

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

OCTOBER 19, 1956

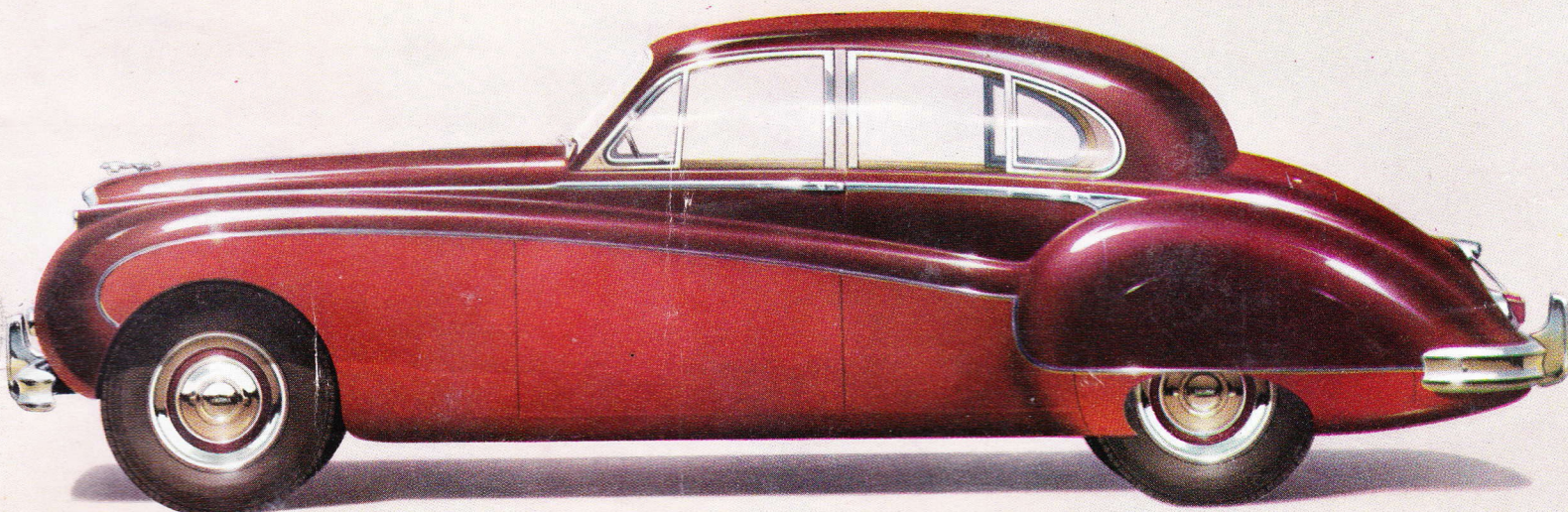
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EVERY FRIDAY

Vol. 13 No. 16

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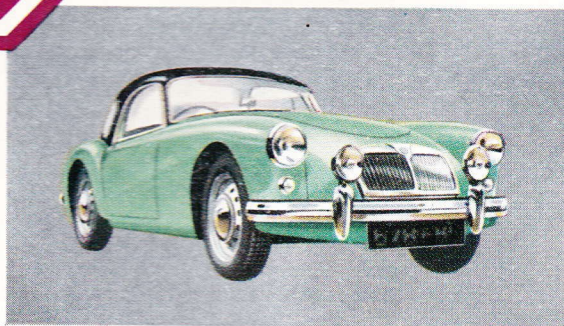
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 16

October 19, 1956

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EDITORIAL

VALUE FOR MONEY

THE Motor Show at Earls Court reveals a determined effort on the part of British manufacturers to offer the highest possible value for money, particularly in respect of high-performance cars. This was bound to come, as the conditions existing today are those of a buyers' market, with under-the-counter priorities apparently gone for ever. Nevertheless, in spite of attractive prices in the world markets, there is considerable room for improvement not only in mechanical specification, but in styling and general finish in the medium and lower cost brackets. After-sales service is another point which our manufacturers would do well to study, and is, in point of fact, the strongest possible contribution to the success of certain Continental makes in overseas markets. The finest of cars requires servicing and replacement parts at some time or other, and there is no excuse for poor spares service. Many agents in the United States and other overseas markets have become completely exasperated by the failure of certain makers' service departments to appreciate the seriousness of catering properly to the needs of customers. Availability of spares should be made a prior consideration by all manufacturers desirous of retaining, or entering, foreign markets. Neglect of this factor can undermine the best of reputations in the automobile world.

JAGUARS AND MOTOR RACING

IT was something of a shock to learn that Sir William Lyons had decided to withdraw his Jaguars from racing for at least 12 months. One has come to associate the Coventry cars with the Le Mans 24 Hours race, where they have scored outright victory four times, and to acknowledge that the popularity of the make in overseas markets was mainly due to racing successes. It should, of course, be realized that Jaguars carried on racing and development work on a comparatively small scale; the number of craftsmen and mechanics detailed to this branch was only a fraction of what was utilized by Daimler-Benz, who also withdrew their cars from all racing activities exactly one year ago. In both cases the reason given is concentration on production vehicles, a reason which must be accepted. The lessons learned in competitions have to be assimilated for incorporation in production cars, and it can only be stressed that the competition successes of both concerns has led to such an increase in sales that they have decided to rest on their laurels—for a while at any rate. It looks as though the chance for private owners in series-production sports car racing has arrived, and this will mean that the eligibility of makes in events such as the AUTOSPORT Championship series assumes an even greater importance. The complete list of machines eligible for 1957 will be published in next week's issue, as the popularity of the contest has persuaded the organizers to continue it, with modifications affecting the actual system of scoring.

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service to the trade.

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TESTED TO
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GRID ALLOY
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2 YEARS INSURED LIFE - AT NO EXTRA COST !

RONNIE ADAMS, winner of the 1956 Monte Carlo Rally, will be driving a Ford Zephyr in the 1957 event.

BERNIE RODGERS suffered a fractured knee-cap when he crashed with Ian Burgess's Beart-Osca during practice at Imola. The popular Bernie will be incapacitated for several months, but is already planning to build another car for Jimmy Byrnes.

DURING the Cooper record-breaking attempts at Monza this week, a Timex watch was lashed to the radiator cap of the car, in order to give it a thorough test under really arduous conditions.

B. M.C. announce that Manumatic two-pedal control is now available as an optional extra on the Morris Oxford, M.G. Magnette, Wolseley 15/50 and Austin A50.

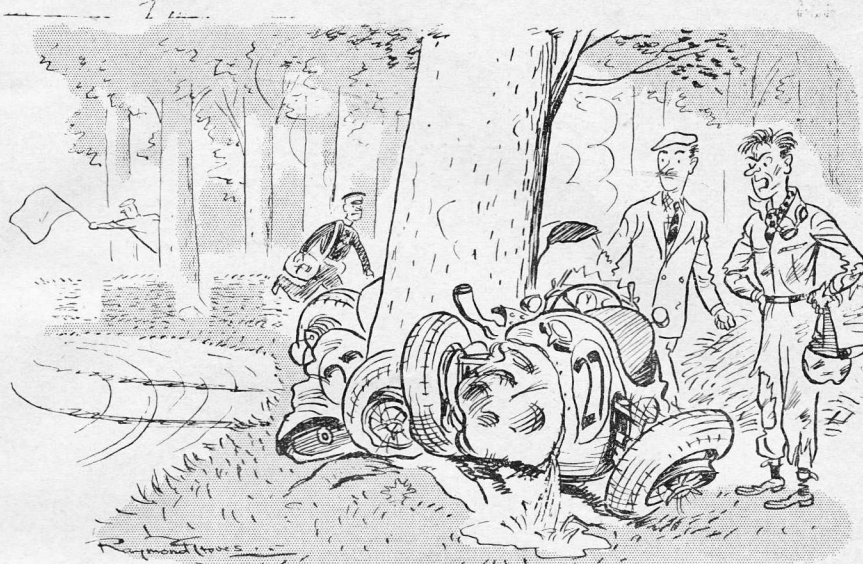
DRIVING a G.P. Vanwall at Silverstone last week, Stirling Moss turned a lap in 1 min. 41.5 secs., breaking the official record of 1 min. 43 secs. (102.30 m.p.h.), set up by himself in a Vanwall and Mike Hawthorn (B.R.M.) at the *Daily Express* meeting last May.

OFF to Venezuela shortly will be Joakim Bonnier with his black "Disco Volante" Alfa Romeo for the Caracas race. So will Mackay Fraser, who is to drive his Lotus in the 2-litre class of the G.P.

WHILE it is almost certain that Peter Collins will rejoin Scuderia Ferrari next season, he has not as yet signed any firm contract.

WHEN you're "down for the Show" don't forget the Steering Wheel Club in Brick Street, Mayfair, at the Piccadilly end of Park Lane, is a good meeting place for enthusiasts, with lunch, dinner and liquid fare available from 12 noon to 3 p.m., and 5 p.m. to 11 p.m.

DAVID SHALE has acquired Tommy Sopwith's Mk. II Cooper-Jaguar for next season's racing. Incidentally, it was John Horridge's Lister-Bristol which won Class B of the Redex Trophy race at Snetterton, not Shale's Austin-Healey, but the latter was ahead of L. Taylor (TR2) by over a lap.



"And to think I've been trying to make ends meet ever since I bought the darned thing."

PIT and PADDOCK

ON their way to Melbourne from Genoa for the Australian and New Zealand "winter" races are three Ferraris, one with 3-litre engine, the other two with 3½-litre engines. Drivers will include Peter Whitehead and probably Tony Gaze.

"AUTOSPORT" AT EARLS COURT

AS in former years, "Autosport's" stand (No. 64, ground floor) will be the rendezvous for motor sporting people at Earls Court. In charge will be Maxwell Boyd and Susan Vale. In addition to a comprehensive display of photographs and drawings, there are colour shots of motor racing subjects. We invite everyone to visit us—and be sure to sign "Autosport's" Visitors' Book.

CONFIRMED—there will be two Gordinis for the Venezuelan G.P. in November; drivers Hernano Da Silva Ramos in a 3-litre, and local boy Dos Santos in a 2-litre. Fangio, incidentally, is now to drive a works Ferrari, not a Maserati.

THIS week-end's Rome G.P. meeting for sports cars, on the Castelfusano circuit, will see two Lotuses (Fraser and Allison), Salvadori, Leston and Brabham (Coopers) and Naylor (Lotus-Maserati) coming up against Manzoni (Gordini), Castellotti and Villoresi (Oscas), Behra and Bonnier (Maseratis), Gendebien and others.

Two famous Prescott "names" become business associates, in the appointment of Bugatti O.C. Comps. Secretary Wing Commander C. P. Osmond as Conversions Sales Manager to the Alexander Engineering Co., Ltd., of which concern Michael Christie is Managing Director.

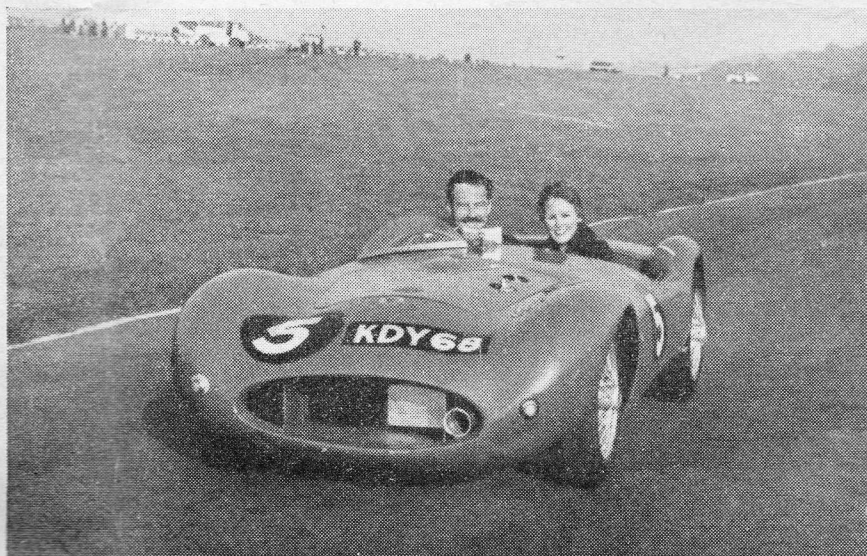
THE Renault experimental gas turbine car, the *Etoile Filante*, will be displayed on the Renault stand during the Motor Show. This car recently set up a record Class B (cars up to 1,000 kg.) speed of 191.2 m.p.h. at the Bonneville Salt Flats, Utah.

NEW manager of the West End club with the motoring flavour, the 500, in Albemarle Street, W.1, is its former head-barman, motoring enthusiast and long-time M.G. owner, Gino. Many will remember Gino behind the bar at the old Ciro's Club, and he welcomes new members and old friends at the 500, which, incidentally, is owned by actors John Mills and Richard Attenborough.

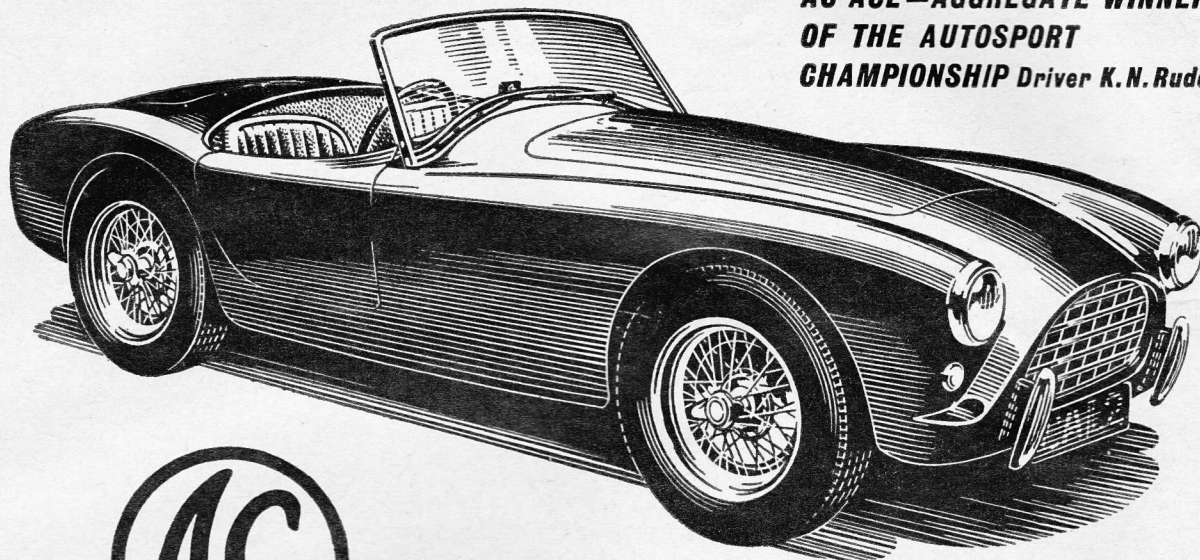
ALVIS announce that rising costs have made it necessary for them to make a substantial increase in the price of the 3-litre Graber saloon. Henceforth, the basic price will be £2,300, instead of £1,850, which, with purchase tax, makes a total of £3,451 7s.

AMENDING our reports of the Shell G.P. at Imola, Roy Salvadori, driving for the works and not as a private entry, was running second, not third, when his Cooper retired with distributor drive failure. Moreover, Alan Mackay did not crash, but retired after six laps due to loss of oil.

VICTOR'S REWARD: After winning the handicap for fibreglass-bodied cars at Brands Hatch last Sunday with an Elva, Archie Scott-Brown took actress Petula Clark for a lap of honour; with no passenger windscreen, "Pet" found it a breezy journey.



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OF THE AUTOSPORT
CHAMPIONSHIP** Driver K. N. Rudd



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power concentrated in a compact chassis
of advanced design. Here's a car that takes
bends, curves and corners without protest with the
foot kept down. That maintains high average
speeds by its safe, positive handling
and instant response on the winding and
congested present day roads.

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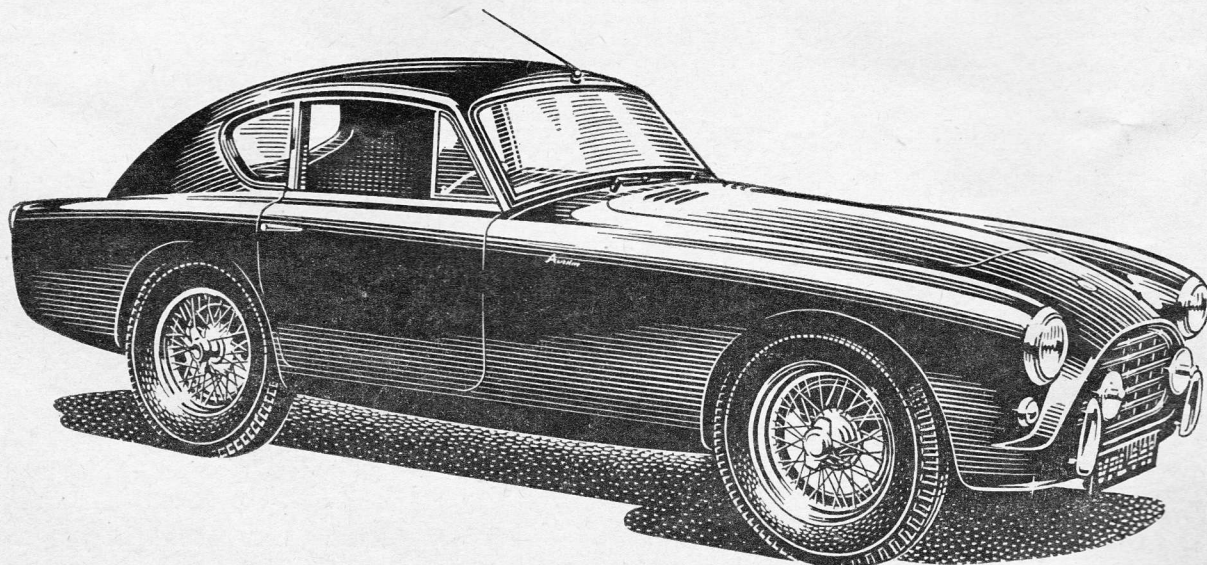
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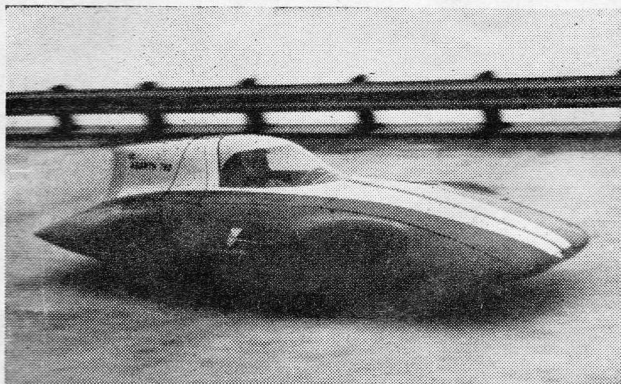
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SPORTS NEWS

STILL GOING STRONG on International Class record breaking at Monza is this streamlined Abarth coupé (left), which so far holds ten 500 c.c. class records, ten 750 c.c. records, and nine 1,100 c.c. records. On Sunday last it added five more 500 c.c. figures to its bag.

employed in each case, allowing higher speeds in the intermediate gears, with better acceleration, but with the attendant reduction in engine and transmission wear. At the moment these conversions apply to the Morris Minor o.h.v., Austin A30, and the Standard 8, the kit of exchange parts for these being £22, fitting charge £12 12s. extra; and the Austin A40 and A50 Cambridge, Morris Cowley and Oxford, the kit of exchange parts being, in this case, £24, fitting

COOPER RECORDS AT MONZA

As we go to press on 15th October comes news from Monza of a Cooper, driven by Bill Knight and Arthur Owen, and powered by a 1,530 c.c. Coventry Climax engine, breaking seven International Class E (2-litre) records. These are:—

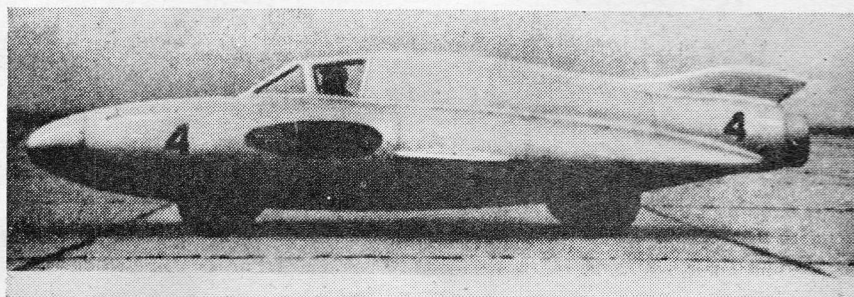
1 hour—135,072 m.p.h.
200 miles—131,685 m.p.h.
500 km.—127,885 m.p.h.
3 hours—128,642 m.p.h.
500 miles—126,969 m.p.h.
1,000 km.—125,787 m.p.h.
6 hours—125,716 m.p.h.

Roy Salvadori flew to Monza after his appearance at Brands Hatch last Sunday, and was expected to make an attempt to carry off 1,100 c.c. class records with a Cooper last Tuesday, 16th October. The object of these record attempts is to prove the long-distance durability of the Cooper in readiness for Formula 2 racing next year.

WHARTON FOR "DOWN UNDER"

THERE will be no winter racing lull for Ken Wharton this year. He has taken on a heavy programme in Australia and New Zealand, beginning with the sports car "T.T." at Albert Park, Melbourne, on 25th November, in which he will drive a works-prepared 3-litre Ferrari. A week later, and he will be racing a Formula 1 Maserati, belonging to the Ecurie du Puy, in the Australian Grand Prix, also in Albert Park. Patron of this Ecurie is John du Puy, of Switzerland, who will be remembered as driving a Maserati at Donington and elsewhere, in company with Baron de Graffenried, in pre-war days.

Wharton plans to watch some of the Olympic Games events, with which the Australian G.P. happily coincides, then will be off to New Zealand in time for



AERODYNAMICS, Russian style. This gas-turbine-powered record-type car was built at the Gorki automobile works. Stabilizing fins are fitted on the sides, as on the aero-engined Mercedes world record car which never performed owing to the war.

Christmas, and the New Zealand G.P. at Ardmore on 12th January. The Lady Wigram Trophy race at Christchurch follows on 26th January, then come the Otago Road races at Dunedin on 2nd February and the Southland meeting at Invercargill on 16th February. Besides the sports Ferrari and the G.P. Maserati, Ken is also taking his Formula 2 Cooper-Climax, which he first drove at Oulton Park last month.

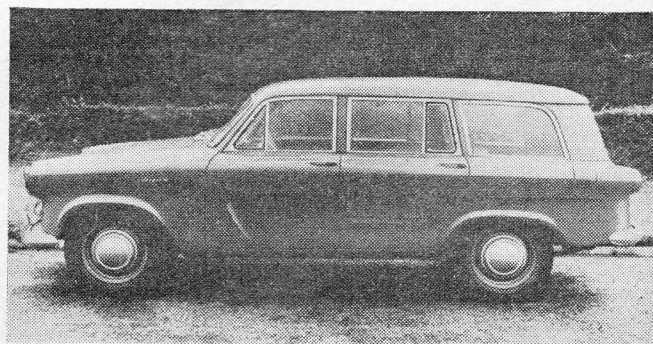
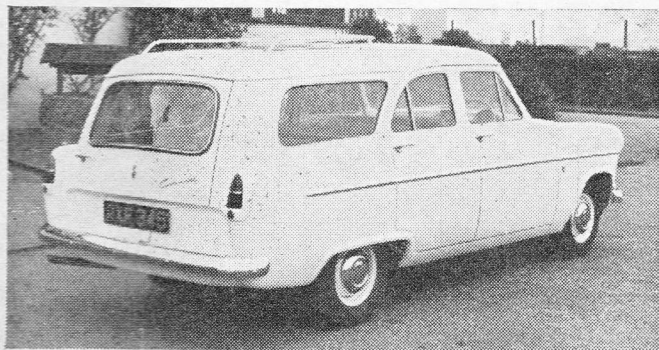
LAYSTALL ECONOMY CONVERSION

THE new Alexander Laystall Super Economy Conversion, to be exhibited at Earls Court, has been made possible by the use of Premium petrols, and the new 100 octane fuels. The conversions have all been designed to use higher compression ratios, and by this method far greater power has been extracted from the engine with improved fuel economy. In order to give even greater economy, higher rear axle ratios of between 10-15 per cent. have been

charge £12 12s. All literature on these conversions, and an experienced staff to deal with queries will be available on the Laystall stand, number 232, telephone FULham 5540, in the balcony at Earls Court.

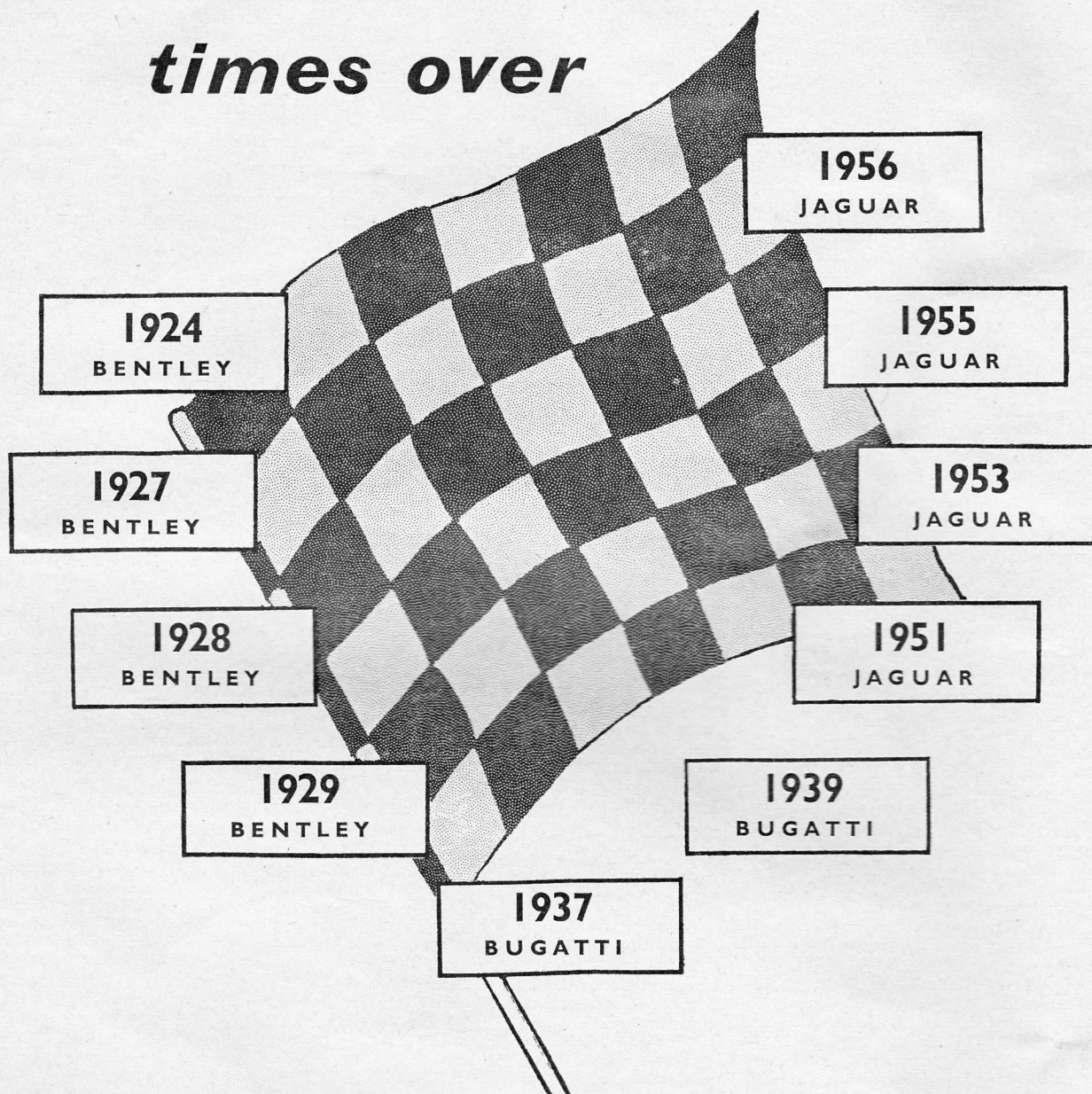
JAGUAR SUSPEND RACING

AFTER much thought, Jaguar have decided to withdraw from all International and other racing, and there will be no official entries or works teams for events on the 1957 calendar. Their reason is much the same as that which supported the Mercedes-Benz withdrawal last year—namely, that a full racing programme places a very heavy burden on both the technical and research departments, which are already overburdened with work developing the normal products of the factory. Development on competition cars, however, will not be entirely discontinued, but whether or not Jaguar will return to racing in 1958, or stay out for still longer, must depend on circumstances.



