G.P. OF MONACO—FULL REPORT

AUTOSPORT

MAY 24, 1957

1/6

EVERY FRIDAY

Vol. 14 No. 21

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

FANGIO WINS MONACO G.P. : MILLE MIGLIA MUSINGS : THE NEW JAGUAR XK 150

RACING AT SNETTERTON : B.R.S.C.C. MEMBERS AT BRANDS HATCH : RACING AT SILVERSTONE

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 14 No. 21 May 24, 1957

Managing Editor GREGOR GRANT

Associate Editor C. POSTHUMUS
Assistant Editors STUART SEAGER, MAXWELL BOYD
Road Tests and Technical JOHN V. BOLSTER
Art Editor THEO PAGE
Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland W. A. McMASTER
Eire BARRY MASON
Continental GERARD CROMBAC, MAURICE GATSONIDES
Western Germany ALAN BRUCE
Scandinavia HANS FRIES
U.S.A. RUTH SANDS BENTLEY
South America Dr. VICENTE ALVAREZ
Canada RODERICK THURGOOD

PHOTOGRAPHIC SECTION

Chief Photographer GEORGE PHILLIPS
Scotland W. K. HENDERSON
Continental MAURICE LOUIS ROSENTHAL, RODOLFO MAILANDER
U.S.A. OZZIE LYONS

CONTENTS

	Page
Pit and Paddock	644
Sports News	645
Mille Miglia Musings	646
Weekend Racing at Brands Hatch	648
Silverstone	650
Snetterton	652
The Grand Prix of Monaco	654
The New Jaguar XK 150	660
Penn Portrait, No. 22—Rex Foster	662
Club News	664
Correspondence	667

Published every Friday by AUTOSPORT
159 Praed Street, London, W.2
Editorial and General Office PADdington 7673
Advertisement Department PADdington 7671-2
General Manager PETER BAYLEY
Advertisement Manager NORMAN H. BIGSBY
Circulation Manager ERIC G. WATSON
Annual Subscription £4 9s. 0d.
(U.S.A. and Canada $13.00)
Direct from the Publishers or all Newsagents

Reprinting in whole or part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

EDITORIAL

A STOUT EFFORT

ONE of the most outstanding achievements of the season was the performance of Jack Brabham and the 2.2-litre Cooper at Monaco. Apart from a short trip up and down a by-pass, the car was completely untried when it arrived at the Principality. Prospects were none too rosy when it was crashed in practice, but nonetheless it was rebuilt, and Brabham duly qualified it amongst 23 entrants, the fastest 16 of which were due to start. The little car electrified the huge crowd, and, when it broke down with a sheared fuel-pump drive on the 100th lap with only five more to go, it was in third place, and seemed certain to finish there. Brabham pushed it over the line for sixth place. On the whole, Britain did well in the Monaco G.P., with Tony Brooks (Vanwall) taking second place behind Fangio, and for much of the race never giving an inch to the Champion of the World. Into fourth place came Stuart Lewis-Evans, bringing yet more honours to Connaught Engineering. B.R.M. did not have a happy outing, with one car failing to attain the necessary qualifying speed, and the other going out with engine trouble when in fifth place, at about half-distance. Anyway, Tony Vandervell's car fully justified itself, and that brilliant young driver Tony Brooks cannot possibly have any regrets about coming second to a man who is probably the greatest racing driver of all time, Juan Manuel Fangio.

GRAND PRIX CRISIS

THE dispute between the Italian racing marques and World Championship race organizers over starting money is disturbing indeed, particularly at this stage, when British cars are so close to achieving winning form. Italy, it seems, was not invited to the Brussels meeting of automobile clubs in February, when a new scale of starting fees was drawn up. Now, when the promoters of the Dutch, Belgian and German Grands Prix apply the new budget, Ferrari and Maserati announce that they will not compete in these events. The World Championship series are directly menaced, for the regulations stipulate a minimum of six events. Argentina and Monaco have been run; there remain three events only, the G.P.s of Britain, France and Italy—assuming these, too, are not affected by the dispute. It is fervently to be hoped that the F.I.A. can bring about a speedy settlement of the problem, and will introduce substitute events to raise the number of qualifying races above the minimum. Not merely the Championship, but the fate of Grand Prix racing itself is at stake.

