost it on his first run, and never really recovered.

The battle among the E.R.A.s and Bugs was tremendous, spurred on by Frank Norris in what smelled like a cyanide-fed Alta, and Chris Summers in his genuine bedstead special, modern version, to wit the Farley, which was fast enough to take second place. The class went to Jimmy Stuart with his usual spirited performance in the ex-Bob Gerard car, although he returned to the paddock on one end of a bifurcated tow-ropes in company with poor Peter Stubberfield, whose Bug had consumed a piston. One can really only say of this class that "all rowed fast, but none so fast as stroke" who in this case, of course, was Ken Wharton in R4D. Although suffering from a wretched cold, he showed that his hand has lost none of its cunning and that he can lay fair claim to be considered the master of sprints. He shattered the record on his first run, knocking more than half a second off, and improved this by another tenth on his second run, which looked to be just about as fast as was possible on this course before hitting the ragged edge. Ken, however, does not agree, and no doubt intends to demonstrate at the next opportunity that that car will go up that course in less time, and still be safe.

DAVID PRITCHARD.

## STAVERTON SPEED TRIAL

### Results

**B.t.d.:** Ken Wharton (E.R.A.), 27.48 s. **New course record**

**Best Sports Car:** A. E. Marsh (Cooper), 29.32 s.  
**Best Sports Car under 1,172 c.c.:** W. A. Cleave (Morris), 36.87 s. **Ladies' Award:** Miss P. Brock (Cooper), 31.94 s.

**Class 1. Sports Cars up to 1,500 c.c.:** 1. W. A. Cleave (Morris), 36.87; 2. J. Looker (Morgan), 37.75; 3. G. E. Bath (Ford), 39.24.

**Class 2. Sports Cars, 1,501-2,700 c.c.:** 1. D. O'M. Taylor (Triumph), 33.82; 2. A. R. Twentyman (Aston Martin), 33.98; 3. D. G. Miles (Swallow), 34.13.

**Class 3. Sports Cars over 2,700 c.c.:** 1. Miss P. Burt (Aston Martin), 32.10; 2. L. J. Tracey (Jaguar), 33.90; 3. A. R. Marsh (Mercedes-Benz), 35.20.

**Class 4. Racing Cars up to 500 c.c.:** 1. J. B. Welton (Cooper), 31.50; 2. R. B. James (Cooper), 31.53; 3. C. A. N. May (Cooper), 31.70.

**Class 5. Racing Cars, 501-1,500 c.c.:** 1. A. E. Marsh (Cooper), 27.85; 2. M. A. H. Christie (Cooper), 28.61; 3. R. W. Phillips (Cooper), 29.78.

**Class 6. Racing Cars over 1,500 c.c.:** 1. K. Wharton (E.R.A.), 27.48; 2. J. Stuart (E.R.A.), 28.34; 3. C. G. Summers (Farley Spl.), 28.41.

**Class 7. Sports/Racing Cars up to 1,100 c.c.:** 1. A. E. Marsh (Cooper), 29.32; 2. W. Bradley (Cooper), 30.98; 3. M. G. D. Graham (Lotus), 33.34.

**Class 8. Sports/Racing Cars, 1,101-2,000 c.c.:** 1. A. J. Nurse (Lister-Bristol), 30.76; 2. J. Buncombe (Tojeiro-Bristol), 33.37; 3. F. Preece (Frazer-Nash), 33.70.

**Class 9. Sports/Racing Cars over 2,000 c.c.:** 1. M. Trimble (Jaguar), 30.43; 2. J. Berry (Allard-Jaguar); 3. B. Baxter (Aston Martin), 31.11.

**Class 10. Saloon Cars:** 1. Miss V. Domleo (Austin), 40.54; 2. C. B. Cook (Volkswagen), 42.43; 3. W. Pym (Ford), 43.89.

## Wrangle at Watkins—continued

Carter, who duelled to the end. Carter moved into third spot place on the last lap and O'Shea beat Mason to the chequered flag by 22 seconds and averaged 72 m.p.h.