TWO ESTATE CARS to be seen at Earls Court are the Ford Consul Farnham (left) and the Standard Vanguard Estate car (right). As can be seen from their outward appearance, both are derived from saloons bearing their name, the Farnham being a conversion by E. D. Abbott, Ltd., and the Vanguard body by Mulliners. The rear door on the Consul opens to the side, while the Vanguard is equipped with the drop tailboard type.

***Here's proof ten
times over***



that you can rely on

There's no stiffer test for a car, or for the life and reliability of its brakes, than the 24-hour road race at Le Mans. This race has been won *ten times* by cars equipped with MINTEX brake liners.

MINTEX

No better liner was ever fitted to a brake shoe

MINTEX brake and clutch liners are manufactured by British Belting and Asbestos Ltd., Cleckheaton, Yorkshire, and are obtainable at leading garages throughout the country.

WHERE TO FIND THEM

Car Exhibits at Earls Court

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B.R.M. NEWS

FOLLOWING on the failure of a rubber grease-retaining cover for a pot joint on the final drive of Mike Hawthorn's B.R.M. in the British G.P., an entirely different type of pot joint cover is being evolved at Bourne. Changes in the degree of backlash in timing gears are also being experimented with, after the failure of these components on Flockhart's car early in the same race. The car in which Tony Brooks crashed so unfortunately has proved to be less damaged than anticipated after the fire, and most of it can be repaired. The chassis will, however, be replaced by one of increased length, as used on Hawthorn's car. Meantime, short distance tests of revised components on the cars have been conducted in past weeks at Folkingham, followed by high speed long-distance testing, both at Silverstone and at Monza, in the hands of Flockhart and Brooks.



Photograph by Patrick Benjafield

PORTRAIT GALLERY

No. 55—AUSTEN MAY

THOSE who know him well call him "Wheelspin", not for any throttle happiness but in recognition of his authorship of a book on trials motoring of that name. He could equally justly be nicknamed "Shelsley Walsh", since that is another of his printed works, but "Prescott" May might be more apt than any. There, on the famous Gloucestershire gradient, he achieved his most gratifying success of all, in winning the 1954 International Hill-Climb outright with his 500 c.c. Cooper. The weather helped, as he is the first to admit, but he deserved his victory in reward for over 20 years of hard trying in competition work, which began pre-war with "mudplugging" in an ex-works "Cream Cracker" M.G. He won the Gloucester, the Lawrence, the Wade, the Coventry, and many other trials, then, the Hitler War having come and gone, he took to an ex-Hutchison V8 Special, to scoop the Vesey, two Hagley trials and many other events. A spot of successful Alpine rallying ensued, then Austen beheld the first British G.P. at Silverstone late in 1948. He promptly resolved to shake the mud off his feet, and forthwith bought a very famous Cooper 500—that in which Stirling Moss began his racing career.

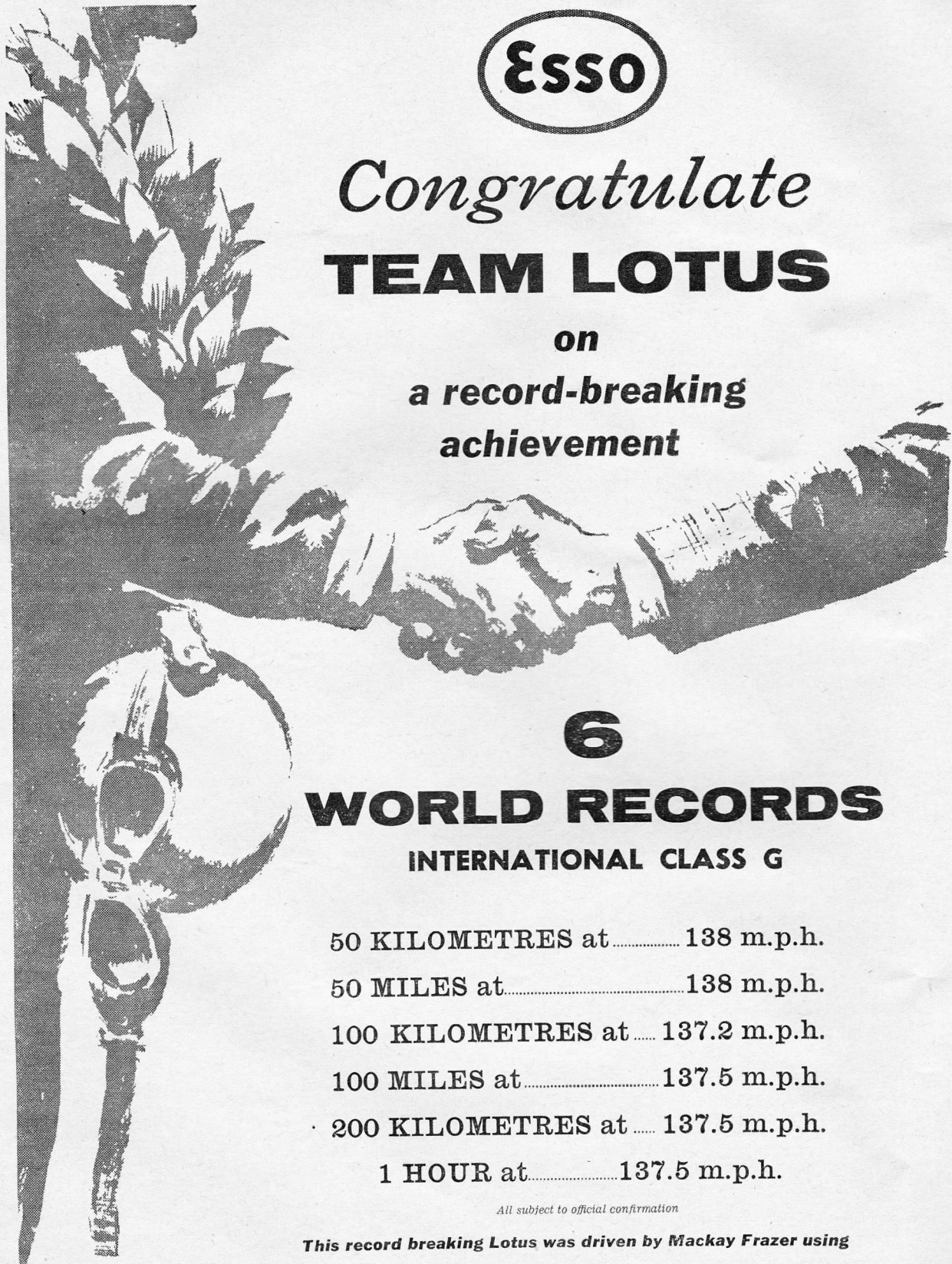
May has packed a formidable amount of racing into each season since then, always Cooper-mounted, and can count amongst his achievements B.T.D.s at Rhydymwyn, Alton Towers, Lydstep and elsewhere, plus numerous class wins at other British venues, Prescott in particular, and "places" abroad at Orleans, Chimay, Monaco, Luxembourg and Zandvoort. Shrewd in his choice of events, and balancing speed and sense to a nicety at the wheel, Austen May at 45 can be counted on for a good racing performance wherever he appears. This season marks his last at the wheel of a "500", for he has now sold the Cooper, but on his future plans he is non-committal at this stage.

C.P.



Congratulate
TEAM LOTUS

on
a record-breaking
achievement



6
WORLD RECORDS
INTERNATIONAL CLASS G

50 KILOMETRES at..... 138 m.p.h.

50 MILES at..... 138 m.p.h.

100 KILOMETRES at..... 137.2 m.p.h.

100 MILES at..... 137.5 m.p.h.

200 KILOMETRES at..... 137.5 m.p.h.

1 HOUR at..... 137.5 m.p.h.

All subject to official confirmation

This record breaking Lotus was driven by Mackay Frazer using



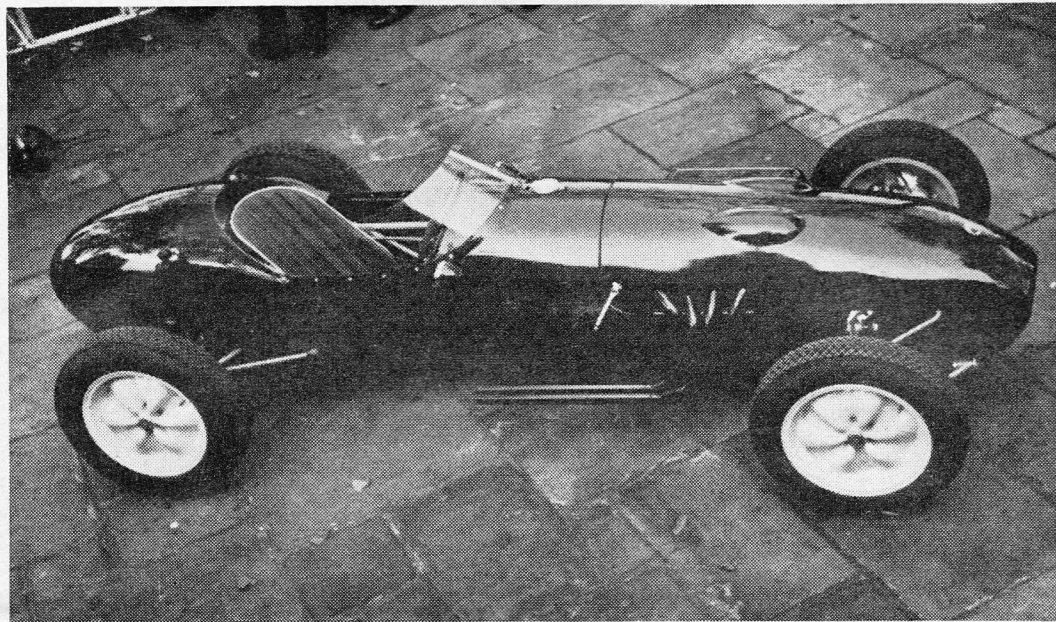
EXTRA PETROL AND MOTOR OIL

Exactly the same superb products you can
buy from your local Esso Dealer

★

STRIKING aspect of the first-ever "mono-posto" Lotus reveals the slim lines of this featherweight racing car. The wheels are of cast magnesium alloy and there is an almost reclining seat for the driver. It is the first car to be fitted with the new Mundy-designed 2-o.h.c. Coventry-Climax engine.

★



NEW—THE FORMULA 2 LOTUS

First View of the First Single-Seater from Hornsey

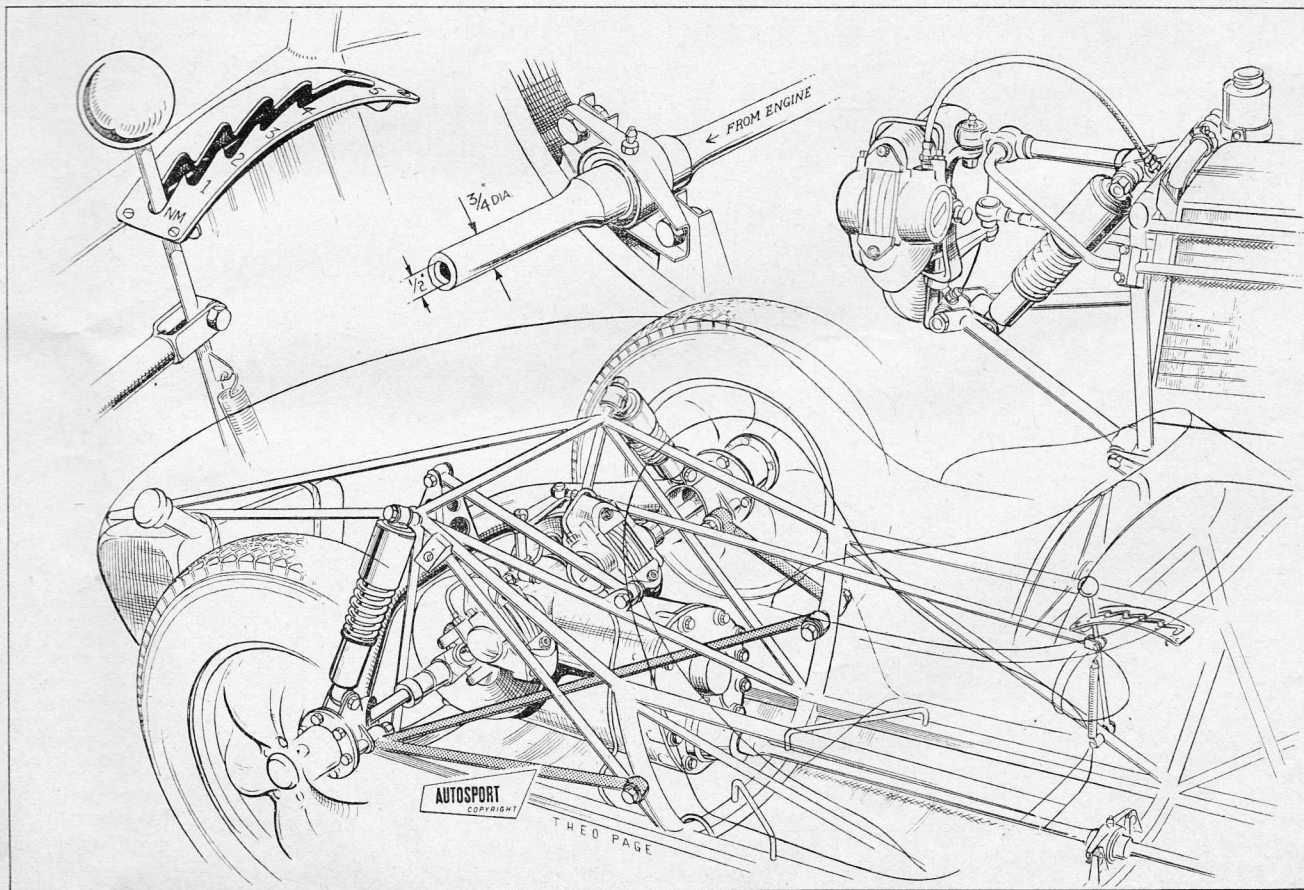
FEATURES of the new car are illustrated in the Theo Page drawings below. At top left is the novel straight-through gear-change gate for the five-speed box that is in unit with the final drive. Next is shown the slender propeller shaft with

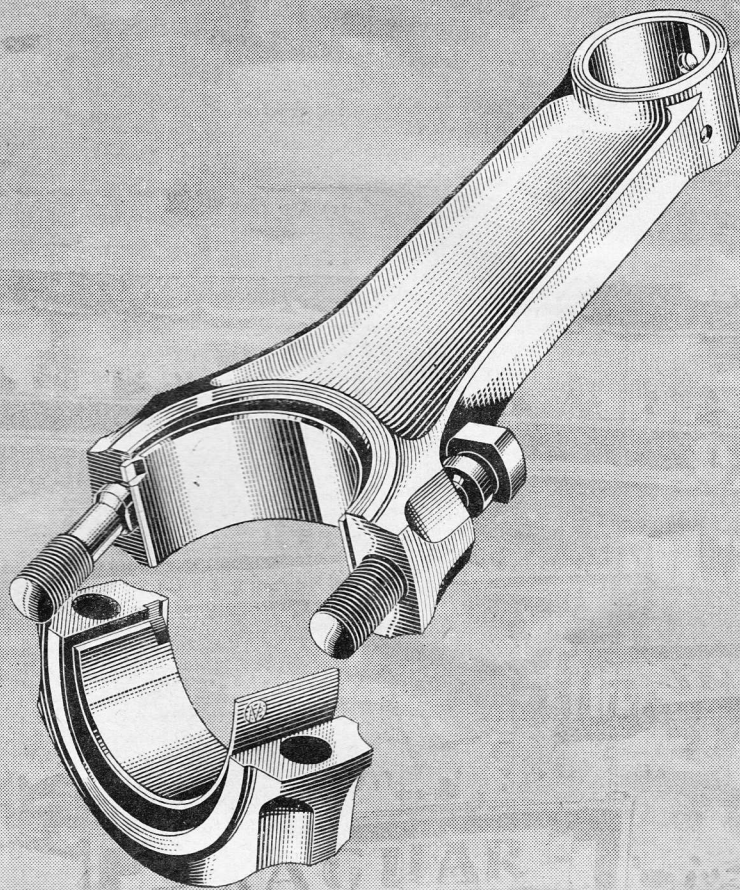
its steady-bearing, and on the right, the front suspension wishbones, incorporating an anti-roll bar. In the large drawing, the inboard rear disc brakes are visible, with the de Dion tube behind and the triangulated radius rods leading forward.

THE meteoric rise to fame of Lotus competition sports cars has been one of the most exciting features of post-war motoring history. Now, Colin Chapman has designed the first Lotus single-seater racing car, and one can say, straight away, that its potentialities are tremendous.

The power unit is the new 81.2 mm. x 71.1 mm., 1,475 c.c. Coventry-Climax twin overhead camshaft engine, designed by Harry Mundy. It has two twin-

(Continued on page 491)





VANDERVELL

BEARINGS & BUSHES



STAND No 269
FIRST FLOOR
INTERNATIONAL MOTOR SHOW
EARL'S COURT

The Formula 2 Lotus—continued

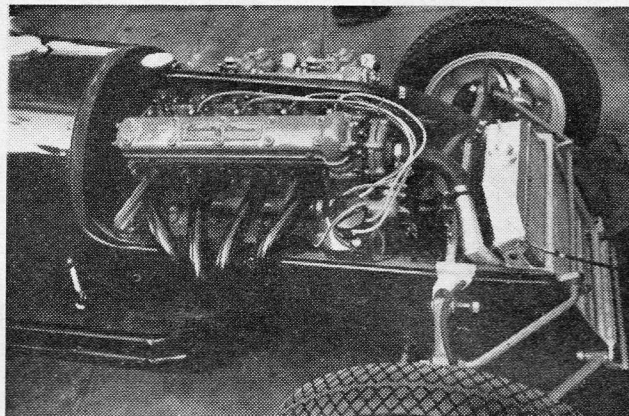
choke carburetters, and develops 141 b.h.p. at 7,000 r.p.m. This formidable piece of machinery is installed in a car with a total weight of only 5½ cwt., so the power-to-weight ratio can only be described as fantastic. The engine is set well back in the chassis, with a low and steeply inclined radiator ahead of it.

The frame is a fabricated structure of square- and round-section tubes. Two of the main frame tubes also do double duty, as oil pipes to the tail-mounted, three-gallon dry sump tank. The 12 gal. fuel tank is in the scuttle, over the driver's legs. The body is a narrow single-seater, with very pretty lines.

Differing from all previous Lotus cars, the front suspension is by fabricated tubular wishbones, of which the bottom ones are slightly the longer. The top wishbones incorporate an anti-roll torsion bar, of which the arms also form half the wishbones. The steering is by rack and pinion.

At the rear, there is a de Dion axle, with one central tubular radius arm at the top, and two lower radius arms, of which the offside one is in the form of a wide A for lateral location of the beam. Suspension all round is by Girling helical spring and telescopic

★
POWER PACK is the latest version of the Formula 2 Coventry Climax engine. The 1,475 c.c. twin overhead camshaft unit produces a sustained 141 b.h.p. at 7,000 r.p.m. Two double-choke carburetters are fitted.



★
damper units. The disc brakes are in-board-mounted at the rear, and the wheels are a new design of magnesium disc, with strengthening ribs. The wheel-base measures 7 ft. 4 ins., track front and rear is 4 ft., while the overall length of the car is 10 ft. 11 ins.

The most radical design feature of the car is the combined five-speed gearbox and final drive. This gives a 6 ins. step down to the propeller shaft, which is a torsion bar in effect, only ¼ in. in diameter. The gear lever works in a

fore and aft quadrant, and all ratios are engaged progressively. The primary shaft slides longitudinally, and incorporates a dog which moves through the centre of each pinion in turn, engaging with splines broached therein. All gears are indirect, and at the rear of the box a hypoid final drive is incorporated.

From this short description, it will be apparent that the Formula 2 Lotus is one of the most promising racing cars ever produced in this country.

JOHN V. BOLSTER.



OPENING the 1956 social season on Friday last, 12th October, was the Monte Carlo Rally British Competitors' Club's Jubilee dinner in London at the Park Lane Hotel. On the left (top), Mrs. Jack Kemsley, wife of the M.C.R.B.C.C. chairman, presents Ronnie Adams with three silver cigarette cases in commemoration of his fine 1956 victory.

WINNERS ALL: (Above) A rare picture, showing outright "Monte" winners: (l. to r.) Sidney Allard, Ronnie Adams, Guy Warburton (co-winner with Allard) and Donald Healey.



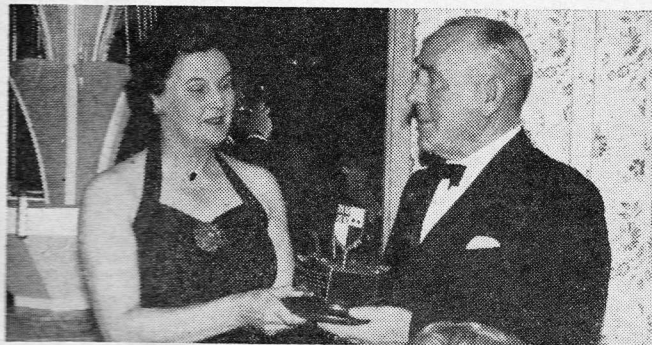
TIME CONTROL: Competitors signing in at the Longines control during the contest for the most accurate guess as to time. On the left is Dick Richardson of Fords; on the right is Col. Stanley Barnes.

THE B.A.R.C. ENTERTAIN

THE Annual Dinner of the B.A.R.C. will be held at Grosvenor House, London, W.1, on Friday, 2nd November. The Duke of Richmond and Gordon, President of the Club, will be in the chair and one of the principal speakers will be the Rt. Hon. Lord Brabazon of Tara. Tickets for the dinner are available from H. J. Morgan, General Secretary, B.A.R.C., 55 Park Lane, London, W.1.

The B.A.R.C. London Social Programme includes dinner/dances at the Hyde Park Hotel, apart from the big annual function on 2nd November. The Hyde Park dinner/dances take place on Saturday, 8th December, and Saturday, 16th February, 1957.

During February, the eighth of the well-known series of Midnight Film Matinees, originated by the Club and held regularly since 1950, will be arranged at the Curzon Cinema, Mayfair, W.1.



TRIBUTE to the Skipper: Mrs. Kemsley presenting Capt. Walker with a memento in recognition of his services as skipper of the Lord Warden, in charge of several cross-Channel trips on behalf of the "Monte".

FIRST LAP of the Formula 1 race, and Salvadori (Maserati) has Scott-Brown (Connaught) breathing down his neck as they enter Kidney Bend. Behind are Paul Emery (Emeryson) and Leston, Lewis-Evans and Fairman in Connaughts.

Scott-Brown's Connaught, the Emeryson and Leston into Paddock Bend, then shooting up Pilgrim's Rise at awe-inspiring pace. They completed lap 1 in practically no time at all, and now Scott-Brown was right on Salvadori's tail. Then the latter left an infinitesimal space on the inside at Paddock Bend, through which Archie nipped in a trice to snatch the lead for Connaught.

Meanwhile, the valiant Emery, his Emeryson smoking too much for good health, was passed, first by Leston, then by Lewis-Evans, then by Fairman, all with works Connaughts. But he clung grimly to sixth position until the seventh

BRANDS HATCH "PETIT PRIX"

Connaught 1-2-4 in Formula 1 Race—Salvadori (Maserati) Third—Winner Scott-Brown Breaks Circuit Lap Record—Good Day for Stuart Lewis-Evans—Tony Brooks (Cooper) Wins Formula 2 Event

ONE of the real sunny days we inhabitants of England are owed after the ruinous 1956 summer was granted us on Sunday last, when gorgeous Autumn sunshine helped to make the B.R.S.C.C.'s October meeting a brilliant success. Basking in it was a crowd of some 37,000 spectators—the second best attendance ever at the popular Kentish circuit. The racing they watched was as brilliant as the weather.

Big attraction of the day was the Formula 1 event, staged as a result of AUTOSPORT's lament that outings for Grand Prix cars in this country were becoming too few. An original proposal was that it should be over 50 laps,

ON GOOD FORM last Sunday was local driver Stuart Lewis-Evans, seen (right) in his first drive in a G.P. Connaught, closing on Les Leston. He passed, to finish second.

(Below) Lewis-Evans also won his heat and the Final of the Sporting Record Trophy for Formula 3 cars. Here he laps a Staride in the Beart-entered Cooper.

but this was deemed too long—perhaps for fear that the high speed string of Grand Prix cars tearing around the compact little circuit might emulate the famous oozlum bird and—well, just disappear. So 15 laps it was, and highly exciting they were to behold.