OUR COVER PICTURE

WELL AWAY: "Old Master" Juan Fangio's win in last Sunday's sensational Monaco Grand Prix places him well ahead of rivals in the World Drivers' Championship, with a total of 16 points to the six earned so far by Jean Behra and Tony Brooks. Here Fangio slides the six-cylinder works Maserati as he leaves the harbour turn for the pits straight.

PIT and PADDOCK

BY his victory last Sunday, Juan Fangio becomes the first driver to have won the Monaco G.P. twice, since its inception in 1929. He won in 1950 with an Alfa Romeo, oddly enough when another multiple crash eliminated several other competitors. Moss has two Monaco wins to his credit, nonetheless, one in the 500 c.c. race of 1950, the other in last year's G.P.

CONGRATULATIONS to Stirling Moss's manager and B.R.S.C.C. secretary, Ken Gregory, who last Sunday became engaged to ballet dancer Ann Tyrell. Seems to be catching . . . !

MORRIS MINOR designer, Alec Issigonis, has been appointed Chief Engineer and Deputy Engineering Co-ordinator of B.M.C. J. R. Stanfield is appointed Chief Designer of Austin, and C. A. Griffin Chief Designer of Morris.

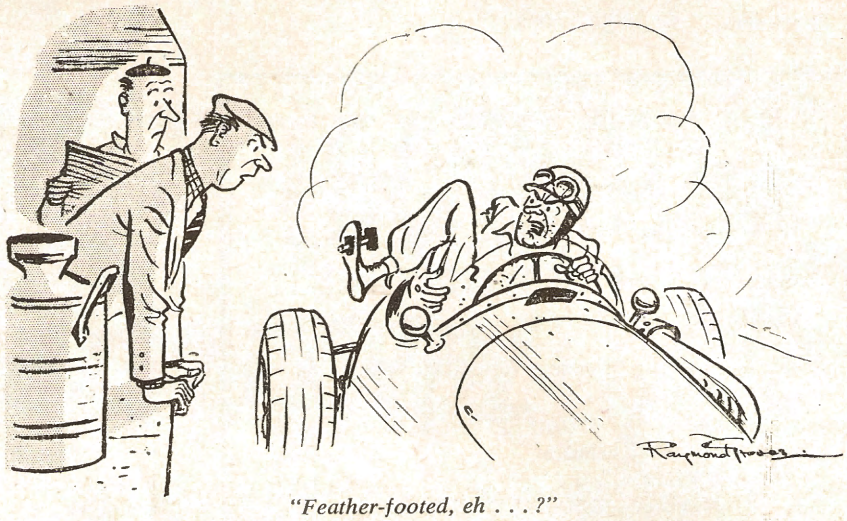
FERRARI'S Mille Miglia cars have been impounded by the Italian police for examination by experts during investigations into de Portago's fatal crash.

EYE-OPENING performance during practice for last week's Spa sports car G.P. came from a German newcomer, 26-year-old Schulze, who drove the works Borgward competition "spyder", lapping in 4 mins. 51 secs., a class record. The Belgian Goethals later equalled this in his Porsche. Fastest of all, of course, was Tony Brooks in the DBR1 Aston Martin, in 4 mins. 21 secs.

THE annual Spring Motor Show held at the beginning of May by Appleyard of Leeds, Ltd., incorporated an exhibition of contemporary art and sculpture. It is believed that this is the first time such a combined exhibition has been staged in this country.

NEVIL LLOYD, who has been ill for some time in Guy's Hospital, London, recently underwent an operation and is now showing some improvement. He is now in Miriam Ward, and would be glad to receive letters from friends.

STIRLING MOSS and Jean Behra may share a 300SL Mercedes-Benz in this year's Tour de France. Gendebien and Trintignant will drive Ferraris.



"Feather-footed, eh . . . ?"

DRIVING a Farina-bodied Abarth with Alfa Romeo Giulietta engine reduced to 1,100 c.c., Paul Frère and Alfonso Thiele broke the 3 hrs., 500 kms., 500 miles, 1,000 kms. and 6 hrs. International Class G records at Monza last week. These were the previous property of Arthur Owen and his Cooper-Climax. During further attacks on long-distance records, the car burst a tyre while Thiele was at the wheel. It ran off course and crashed, the driver being badly injured.