The Queen Catherine Cup Race, which included 22 modified sports cars of under 1,500 c.c., plus Porsche 550s, saw Klink (Lotus VI) jump the gun before the flag fell, and Conley (Porsche 550) start in pole position and hold the lead all the way. He staved off Linton (Osca) for three laps, until the latter was displaced by Wyllie (Lotus IX) who challenged the leader for two tours. By lap 6 Conley was pulling away from his adversaries, but was slowed on lap 8 by Couzret (DB) on a slippery turn, putting the Lotus on his tail again. Lap 9 he was pressed; lap 10 he gained a 4-second lead by circling in 1 min. 46 secs. for the fastest lap of the day to that time; and on his ultimate lap the fine pilot picked up another second for a five-second lead as the flag fell. Conley had the fastest average of the day at 75.2 m.p.h.



DAUPHINE AT DAWN on last weekend's London Rally is that of S. D. Silverthorn/T. Fisk who finished second in the touring category. They are seen leaving the breakfast control after the map-reading section.

# AUTOSPORT

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All copy for Classified advertisements MUST reach this office by Monday a.m., 15th October, for insertion in the issue dated 19th October.

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RICHARDS & CARR, LTD., offer 1949 saloon, exceptionally smart and excellent example. £265. 1948 drophead foursome, reconditioned engine 3,000 miles ago. £245. 1949 tourer, £225. Terms, exchanges.—35 Kinnerton Street, London, S.W.1. BELGRAVIA 3711.

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ASTON MARTIN Le Mans 2-seater, fitted V-8 engine and gearbox, giving tremendous performance and 23 m.p.g., immaculate, many bills. £240.—172 Longdale Lane, Newstead Abbey Gates, Notts.

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(Continued overleaf)

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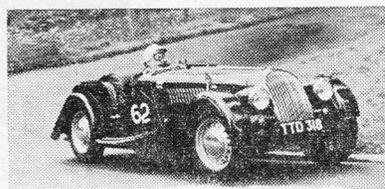
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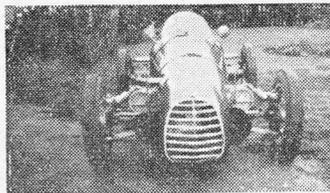
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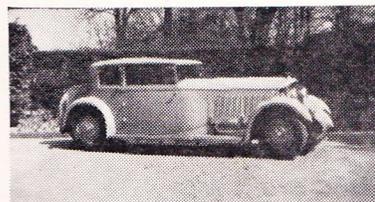
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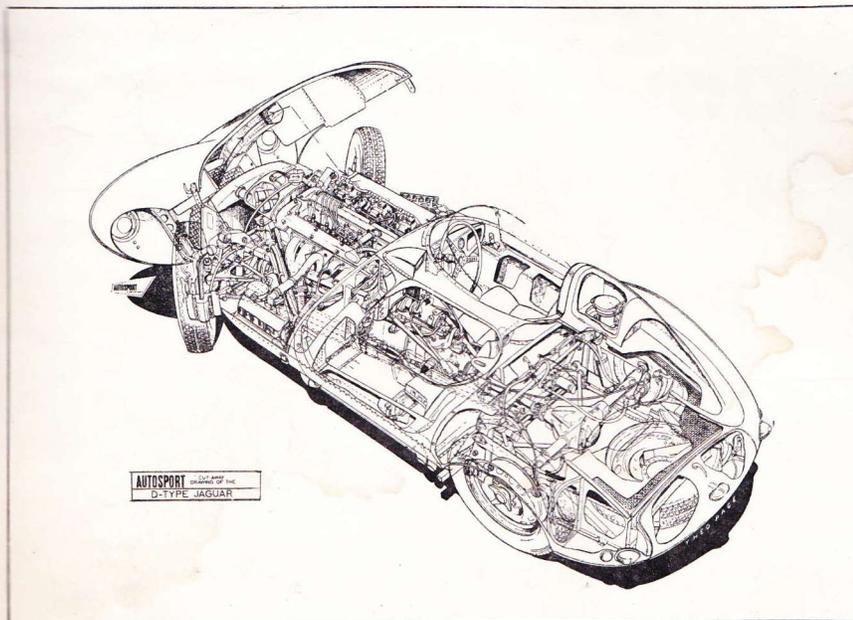


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