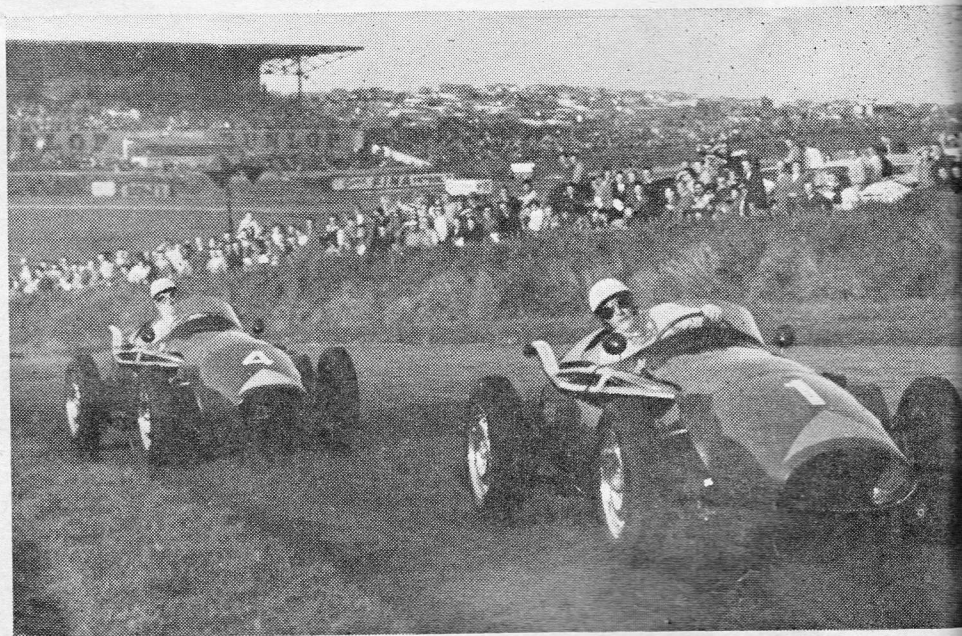
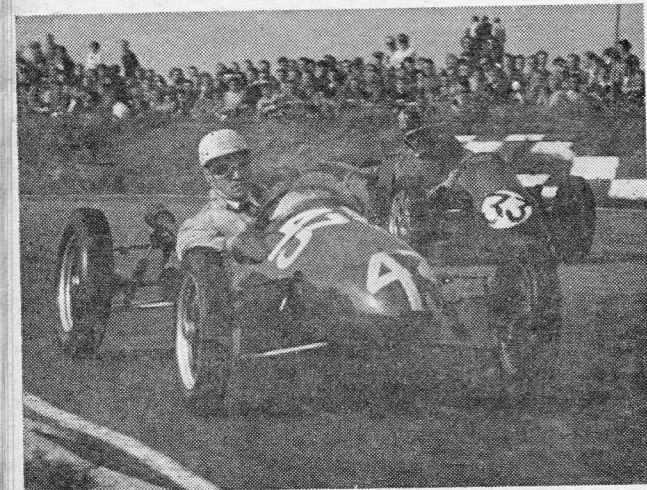
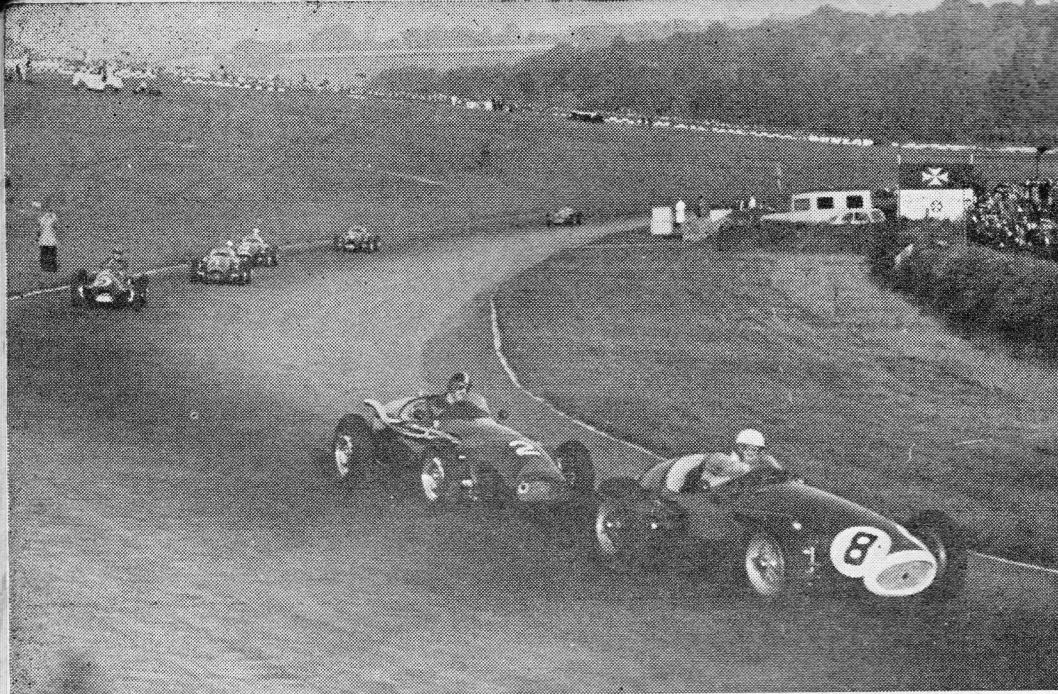
Connaught Engineering were present in strength, with four superbly turned-out cars, and cockpit artists Scott-Brown, Stuart Lewis-Evans, Leston and Fairman at the wheels—and Lewis-Evans in his first G.P. drive did great things in practice, turning fastest lap of all, below record time. Main opposition was Roy Salvadori in the Gilby Engineering Co.'s green G.P. Maserati, while Bruce Halford also supported the Trident. Of the rest, the indomitable Paul Emery had his Emeryson, and Bob Gerard and W. F. Morice their older Cooper-Bristols.

Roy Salvadori's start was brilliant, the Maser. leaping away with a wonderful song from its six-cylinder engine, to lead

round, when the inevitable happened, he slowed, and toured sadly paddock-wards. By that time Scott-Brown was a good 4 secs. ahead of Salvadori, with the order behind Leston, Lewis-Evans, Fairman, Halford, Gerard.

Les Leston seemed content with third place, behind Salvadori, so Stuart Lewis-Evans took it on to himself to tackle this formidable combination, passing his team mate on round nine, and going all out to catch the Maserati. Three laps later and he'd done it, to run out a fine second in the race to Scott-Brown, equalling the latter's lap record of 74.90 m.p.h., and thoroughly earning his place in the Connaught 1957 team. As befitting a No. 1, however, the brilliant Archie went one better, turning the fastest lap of all in 59 secs. dead, a new Brands Hatch circuit record at 75.66 m.p.h.

The rest of the programme comprised the *Sporting Record* Trophy for F3 cars,



POLISHED performer in the Formula 2 race was Tony Brooks with Rob Walker's Cooper-Climax. He led from start to finish. Being lapped is A. Zains (Lotus).

in two heats and two finals, a 12-lap Formula 2 event, an up to 1,200 c.c. sports car race, and the Fibreglass Trophy handicap over 10 laps. Heat 1 of the *Sporting Record* race saw that "grand old man" of Brands, "Pop" Lewis-Evans, seize a first lap lead, only to cede it to R. J. Barrett (Cooper), who then led impeccably to the end. "Pop" retained his second position, and third was a promising challenger, R. Bayton, in what looks like an ex-Don Parker Kieft. P. J. Mutton's Iota broke a radius arm, while R. E. Plummer in another Iota suffered a very unpleasant inversion on the top straight when seemingly essaying to swerve into a passing competitor's slipstream. His injuries, amounting to a cut face, a suspect jaw fracture and loss of several teeth, must be rated light, since the car came down with considerable force on top of him.

Stuart Lewis-Evans, on brilliant form, wasn't being caught by Jim Russell, Don Parker or anyone else in the second heat, and just romped away. George Wicken went swiftly to the attack, however, going for Russell, and catching him on lap 2. Jim, looking quite unruffled, sat behind until the penultimate round, then launched his attack, to catch George spectacularly at Paddock Bend. Striving to hold the flying Russell, the latter gyrated at Druids Hill, finally finishing sixth.

The second final saw A. V. Cowley, now back in his old yellow Cooper instead of the Petty, lead in polished style from start to finish. It is time this excellent pilot was seen in a topline F3 car. The Petty, as it happened, came through well into second place, driven by G. M. Jones, with "Red" Harrison a forceful third. D. F. Iszatt (Cooper-J.A.P.) had his No. 13 turn sour on him after lying second, and retired.

The first final, contested by the established "aces", was Lewis-Evans's all the way, with Jim Russell unable to do anything about him. Never happy without having a good "bash", F3 lap record holder George Wicken became embroiled with David Boshier-Jones in a struggle for fourth place. After seven laps Wicken got past, but two laps later "Bosh" reversed the order again, squeezing past with a "thou." clearance at Paddock. Ivor Bueb overdid things entering Kidney Bend, burning up the turf on the infield, and a lap later at the same spot Boshier-Jones also went off, but voluntarily, his Norton's big end crying "enough".

Tony Brooks gave a superb exhibition of driving in the Formula 2 race with Rob Walker's blue F2 Cooper-Climax, never putting a wheel wrong, and outstripping Jack Brabham's works car. But Jack certainly tried, as his fastest lap at 75.15 m.p.h.—a new F2 record—demonstrated. Alas, a whiff of smoke on lap 6 heralded piston trouble, and his race was over after nine rounds. Dennis Taylor drove brilliantly to hold third position in his sports Cooper-Climax behind Brabham, then inherited the Australian's second place until the 11th lap, when Ivor Bueb took him very slickly, to finish .4 sec. ahead.



Race 4, for sports cars up to 1,200 c.c., saw Peter Gammon and R. Mackenzie-Low (Coopers), Graham Hill (Lotus), Stuart Lewis-Evans (Elva) and Les Leston and Peter Jopp in Halseyco's hold the first six places unchanged for eight of the 10 laps. Then Graham Hill at last saw the opening he needed, and insinuated his Lotus past Mackenzie-Low into second place, while a lap later a distributor fault brought Lewis-Evans's Elva to a maddening halt with fourth place in sight.

Preceding the handicap for Fibreglass-bodied cars was a smart little *Concours d'Élégance*, staged in an enclosure near the paddock. Entrants included Petula Clark's mauve Turner, Bob Gerard in another Turner, George Wicken's and "Pop" Lewis-Evans's Cooper 500s and the latest sports Arnott with Lea-Francis engine. After the concourists drove a lap of honour, the dozen contestants in the 10-lap handicap marshalled on the grid. So far as the handicap is concerned, Archie Scott-Brown with 1 min. 5 secs. start in the Elva recently vacated by Lewis-Evans (its distributor righted), had no difficulty in dealing with the field, catching Bob Gerard's leading Turner after two laps. E. Snusher's E.J.S.-Climax lay second initially, was relegated by Archie to

third, then moved up past Gerard, there to remain until lap 7. By then Snusher had C. T. Lawrence in his mirror, which was unfortunate for the latter, as the E.J.S. spun on emerging from Clearways, and Lawrence's M.G. collided with it, going off-course and retiring. Snusher, limping from the scene with a large bite in a front wing, did likewise, so that Stuart Lewis-Evans, scorching round in his Cooper 500, reaped the reward of a lap at 74.65 m.p.h. by getting second place, with "Pop" making it a family affair in fourth place, separated by John Horridge's Lister-Bristol. Bob Gerard was fifth and poor Jeff Sparrowe, giving Scott-Brown 5 secs. start in his M.G. coupé, could only manage sixth. A nice win for Elva, nonetheless, and a rare occasion indeed, when Archie Scott-Brown should win a handicap. He was rewarded by having Petula Clark join him on his lap of honour, at which commentator John Bolster quipped, "Now Archie, no parking!"

So that was the October Brands. Not the last of 1956, for there's the Boxing Day fixture yet to come, but definitely one of the season's best. And what a time it took for the 37,000 satisfied spectators to get through the narrow exit lanes and out to the main road home!

C. POSTHUMUS.

THE RESULTS

Race 1. "Sporting Record" Trophy Race (Formula 3). Heat 1 (8 laps): 1, R. J. Barrett (Cooper), 8 m. 56.2 s. (66.60 m.p.h.); 2, L. Lewis-Evans (Cooper), 9 m. 1.8 s.; 3, R. Bayton (Kieft), 9 m. 2.0 s.; 4, A. Eccles (Cooper); 5, P. A. Luke (Cooper); 6, C. W. A. Heyward (C.H.S.).

Fastest lap: Eccles, 65.4 s. (68.26 m.p.h.).

Heat 2 (8 laps): 1, S. Lewis-Evans (Cooper), 8 m. 12 s. (72.59 m.p.h.); 2, J. Russell (Cooper), 8 m. 18 s.; 3, D. Parker (Cooper), 8 m. 20.2 s.; 4, D. Boshier-Jones (Cooper); 5, T. Bridger (Cooper); 6, G. Wicken (Cooper).

Fastest lap: Lewis-Evans, 60.2 s. (74.15 m.p.h.).

First Final (12 laps): 1, S. Lewis-Evans (Cooper), 12 m. 17 s. (72.68 m.p.h.); 2, J. Russell (Cooper), 12 m. 21.2 s.; 3, D. Parker (Cooper), 12 m. 28.2 s.; 4, G. Wicken (Cooper); 5, T. Bridger (Cooper); 6, I. Bueb (Cooper).

Fastest lap: Lewis-Evans, 60.0 s. (74.40 m.p.h.).

Second Final (10 laps): 1, A. V. Cowley (Cooper), 10 m. 34.6 s. (70.34 m.p.h.); 2, G. M. Jones (Petty), 10 m. 47.0 s.; 3, R. E. D. Harrison (Cooper), 10 m. 57.2 s.; 4, G. F. Meharey (Cooper); 5, P. R. Ellis (Cooper); 6, J. Forster (Parker).

Fastest lap: Cowley, 61.6 s. (72.47 m.p.h.).

Race 2. Formula 2 Cars (12 laps): 1, C. A. S. Brooks (Cooper), 12 m. 6.6 s. (73.73 m.p.h.); 2, I. Bueb (Cooper), 12 m. 29.6 s.; 3, D. Taylor (Cooper), 12 m. 30.0 s.; 4, R. Bicknell (Lotus); 5, G. Hill (Lotus); 6, R. Mackenzie-Low (Cooper).

Fastest lap: J. Brabham (Cooper), 59.4 s. (75.15 m.p.h.). **New F2 record.**

Race 3. Formula 1 Cars (15 laps): 1, A. Scott-Brown (Connaught), 15 m. 7.6 s. (73.78 m.p.h.); 2, S. Lewis-Evans (Connaught), 15 m. 11 s.; 3, R. Salvadori (Maserati), 15 m. 13.4 s.; 4, L. Leston (Connaught); 5, J. E. G. Fairman (Connaught); 6, B. Halford (Maserati).

Fastest lap: Scott-Brown, 59.0 s. (75.66 m.p.h.). **New F1 and circuit record.**

Race 4. Sports Cars, up to 1,200 c.c. (10 laps): 1, P. Gammon (Cooper), 10 m. 33.8 s. (70.43 m.p.h.); 2, G. Hill (Lotus), 10 m. 34.6 s.; 3, R. Mackenzie-Low (Cooper), 10 m. 35.6 s.; 4, L. Leston (Halseyco); 5, P. Jopp (Halseyco); 6, K. A. Greene (Cooper).

Fastest lap: Hill (Lotus), Gammon, Mackenzie-Low (Coopers) and S. Lewis-Evans (Elva), 62.4 s. (71.54 m.p.h.).

Race 5. Fibreglass-Bodied Cars Handicap (10 laps): 1, A. Scott-Brown (Elva), h'cap 1 m. 5 s., 11 m. 14.2 s. (68.76 m.p.h.); 2, S. Lewis-Evans (Cooper), scratch, 11 m. 51.4 s.; 3, J. Horridge (Ester), h'cap 30 s., 12 m. 15.2 s.; 4, L. Lewis-Evans (Cooper), h'cap 40 s.; 5, P. R. Gerard (Turner), h'cap 1 m. 30 s.; 6, J. Sparrowe (M.G. Spl.), h'cap 1 m. 0 s.

Fastest lap: S. Lewis-Evans, 59.8 s. (74.65 m.p.h.).

SPECIFICATIONS

of High Performance Models for 1957

KEY TO ABBREVIATIONS. N.S., not showing at Earls Court. Cyls.: L, in line; V, vee; H, horizontally opposed. Valves: OHV, overhead valves; SV, side valves; OHIV, overhead inlet, side exhaust; OHC, overhead camshaft; 2OHC, twin overhead camshafts. TS, two-stroke. Cooling: W, water; A, air. Carburettors: SU, SU; SX, Solex; ST, Stromberg; W, Weber; Z, Zenith; H, Holley; A, Amal; R, Rochester. F.I., Fuel Injection. Suspension (Suspension media): T, transverse leaf springs; H, helical springs; S, semi-elliptic leaf springs; B, torsion bars; P, wishbones; V, vertical slides; T, trailing links or arms; S, split or swing axle; D, de Dion axle; R, rigid (live) axle.

Make	Stand No.	Type	Power Unit										Gear Ratios (col)				Suspension				Dimensions (ins.)				Basic	Including P. Tax
			Cyls.	Bore (mm.)	Stroke (mm.)	Capacity (c.c.)	Compression ratio (to 1)	Valves	Cooling	B.H.P.	R.P.M.	Carburettor(s)	1	2	3	4	Front	Rear	Tyre size	Overall length	Overall width	Ground clearance	Wheelbase	Weight (lbs.)		
A.C.	141	Ace (A.C. engine) Accat (A.C. engine) Ace (Bristol engine) Acca (Bristol engine)	L6 L6 L6 L6	65 65 69 69	100 100 96 96	1991 1991 1971 1971	8 8 — —	OHC OHC OHV OHV	W W W W	90 90 120 105	4500 4500 5750 5000	3SU 3SU 3SX 3SX	12.34 12.34 11.42 10.56	7.21 7.21 7.43 6.64	4.98 4.98 5.05 4.70	3.64 3.64 3.91 3.64	TW TW TW TW	TW TW TW TW	16×550 16×550 16×550 16×550	151½ 153½ 151½ 153½	59½ 61 61 61	6 6 6 6	90 90 90 2016	1685 1848 1792 2016	1,100 1,375 1,340 1,585	1,651 2,063 2,011 2,378
Alfa Romeo	127	*Giulietta Sprint Coupe 1900 Super Sprint	L4 L4	74 84.5	75 88	1290 1975	8 8	2OHC 2OHC	W W	65 115	6000 5500	1SX 2SX	16.3 11.6	9.5 7.2	6.1 5.7	4.5 4.5	HW HW	HR HR	155—15 16×600	156 175	60 63	5½ 5	94 99	1763 2090	1,565 2,450	2,348 3,676
Allard	125	*J2R Palm Beach, Mk. II (Zodiac) Palm Beach Mk. II (Jaguar)	V8 L6 L6	96.8 82.5 83	92 79.5 106	5420 2553 3442	9 7.5 8	OHV OHV 2OHC	W W W	270 90 190	4600 4400 5500	2 R 3 Z 2SU	— 10.7 10.55	— 6.18 6.2	— 3.77 4.28	— — 3.54	HS TW TW	HD H H	16×650 15×600 15×600	150 150 150	59 63 63	5 6 6	96 96 96	2240 2240 2408	— 1,050 1,300	— 1,576 1,951
Alvis	137	TC-108G	L6	84	90	2993	8	OHV	W	104	4000	2SU	11.2	7.28	5.01	3.77	HW	SR	15×600	182½	66	7½	111½	3085	2,300	3,451
Armstrong Siddeley	143	Sapphire 234 Sapphire 346*	L4 L6	90 90	90 90	2290 3435	7.5 7	OHV OHV	W W	120 150	5000 5000	2SU 2ST	15.7 12.8	9.7 8.5	6.5 5.8	4.5 4.1	HW HW	SR SR	15×645 16×670	180 193	68½ 72	6¾ 8	111 114	2912 3708	940 1,215	1,411 1,823
Aston Martin*	174	DB2-4 Mk. II	L6	83	90	2972	8.2	2OHC	W	140	5000	2SU	11.0	7.45	5.01	3.77	HT	HR	16×600	171½	65	8½	99	2436	2,050	3,076
Austin	157	A105	L6	79.4	89	2639	8.25	OHV	W	102	4600	2SU	13.1	8.7	5.6	3.9	HW	SR	15×670	180¾	64	7	105¾	2940	799	1,199
Austin-Healey	118	100-Six	L6	79.4	89.0	2639	8.25	OHV	W	102	4600	2SU	12.0	7.5	5.2	3.9	HW	SR	15×590	157½	60½	5½	92	2436	762	1,144
Bentley	170	Continental	L6	95.25	114.3	4887	6.6	OHIV	W	—	—	—	11.2	7.7	4.3	2.9	HW	SR	15×760	210½	78¾	7	123	3830	4,775	7,163
Berkeley	119A	Sports	L2	60	57	322	—	TS	A	15	4800	1 A	13.9	8.4	5.3	—	HW	HS	12×520	123	50	—	70	616	382.10	574
BMW*	128	507 503	V8 V8	82 82	75 75	3168 3168	7.5 7.5	OHV OHV	W W	140 140	4800 4800	2SX 2SX	11.45 13.8	7.5 8.6	5.55 5.42	4.45 3.9	BW BW	BR BR	16×600 16×640	173 186½	65 67	— —	97½ 111½	2579 3219	— —	— —

Bristol	147	405 Saloon Drophead	L6 L6	66 66	96 96	1971 1971	8.5 8.5	OHV OHV	W W	105 105	5000 5000	35X 35X	15.24 15.24	7.71 7.71	5.46 5.46	4.22 4.22	TW TW	BR BR	16×575 16×575	189½ 189½	68 68	6½ 6½	114 114	2712 2750	2,390 2,450	3,586 3,676	7 0 7 0
Citroën	148	DS19	L4	78	100	1911	7.5	OHV	W	75	4500	1 W	13.79	6.96	4.77	3.31	PW	PT	16×650	189	70½	—	123	2464	1,090	1,636	7 0
Cooper	N.S.	Sports Racing	L4	72.4	66.6	1098	9.8	OHV	W	75	6250	25U	—	—	—	—	TW	TW	15×450 front	130	—	—	89	896	—	—	—
Daimler	168	Conquest Drophead	L6	76.2	88.9	2433	—	OHV	W	100	4400	25U	15.78	9.08	6.04	4.11	BW	SR	15×600	177	67	—	104	2800	1,262.8.8	1,895	0 0
Dellow	N.S.	Mk. 11c Mk. V	L4 L4	92.5 92.5	63.5 63.5	1172 1172	6.16 7	SV SV	W W	31 36	4200 4400	1 Z 15X	16.9 14.4	9.7 8.3	5.5 4.7	—	TR HR	HR HR	16×475 16×475	136 132	54 55	9 7	82½ 84	1288 1064	465 525	698 788	17 0 17 0
Fiat	139	1100 TV	L4	68	75	1089	8	OHV	W	53	5200	1 W	16.6	10.2	6.8	4.3	HW	SR	14×520	148½	57½	5	92	1904	750	1,126	7 0
Ford (G.B.)	145	Zephyr	L6	82.6	79.5	2553	7.8	OHV	W	90	4400	1 Z	11.1	6.4	3.9	—	HW	SR	13×640	178½	69	6.8	107	2650	580	871	7 0
Frazer-Nash	128	Le Mans Coupe* V8 Continental	L6 V8	66 72	96 75	1971 2430	7.2	OHV OHV	W W	140 —	5750 —	35X 25X	10.7 —	6.9 —	4.7 —	3.6 —	TW TW	BR TD	16×550 16×600	156 156	58 58	—	96	1848	2,500 2,500	3,751 3,751	7 0 7 0
H.R.G.	N.S.	1½-litre	L4	73	89.6	1496	8.8	2OHC	W	108	5750	25X	12.3	7.7	5.0	4.0	TW	TW	16×525	—	—	7	96	—	—	—	—
Jaguar	152	XK140 Open 2-Str.* Mk. VII "M"*** 2.4 litre D Type	L6 L6 L6 L6	83 83 76.5 83	106 106 106 106	3442 3442 2483 3442	8 8 8 —	2OHC 2OHC 2OHC 2OHC	W W W W	190 190 112 250	5500 5500 5750 6000	25U 25U 25X 3 W	11.95 14.4 15.35 7.61	7.01 8.5 9.01 5.82	4.8 5.8 6.21 4.52	3.54 4.3 4.55 3.54	HW HW HW TW	SR SR SR TR	16×600 16×670 15×640 16×650	176 196½ 180½ 154	64½ 73 66½ —	7 7½ 7 —	102 120 107½ 90	2770 3780 2800 1960	1,127.10 1,140 953 2,585	1,692 1,711 1,430 3,878	12 0 7 0 17 0 17 0
Jensen	151	541	L6	87	111	3993	6.86	OHV	W	130	3700	35U	9.9	6.8	4.2	2.9	HW	SR	16×550	178	63	7	105	2968	1,435	2,153	17 0
Lagonda	166	3-litre Saloon*	L6	83	90	2922	8.2	2OHC	W	140	5000	25U	13.3	9.0	6.1	4.6	HW	BW	16×600	196	69½	7	113½	3696	2,600	3,901	7 0
Lancia	133	Aurelia G.T.2500 Spyder Flaminia	V6 V6 V6	78 78 80	85.5 85.5 81.5	2451 2451 2458	8 8 8	OHV OHV OHV	W W W	110 118 98	5000 5000 4800	1 W 1 W —	12.2 12.2 —	7.9 7.9 —	5.3 5.3 —	3.7 3.7 —	HW HW HW	SR SR SD	16×550 16×550 —	172 166 —	61 61½ —	6 6 —	104½ 96½ 113	2548 2352 —	2,230 — —	3,346 — —	7 0 — —
Lotus	121	Eleven Le Mans* Eleven Club Eleven Sports	L4 L4 L4	72.39 72.39 63.5	66.6 66.6 92.5	1098 1098 1172	9.8 9.8 7.5	OHV OHV SV	W W W	75 75 36	6250 6250 4500	25U 25U 1 Z	9.15 — —	6.1 — —	4.5 — —	3.6 — —	HS HS HS	HD HR HR	15×450 front 15×450 front 15×450 front	134 134 134	— — —	— — —	85 85 85	854 854 868	1,387 1,083 872	2,080 1,624 1,308	0 0 0 0 0 0
Mercedes-Benz	123	190 SL 300SL	L4 L6	85 85	83.6 88	1897 2996	8.5 8.4	OHC OHC	W W	105 240	5700 6100	25X F.Inj	13.7 12.15	9.0 7.16	5.0 4.73	3.9 3.64	HW HW	HS HS	13×640 15×650	165 175	68 70	6 5	94 94	2380 2560	1,850 —	2,776	7 0
M.G.	154	MGA Magneite	L4 L4	73 73	89 89	1489 1489	8.3 8.3	OHV OHV	W W	72 68	5500 4600	25U 25U	15.65 16.53	9.52 10.1	5.91 6.25	4.3 4.55	HW HW	SR SR	15×560 15×550	156 169	58 63	6 6½	94 102	2009 2404	640 693	961 1,040	7 0 17 0
Morgan	126	4-4 Series II Plus 4 (TR2 engine)	L4 L4	63.5 83	92.5 92	1172 1991	7 8.5	SV OHV	W W	36 90	4400 4800	15X 25U	17.3 12.8	8.9 7.4	4.4 5.2	— 3.7	HV HV	SR SR	16×500 16×525	144 144	56 56	7 7	96 96	1456 1876	475 595	713 893	17 0 17 0

Continued overleaf

Specifications—continued.