OPENING THE CIRCUIT: Their Royal Highnesses Princess Grace and Prince Rainier of Monaco perform their tour d'honneur *before the start of the Grand Prix last Sunday.*

DUTCH racing drivers' school spent a two-day session at Zandvoort last month, with Wolfgang Von Trips and Huschke Von Hanstein as star instructors, driving works Porsches.

IN practice before the qualifying runs for the Indianapolis 500, at least 15 drivers exceeded 140 m.p.h. Looks as though the race will see many new records set.

PRODUCTION sports car race to be held at Crystal Palace in the B.R.S.C.C.'s Whit-Monday meeting will not count for the AUTOSPORT Championship, as it will be below the 30 miles minimum distance. Nor will there be a Championship class event at Goodwood on the same day, as originally hoped.

THE 1½-litre B.M.C. type B engine is to be supplied for use in German Matador and Viking commercial vehicles.

THE new edition of the A.A.'s Road book of England and Wales includes 480 pages of touring information and 830 "find your own way" routes; it lists over 6,000 towns and villages and has 60 pages of maps. Cost to members is 20*s*.

WHILE testing the Kurtis-Kraft which Giuseppe Farina was due to drive in the Indianapolis 500 Miles race on 30th May, Keith Andrews lost control at over 125 m.p.h. and was killed in the resultant accident. The car hit the outside wall and was practically destroyed. Farina has withdrawn his entry.

POSITIONS in the World Sports Car Championship after the Mille Miglia are: 1, Ferrari, 19 pts.; 2, Maserati, 17 pts.; 3, Jaguar, 7 pts.; 4, Porsche, 2 pts.; 5, Osca, 1 pt. Next round is in next week's Nürburgring 1,000 kms. race in Germany.

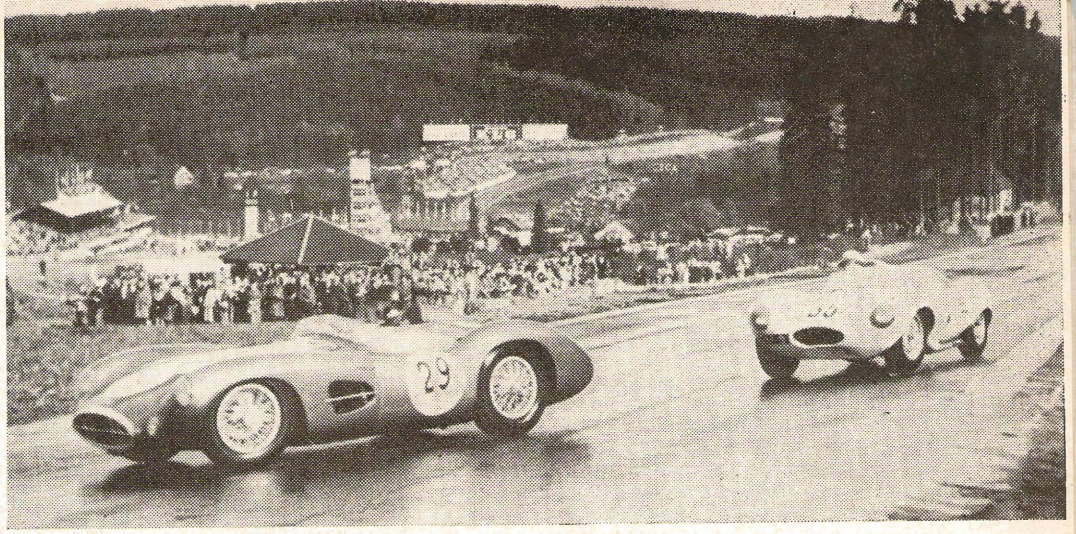
THIS year's Circuit des Sables d'Olonne is due to take place on 18th August, not on the old, twisty, narrow course by the sea, but over a new 4 km. circuit, situated in wooded country inland.





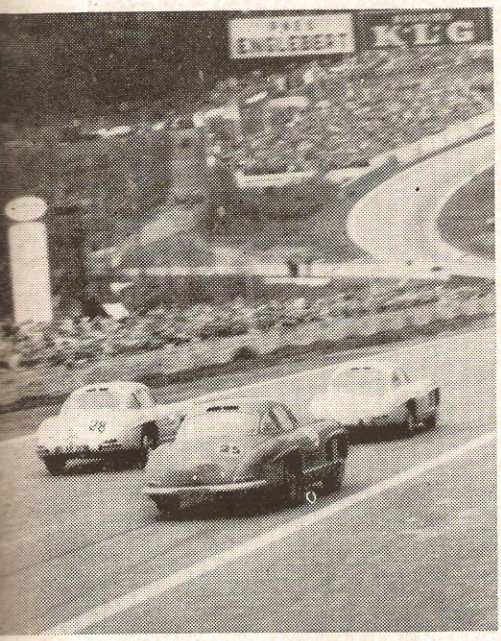
SEE IT WET, see it dry: Spectators at different points along the Mille Miglia route cope with a climate apparently as fickle as our own.

SPORTS NEWS



SPA STARS: Tony Brooks in the latest competition Aston Martin DBR1 is followed by Henry C. Taylor (D-type Jaguar) during the recent sports car G.P., run in the rain over 15 laps of Belgium's premier circuit. Brooks won at 103.97 m.p.h., while Taylor was third in his first Continental race.





READY for the "off": (Above) Two Peugeot 403s, looking somewhat "Longbridge", the winning Borgward of the German Juttner (right), and Harris's Abarth-Zagato (centre) on the line for the 1,000-1,600 c.c. touring and special series event at Spa.

THREE'S COMPANY: (Left) A trio of Mercedes-Benz 300SL coupés slam past the pits on lap 1 of the over 2,600 c.c. Grand Touring event. Winner Guy Mairesse heads the group.

MERCEDES-JAGUAR FOR INDIANAPOLIS

Two European Grand Prix cars of past eras have been entered for the 1957 Indianapolis 500 Miles classic, taking place on 30th May. One is the Don Lee Mercedes-Benz, a 1939 Grand Prix car which came out to the United States in 1947 but which did not prove successful owing to unfamiliarity with the complex V12 supercharged power unit without works guidance. This unit was subsequently replaced by an Offenhauser unit, greatly to the cost of the car's original sleek looks, and this year has been fitted with a 3½-litre Jaguar engine by Eddie Shreve of Indianapolis, who has called the result the Safety Auto Glass Special.

The other European machine is a 1953 Grand Prix Maserati—presumably one of the Formula 2 2-litre cars—which has been entered as a Morgan Engineering Spl. Its suitability for a race of Indianapolis's high speed character may be questioned, but the Maserati will, of course, have to pass qualifying tests to compete in the actual race.

REVISED TALBOTS FOR LE MANS

ANDRÉ DUBONNET, successful racing driver in the inter-war years with Hispano-Suiza and Bugatti cars, has acquired the two 2½-litre Maserati-engined Talbots which ran last year at Le Mans. They will compete in this year's race, carrying Dubonnet's name, driven by Jackie Pollet and another French driver, possibly the racing motor-cyclist Georges Burgraff. Talbot competition manager Goffredo Zehender is currently in Modena with the cars, having new, lighter and better-streamlined bodies fitted. Forty b.h.p. more from the engines is expected. In welcoming this news, the French paper *L'Equipe* hints at further surprises, including, perhaps, a Formula 2 car from the Dubonnet stable.

RACING DRIVERS FORM UNION

MOTOR racing drivers of seven nations have formed an international professional drivers' union to protect their interests in co-operation with organizers and racing car manufacturers. The union's inauguration took place in Monte Carlo last Monday when the President, Louis Chiron, stated that membership would be open to all professional drivers who had completed three Grands Prix or won one of them. One of their first objectives would be to have wooden barriers on circuits replaced by barriers of straw bales and sandbags. Representatives of the union will liaise with organizers on the security measures for all races of Grand Prix status.

The present committee of the union is composed of: Vice-Presidents, Fangio and Taruffi; Members, Moss, Trintignant, Maglioli, Schell. Secretary, Marcello Giambertone; Assistant Secretary, Ken Gregory. Foundation members elected at the opening meeting are (apart from those already named), Collins, Hawthorn, Flockhart, Behra, Brooks, Herrmann, Menditeguy, Salvadori and Taruffi.