Porsche	122	1600 Super Carrera	H4 H4	82.5 85	74 66	1582 1498	8.5 9	OHV 2OHC	A A	75 100	5000 6200	25X 25X	13.9 13.9	7.7 7.7	4.9 4.9	3.5 3.5	BT BT	BS BS	15×560 15×590	155½ 155½	65½ 65½	6½ 6½	83 83	1764 1850	1,425 1,910	2,138 17 0 2,866 7 0
Renault	156	Dauphine	L4	58	80	850	—	OHV	W	30	4250	15X	16.2	7.9	4.7	—	HW	HS	15×520	155	60	6	89½	1399	512	769 7 0
Riley	167	Pathfinder	L4	80.5	120	2443	7.25	OHV	W	110	4400	25U	13.6	8.4	5.9	4.1	BW	HR	16×600	183	67	7	113½	3333	940	1,411 7 0
Rover	153	1055*	L6	73	105	2638	8.5	—	W	108	4250	25U	14.5	8.8	5.9	4.3	HW	SR	15×600	178½	—	—	—	—	—	—
Standard	142	Vanguard Sportsman*	L4	85	92	2088	8	OHV	W	90	4500	25U	16.1	7.6	4.6	—	HW	SR	16×550	173½	67½	7½	102	2856	820	1,231 7 0
Sunbeam	144	Mk. III Rapier*	L4 L4	81 76.2	110 76.2	2267 1390	7.5 8	OHV OHV	W W	85 67.5	4400 5000	15T 2Z	12.43 16.62	9.63 12.90	5.81 7.78	3.9 5.22	HW HW	SR SR	16×550 15×560	167½ 160½	62½ 60½	6½ 7	97½ 96	2924 2280	765 695	1,148 17 0 1,043 17 0
Triumph	165	TR3	L4	83	92	1991	8.5	OHV	W	100	5000	25U	12.5	7.4	4.9	3.7	HW	SR	15×550	151	55½	6	88	1988	680	1,021 7 0

*Alfa Romeo: Giulietta Spyder and Sprint Veloce models also available, based on specification detailed. Allard: J2R fitted with Cadillac engine. Price according to specification. Palm Beach Mk. II, price less engine £950. Aston Martin: DB35 chassis available with Touring Superleggera body for export. Armstrong Siddeley: 346 also available with automatic transmission. BMW: U.K. prices not known. Frazer-Nash: Rear axle of 'Le Mans', de Dion optional. H.R.G.: Chassis details only available. Jaguar: XK140 also available in fixed head and drophead versions, on Standard (190 b.h.p.) or Special Equipment (210 b.h.p.) chassis. Mk. VIII luxury model with automatic transmission. Lagonda: Coupe also available. Lotus: Choice of axle ratios. Le Mans 75 model gives 75 b.h.p., Le Mans 85 gives 85 b.h.p. at 6,800 r.p.m. Rover: 1055 has overdrive as standard, giving ratio of 3.3. Standard: Vanguard Sportsman has overdrive as standard, giving ratio of 3.6. Sunbeam: Rapier has overdrive as standard giving ratio of 3.95.

CORRESPONDENCE

Roll Bars in Racing

THE Le Mans disaster, which I have no particular desire to resurrect, provoked many "panic" safety precautions on racing circuits throughout this country. I do not want to criticize these precautions, because I haven't the qualifications, but it would appear that they tend to turn cars over.

I follow racing through the pages of your excellent journal but am rarely able to attend race meetings. However, from photographs it would appear that, as aerodynamic body-work progresses, so ease of entry and exit in case of emergency decreases. Now, though my knowledge of anatomy is limited, I think I can say that the human head and neck is not designed for balancing cars on, particularly not fast-moving ones!

We don't want to lose racing drivers, for they are an admirable race, and good servants to this country. Now surely, a compulsory roll bar, while not detracting to any great extent from the functional beauty and aerodynamics of cars, might serve an enormously useful purpose by saving men from death or serious injury.

These roll bars are, I believe, compulsory in stock car racing in America. I don't know whether this is as a safety precaution, or a subtle comment on the general stability of the current "midget" wonders, or what, but it is certainly effective.

It would appear to me to be pure folly to allow a man to race in a car the steering wheel of which he has to remove before he can get into it, without providing the car with something that lifts it off the ground sufficiently to allow him exit in an emergency.

J. W. WOOTTON-DAVIES.

PENTREVOELAS, N. WALES.

A Fangio Admirer Speaks

I AM only 15, but I would like to thank "Viva Fangio" for writing such a fine tribute to a very great driver, for I know that Fangio is the greatest of them all, and Moss and Collins who are wonderful too, both said so themselves. I thought that the motor books did not congratulate Fangio wholeheartedly enough for winning the Championship four times, as he is now older than the other drivers. Also he had some very bad luck this year, and there were reports sometimes that he was not too well.

Some people thought it was not fair that he was able to use Collins's car, but Collins also used de Portago's car at two races—Silverstone and Nürburgring, and Collins has learned many things from Fangio. He is always sporting enough to admit this.

Yes, Fangio's fans would be happier if he would retire now, but all the same it would be very dull without him.

Please do not publish my name, because I am not allowed to follow anything so dangerous as motor racing.

Congratulations, Fangio!

"JUAN FAN".

NEWCASTLE, CO. DOWN.

Sweden's G.P.—and Swedish Drivers

I READ your report of the Swedish Grand Prix for sports cars, this year's last World Championship event, and would like to add something to it. The result of the general classification putting Peter and Graham Whitehead in a Jaguar on the fourth place is not right; they should be sixth. In the event, there started, together with the sports-racing cars, also a number of series-production sports cars and these are also to be reckoned with in the general classification. The Swedish drivers John Kvarnström/Erik Lundgren and Allan Borgefors/C-G. Hammarlund were in fact placed as fourth and fifth in general classification, the former car reaching 148 laps and the latter 147 against the 145 laps driven by the Whiteheads. According to this, the Jaguar team should be credited by one point in the World Championship instead of 3. As far as I can see, the final points in the Championship will look like this: Ferrari 24 (36 really gained), Maserati 18, Aston Martin and Jaguar 5 each, Porsche 4, and Mercedes 2.

I would also like to point out—if it would be of any interest to your readers—that this year has marked the real

(Continued on page 514)

**John Bolster tries a
Franco-American
high-performance
car... the**

Facel ★ ★ Vega



MOST of us greatly admire those big American V8 engines. Smooth, quiet, and astonishingly powerful, they have a long and trouble-free life. Yet, the cars in which they are normally found are far too bulky and "soft" for the European enthusiast. Many attempts have been made, from time to time, to put an American engine into our sort of car. The results have been curiously disappointing, and obviously the job is not as simple as it looks.

Now, the great French industrial empire of Facel have tackled the problem from first principles. Their intention, quite simply, is to produce the finest luxury coupé that has yet been made. It is emphatically not a competition car, but a superbly finished ultra-high speed touring machine to please the connoisseur who is already familiar with the world's best automobiles.

Thus, Facel have set themselves quite a task, and I was delighted to be given the opportunity to judge whether they have accomplished it. Visiting their Paris headquarters in the Avenue George V, I found that the man in charge was none other than racing driver Lance Macklin. Lance first of all showed me several examples of the Facel Vega, and it was apparent that this is a most important new *marque*.

The Facel Vega has a tubular steel chassis. In front, it has wishbones and coil springs, with a Salisbury hypoid axle behind. The rear springs are semi-elliptic, and there are telescopic dampers all round. A very important feature is the gearbox, for American boxes do not suit Continental conditions and driving habits. It is a Pont-à-Mousson four-speed unit, with synchromesh on all ratios, and a short, central lever. The clutch is a Borg and Beck. The large brakes have light alloy fins, and attention has been paid to the circulation of cooling air.

The engine is a Chrysler Typhoon, specially developed. It has a bore and stroke of 94.45 mm. x 84.93 mm. (4,768 c.c.). It produces 255 b.h.p. at 4,400 r.p.m. on a compression ratio of 8.5 to 1. The downdraught carburetter has four

chokes, and the exhaust system allows free exit for the gases but is most carefully silenced—a vital point for any luxury car.

As Facel are famous for their large-scale industrial work in sheet steel pressings—and also make pressed-steel body shells for other firms—it is natural that the body of the Facel Vega is of this construction. It is a superbly comfortable hard-top, with an enormous luggage boot and rear seats of the close-coupled variety, which may be folded down to give yet more luggage space. The frontal treatment, if somewhat angular, is certainly individual. The wrap-around screen and rear window give open-car visibility in coupé comfort.

In spite of all this luxury and the big eight-cylinder engine, the overall dimensions are quite moderate. The wheelbase is 8 ft. 7 ins. and the track 4 ft. 6 ins., the overall length being 14 ft. 11 ins. and the width 5 ft. 9 ins., while the height is only 4 ft. 4 ins. Most praiseworthy is the turning circle of just over 34 ft., and considering the solid build and elaborate equipment, one does not quarrel with a weight of 31½ cwt.

At first, Lance took the wheel, and it soon became delightfully apparent that he was not going to frighten me! Of course, the speedometer registered its 110 m.p.h. pretty frequently, and why not? The driver never took the smallest risk, showing perfect courtesy to other road users at all times. I am a bad passenger, but I enjoyed every moment.

Soon it was my turn to drive, and I at once gave full marks to the individual bucket seats. Soft enough for comfort, yet hard enough to give positive location, these are the kind of seats one prays for in a fast, long-distance car. All the controls are in the right places, and the gear lever is reminiscent of the best British sports cars.

The clutch can take all the power of the big motor, though it is easy to give too much throttle and spin the wheels on the two lower gears. The gear change is light, positive, and ultra-fast—let's call it "perfect" and leave it at that. The indirect gears are com-

TRÈS CHIC—and unmistakably Parisian—the Facel Vega is a most distinctive high-speed touring car which will please the connoisseur.

pletely silent, and the acceleration is tremendous. About 65 m.p.h. in second, and nearly 100 m.p.h. in third gear, were attained in one swift, silent rush.

In spite of having such a lovely gearbox, the Facel Vega has also an outstanding top gear performance. It is silent almost beyond belief, and wind noises do not obtrude. This does not seem a heavy car to handle, and one feels at all times completely safe. It takes fast, open bends at almost racing speeds, and it is only on the sharpest corners that one might have to give best to a light sports car.

The ride is fairly firm, and there is very little roll on bends. The brakes seem to have the situation well in hand, and we both used them often at over 100 m.p.h. The maximum speed is 120 m.p.h. on a 3.31 to 1 axle, or 126 m.p.h. on the alternative 2.93 "cog".

The pleasure of driving this car may be prolonged, for the fuel tank holds 22 gallons. Lance Macklin assures me that the consumption is reasonable, in view of the more than considerable performance. A feature I enjoyed was the electrical winding of the windows. On a hot day, it is pleasant to drop them fully in villages, and snap them shut as one approaches the "normal" 110 m.p.h. gait. This push-button arrangement does just that, and the driver also has an over-riding button for the passenger's window.

The upholstery and interior trim are of superb quality, and there is literally no useless decoration. The extremely full instrument panel carries all the dials that the high-speed driver ever uses, including, of course, a rev. counter. This is certainly a most important new high-performance car, and the price is moderate in view of the quality.

In Paris, including all taxes and radio, the Facel Vega costs 2,950,000 francs. At \$5,515, many lucky Americans are buying them, and the U.S.A. is the biggest export market for this French car.

ANGLO-ITALIAN: (Left) This delectable "Spyder" is a new combination of the very potent Aston Martin DB3S chassis, clothed in a Superleggera body by Touring of Milan—and will certainly be the centre of attraction on the Aston stand.

STILL FURTHER development has taken place around the highly successful Mark VII Jaguar, with its XK 140 engine. Now we have the Mark VIII (on right) in which the already high standard of finish and luxury has been improved still further. In addition, the power output has been increased by the incorporation of a new cylinder head and induction system, and twin-exhausts.

WHAT does the average motor sporting enthusiast seek, on visiting the annual Earls Court Motor Exhibition? Confronted with the glittering exhibits, the blazing lights, the whirling crowd and the dense atmosphere, his aims usually become obscured in the general maelstrom, so that he finds himself drifting with the human current, half-heartedly hoping to find the cars that interest him and in the meantime making the best of the exhibits closest to him. Sports cars constitute his primary aim, one would assume, but this raises the hoary and unsolved question, "What is a sports car?" Let us say it is a car you can enjoy yourself in, as opposed to merely using as a conveyance from A to B. Very well, then, but a "sporting", i.e., a keen, motorist can enjoy himself in almost any modern car, under suitable circumstances, while if it is a question of defining a "sporting" car, it can be one that is suitable for racing, or rallying, or fast touring. Discounting the obviously stodgier vehicles, in fact, most modern cars are lively enough to afford some sporting satisfaction. The old Morris Minor was fun; how much more will be the new one, with greater power? The Fiat 600 is as nippy through traffic and through the bends as many an avowed "sports" model. The same can be said of the Volkswagen, Ford Anglia and the Zephyr; the Sunbeam Rapier is an obvious rally machine; the new Austin A105 offers 100 m.p.h. motoring, and so does the 2½-litre Daimler and the

EARLS COURT, 1956

★ ★ ★ This Year's International Motor Show Has a Sp

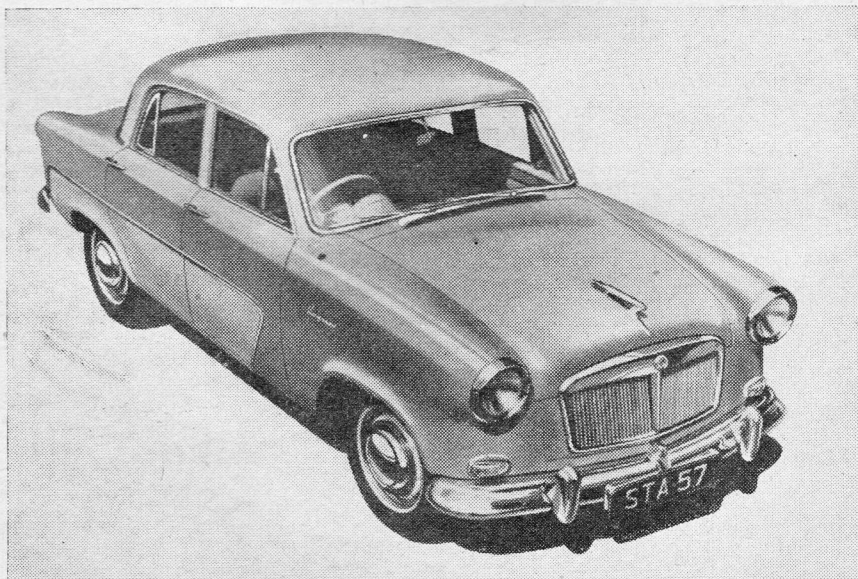


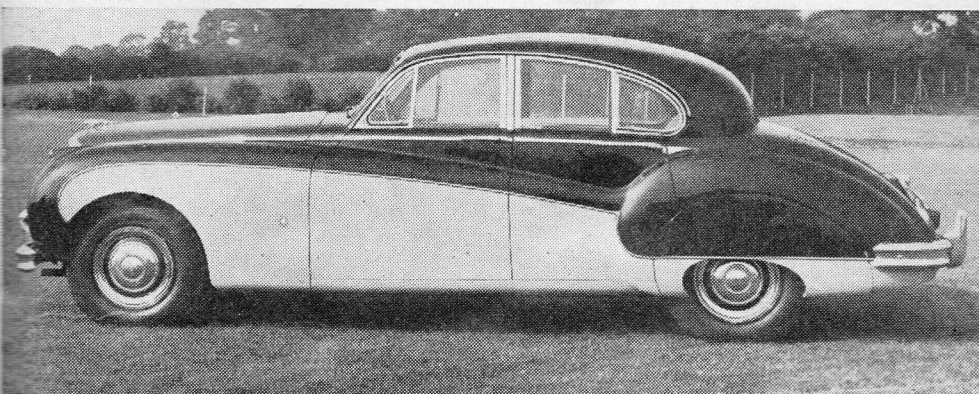
ANGLO-SWISS amalgam of Alvis 3-litre chassis and beautiful Graber coachwork first drew praise at last year's Show when it appeared in prototype form. It is now being produced in this country and is available with either wire-spoked or disc wheels.

SPORTSMAN (left) is an apt name for the special version of the Phase III Standard Vanguard. With twin-carburettor engine owing much to the Triumph TR3 unit, and with firmer suspension characteristics, its performance is impressive.

new 105 Rover. The late Professor Joad would have coined the right phrase: "It all depends on what you mean by 'sporting'."

Let us, then, take an A to Z "walk" around the exhibits, and see what the manufacturers are offering which will interest you and me—the chaps who like motor racing, go rallying, compete in or watch driving tests, and enjoy a battle at the wheel with time and circumstance. Starting with A.C., we find that





—the Sporting Aspect

arkling Galaxy of New High Performance Models ★ ★ ★

individualist concern going strong with their Aces and Acecas, those cars of such delightful appearance and the power to do it justice. They look the same as last year, but the more powerful Bristol 2-litre engine supplements the A.C.-engined versions, making the marque still worthier competitors in speed events.

Alfa Romeo next, and the utterly delectable 1,300 c.c. Giulietta coupé and its open companion, the Spyder. Wonderful little cars, these, way beyond most of our pockets, but the more coveted for that. Twin o.h.c., race-bred suspension, Italian bodywork at its finest, and that breathtaking scarlet finish add up to sheer drooling. When you've had your

fill, gaze next at the 1900 Super Sprint, still faster and even more unattainable. **Allard** still make their "blood and sand" J2R with 270 b.h.p. of Cadillac engine packed into its low bonnet, but it is supplemented by the Palm Beach II, externally resembling the Austin-Healey but housing within either the Ford Zodiac engine or, promise of a highly interesting power-to-weight ratio, a 3½-litre Jaguar unit.

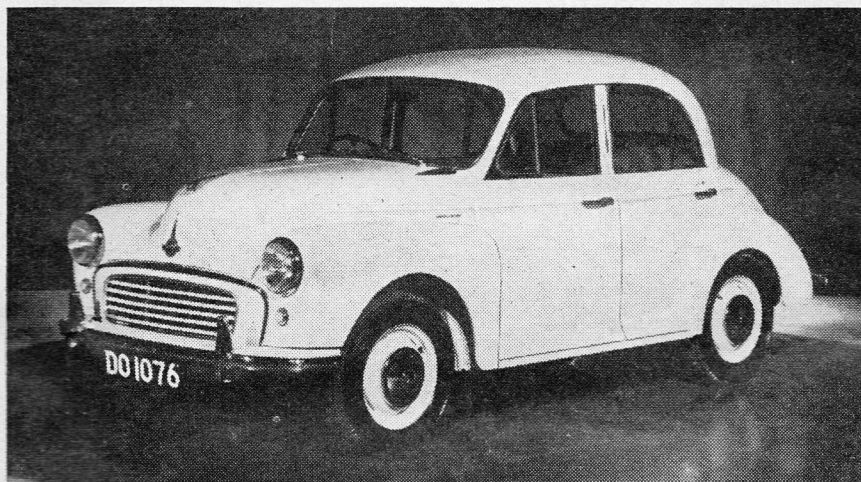
If it's fine coachwork you're after, **Alvis** is the name, and Graber of Switzerland the superb architect of the 3-litre TC108G, a beautifully balanced design with the finest engineering within it. The name **Armstrong Siddeley** used to be

redolent of leisurely, chauffeur-driven town carriages, but the big 3.4-litre Sapphire has punch in plenty, while the smaller 234 with twin-carb. four-cylinder engine will take you along at a heady 95 m.p.h., with a little still in store. When it comes to sheer speed and road-race roadholding, of course, **Aston Martin** are renowned specialists. The DB2/4 is every sportsman's meat, while the newest Superleggera-bodied DB3S is sheer mustard. **Austin** offer a bewilderingly profuse range, from the gingered-up A30, now the A35, to the A105, which is a very fast motor car at a very modest price, and the Princess IV, a lush 100 m.p.h. limousine costing quite a bit, for an Austin. The **Austin-Healey**, too, has more power beneath its bonnet by grace of the over 100 b.h.p., six-cylinder A105 engine which succeeds the old four-cylinder unit. This will assuredly prove a very popular sports car indeed.

Bentley and **Berkeley** provide fantastic contrast, the former augustly magnificent, with its 4.8 litres of silken engine and superb craftsmanship, the latter perkily pretty, and having commendably grown-up proportions despite its modest 322 c.c. two-stroke heart. **BMW** are fascinating both technically and physically; V8 engines, tubular frames, and the sleekest of bodywork, somehow more Italian than German, surrounding them. The 507 is a very desirable property indeed. **Bristol** models comprise the rather lengthy 405 saloon and a drophead—a pity the very sporting 404 is not made any more.

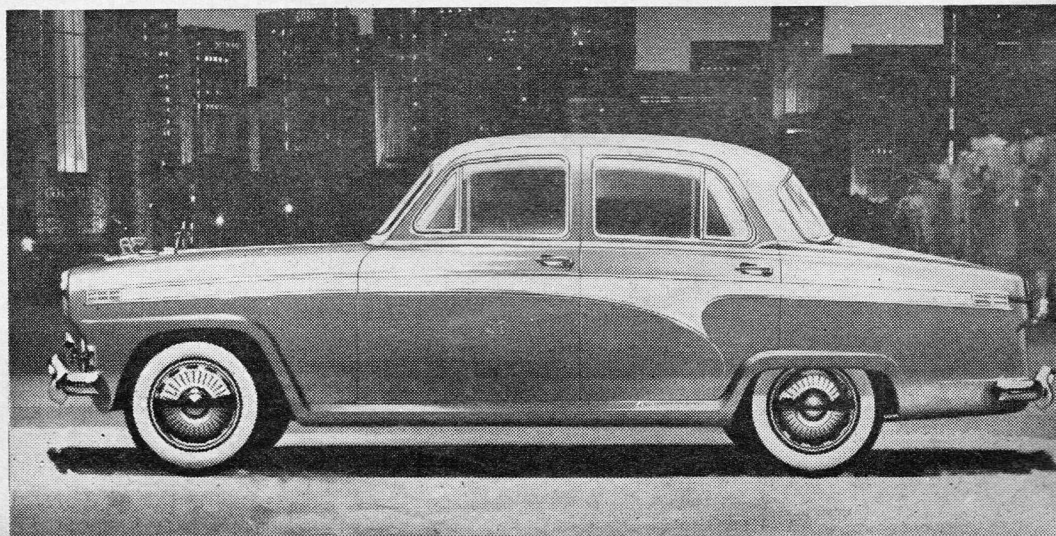
Sunglasses haven't figured much this summer, but they might be an advantage when viewing most of the transatlantic jobs, good as we know they are beneath the tinsel and the shimmer. **Buick** have a real startler in their Centurion "dream car", however, with TV to indicate traffic approaching from behind, a basically excellent body form and a 325 b.h.p. engine which puts it way up in the 120 m.p.h. class. The neighbouring **Chevrolet** Corvette is General Motors' answer to foreign domination of the U.S. sports car market—this car really goes, and in racing has made the Jags. and 300SLs bite the dust more than once.

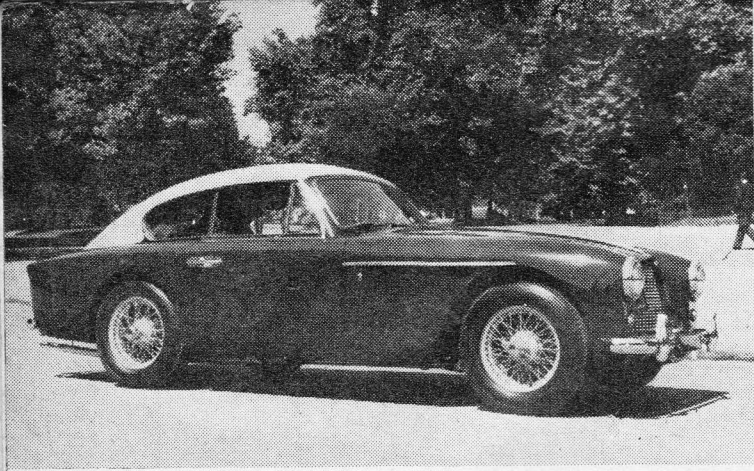
Citroën exhibits range from the sublime, in the almost ethereal DS19 and the slightly more matter-of-fact ID19, to the far from ridiculous 2CV of farmyard appearance but convincing performance. See them in their thousands whipping around Paris, and you will respect their ability profoundly. **Daimler** still carry that indefinable air of quality, and the Conquest does its century with appropri-



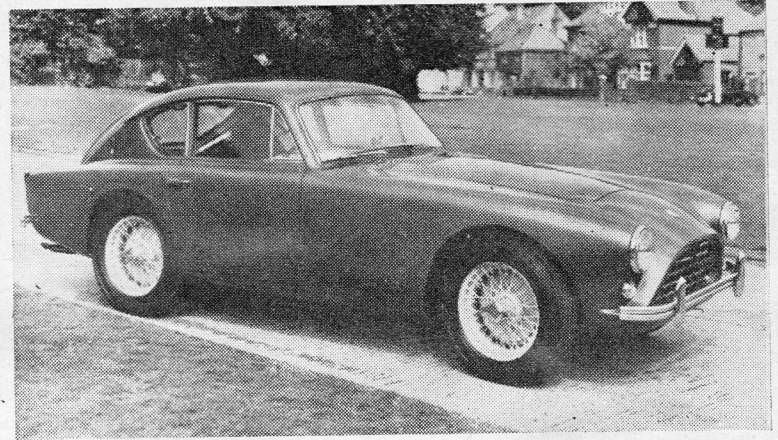
SHEEP'S CLOTHING: (Above) The new Morris Minor "1000" looks little different from the old one, but there's a wolf under the bonnet in the brand-new 950 c.c. o.h.c. engine, 30 per cent. more powerful than the old 803 c.c. unit, and coupled to a close-ratio gearbox controlled by a real sports car "stick shift".

TRANSFORMATION No. 2 has been the development, through racing experience, of the Austin Westminster, now seen (right) in its latest form as the A105. Twin carburettors, body changes and lowered suspension have improved it quite remarkably in respect of speed, appearance and particularly road-holding.





SIMILARITY in body styles is now noticeable between the A.C. Aceca (right) and the latest form of the DB2-4 Aston Martin (above). The Aceca has been widely admired for some time, and the new Aston line is a trend that A.C.s doubtless find flattering!



ate dignity and grace. The larger, lusher models are beautifully proportioned. Fiat continue to astonish, with that incredible but so very practical "600" full four-seater, the Multipla six-seater, and the highly respected 1100TV; light, simple and fast as only the Italians seem to achieve these desirable features, yet looking just like any family saloon. The open Spyder model is a franker version of a car of true sports characteristics.

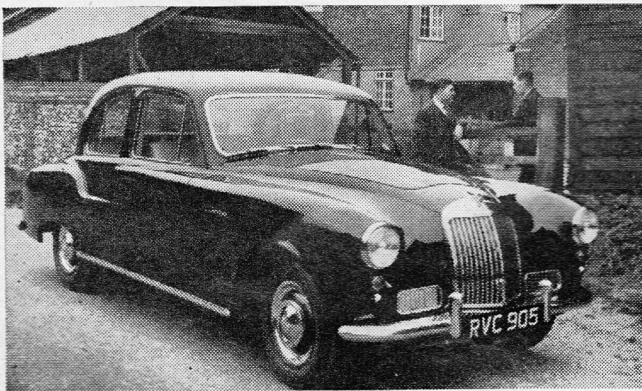
When it's value for money, Ford are hard to beat. You will have seen thousands of the latest models already on the road, usually beating up the rest of what some are disposed to dub "tinware". They merit inspection at Earls Court, nonetheless, especially the smartly finished Zodiacs, not forgetting the new convertible. From "ready mades" to the "bespoke" in performance cars, Frazer-Nash offer the much-to-be-coveted 2-litre

At the Lancia stand you can see something remarkable—a conventionally sprung, conventional-looking Lancia, the Flaminia. Economics doubtless dictated this one, but the "real" Italian stuff is still there, in the Aurelia Gran Turismo and the Spyder model. You will want to put the latter next to the Giulietta and the 300SL in your "dream stable" of Continentals.

Ha!—a familiar name, and familiar shape, on Stand 121—Lotus, victors of countless sports car races, and now expanding impressively. The Eleven Club and Le Mans models must have easily the lowest build in the show, but you'll have to shove hard to get a good view of them. Mercedes-Benz aren't showing the 300SL, for some reason, but the less satisfying 190SL is there, and the latest coupé on the 220S chassis, looking very solid, and of typical Merc. quality.

Two-tone finish has improved another popular car in the M.G. Magnette, now with augmented power, while the M.G.A wears some very pretty colours most effectively on its graceful shape. It is now also available in fixed-head coupé form, complete with wind-up windows. Less pretty, but attractive for their leech-like roadholding and general "cobbiness" are the Morgan Plus-Four, with Vanguard or TR3 engine, and the Anglia-engined Four-Four Mk. II. The Morris Minor "1000" intrigues mightily by prospect of more punch to live up to Alec Issigonis's superb suspension, while, joy of joys, the big Isis saloon has a floor gear-change, on the right like Riley Pathfinder.

Panhard and Porsche offer contrasts in Continental design, the former with flat twin, front-mounted engine driving the front wheels, and the latter with flat-



Le Mans coupé, and the new V8 BMW-engined "Continental" model. Not cheap, these cars, but if you want the sort of quality Frazer-Nashes possess you have to pay for it. Down the price scale again, the latest Hillmans are fine little A to B cars.

The benefits of two-tone finishes in improving line are admirably demonstrated on the new Mk. 8 Jaguar, imparting its solid saloon build with delicate grace; very few sports cars at the Jaguar price can match the Coventry marque for sheer beauty of line, as a glance at the XK 140 and the 2.4 saloon will confirm. Jensen's 541 with big Austin engine is a good looker, too, while Lagonda offer Aston Martin-style performance disguised in solid, superbly comfortable saloon or coupé coachwork.

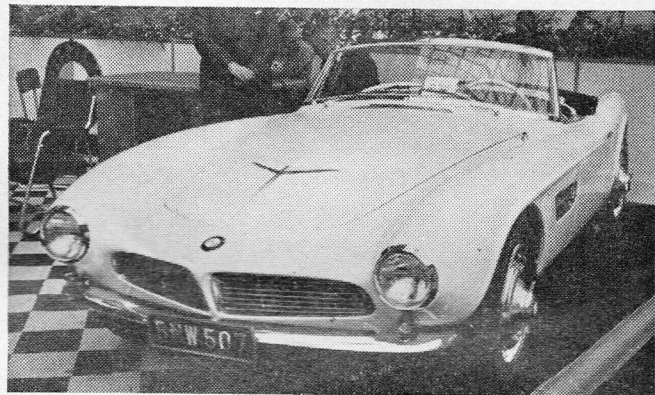
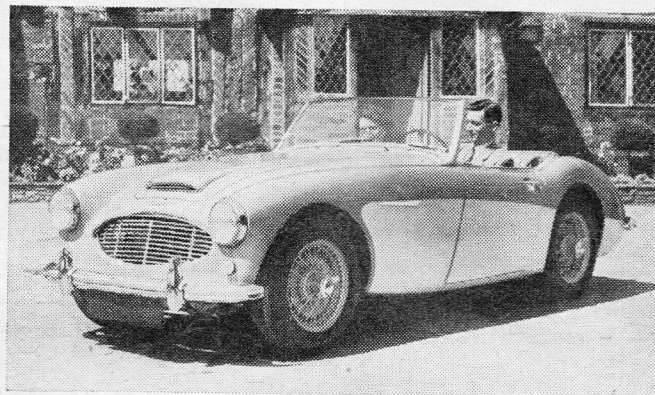
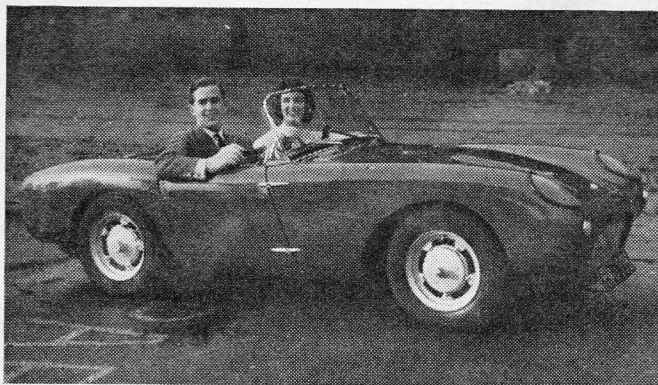
ADVANCED trends in Armstrong-Siddeley design are exhibited in the 234 (above). A lively 2.3-litre twin-carburettor engine, with central gear-change, give an outwardly staid saloon a 95 m.p.h. performance.

★

CLASSIC line in Italian sports coupés is represented by the beautiful little 1,300 c.c. Alfa Romeo Giulietta Sprint (right).



TWO-SEATERS new this year include the remarkable little Berkeley (below) with its 322 c.c. two-cylinder two-stroke engine, all-independent suspension and fibreglass body, and the considerably revamped Austin-Healey (right), now known as the 100-Six and using the 102 b.h.p. Austin A105 unit.



★

NOT SO NEW, but still one of the most striking cars in the show is the BMW 507 from Bavaria, with its potent V8 power unit.

four, rear-mounted engine driving the rear wheels. The French models compensate for lack of polish by an abundance of punch, as racing records testify, but the German model has both, and it is hard to realize that this handsome and formidable vehicle derives from the down-to-earth Volkswagen. **Renault** immediately captivate with that lovely little Dauphine, a nimble 850 c.c. saloon which can outpace many a larger car. Their experimental turbine car, the "Etoile Filante", is also to be on show.

Riley have gone effectively two-tone on the 2½-litre Pathfinder saloon, while **Rover** step into 100 m.p.h. circles with their new 105 model, a sort of hopped-up "90". The 105R has automatic transmission coupled with a torque converter; the S has normal synchromesh plus overdrive. If you like to embody the old English perpendicular in your Bentley, the **Rolls-Royce** is the answer; truly splendid vehicles, these, carrying the finest that Britain's coach-builders can achieve.

The new Gazelle, out of Hillman by **Singer**, marks the return to full prosperity of a firm once noted for its sporting vehicles, and makes one hope that a successor to those popular pre-war Nine and 1½-litre sports models may one day be forthcoming. **Standard** have thrust into the performance market with the two-carburettor Vanguard Sportsman, with firmer suspension and overdrive as

standard, a promising machine for rallying and enjoyment of road motoring. They have also introduced their own version of "two-pedal" control on the little "Tens".

Unhampered by the standardizing tactics of giant Detroit combines, **Studebaker** of America have contrived to impart real individuality in the design of their Golden Hawk models, with a touch of Italian adding grace to the body line. One hopes their enterprise will reap big success, at the expense of the more typical, vulgarly chrome-encrusted "sedan" from U.S.A.

A 67 b.h.p. twin-carburettor engine, as used in the Mille Miglia class-winning cars, makes the colourful **Sunbeam** Rapier a very interesting sporting proposition; substantial price reductions do the same to the 2½-litre Mk. III saloon, an established star in the rally world. The

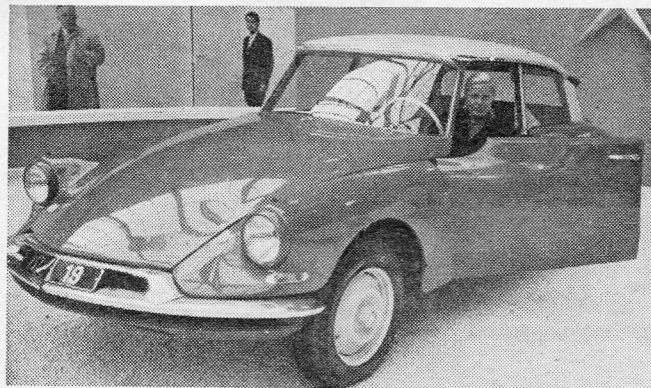
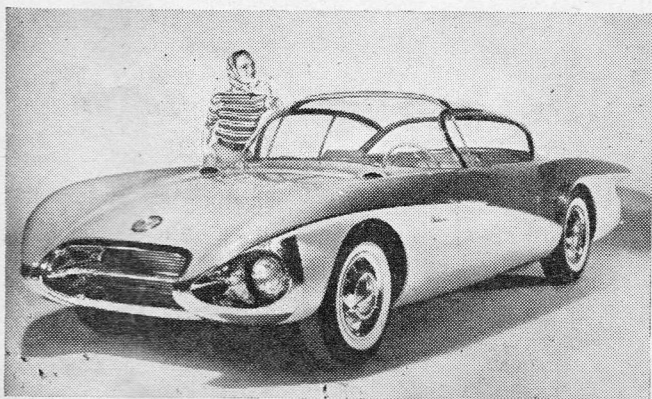
ever-popular TR3 by **Triumph** appears on Stand 165, distinguished in being the first mass production sports car to have disc brakes. These are Girlings, mounted on the front wheels.

That controversial machine, the **Volkswagen** still appears in its old but undeniably effective form, familiar on the roads of practically every European country, and still possessed of taking "sports car" ways. In contrast is the **Volvo**, from Sweden, whose new Amazon saloon is extremely smart. The "Sport" has a plastic open body, four-cylinder 1.6-litre engine and a five-speed gearbox. Last of all **Wolseley** accentuate that welcome trend of B.M.C. in having a central floor change of Magnette type on their 15/50, and of Pathfinder right-hand style on the larger 6/90.

C. POSTHUMUS.

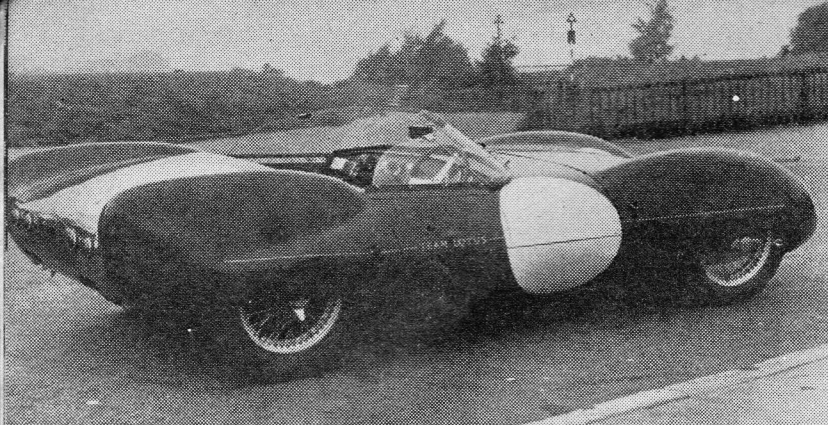
(Continued overleaf)

DREAM CAR 1: The fabulous Buick Centurion (below), one of General Motors' very experimental creations, includes in its specification a 325 b.h.p. V8 engine and a television camera and screen in place of a rear-view mirror.



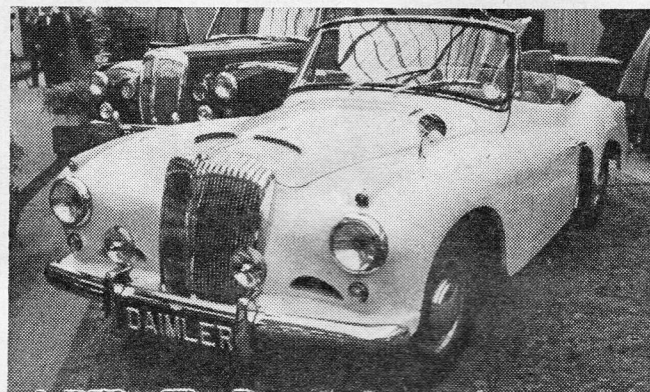
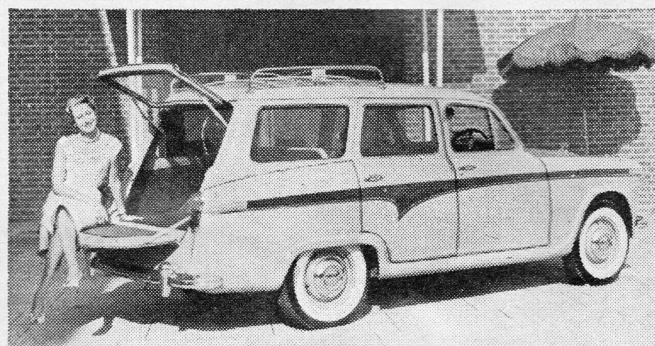
DREAM CAR 2—but brought to reality last year and the sensation of the 1955 show—was the Citroën DS19. Now there is a "utility" version, the ID19 (above), which, while retaining the remarkable hydro-pneumatic suspension and certain other advanced features, has orthodox transmission.

Earls Court, 1956—continued

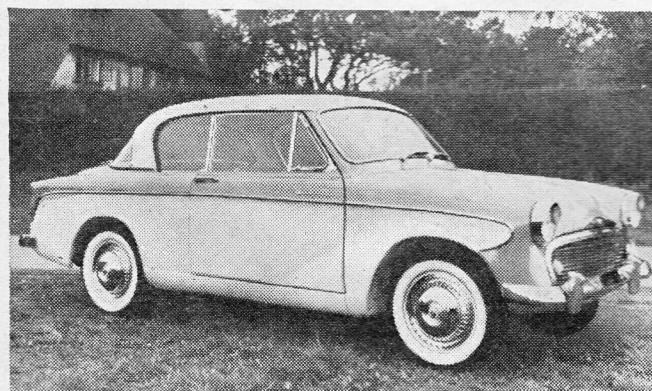


RACE-PROVED: The Mark XI Lotus will be on show, and is now available in three basic forms—the Le Mans, Club and Sports models. The Le Mans is pictured above.

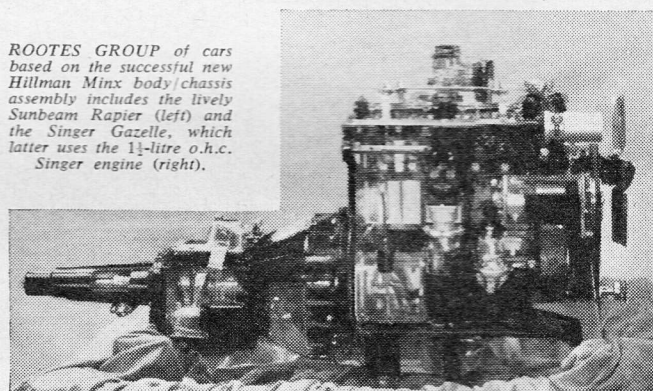
UTILITY bodywork does not mean austerity nowadays, and the new Austin A95 Countryman (right) is a good example, well suited for use as a racing tender.



MAGIC NAMES—Rolls-Royce and Daimler—long associated with regal motor-carriages. The latest Rolls, the Silver Cloud (left), is as imposing as ever, but Daimler have lately, apart from their large limousines, turned to vehicles of a more sporting character, such as the 2½-litre Conquest Roadster (right).

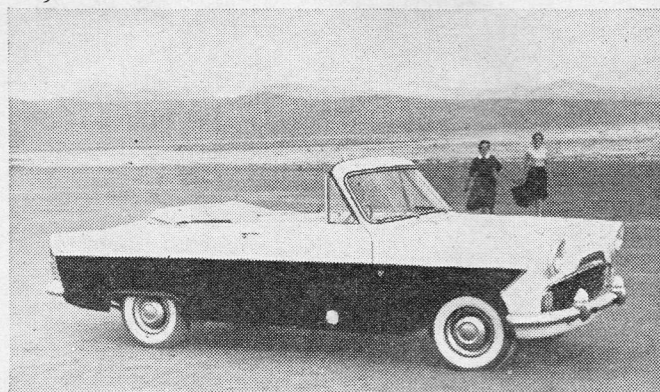


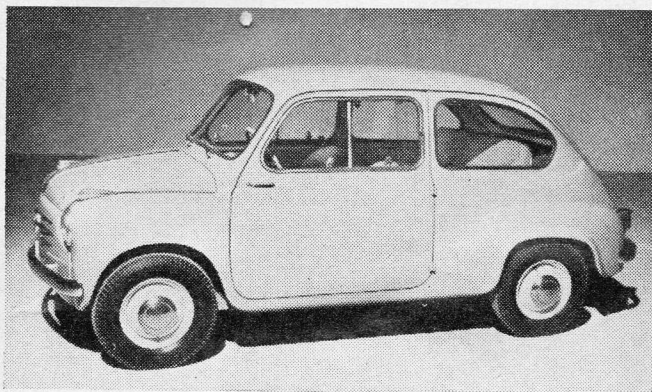
ROOTES GROUP of cars based on the successful new Hillman Minx body/chassis assembly includes the lively Sunbeam Rapier (left) and the Singer Gazelle, which latter uses the 1½-litre o.h.c. Singer engine (right).



CONVERTIBLE versions of saloons have always been popular in the European climate, and the 220S Mercedes-Benz (above) has now appeared in this form. Its 2½-litre six-cylinder engine gives it a speed of around 100 m.p.h.

OPEN AIR motoring has now been brought to the latest Ford Zodiac (below), a power-operated hood being optional equipment. The new Consul, Zephyr and Zodiac are a considerable advance on the already successful earlier models.

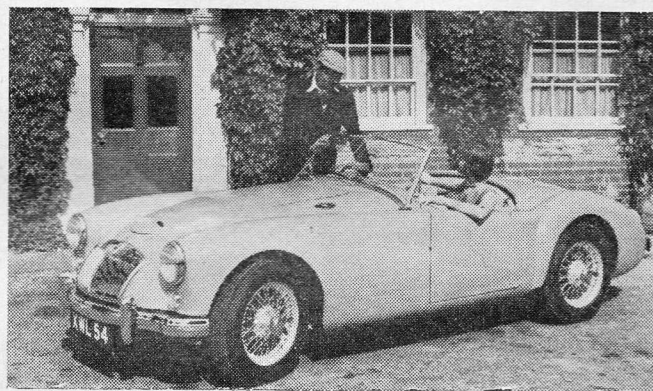




SALOONS—large and small—include the well-tried and still amazing little rear-engined Fiat 600 (above) and the very latest Rover model, the 100 m.p.h. 2.3-litre "105" (right).

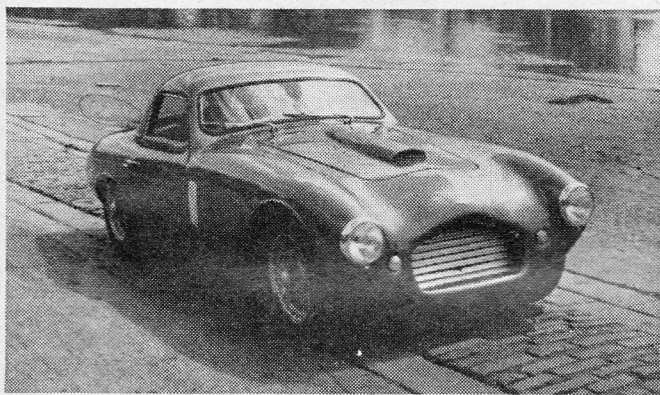


SPORTS CARS come in all kinds as well. Last year Morgan's introduced the 4/4 Series 2 (left), a rugged but inexpensive and definitely lively two-seater powered by the 1,172 c.c. Ford Anglia engine, and M.G. brought out the 1½-litre M.G.A., the latest of a long line of successful sports cars.



PROVED PERFORMER: (Right) The 1½-litre Porsche Carrera fixed head coupé has an enviable competition record.

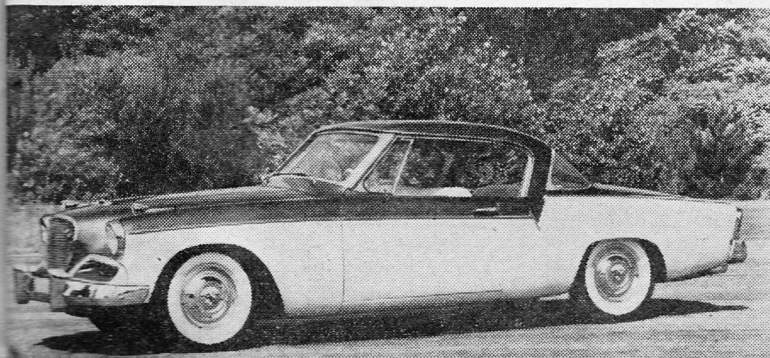
ISLEWORTH'S LATEST (Below) is the 2.5-litre BMW V8-engined Frazer-Nash "Continental" coupé also available in open two-seater and in chassis form.

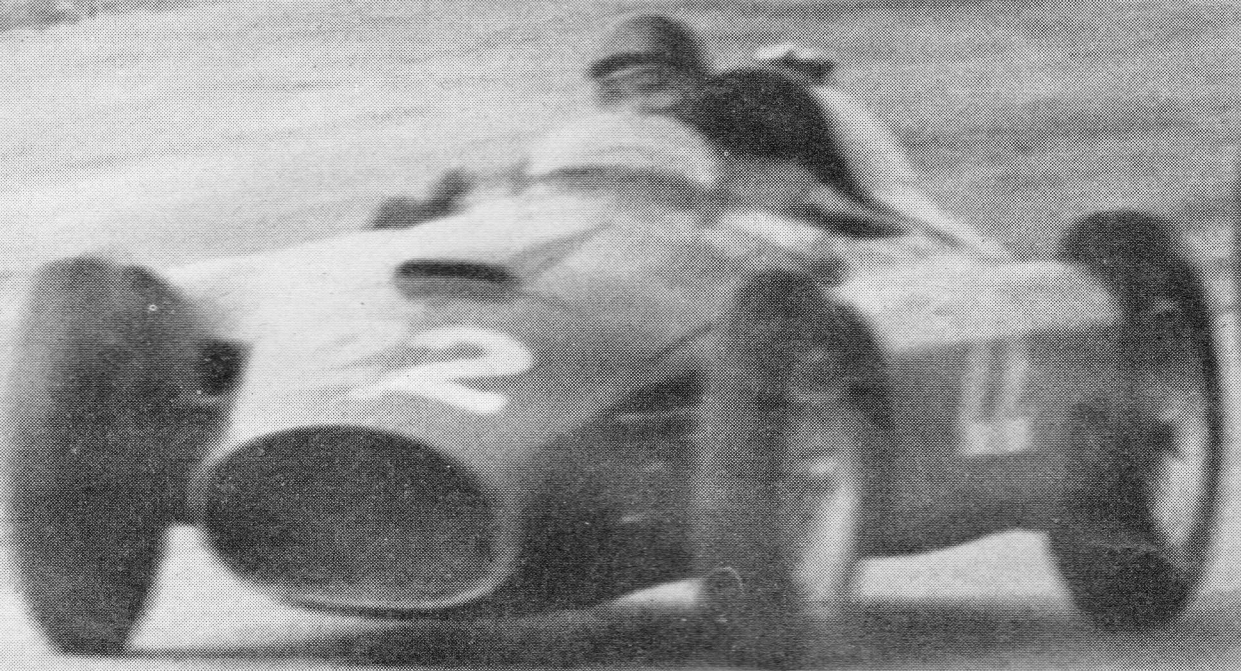


CONTINENTAL STYLE in a mass-produced American car is exhibited in the striking Studebaker Golden Hawk (below), one of the most graceful cars to come across the Atlantic. Internally, it is just as restrained, clear round dials being provided on a real instrument panel!



BRITISH BULLDOG: Considerable performance is on tap in the all-fibreglass bodied Jensen 541 (above), which is powered by a 4-litre six-cylinder Austin engine. Its streamlined shape and high gearing give high-speed, effortless cruising.





This Year of Pace

A Resume of the Drivers of 1956—and Prospects for Next Year

MASTER AND
Fangio, leading the
Harry Schell in the
Pez

IN winning the World Championship for the fourth time, Juan Manuel Fangio consolidated his claim to be one of the greatest of all Grand Prix drivers, joining that band which includes Nuvolari, Caracciola, Varzi, Wimille, Sommer and a few others. Fangio's influence on post-war racing has been considerable, and both Stirling Moss and Peter Collins will be the first to admit that they have learned a great deal from the Argentinian, resulting in noticeable improvement not only in race tactics, but in general high-speed handling. It is a tribute to the brilliance of Moss and Collins, that they have been able to emulate some of the master's methods, particularly in certain types of bend which Fangio can take faster than anyone else—unless it be Mike Hawthorn who can, on occasion, travel even more rapidly than "El Chueco", as has been demonstrated at Le Mans, Dundrod and Rheims.

Fangio's presence in Scuderia Ferrari has definitely affected morale, and his leadership has made the organization a most formidable racing team. He has

By GREGOR GRANT

had the effect of inspiring men to really great efforts, resulting in a tremendous improvement, in the preparation of cars, and in pre-race planning. Peter Collins, of course, has rocketed to stardom, and his superb driving prevented Fangio from having to carry the main responsibility for victories. He not only gave support when it was most needed, but when the Number One fell out, was able to carry on to victory at Spa and Rheims.

Eugenio Castellotti seems to have reached his peak already, and shows little sign of further improvement. His win in the Mille Miglia was, however, outstanding, considering the dreadful weather conditions, but his value as a team man is open to question. Luigi Musso, if he could forget his ambition to be the leading Italian driver, might in time become a real top-liner. He does not possess the fiery temperament of Castellotti, but often displays a stub-

bornness which irritates the team manager. Nevertheless he is a serious young man at the best of times, and is inclined to be far more self-effacing than his compatriot, which may lead him to lay personal ambitions aside, and to benefit accordingly as a driver. The veteran Farina, after his crash in practice in the Supercortemaggiore race, has an uncertain future.

The Marquis Alfonso de Portago has shown a vast improvement within the past few months. Here again Fangio's influence has been at work, and a young man who appeared to be as reckless as they come, has suddenly become one of the stars of the future. His sportsmanship is a byword, and he is one of the best-liked of all the school of more or less "new boys". His job has mainly been that of stooge, but it is safe to say that he will shortly be a front-line team man himself, with a stooge to keep up with him. Olivier Gendebien has shown promise, but is regarded more as a skilful sports-racing man than as a G.P. conductor.