RACE MEETING FOR SINGAPORE

PROVISIONAL permission has been granted by the R.A.C. for the holding of Singapore's first motor and motor-cycle track race meeting on 9th June. Moving force behind this enterprise is Air Cdr. G. N. E. Tindal-Carill-Worsley, President of the Singapore Branch of the Forces M.C. The meeting will be open to full members of the F.M.C., Per Ardua M.C., Singapore M.C. and the R.A.S.C. Officers' Club. Full details from the Branch Hon. Sec., Major D. G. Coote, c/o H.Q. Singapore Base District, G.P.O., Singapore.

O'CONNOR RE MONZA

QUOTES from Pat O'Connor after extensive tests in Firestone's test car at Monza: "the track will suit American pilots; they will be able to familiarize easily with the parabolic curves which have a guide action on the cars. . . . The first tyre trials gave satisfactory results. As regards the chassis, they are much stressed by the track surface. . . . The subdivision of the race in three series appears thus quite advisable, allowing as it does the checking of cars during the intervals. . . ." The American considers the Monza 500 Miles race should mark a new era, allowing for the first time a comparison between American and European racing drivers in track racing. It should lead to a greater interest by European circles in the Indianapolis 500 miles classic.

MILLE MIGLIA MUSINGS

By GREGOR GRANT

IT is extremely difficult to know whether or not to support the view that the Mille Miglia should be abolished for all time. The dreadful accident which cost 13 lives has brought an anti-road racing wave of feeling throughout the entire civilized world. No one can deny that the death of five children has outraged every parent—even although it seems pretty certain that by closing the roads for the period of the Mille Miglia, scores of normal road accidents were avoided, which, on a Sunday in Italy, reach a total of fatalities far higher than that which occurred during the course of the race.

Nevertheless the very fact that the general public was permitted to crowd round the roads to watch some 330 cars career round at racing speeds has appalled people who rate motor racing as one of the blood sports. Naturally the Italian Government must be influenced by the Press, and the call to abolish this traditional event has been met with a complete ban on motor racing on public roads in Italy till the end of 1957. If the country's rulers decide that the risk of life is too high, then it would appear that we have seen the 24th and last Mille Miglia, despite the tremendous popularity of the event among the Italian populace.

I must take the view that the race is very dangerous, both to competitors and spectators alike. There is nothing more frightening than to drive at very high speeds through what looks like a solid wall of people. In the majority of large towns, onlookers were kept well back from the cars, but, for example, on the approach to Rome, thousands of people lined both sides of the road, in places where the bigger sports cars were reaching over 150 m.p.h. One cannot possibly say that any degree of safety can be guaranteed. If the Ferrari had left the road at one of several other places, the loss of life might have reached a fantastic total. At first, there was no panic in Italy, but the attitude of the world's Press has caused the hamlet of Guidizzolo to become synonymous with a national disaster, particularly when the life of a public figure was involved. There is now a cold resentment that such a thing should have happened, and the children-loving Italian people will not readily forget that it was speed, and speed alone, that contributed to the calamity.

Who could possibly blame any person for wishing to stop this, the last of the great town-to-town road races? One cannot see any justification for its continuance on the grounds of development alone if the safety of thousands of people is at stake. It can be argued that one might as well ban motoring altogether because of the normal road fatalities, but commonsense tells us that accidents are always liable to occur on the best-regulated of highways, and that the tremendous publicity given to any incidents involving loss of life in a motor race is bound to raise bad feeling among thousands of persons who do not regard the sport as anything other than wanton sacrifice of human lives.

As to the race itself, it was as exciting as any ever held. The wretched luck which eliminated Peter Collins when he had the race in his pocket gave victory to Piero Taruffi, who, incidentally, also suffered from the axle trouble which assailed the British driver, but whose mechanical knowledge enabled him to effect the repairs necessary to get to the finish. Even so, it was a very near thing. As he received the chequered flag, the Ferrari was making ominous clanking noises from the region of the rear axle, and there was no mistaking the relief which appeared on Taruffi's tired face when he knew that he had reached the finish.