Officine Maserati has been dominated



CHALLENGERS: 1956 World Champion, Juan F. of Europe at Monza in his V8 Ferrari, with British Vanwall hanging grimly to his tail, while Collins (Ferrari) dogs his tracks.

by Stirling Moss, his victories at Monaco and Monza being the sole occasions when the "Prancing Horse" did not see the chequered flag first. Moss is the complete all-rounder, and his ability to drive any type of car, from a "500" to the most powerful G.P. or sports-racing car, is almost uncanny. Were it not for the presence of Moss and Jean Behra, Maserati would have had a disastrous season. The Frenchman has tempered his once "foot-down-and-keep-it-there" style with a much more reasonable appreciation of what it takes. At first many people believed that he would be out to show everyone that he was as fast as Moss, and would be off the road more often than on it. This he has not done, and consequently has been a decided asset to Maserati. His fourth place in the World Championship rather emphasizes his consistency. Perdisa, relegated to "stooge", has had little opportunity to display anything outstanding in the way of ability. Luigi Villorresi has passed his best, and Umberto Maglioli seems to reserve his best performances for sports-car events, but may yet turn out to be an excellent G.P. pilot.

Of the remaining Continental drivers, von Trips appears to be the most promising. The young German has a natural flair for G.P. driving, and his practice crash at Monza certainly was vindicated when steering breakage affected the rest of the Ferrari team. Hans Herrmann has not substantiated his early promise, and is unlikely to be seen in G.P. racing next year. Maurice Trintignant and Robert Manzon are competent enough, but cannot be said to be in the class of Moss, Collins and Co. "Nano" da Silva Ramos may well be worth watching, and has done fairly well for Gordini, although out-paced by rival makes.

Harry Schell has been one of the personalities of the year, and his deeds with the Vanwall have brought him to the notice of everyone. Harry is one of the safest of modern drivers, and although he might appear to be taking risks at times, it is the fact that he is mixing it in front with Fangio, Moss, Collins and others, which gives that impression. For Schell to spin or leave the road at all is extremely rare. However, he could be criticized on occasion for being a trifle optimistic as to what his engines can stand!

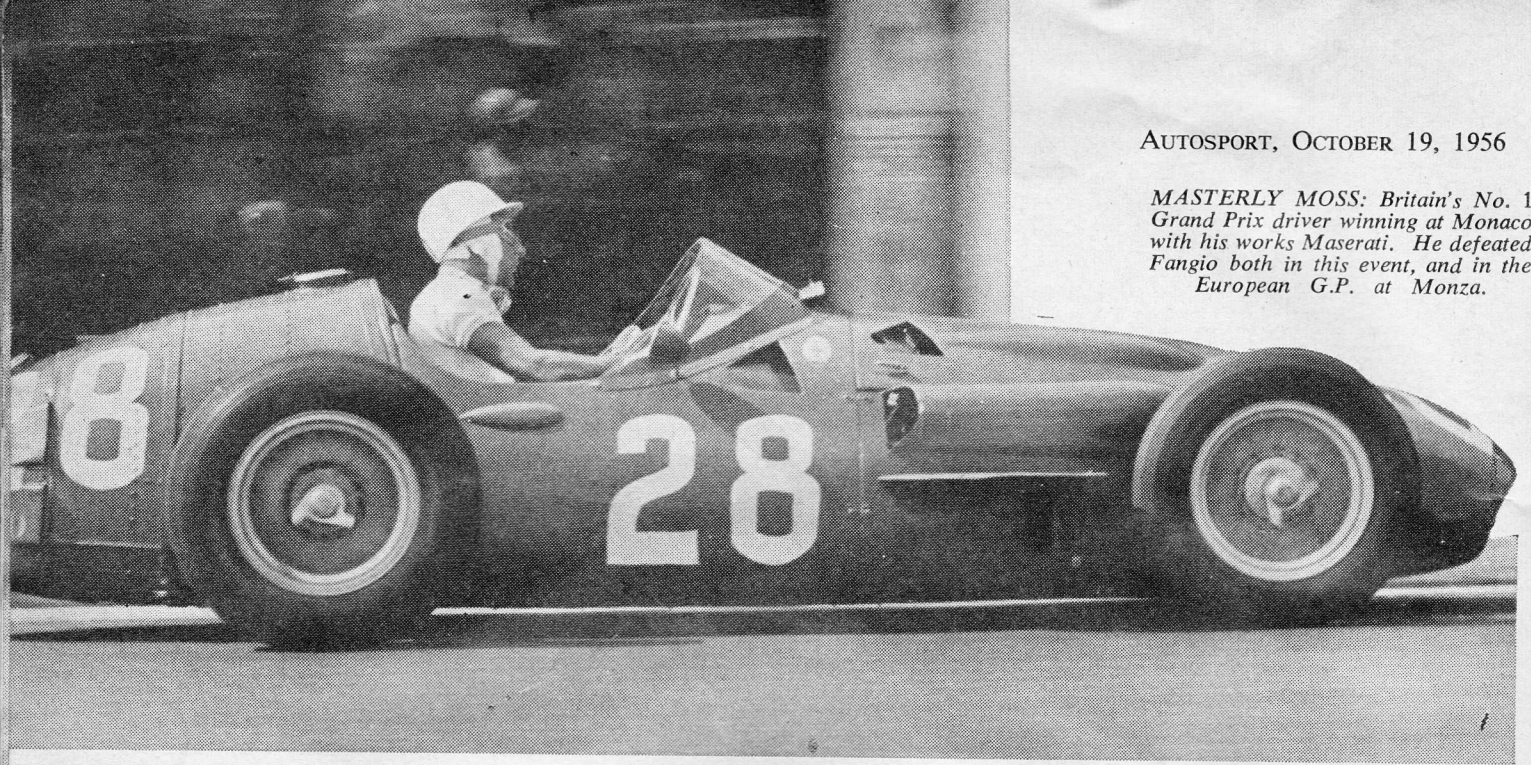
Mike Hawthorn has had a season of ups and downs. His experiences with the B.R.M. have been anything but confidence-inspiring, and the accusations made against him at Nürburgring were,

to say the least of it, unlikely to restore his enthusiasm for motor-racing generally. His Oulton Park crash wrote "finis" to a most unfortunate year for the "Farnham Flyer", but he still is one of the most skilful racing drivers of the present time. His courage is a byword, and it is to be hoped that Dame Fortune will smile again on Mike for the 1957 season.

Ron Flockhart, after a period in the doldrums, has come right to the top. His association with Ecurie Ecosse has been a happy one, and, with Ninian Sanderson, he won the 24 Hours race at Le Mans, following this up with a fine third place for Connaught in the Grand Prix of Europe at Monza. Combining fine mechanical sense with intelligent driving, he is a decided asset to any team. This also applies to the more experienced Jack Fairman, who, it can be revealed, did most of the track testing for Connaught. Fairman is a driver of the Taruffi school, and his technical knowledge is fairly extensive, particularly in the light engineering field. He will almost certainly be sought after in both sports-car and Formula racing.

Archie Scott-Brown has time and time again proved his ability to motor extremely rapidly indeed, but a combination of rather unfortunate circumstances makes it difficult for him to race abroad in *grandes épreuves*. He has driven brilliant races for Lister and

MASTERLY MOSS: Britain's No. 1 Grand Prix driver winning at Monaco with his works Maserati. He defeated Fangio both in this event, and in the European G.P. at Monza.



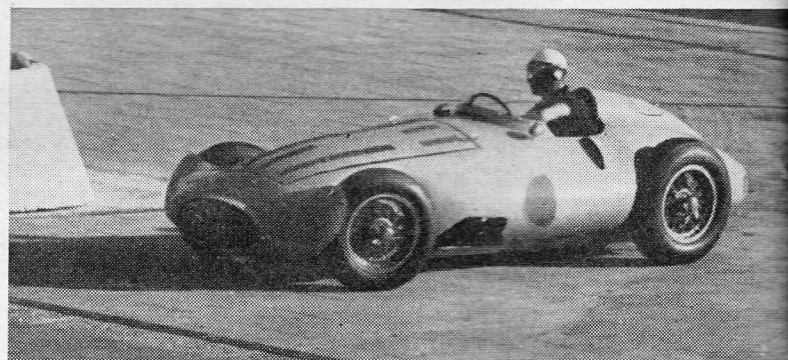
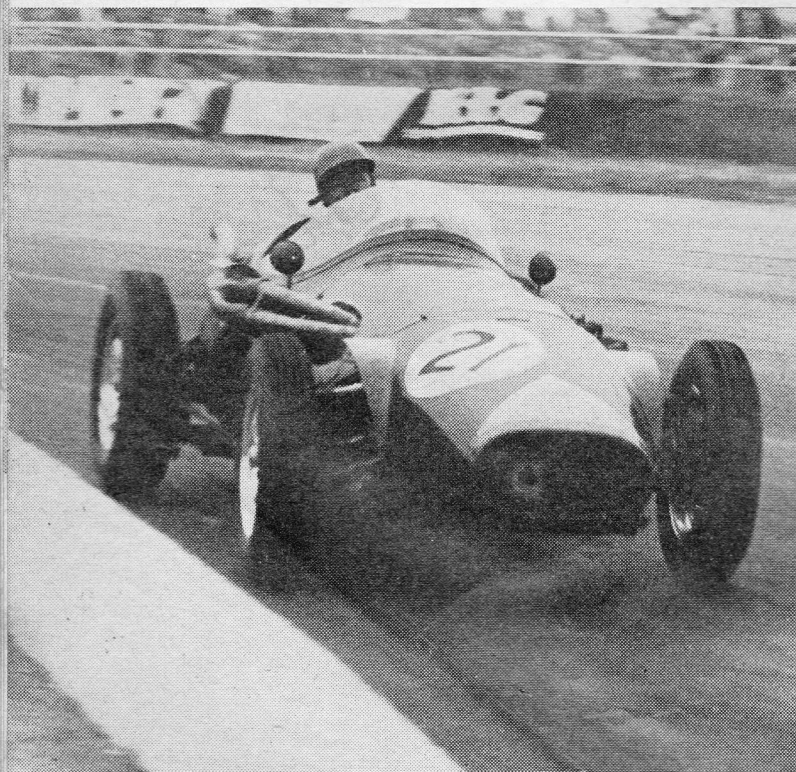
WEARING THE GREEN: (Left) The British Connaughts have revealed reliability as well as pace. Here is Jack Fairman, taking fourth place in the British G.P. At Monza, Ron Flockhart's Connaught took a memorable third.

PERSEVERING for France (below) are the Gordinis, one of which is seen at Monaco, driven by Da Silva Ramos.

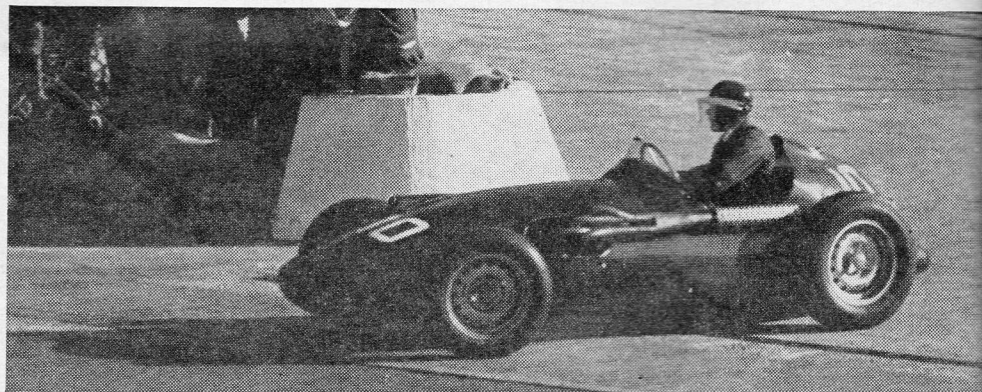
ton must also be considered, both in sports cars and Formulæ.

Tony Brooks is surely an artist in the making. He has that effortless and relaxed style of driving which is the stamp of the star, and is a certainty for works drives next year, probably with B.R.M. and Aston Martin. His alarming crash at Silverstone did not, as it was at first assumed, shake his confidence. I would say that Brooks is a "natural", and will shortly be of World Championship class.

Les Leston is an excellent team driver, a fact that is appreciated by the astute Rodney Clarke of Connaught, and he is equally at home in sports-car and formula racing. Curiously enough, Jim



Connaught; on British circuits he is a decided attraction, and, on several occasions, has shown a clean pair of rear tyres to stars of International repute. Roy Salvadori has had a grand season with Maserati, Aston Martin and Cooper. On certain types of circuit, Salvadori is faster than anyone. He does not know the meaning of fear, which is perhaps why he has acquired a reputation for ruthlessness in his methods. Be that as it may, Salvadori certainly knows how to handle a motor car, and if at times he appears to give "no quarter", it is undoubtedly because he does not expect any. It would be interesting to see him in a works G.P. team, which, on his 1956 form, is not improbable. In any case, he will definitely be a member of the Cooper F2 team next year. Desmond Tittering-



NOT HIS YEAR: Mike Hawthorn practising at Monaco in a B.R.M. With the default of these cars, his G.P. season was a brief and unsuccessful one.

ARE THESE The First 15?



Fangio ★★★★★



Moss ★★★★★



Collins ★★★★★



Behra ★★★★★



Hawthorn ★★★



Castellotti ★★



Schell ★★★



Brooks ★★



De Portago ★★



Musso ★★



Trintignant ★



Scott-Brown ★



Flockhart ★



Salvadori ★★



Fairman ★

Russell, probably the greatest of all F3 drivers, does not seem altogether at home in other machines, with the possible exception of rear-engined Coopers. He should, however, be a brilliant exponent of Formula 2 machinery, as will the Australian Jack Brabham, who has polished up his driving considerably since he first shook us with dirt-track cornering methods.

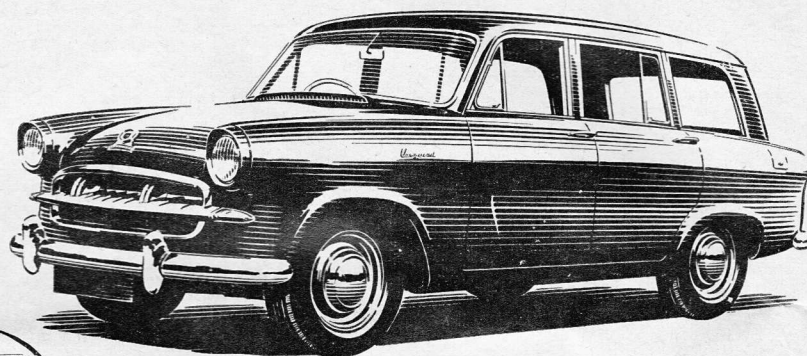
We must, of course, look to Formula 3 and small-capacity sports-car racing to supply us with the drivers of the future. Of these, Colin Chapman is positively brilliant, but cannot be expected to embark on full-time commitments to the possible detriment of his successful, and thriving, Lotus business. Herbert Mackay Fraser was one of the discoveries of the year. After trying very hard indeed with a rather out-dated Ferrari Mondial, he suddenly hit the headlines with superb drives at Monza and Rheims, with Maserati and Lotus respectively, not to mention Alfa Giulietta at Nürburgring with the

promising Swedish driver Joakim Bonnier. Other skilful small-car exponents include Cliff Allison, Reg Bicknell, Michael MacDowel, Ian Burgess and Keith Hall. Dick Steed has steadily improved and may possibly be seen in a works sports-racing team next season. Ivor Bueb is, of course, an established F3 and Jaguar expert, but does not seem to have Grand Prix ambitions. Ken Wharton has concentrated mainly on hill-climbs and sprints recently, but is still regarded as a useful G.P. and sports-racing pilot. Tony Marsh, brilliant in sprints, has not quite made his mark on circuits, but he has plenty of time. Of the purely Formula 3 men, Tom Bridger, Stuart Lewis-Evans and Henry Taylor are the most likely to become experts in handling heavier metal. Bridger, like Brooks, seems to

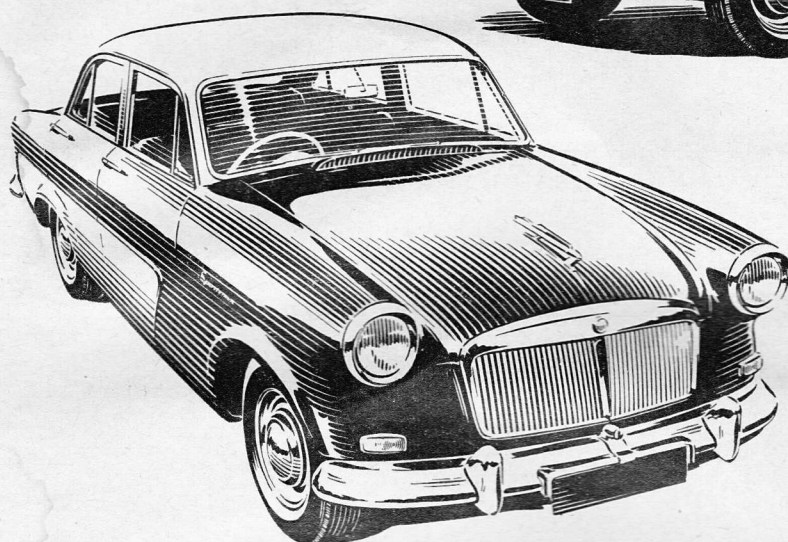
be a natural, and his small stature should be an asset in the coming F2 struggles. Lewis-Evans is also a small man, and is obviously a future G.P. conductor. Of the series-production drivers, the stylish John Dalton should have a future in faster types of racing, as will Ken Rudd. In point of fact, production car racing may be the training ground of G.P. and sports-racing drivers of tomorrow, as it does provide many enthusiastic private owners with the opportunity to gain experience.

Possibly there are others who I have omitted, but the ones mentioned are those who have caught the eye. There

(Continued on page 510)

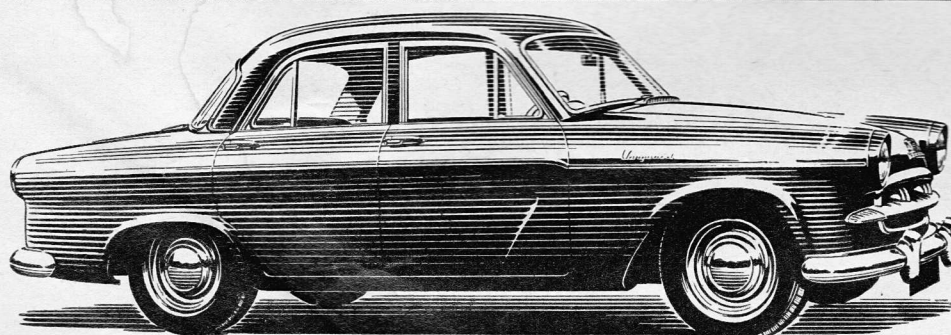
**THE VANGUARD ESTATE CAR**

PRICE: £765 P.T. £383·17·0 TOTAL £1148·17·0
 Laycock Overdrive optional extra

**THE STANDARD SPORTSMAN**

PRICE: £820 P.T. £411·7·0 TOTAL £1231·7·0

There's a Standard car ...

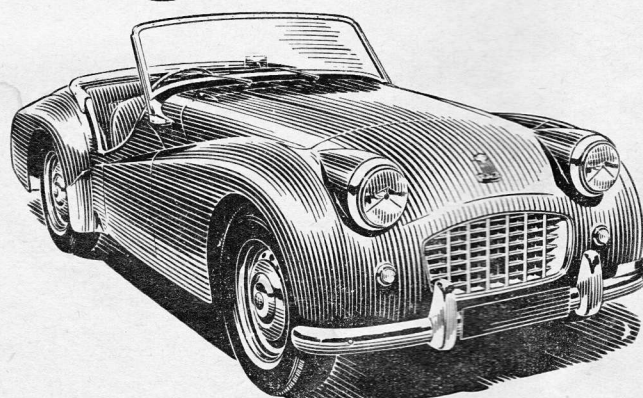
**THE DE-LUXE VANGUARD III**

PRICE: £625 P.T. £313·17·0 TOTAL £938·17·0
 NORMAL MODEL Price: £899·17·0 incl. P.T.
 Laycock Overdrive optional extra

THE TRIUMPH T.R.3 SPORTS

WITH DISC BRAKES

PRICE: £680 P.T. £341·7·0 TOTAL £1021·7·0
 Laycock Overdrive optional extra



And now

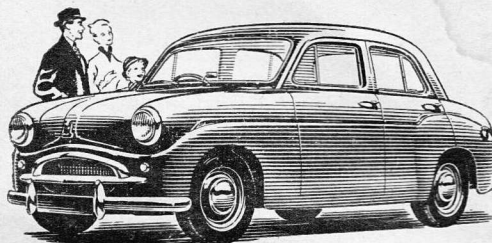
STANDRIVE

Incorporating Newtondrive Patents

Two-Pedal Control

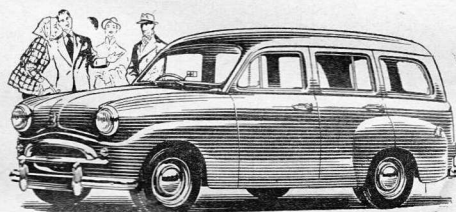
as an Optional Extra

Standrive two-pedal control is now available on the Standard Super Ten and the Standard Ten Companion as an optional extra. Standrive provides the driver with all the advantages of an automatic clutch, enabling a clutchless gear change to be made. It permits leisurely change of gear or, when desired, a rapid shift into higher or lower ratios with equal smoothness and precision.



THE STANDARD SUPER TEN PHASE II

PRICE: £445 P.T. £223 · 17 · 0 TOTAL £668 · 17 · 0
Standrive £13 · 5 · 0 P.T. £6 · 12 · 6 TOTAL £19 · 17 · 6
FAMILY TEN SALOON Price: £578 · 17 · 0 incl. P.T.



THE STANDARD TEN COMPANION

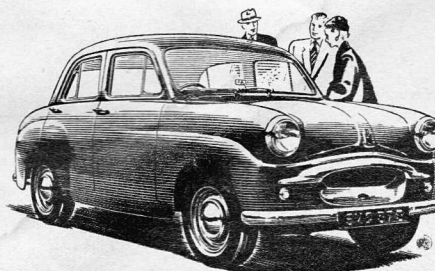
PRICE: £485 P.T. £243 · 17 · 0 TOTAL £728 · 17 · 0
Standrive £13 · 5 · 0 P.T. £6 · 12 · 6 TOTAL £19 · 17 · 6

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Outstanding for — DURABILITY — ECONOMY — SERVICE

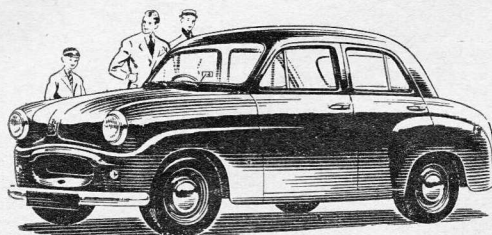
SEE THE **IT** CARS
INTERNATIONALLY-TESTED

**STAND 142 & 165
EARLS COURT**



THE STANDARD SUPER EIGHT SALOON

PRICE: £405 P.T. £203 · 17 · 0 TOTAL £608 · 17 · 0



THE STANDARD FAMILY EIGHT SALOON

PRICE: £379 P.T. £190 · 17 · 0 TOTAL £569 · 17 · 0

ON THEIR WAY UP ...



(L. to r.): Carroll Shelby, Mackay Fraser, Les Leston, Stuart Lewis-Evans and Jim Russell.

This Year of Pace—*cont. from page 507*
are, of course, several first-class drivers in U.S.A. and Australia, but one cannot discuss them without having seen them. I have, however, seen Carroll Shelby, Masten Gregory, John Fitch and Phil Hill in action, all of whom are extremely capable conductors. Shelby is now regarded as America's Number One road-racing man, and will doubtless be seen in Europe next season. It was a pity that the return of Froilan Gonzalez to racing was so unfortunate; in practice for the British G.P. at Silverstone,

he showed that he still has the touch. Perhaps he will race regularly, and I am sure that he would be welcomed by many team managers. One would also like to see Carlos Menditeguy in action again, and one also notes the continued progress of the Spaniard, Francesco Godia, during the year.

Still and all, despite the fact that it is asking for trouble to attempt to rate drivers according to ability on their 1956 form, I must give my list of the first 15 G.P. drivers, arranging them in the Guide Michelin manner with stars. So here it comes:—

Juan Manuel Fangio	...	****
Stirling Moss	...	****
Peter Collins	...	****
Jean Behra	...	****
Mike Hawthorn	...	***
Eugenio Castellotti	...	***
Harry Schell	...	***
Tony Brooks	...	**
Alfonso de Portago	...	**
Roy Salvadori	...	**
Luigi Musso	...	**
Maurice Trintignant	...	*
Archie Scott-Brown	...	*
Ron Flockhart	...	*
Jack Fairman	...	*

A STANGUELLINI ENGINE FOR BRITAIN

Details of the 1,100 c.c. engine acquired by Alex MacMillan

PICTURED here is a new 1,100 c.c. Stanguellini racing engine, the first ever brought to this country. This unit, which was flown from Milan last week, has been specially prepared for Alex MacMillan, patron of the Scuderia Futura stable and Sports Motors of Ashton-under-Lyne, Lancs.

It is destined for installation in a Lotus chassis, which MacMillan is to drive as a member of the newly formed Northern

Racing Team, in company with Johnny Higham and Neil Campbell-Blair.

The engine incorporates a number of interesting features, most notable being the exquisite workmanship and finish. A large number of the parts are made from aluminium castings, many of which are highly polished. The four-cylinder block is of cast iron fitted with liners. The finned aluminium sump is also provided with a number of ducts moulded-

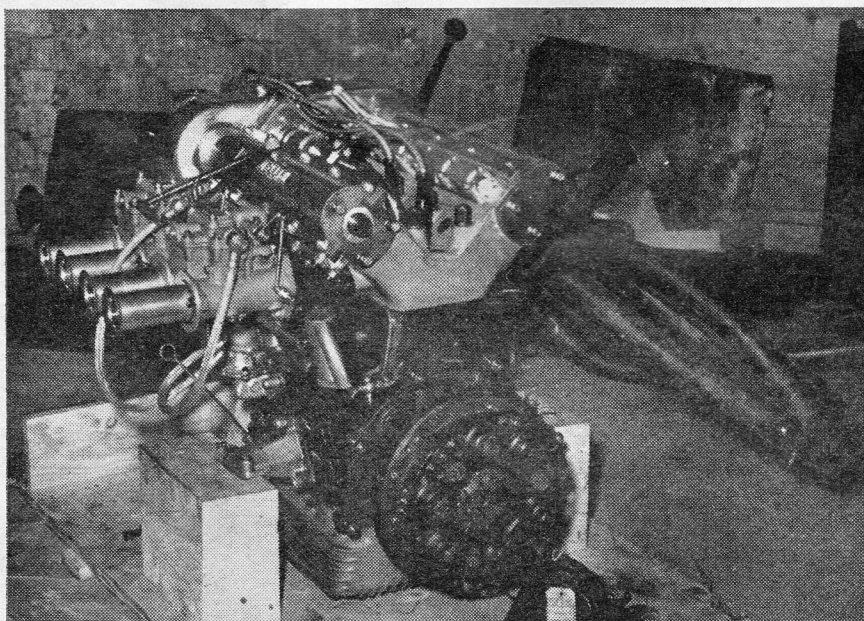
in to assist convectional cooling and reduce weight. Two large oil breathers are mounted in-line on the crankcase. Cooling water is circulated through satin chromium plated pipes by a large centrifugal-type pump driven off the timing gears. A "V" belt carries the drive to the dynamo, which features a housing extensively drilled with lightening/cooling holes. Fuel is delivered to the two Tipo 35 DCO3 double-choke Weber carburettors by a small mechanical-type petrol pump. The power is delivered by a rugged single-plate dry clutch, approximately 7 ins. dia., which again incorporates many lightening holes. Another exclusive feature is the use of anodized nylon ring locknuts.

The engine, which has been supplied complete with the test-bed exhaust system and modified Fiat gearbox, has produced 95 b.h.p. at 7,300 peak r.p.m., 90 b.h.p. at 5,500 r.p.m. and a very flat power curve, with power coming in as low as 2,000 r.p.m. One reason for the outstanding flexibility of the engine is thought to be its development from the Fiat 1,100 c.c. production engine, started some years ago by Signor Vittorio Stanguellini, using his own cylinder heads, exhaust systems, manifolds and finally a modified block.

The Stanguellini workshop in Modena is comparatively small, though equipped with an extensive range of specialized machine tools. The main business of the works is a Fiat agency, and the special tuning of production cars. Very few racing engines have been built so far, since most of the firm's resources are absorbed by tuning work.

Sig. Stanguellini himself is a small dynamic personality of 55. Together with his school-day contemporaries, Enzo Ferrari and the Maserati brothers of the Osca concern, he exerts a thoughtful influence on Italian motoring matters.

S. M. HOWARD.



READY to fit into MacMillan's Lotus chassis, the 1,100 c.c. Stanguellini "double-knocker" looks a formidable power unit.

103,000 miles without even a decoke —on Shell X-100 motor oil

Since December, 1952, Mr. A. T. Hollands, of Messrs. Girlings' Ferro-Concrete Limited of Feltham, has run an Austin A.40 Somerset, Registration No. NLC 358. He has always run it on Shell X-100 Motor Oil. **Neither cylinder head nor sump have ever been removed, and beyond tappet adjustment the engine has never needed attention.**

On dismantling at 103,027 miles, inspection by an independent engineer supported Mr. Hollands' belief that the engine is still fully serviceable, needing only the minimum of attention.

Copies of the full engineer's report are available on request, from Shell-Mex and B.P. Ltd., S.P. & A. Dept., Shell-Mex House, London, W.C.2.*



* Extracts from the independent engineer's report on the A.40

by H. N. Charles, B.Sc., M.I.Mech.E., Engineering Consultant.

A preliminary examination was made at a speedometer reading of 101,220.

On the road the performance is quite satisfactory. Acceleration is brisk, the engine runs well, and the whole car is pleasant to drive or ride in. It is noticeable that the oil pressure gauge reading is well up to standard.

On running the engine light under 'indoor' conditions it was clear that, although noisier than a new engine, no exceptional amount of engine noise was present.

After leaving the engine idling for about two minutes a moderate puff of exhaust smoke was obtained when the throttle was opened. This smoke however cleared very quickly and, considering the mileage, one could only form the opinion that the general condition of the engine was very good indeed.

Examination of the Engine

At a speedometer reading of 103,027 miles the engine was removed from the car and stripped down for examination. The following notes cover some of the main points as then seen.

Valves

All valves were in good usable condition and could be cleaned and made fit for further service. All valve springs were sound and covered with a thin layer of black deposit. The whole of the operating mechanism was in good condition, including the tappets.

Pistons

Pistons were in good condition, showing very even marking on the skirts. All piston rings were sound and entirely free from sticking. Amount of carbon deposit in the ring grooves was unusually small, this point being outstanding.

Cylinder Bores

All cylinder bores were in nice condition, showing three to four thousandths of an inch wear as measured with a dial indicator bore gauge. Wear at the bottom of bores was scarcely measurable.

Crankshaft

The crankshaft was clean and clearly in good condition. The maximum crankpin ovality, as measured by micrometer, was approximately half a thousandth of an inch.

The maximum journal ovality was approximately one thousandth of an inch, this being on the journal of the centre main bearing.

The actual amount of wear on crankpins and journals was very small, being in fact almost confined to the ovality as measured.

General

It is clear that the engine had the benefit of an oil which lubricates well, forms but little sludge, and protects interior surfaces from corrosion to a very marked extent. The latter feature is outstandingly apparent in this instance, all the internal parts of the engine being remarkably free from corrosion.

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keeps engines young

it fights acid action — main cause of engine wear

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Ulster Racing Finale

Successes to Marshall Watson (Alta), Jim Meikle (Cooper), Brian Bleakley (Zack) and Paddy Hopkirk (Anglia) at Kirkistown

MOTOR racing in Ulster ended for 1956 with the 500 Motor Racing Club of Ireland's meeting at Kirkistown airfield on Saturday, 6th October—and a jolly good thing it is for Ulster that there is in existence a club possessing its own venue—and the energy to promote regular racing events there.

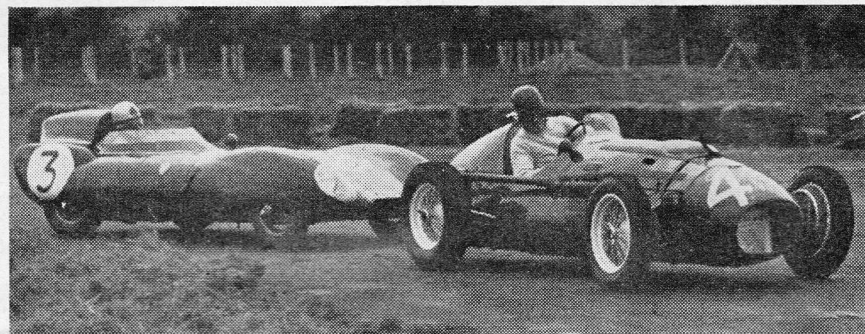
October is a bit late for racing, but the organisers were rewarded for their experiment by a reasonably good turnout, despite the counter attraction of the England v. Ireland soccer international and other big events. There was, too, a splendid entry, albeit somewhat thinned by practice failures.

The appearance of a number of closed cars among the entrants inspired the promoters into reviving the saloon car handicap. Of the original seven, two failed to start, one being Draper's swift Ecurie Spa Ford Anglia (Draper being called away on business) and H. G. Brown's 1932-ish hotted-up Austin Seven which, while on the spot, met bother in practice.

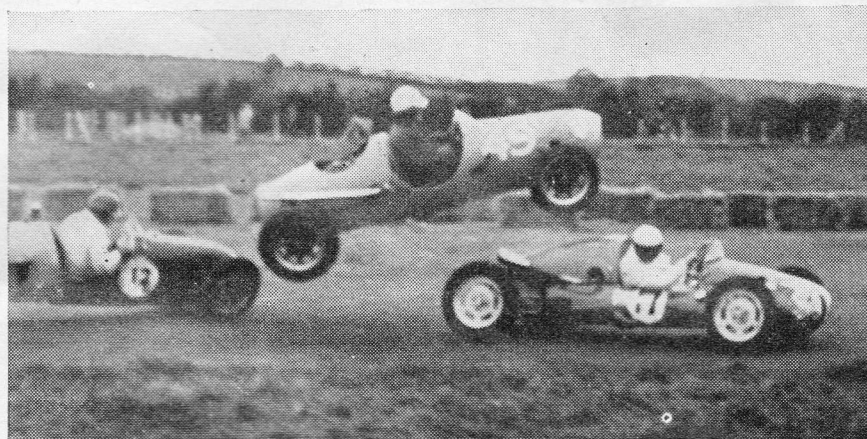
On scratch mark was Stanley Porter's A.C. Aceca, conceding time up to 1 lap and 30 seconds to J. A. Phillips (Ford), ten seconds less to Paddy Hopkirk (Ford) and another 10 seconds less to Billy Caughey's Elva-head Ford and N. O'Flaherty's Volkswagen.

Hopkirk snatched an immediate lead, catching the 10 seconds given to Brown on the first lap. O'Flaherty held third place, moving into second berth on the next lap. That settled the order for eight laps, leaving chief interest to centre on the efforts of Porter to catch the leaders. Porter gave an exhibition of confident and fast motoring, to move into third place on the seventh lap and overtake O'Flaherty on the ninth. At that stage, O'Flaherty slowed because of missing oil pressure, to tour into the paddock without completing the lap. Porter had Hopkirk in sight as the race ended.

The Ford Ten Specials race gave Brian Bleakley a clear win in the Zack. This event was "telescoped" into the race for Triumphs and Austin-Healeys, and Bleakley, in winning, actually lay third on the track behind the leading Triumphs. For a time his nearest opponent was J. N. C. Magee (Ford Special) who chased him pretty hard, but he disappeared to leave Robin Scott (Ford Special) in the challenger's berth.



ALTA v. LOTUS: Marshall Watson leads Michael Templeton during their duel in the Open Handicap. Watson later won the Formule Libre race.



TAKE-OFF on Kirkistown airfield by Drew Jamieson's Cooper when his throttle jammed. Involved here are A. Jameson (J.P.) and P. Kinnane's Iota.

Bleakley, however, kept one of the Triumphs between himself and Scott to win by a wide margin.

In the Triumph v. Austin-Healey race, the favourite was Ian Titterton (TR2), but right from the getaway, J. Black (TR2) put up a determined effort to hold Titterton for three laps, then to squeeze past and into the lead. It was an all-Triumph affair, even more so when Ted McGuire's Austin-Healey slowed after holding fourth place for a time. Titterton could do nothing about catching Black, who won by four lengths.

The handicappers had made a good job of the markings for the open handicap, and close finishes were seen both in heats and in the final. This latter race brought a one-second victory for Alf Carroll (1,172 Buckler) from another 1,172 Buckler driven by W. Park. Run concurrently was a handicap for Formula 3 cars, in which only two contestants figured—Jim Meikle (490 Cooper) and G. L. Kinnane (499 J.P.).

During the racing Kinnane clouted the straw bales and was black-flagged for an inspection of his car, all of which left Meikle in an unchallengeable position.

The meeting closed with a *Formule Libre* race, dominated by Marshall Watson's 2-litre Alta. There was plenty of incident in this race, especially when Drew Jamieson (1,100 Cooper-J.A.P.) found himself motoring briskly down the straight with his throttle jammed wide open. He went into the hairpin with no appreciable reduction in speed and there collected both Kinnane's Iota and Alec Jameson's J.P. Using both cars as a ramp, the Cooper "took off" and vaulted the straw bales, fortunately landing on all four wheels. Considerably shaken, all three drivers retired.

W. A. McMASTER.

Results

Saloon Car Handicap: 1, Paddy Hopkirk (1,172 Ford Anglia), h'cap allowance 1 lap plus 20 s., time 15 m. (55.60 m.p.h.); 2, Stanley Porter (1,991 A.C. Aceca), scratch, 15 m. 5 s. (65.85); 3, J. A. Phillips (1,172 Ford Anglia), 1 lap plus 30 s. (53.27).

1,172 c.c. Ford Special Scratch Race: 1, Brian Bleakley (Zack), 14 m. 38 s. (62.62); 2, Robin Scott (Ford Special), 14 m. 55 s. (61.43); 3, Noel Henderson (Ford Special), 14 m. 56 s. (61.35).

Triumph v. Austin-Healey Race: 1, J. Black (TR2), 14 m. 5 s. (65.07); 2, Ian Titterton (TR2) (64.91); 3, N. W. Wilson (TR3), 14 m. 56 s. (61.37).

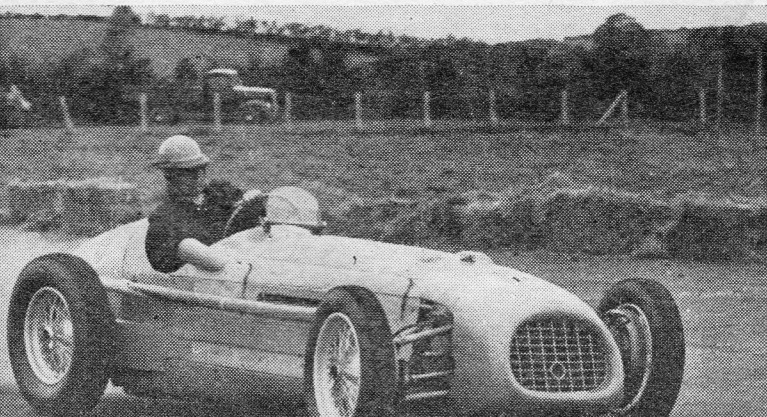
Open Handicap—First Heat: 1, Jim Meikle (490 Cooper), 1 lap plus 40 s. (63.93); 2, Robin Scott (Ford Special), 1 lap plus 50 s. (62.24). **Second Heat:** 1, Alf Carroll (1,172 Buckler), 2 laps (60.26); 2, W. Park (1,172 Buckler), 2 laps (59.36). **Final:** 1, Carroll (61.87); 2, Park (61.78); 3, Charles Maunsell (1,495 Stuba) (54.10).

500 c.c. Handicap: Jim Meikle (490 Cooper) (63.93).

Formule Libre Race: 1, Marshall Watson (1,890 Alta) (67.38); 2, J. McDonald (1,466 M.G.) (66.32); 3, J. Black (Triumph TR2) (65.62).

Fastest lap of the meeting: Watson (Alta), 1 m. 16 s. (72.34).

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Correspondence—continued from page 496

rise of Swedish motor-racing. Our young drivers—most of whom generally have learned to drive (horrifyingly) fast over very difficult, narrow and bumpy roads in special speed tests in the woods and hills, and who have only a very few opportunities to race on Swedish ground, where they usually drive Porsches—have scored remarkable successes on the Continent in 1956. Olof Persson won with a Porsche the up to 1,500 c.c. Gran Turismo class in the Mille Miglia, where Joachim Bonnier took a third in the up to 1,300 c.c. class with an Alfa Giulietta Sprint Veloce (Bonnier 15th and Persson 18th in general classification). The same Bonnier on an Alfa and his compatriot Björn Mårtensson (Mercedes 300SL) and Gert Kaiser (Porsche Spyder) won (together with German drivers) their classes in this year's Nürburgring 1,000 km. Mårtensson came 8th, Kaiser 9th and Bonnier 11th in the general classification. The Pescara Grand Prix saw Bonnier as 2nd in the 1,500 c.c. class (only beaten by Villorresi), he was 2nd in the latest Monza races in the Gran Turismo class, and finally was winner in the up to 1,300 c.c. Gran Turismo class at the Avus at Berlin where C-G. Hammarlund won the up to 1,500 G.T. class. The Swedes have also been successful in this year's European Rally Championship. Harry Bengtsson (Volkswagen) won the Swedish Rally to the Midnight Sun (although there was no such sun this year), Bengt Jonsson (Saab) was first in the German Wiesbaden Rally and now Carl-Magnus Skogh on Saab has just won the Norwegian Viking Rally. Rolf Melde on a Saab was placed 2nd in the new but already famous Tour d'Europe.

Regarding the earlier mentioned fourth and fifth in the Swedish Grand Prix for Sports Cars—Kvarnström/Lundgren and Borgefors/Hammarlund—only the first mentioned has ever raced a sports car before (a Ferrari Monza); the others have just been "driving-on-roads-in-the-woods", home-built cars, or Porsches. All the training they had (though very skilful and experienced drivers with good judgment) in their Ferrari Monza and 375 Mille Miglia cars was a few hours of driving on a little closed autodrome and on the roads, after which they started in a World Championship race, beat a lot of world-famous drivers and were placed 4th and 5th!

I want to end this letter to your very interesting and enjoyable journal with a wish that next year we will see teams of Vanwalls, Connaughts and B.R.M.s with—mostly—British drivers on the top of the World Championship.

BENGT BARKSTEDT,

SPORTS EDITOR, "SVENSK MOTOR TIDNING",
ROYAL SWEDISH AUTOMOBILE CLUB.

STOCKHOLM, SWEDEN.

Half-Litre Racing

AFTER reading the letter in the 17th August edition of AUTOSPORT, signed P. R. S., I came to the conclusion that your correspondent would appear to be misinformed and that the facts are somewhat misconstrued.

Firstly, in connection with the paying gate—it is a fact that many circuits today owe a lot to Formula 3, including Brands Hatch which, as a motor racing circuit, was born and nurtured from the early days of Formula 3 racing. I doubt very much

whether any promoter there, or at any other circuit would, from choice, run a meeting without 500 c.c. cars. It is my bet they consider its inclusion very necessary and will agree that it pulls its weight in any programme. All the leading 500 c.c. drivers appear regularly at such circuits where points count for several championships and annual trophies, and such is their enthusiasm that quite a few have appeared with very little or no starting money.

One has only to look at the Goodwood meeting on Whit Monday, or the Aintree meeting in which only five Grand Prix machines lined up for the start, to realise that many a fixture would have been more than dull without Formula 3 support, and, as you so rightly mention, half-litre racing can always be relied upon to provide excitement throughout the race and very close finishes. May I here congratulate Max Aitken for his warm remarks and appreciation of the Formula 3 drivers at the conclusion of the *Daily Express* Silverstone?

Upon what reliable facts is the statement made that the public are losing interest? P. R. S. has obviously not got his information from the *paying public*—let him go round and talk to them, and he will soon be forced to revise his opinion. I am advised that a recent circular census taken at Brands Hatch revealed that over 95 per cent. of the public who sent in the forms expressed a wish for MORE Formula 3 racing.

As to technical interest, it is true that the make and, to some measure, the design, of car mainly used today originates from the Cooper company, although I would point out that the basis of this concern's present sports car and new Formula 2 chassis owes a lot to their experience in Formula 3 chassis development. It is also true that other than a few engines of J.A.P. manufacture, the Norton double-camshaft engine is almost universally employed, but have P. R. S. and the press ever stopped to think and give credit to the few back-room boys who have been able to develop and coax today's outstanding performance and reliability, producing power that is far and away beyond that for which the engine was ever designed? Is it not also correct that nearly all present-day up to 1½-litre sports cars use an engine of one particular make? Yet I have not heard anyone complaining about this! Funnily enough, to the average spectator, the body shapes, etc., are also very much stereotyped. It is the RACING that counts with the public.

We all would welcome new designs of cars and power units, but this is somewhat wishful thinking. We have had other designs of both cars and engines but they have all fallen before the might of the Cooper-Norton combination. Only such individuals as Alfred Owen or Tony Vandervell would be capable of developing a Formula 3 car and engine on the lines suggested, and I am quite sure that both these patrons already have their hands full looking after their present machinery.

No, Formula 3 does not require a new look. Be fair about it, give credit where credit is due, and bearing in mind the fact that several of Britain's outstanding Grand Prix drivers of today commenced their careers in Formula 3, so let your correspondent and all who are connected in any way with motor racing give the 500 c.c. movement the credit it so richly deserves.

RAY BECKETT.

LIVERPOOL 23, LANCS.

**LANCS & CHESHIRE C.C. OULTON PARK
RACE MEETING
13th October**

5-lap Scratch Race, 750 Formula: 1, D. Rees (Austin), 67.45 m.p.h.; 2, M. J. Harris (Austin); 3, R. D. Lee (L.R.M.). **1172 Formula:** 1, J. W. Anstice-Brown (Lotus), 68.21 m.p.h.; 2, G. A. Holland-Martin (Lotus XD); 3, M. J. Buckingham (Lotus VD).

5-lap Scratch Race, up to 3,000 c.c.: 1, J. B. Naylor (Lotus-Maserati), 77.53 m.p.h.; 2, A. E. Marsh (Cooper-Climax); 3, McMillan (Cooper-Climax). **Fastest lap:** A. E. Marsh, 2 m. 3.4 s. **Over 3,000 c.c.:** 1, R. E. Berry (Jaguar D), 79.09 m.p.h.; 2, M. Trimble (Jaguar C); 3, K. Flint (E.R.A.-Jaguar). **Fastest lap:** R. E. Berry 2 m. 1.6 s.

5-lap Handicap Race up to 1,000 c.c.: 1, P. Grant (Renault), 54.07 m.p.h.; 2, C. A. Pashley (Fiat); 3, A. C. Hicks (Fiat). **Fastest lap:** J. E. Howell (Fiat), 2 m. 57 s. **Vintage and Aston Martin Cars:** 1, F. Wall (Bugatti) 76.58 m.p.h.; 2, D. F. Mallalieu (Bugatti); 3, Miss P. Burt (Aston DB2/4). **Fastest lap:** Miss P. Burt.

5-lap Scratch Race, Sports Cars, up to 1,500 c.c.: 1, E. G. Greenall (Lotus XD), 78.59 m.p.h.; 2, A. E. Marsh (Cooper-Climax); 3, G. Nixon (Cooper-Climax). **Fastest lap:** E. G. Greenall, 2 m. 3.4 s.

5-lap Handicap Race, Production and Modified Touring Cars: 1, E. B. Wadsworth (Austin-Healey),

67.43 m.p.h.; 2, C. A. Pashley (Fiat); 3, P. Grant (Renault). **Fastest lap:** Miss P. Burt (Aston Martin), 73.63 m.p.h.

10-lap Handicap, Racing Cars: 1, D. F. Mallalieu (Bugatti), 67.55 m.p.h.; 2, I. S. Munn (Turner-M.G.); 3, T. Taylor (Cooper). **Fastest lap:** R. E. Berry, 2 m. 1 s.

5-lap Scratch Race, Sports Cars, up to 2,000 c.c.: 1, N. Campbell-Blair (Cooper-Bristol), 79.19 m.p.h.; 2, T. Dickson (Lotus XD); 3, McMillan (Cooper-Climax). **Fastest lap:** T. Dickson, 2 m. 2.8 s.

15-lap Handicap Race, Sports Cars: 1, J. H. Gee (Fiat-BMW), 71.46 m.p.h.; 2, W. A. W. Bemrose (Austin-Healey); 3, E. B. Wadsworth (Austin-Healey). **Fastest lap:** J. H. Gee 2 m. 16.4 s.

15-lap Handicap Race, Sports Cars: 1, T. Dickson (Lotus XD), 77.68 m.p.h.; 2, Hon. E. G. Greenall (Lotus XD); 3, P. Jackson (Cooper-Climax). **Fastest lap:** R. E. Berry, T. Dickson and N. Campbell-Blair, 2 m. 2.2 s.

**W.E.C.C. NATIONAL HILL-CLIMB
Stapleford, Essex
14th October**

B.T.D.: A. F. Rivers Fletcher (Cooper-J.A.P., 1,098 c.c.), 48.44 s. **Second B.T.D.:** R. W. Colton (Cooper-J.A.P., 500 c.c.), 49.78.

Class Awards, Saloon Cars, up to 1,000 c.c.: 1, C. D. McCarthy (DKW), 63.42; 2, T. J. Threlfall

(Standard 10), 67.53. **1,001-1,300 c.c.:** 1, M. J. Kingham (Volkswagen), 62.31; 2, Mai. J. W. McCrary (Volkswagen), 63.65. **1,301-2,100 c.c.:** 1, J. R. Waller (M.G. Magnette), 59.30. **2,101-3,000 c.c.:** 1, S. T. Rees (Ford Zodiac), 58.52. **Over 3,000 c.c.:** 1, N. W. Graham (Jensen 541), 57.51.

Sports Cars, up to 1,300 c.c.: 1, G. D. Hennessey (Lotus VD), 56.31; 2, P. J. Arundell (M.G. TC), 1,301-1,500 c.c.: 1, W. P. U. Constable (M.G. TD), 56.13; 2, K. S. Richardson (Porsche Carrera), 56.44. **1,501-2,700 c.c.:** 1, J. R. Rudd (Frazer-Nash), 52.22; 2, H. Orr-Ewing (Frazer-Nash), 53.18. **Over 2,700 c.c.:** 1, G. H. G. Burton (Bentley), 53.86; 2, C. T. Atkins (Mercedes 300SL), 55.38.

Sports Cars (any trim), up to 1,200 c.c.: 1, K. D. Laverton (Lotus VD), 52.14; 2, C. P. McNaughton (Elva-Ford), 53.81. **1,201-1,500 c.c.:** 1, S. F. Wilder (Porsche Damen), 59.28. **1,501-2,000 c.c.:** 1, J. R. Rudd (Frazer-Nash), 52.08. **Over 2,000 c.c.:** 1, D. Lewis-Evans (Jaguar XK 120C), 50.84; 2, S. C. Newman (Austin-Healey), 54.08.

Racing Cars, up to 250 c.c.: 1, H. B. Pickett (J.B.S.), 63.57; 2, K. R. Harris (Smith-Anzani), 64.79. **251-500 c.c.:** 1, F. J. Mays (G.M.), 50.65. **501-1,500 c.c.:** W. F. Moss (E.R.A.), 50.41. **1,501-2,500 c.c.:** C. T. Atkins (Connaught), 50.05.

Bentley Handicap: H. L. Halkyard (3-litre), 65.08 (15 s. h'cap). **Ladies' Award:** Miss Rosemary Seers (Cooper-Zephyr), 57.54.

Reports of these events will be published next week.