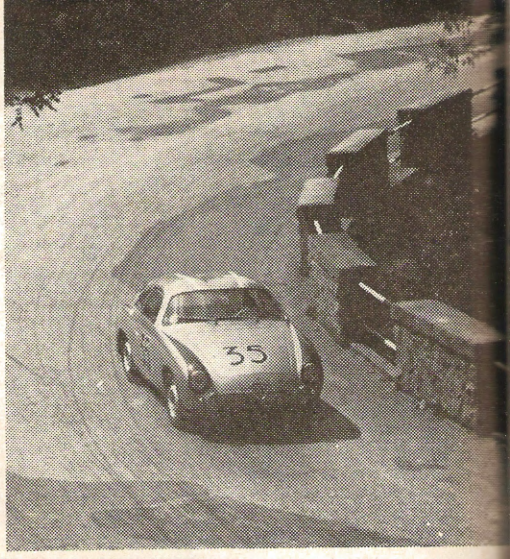
Von Trips deserves the highest possible praise. He drove a magnificent race, and although conceding over a litre to the 4.1 Ferrari of Taruffi, finished just 3 mins. 1 sec. behind, and also returned the highest speed on the timed Nuvolari section, attaining just under 200 k.p.h. for the timed distance between Mantova and Brescia. Olivier Gendebien's feat in bringing his 3-litre Gran Turismo Ferrari into third place was noteworthy, but Maglioli's achievement in taking fifth place at the remarkable pace of 142.141 k.p.h. was really outstanding. His 1½-litre Porsche prevented a complete Ferrari monopoly, as out of the first 10 places, nine were occupied by the cars of Maranello. When von Hanstein was tackled with the very special nature of this Porsche, he replied that it was a perfectly normal 550 Spyder, and that he was willing to sell it there and then to the highest bidder.

It will always be a subject for argument whether or not Collins would have bettered Stirling Moss's 1955 record, if he had not suffered axle failure. Rain did slow him down a great deal, and many experts are of the opinion that the time of his passage at Parma before he broke down was such that he could not have averaged a high enough speed for the final stretches to enable him to get under the Mercedes-Benz figures. In any case, the big Ferrari was much faster than the 3-litre Mercedes-Benz, which is only to be expected after two more years of development.

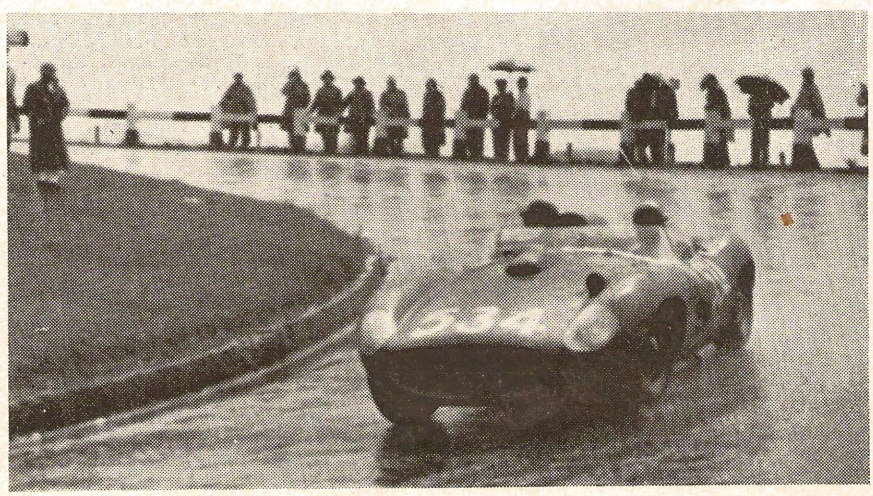
Akton Miller's hybrid Chrysler was eliminated with a broken brake drum. The brakes were always suspect on this car, and it was not a notably safe machine to take in an event such as the Mille Miglia. However, one must admire the American's courage in pitting his more or less home-built car against the fastest and most expensive sports-racing cars in the world.

The Ecurie Ecosse D-type Jaguar went very well indeed until the rear of the body began to come adrift from the chassis, causing the rubberized fuel tank to break away from its mounting brackets. Ron Flockhart drove an excellent race but it was remarked on that the rear end of the car seemed to be taking a severe buffeting on the bumpy mountain roads as compared with the rival Italian machines.