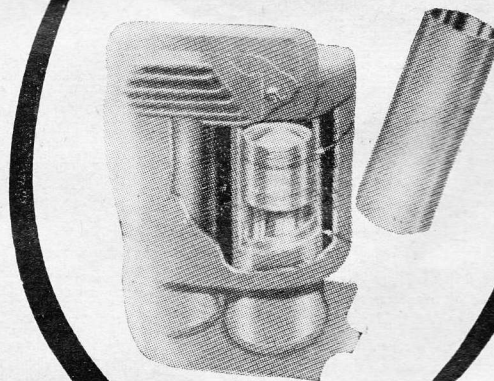
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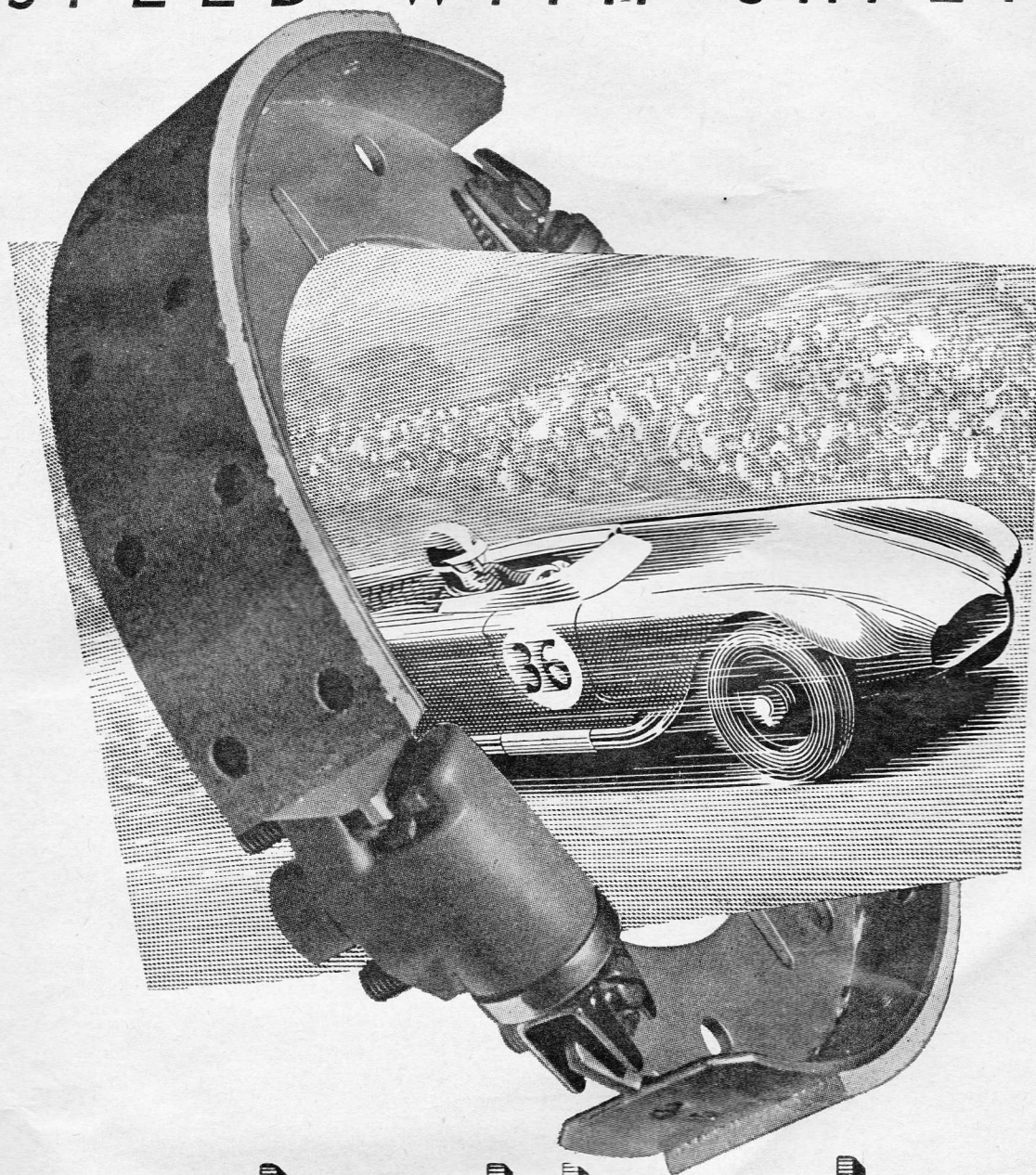
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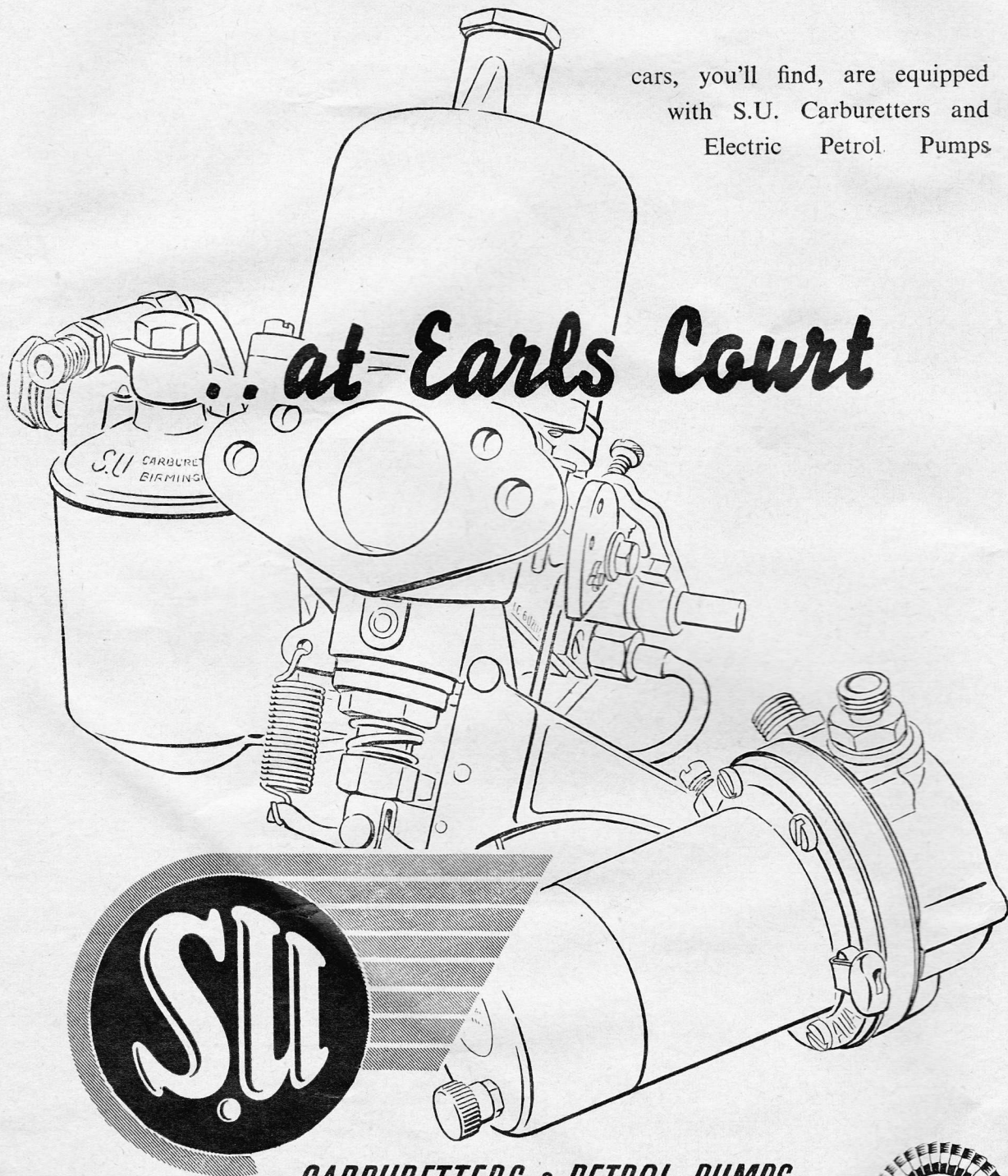
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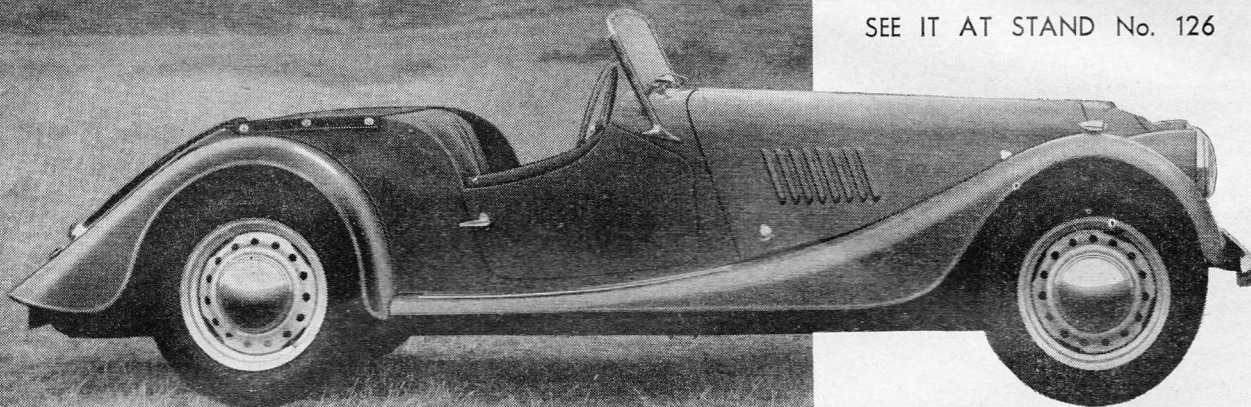
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Club News

By STUART SEAGER

JUST too late to mention it in last week's issue, we heard that the Eight Clubs' Eastbourne Rally, which was to have been held last week-end, had been cancelled due to lack of entries. A pity, this, for the "Eastbourne" is one of the most enjoyable events in the South. Reasons for the lack of support include the fact that it is a Friday night event, which precludes the entry of the many people who work on Saturdays, and also the unfortunate clash with two other popular events with London starts: the M.G.C.C. Weston Rally and the Sheffield and Hallamshire M.C. National Rally of the Dams. In fact, there were only 20 cars entered, which is a poor reward for the considerable amount of work the Cemian M.C. had put into the organization.

Following last week's remarks about gear changes, particularly in respect of the Volkswagen, we were astounded to read, in the magazine of the Volkswagen Club of America, that a German firm is marketing a conversion kit for steering column operation of the VW gearbox!

THAT annual classic, the Chase Trophy Trial, is to occur again on 4th November in Staffordshire. Organized

once more by the **Shenstone & D.C.C.**, it is open to Sunbac, Hagley, Leicestershire, Sheffield & Hallamshire, North Midland, Coventry & Warwicks, and B.A.R.C., as well as R.A.C. Trials Championship entrants. Entries close on 29th October with E. K. Ashby, 21 Branton Hill Lane, Aldridge, Staffs. . . . The **B.A.R.C. (Yorks)** and **Sunbac** are jointly promoting the third "Airline Rally" for their members on 27th-28th October. This is a night event without the accent on navigation, but with some new twists and further details may be obtained from J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield. . . . The **Oxford University M.D.C.**, in conjunction with the **Oxford M.C.**, are holding a driving test meeting near Bicester on 28th October

and a rally in the Cotswolds on 25th November. Regulations for these events may be obtained from J. Summerscale, Brasenose College, Oxford. . . . The **Harrow C.C.** are restarting their winter practice rallies on the third Thursday in each month, starting from the Battle Axes, Aldenham, at 7 p.m. These are easy runs of around 30 miles, designed especially for the novice to gain a little painless experience, or for the experts to try out equipment. Prospective members will be welcomed. . . . The S.E. Centre of the **M.G.C.C.** will meet on 25th October at the Dulwich Wood House, near Crystal Palace, and at the "Three Jolly Wheelers", Woodford Bridge, Essex.

EIGHTH LAKELAND RALLY

R. Gouldbourn (TR2) Wins Both Rally and Driving Tests

THE Lancashire and Cheshire Car Club's Lakeland Rally of 1956 was run as two compact and separate events. The first was a road section of some 350 miles with one test in the hours of darkness, and a further series of driving tests on arrival at West Shore, Llandudno. These latter were to serve a dual purpose: to find the outright winner in the event of a tie on the road section, and to set a standard class time for the full-scale driving test meeting which formed the second part of the event.

Readers may wonder how it is that an event styled the Lakeland Rally runs in fact to Llandudno. Some years back the

rally was held in the Lake District but force of circumstances has precluded the use of that area. After careful research, the club obtained permission to use the West Shore at Llandudno, and so helpful have been both the Corporation and the Grand Hotel, that the venue has become a permanent fixture.

The entry of 51 left starting points at Manchester and Llandudno on Friday evening, 28th September, and were set an average of 30 m.p.h. to Prees Heath where both routes converged. Here was sited the first test, a fast run through pylons to a flying finish. Thence started

(Continued on page 522)

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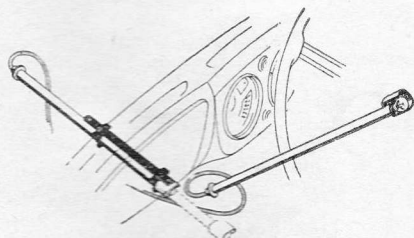
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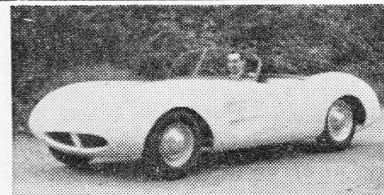
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Lakeland Rally—continued

the first loop which ran through the Cheshire and North Wales area bounded by Wrexham. The second loop was to Cerrig-y-Drudion for the breakfast halt. Here some 18 competitors arrived but of these only three were clean: R. Gouldbourn and K. Walker on TR2s, and K. Blomfield (Austin-Healey).

Next came a regularity section with a maximum and minimum time from control to control, which penalized a further 11 competitors for exceeding the maximum average speed. During this period E. Foden (A.C. Ace) tried conclusions with a tree in the Rhyd Tallog area, the car being too damaged to continue, and H. Jacoby (Standard) trying a short cut, arrived down a steep gradient into a farmyard midden. The ascent in reverse proved too much and the intrepid navigator finally "borrowed" a tractor and towed the Standard to firm ground.

Arrival at Llandudno still found the same three "clean", and so the deciding issue was fought out on the West Shore tests. Here conditions were vile: a howling gale blew fine sand everywhere, and the pylons repeatedly fell down. To continue the tests, these were left on their sides filled with heavy stones. Gouldbourn, superb as ever, gained the day by 20 secs. from Walker, who in turn beat Blomfield by 4 secs.; the latter however incurred a penalty of 10 marks by hitting a straw barrier.

The Tests

Sunday at West Shore was very different to the previous day. It was fine, warm and sunny; conditions which brought large crowds of spectators who lined the sea wall to watch the tests. The first one was a long double reverse with forward runs through pylons.

Fastest here was J. Waddington who registered a sparkling 33 secs. to just head B. Healey with 33.1 secs., and S. E. Mather who took 33.3 secs. All were driving TR2s.

The next test was the main show, electrically timed and complete with commentator. It comprised a double reverse between two sets of pylons to a fast finish in a box. Waddington again was the fastest with 24.3 secs.; next came Gouldbourn, 25 secs. Equal third were Newsham (Morgan) and A. C. Whatmough (Sunbeam) with 26.3 secs. This latter run was a most impressive sight and gained loud applause. Mention must be made of the following very fine times: D. Irlam (Ford), 28.2 secs.; P. Morpeth (TR2), 27.2 secs.; J. Taylor (TR2), 27.2 secs.; R. Gradwell (Renault), 29.8 secs.; J. W. Smith (TR2), 29.2 secs.; N. Mortimer (TR2), 26.8 secs.; O. Stirling (Sunbeam-Talbot), 28.2 secs.; and J. Fielding (TR2), 28.5 secs.

Then followed a double garage test with four pylons to a flying finish. A. Newsham was fastest here with 30.9 secs., to lead Gouldbourn (31.5 secs.) and Beaumont (31.6 secs.). Exceptional times for small cars were D. Irlam (Ford), 35.4 secs. and H. Jacoby (Standard), 35.5 secs.

The last test was a long run through five pylons to enter three garages. This gained the day for Gouldbourn with 19.8 secs., from Newsham's 20.8 secs. and Morpeth's 22 secs. Even though the tests were run against standard times, B.T.D. by Gouldbourn took the premier award with W. Reeks (Ford) taking the saloon class.

It was generally agreed that both the rally proper and the tests were well organized, and a huge success, and are eagerly awaited next year.

FRANCIS PENN.

North-East Notes

THE results have now come to hand of the Farrer Trophy organized by the Cumberland S.C.C. last month. This event, which attracted a good entry from North-Eastern clubs, was run over 200 miles of typical Lake District and Cumberland roads. This proved to be a field day for Standards as the first three places were filled by this make. The Premier Award was won by Guy Wilson, very ably directed around by George Norton, in a Standard Ten without loss of marks. Second was Tom Edmonson, also in a Ten, who lost one mark, and third Harold Couzens in a Vanguard losing two marks. Very creditable performances considering the tight time schedule and the trickiness of navigation in that part of the country.

* * *

On 30th September, the Hartlepool and D.M.C. held their annual Cleveland Rally. This was won by yet another Standard Ten driven by K. Pattinson of the Newcastle club, who lost only five marks during a route which turned out to be a real test for drivers and navigators alike. The start was at the Cleveland Tontine Inn, about 10 miles south of Stockton, and right from there crews had to be on their toes. At the first time control the first of three tests was encountered. This was a stop-and-start hill-climb on the loosest of loose surfaces

and the times varied from an excellent run of 26 secs., by B. Hankey in a TR3, to a not-so-good one in 58 secs. From here followed a "sporty" moorland section to the beautiful North Yorks village of Hornby. Soon after this the second test site was reached. This was a downhill braking test and here honours went to D. Moore in a Prefect. More nice scenery—for those who had time to appreciate it—and soon the lunch break. After lunch there was another list of very well chosen map references leading up to the third test which was of the "judge your width" variety. Best here was J. Liddle in an Anglia. To keep excessive speeds down there was a penalty for exceeding 35 m.p.h. and a secret check was the downfall of a few competitors in this respect.

Results

Best Performance: K. Pattinson (Standard 10).
Class 2: K. Pattinson Class 3: J. Wheatley (Zephyr).
First Class Award: S. Caruthers (Velo).
Best Hartlepool Member: D. Moore (Ford Prefect).
Best Novice: G. Dunn (Hillman).

* * *

At the meeting of North-Eastern and Cumberland Car Clubs at Durham on 4th October it was announced with great regret that Bob Horn, who has been secretary of the association since its inception, is moving from the district for business reasons and has handed in his resignation from the position. At a social evening on 6th October, Bob was presented with a silver salver in gratefulness for the untiring work he has put in on behalf of the association. Mrs.

Horn, who has eased Bob's burdens on many occasions, was presented with a bouquet. Bob's successor is J. Stuart of the Darlington and D.M.C.

BOB ALLMAN-SMITH.

SUCCESSFUL BORDER SPEED TRIALS

THE outlook in Scottish motor racing looked rather bleak two weeks ago when the Winfield Joint Committee found it necessary to cancel their National Open fixture for Charterhall. It therefore did not look too sound when the newly formed Border Motor Racing Club announced that they were holding a High Speed Reliability Trial at Brunton aerodrome, near Beadnall. However, as it turned out, Secretary Ian Scott Watson rustled up 31 competitors from the small membership, arranged for Basil Tye of the R.A.C. to be present and laid on quite good weather conditions.

The handicapping at the outset proved to be rather stiff, McBain's Lotus-Climax having to cover a minimum of 27 laps of the 2.2-mile circuit to qualify for a second class award, with the other competitors handicapped to a similar degree. It was, therefore, decided to chop three laps off each competitor's set number.

After a last minute rush to gather some more marshals and keep unauthorized persons out of the way, the meeting got under way with the Saloon and up to 1,500 c.c. sports car classes.

McBain (Lotus) set off right from the start at a cracking pace in an effort to cover the required amount of laps, but was chased by Jimmy Blumer (XK 120 hardtop) and Gerry Durham (Porsche Carrera). In three laps, the Porsche had spun off three times and retired leaving Blumer to comfortably lead the saloons and reel off enough laps to let him win a second class award. The "dice" between Percival's modified Anglia and Clark's DKW was in the "monumental" category with the tiny German car leading for most of the time until it decided to run on only two cylinders. Despite this, both cars managed to win second class awards, as did Harrison's Volkswagen. It was interesting to note that not one sports car won an award.

The second trial, lasting for 40 minutes, was for sports cars over 1,500 c.c. and brought out an interesting field including Somervail's Austin-Healey 100S, Birrell's Lotus-Climax, Clark's Sunbeam Mark

III and a regular brigade of Austin-Healeys and Triumphs.

Birrell was not long in leaving the field behind but the surprising factor in the race was the rate of knots at which Fawdington (TR2), Blumer (Austin-Healey), Potts (Austin-Healey) and Burgess (Austin-Healey) were travelling. Newall's Jaguar XK140 and Brodie's XK120 both dropped out with boiling problems while Somervail's 100S ran out of petrol. While all the excitement was going on, Clark (Sunbeam) and Frank Elliot (Frazer-Nash) were circulating very fast indeed and it was not surprising when both won second class awards.

Altogether the meeting had been a great success and as a first attempt at organizing a meeting, the committee are to be congratulated. We look forward to hearing more from the Border Motor Racing Club.

GRAHAM GAULD.

Results

Saloons and Sports Cars up to 1,500 c.c.: Second Class Awards: J. Clark (DKW); J. Blumer (Jaguar XK 120); G. Percival (Anglia); C. P. Harrison (Volkswagen).

Sports Cars over 1,500 c.c.: Second Class Awards: J. Clark (Sunbeam); J. Blumer (Austin-Healey); F. Elliot (Frazer-Nash); R. T. Fawdington (Triumph); W. Potts (Austin-Healey).

Recent Results

AIREDALE & PENNINE M.C.C.

Yeadon Aerodrome Speed Tests, 23rd September

Open Class: 1, E. V. Illingworth (M.G. TF 1500); 2, A. Birkett (Triumph TR2); 3, G. Scott (M.G. TF 1250). Closed Class: 1, K. Kelsall (Morris Minor); 2, G. Chippindale (Ford Anglia); 3, B. M. Chippindale (Ford Anglia).

EAST SURREY M.C.

Day Navigation Rally, 30th September

Best Performance: 1, F. J. Clements/P. Rickward; 2, Mrs. S. Miller/L. Smith; 3, J. J. Richards/D. Parker.

GLOSSOP & D.C.C.

Bannally Trophy Rally, 30th September

Best Performance: 1, N. Mather/P. C. Swann (Sunbeam-Talbot 90); 2, D. Wolstenholme/D. Cordingley (Ford 1172 Spl.); 3, J. S. Hall/M. C. Doody (Austin-Healey 100).

LIVERPOOL M.C.

Autocross, 7th October

Open Cars, under 1,100 c.c.: J. Moon (Morris Spl.); 1,101-1,600 c.c.: L. G. Oram (Dellow); 1,601-2,600 c.c.: K. James (TR2); over 2,601 c.c.: Miss M. Hornby (Cooper-Jaguar). Closed Cars, under 1,100 c.c.: A. H. Hill (Renault Dauphine); 1,101-1,600 c.c.: C. L. Bold (Ford Popular); 1,601-2,600 c.c.: A. C. Craig (Sunbeam-Talbot); over 2,600 c.c.: R. Radforth (Ford Prefect (Blown)).

HARROW C.C.

Evening Rally, 6th October

Best Performance: J. L. Shears (TR2). Navigators' Award: W. A. Wise. First Class Awards: Mrs. P. Forster (M.G. TD); P. M. B. Piggott (VW); D. A. Searle (Ford Prefect). Second Class Awards: Miss P. Moss (M.G.A.); D. Aris (Consul); K. A. Gregory (Hillman). Ladies' Award: Mrs. P. Forster.

Coming Attractions

October 17th-27th. International Motor Show, Earls Court, London.

October 20th/21st. G.P. of Rome (S), Castelfusano.

October 21st. 750 M.C. Speed Trial, Tarrant Rushton Airfield, near Blandford, Dorset.

West Hants and Dorset C.C. Bournemouth Rally. Driving Tests on Promenade, Bournemouth.

Sunbac. Vesey Car Trial. Start,

Stokesay Castle Hotel, Craven Arms, 11 a.m.

Huddersfield M.C. Standard Car Trial. Start, Rising Sun Inn, Cartworth Moor, Holmfirth, near Huddersfield, 11 a.m.

October 27th/28th. Blackpool and Fylde M.C. Blackpool Rally Driving Tests, Blackpool, Lancs.

October 28th. Sheffield and Hallamshire M.C. High Peak Trial. Start, Marquis of Granby, Bamford, 10.30 a.m.

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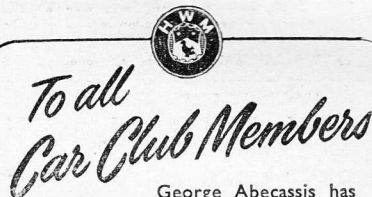
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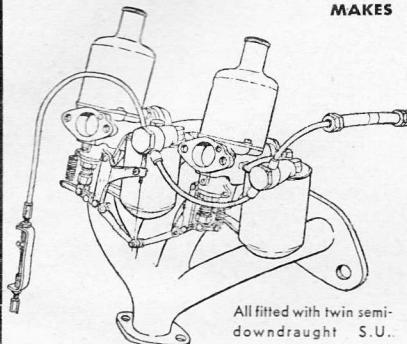
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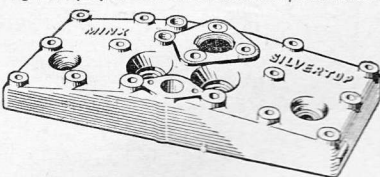
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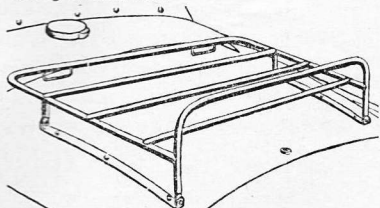


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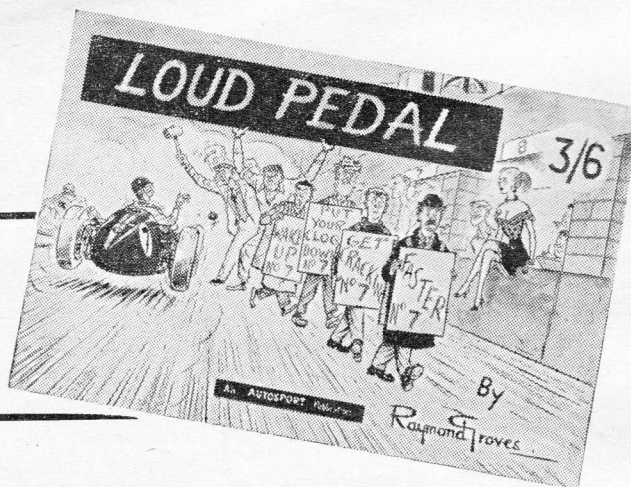
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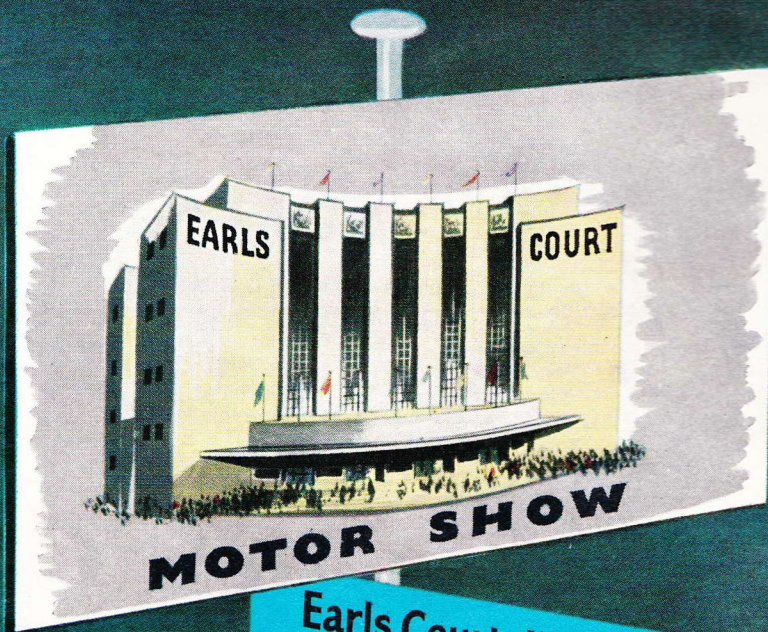
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