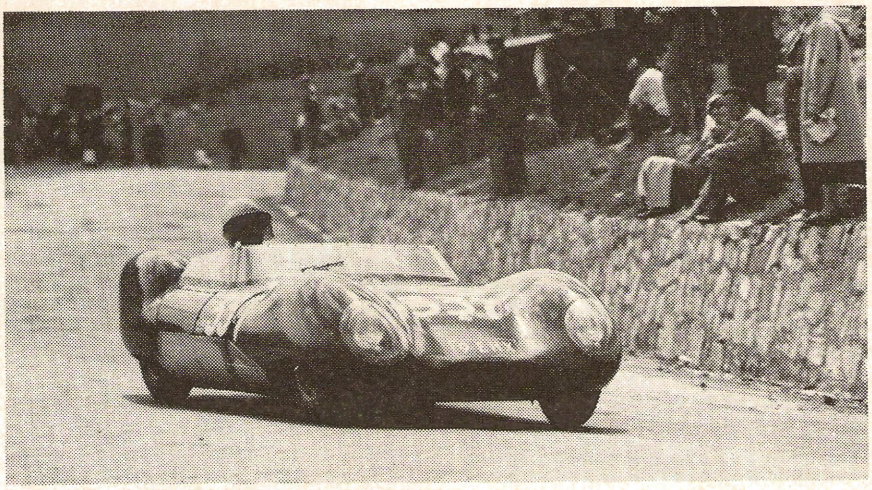
The report that, owing to a protest, the M.G.s of Robin Carnegie and Peter Simpson were eliminated from the price category was quite untrue. The error was entirely that of the organizers, as neither Carnegie nor Simpson had been entered in this category, owing to the disc brakes and aluminium bodies of their cars. The awards now go to



GRAND TOURER: One of the amazingly fast and handsome little 600 c.c. Abarth-Fiats which dominated the 500-750 c.c. G.T. class. Thiele's winning average of 117.7 k.p.h. was higher than that of the D.B. which came first in the 750-1,000 c.c. class.



LEADING the race until Parma was reached, 70 miles from the finish, Peter Collins had the most wretched luck when his Ferrari broke a drive shaft.



920 *MILES ACCOMPLISHED—then a burst fuel tank ended Gregor Grant's run in the 1,100 c.c. Lotus-Climax, here seen going strongly early in the race.*

Tommy Wisdom/Cecil Winby (Austin-Healey), 1; John Hogg/W. Jones (M.G.), 2; J. Sparrowe/F. M. Reid (M.G.), 3.

On the whole, the M.G.s went very well, with the ex-Le Mans car of Robin Carnegie outstanding, taking 31st place in general classification in the good time of 12 hrs. 55 mins. 21 secs. Last year, in the wet, Peter Scott-Russell covered the course in 15 hrs. 2 mins. 15 secs., and, like Carnegie, was highest-placed British entry. Sparrowe and Reid qualified with their perfectly standard M.G.A, which was driven to and from Brescia loaded to capacity with luggage. Dick Fitzwilliam was badly concussed after leaving the road, but carried on with a very damaged M.G. till he was forced to have medical attention to a suspected broken nose. The car was repaired at Brescia by one of Marcus Chambers's mechanics, and driven back to England by Mrs. Doreen Fitzwilliam.

Tommy Wisdom did his usual faultless drive with a perfectly standard Austin-Healey 100 Six, finishing 37th in general classification with a time of 13 hrs. 4 mins. 10 secs. A major surprise was the defeat of the works Sunbeam Rapier of Peter Harper/Jack Reece in the 1,600 c.c. G.T. category by J. Springer and his Ford Consul.

I shall not readily forget the 1957 Mille Miglia. When my fuel tank finally burst, I was drenched with about 80 litres of high octane fuel, and had to bale out rapidly with only 70 miles left to go. By a miracle the Lotus did not catch fire, nor did it hit anything when it came to rest gently by the roadside. Main danger was when cigarette-smoking Italians came running to help me to my feet. When I saw them coming I took to my heels yelling "Benzina—benzina—pericolo!" It had the desired effect.

"THE REST" IS ON

REVERSING the cancellation of a month or so ago, the R.S.A.C. have now announced that their Rest-and-be-Thankful hill-climb will be held after all. The event is one of those counting towards the R.A.C. Hill-Climb Championship and will take place on Saturday, 29th June, starting at 2.30 p.m. Regulations and entry forms are available now from A. K. Stevenson, R.S.A.C., Blythswood Square, Glasgow, C.2.

FINNISH RACING

THE annual International sports car F3 race meeting on the Djurgard Park circuit in Helsinki took place this year on 12th May. In fine but somewhat chilly weather a crowd of about 80,000 spectators around the short, twisty and rather narrow circuit watched Finnish, Swedish, Norwegian, British, French and Dutch drivers contesting the five races in the programme. First was for Formula 3 cars, which the Scandinavians persist in terming the "midgets". André Loens was there with his Norton-engined Loweno, and the Norwegian speedway rider B. Hveem had a "special", these two the only non-Cooper entrants. Sven Andersson (Sweden) took the lead, but was soon out-accelerated by Loens. On lap 2 he also had the Finn Heimo Hietarinta ahead instead of in his mirror. Next to pass was Curt Lincoln, Finland's fastest F3 exponent, who then set about Hietarinta and Loens, and led the tight foursome home.

Lincoln scored a second victory with a 2-litre Ferrari Testa Rossa over Loens in a 2-litre A6GS Maserati in the under 2,000 c.c. Special sports car race. Also running were Lex Beels of Holland (1,500 c.c. Maserati), Arthur Owen of Jersey (Cooper-Climax) and D. J. Latchford in an 1,100 c.c. Halseylec. The latter finished third, ahead of Owen, whose car suffered a blown gasket. Run concurrently was the over 2-litre event, won by Joakim Bonnier's Maserati from Carlsson's and Lundgren's Monza Ferraris. No Helsinki meeting would be complete without Michael Head competing, and sure enough he was there, taking fourth place in his white Cooper-Jaguar. The touring car race saw only Scandinavian contestants, the Norwegian J. A. Iversen making up for an extremely poor start in his Porsche by whipping past car after car and eventually leading Bonnier's Alfa Romeo over the line in the up to 2 litres class by about 20 secs. Wohlin (Porsche) and Saaristo (Triumph TR3) were third and fourth. Three 300SL Mercedes won first three places in the over 2 litres section, drivers being Lindberg, Bremer and Lincoln.

HANS FRIES.

Into Battle at Nurburgring

Round 3 of the World Sports Car Championship in Germany this Weekend

THIRD round of the 1957 World Sports Car Championship will take place between the hours of 9 a.m. and 5.30 p.m. this Sunday, over 1,000 km. of the Nürburgring, or some 45 laps of the tortuous, winding, 14-mile road circuit in Germany's Eifel Mountains. Main protagonists in this day-long race will be the World Championship contenders Ferrari and Maserati, the former leading at present with 19 points to 17. Ferrari drivers are given as Collins, Hawthorn, von Trips, Gendebien, Musso and Trintignant. Whether the full team can be present remains in some doubt at the time of going to press, following the impounding of the Mille Miglia cars after de Portago's tragic accident. On the other side of the Italian fence, with Maserati, last year's winners, are Fangio, Moss, Schell, Herrmann, Bonnier, Menditeguy, Godia and Scarlatti.

The British challenge will be strong with Aston Martin and Ecurie Ecosse entries. From Feltham come two of the new 3.7-litre cars, driven by Brooks/Salvadori and Leston/Cunningham-Reid, while the Scottish Jaguars will be in the hands of Ron Flockhart, Ninian Sanderson, John Lawrence and Ivor Bueb. Also named as possible Ecosse drivers are Keith Hall, Dick Steed and Jack Fairman. In the small capacity class, Danny Margulies has entered a Lotus, and other Lotuses will be driven by Piper/Hicks and Frost/Anthony. In the 1,500 field, against a flock of Porsches, will be the M.G.As of Fitzwilliam and Carnegie. Works Porsche drivers will be Maglioli/Barth and von Frankenburg. Total entry is 72, including 38 cars in two Grand Touring classes.

GRAND PRIX CANCELLATIONS

UNWELCOME news attended the special meeting of race organizers, convened at Monaco last week-end, when it was announced that, owing to disagreement over the scale of starting fees between the organizers and Italy's racing marques, the Belgian G.P. would not take place, while chances of the German G.P. being held were also slender. This means that, with the abandonment of the Dutch G.P., the sole remaining World Championship events after the Argentine and Monaco events, will be the G.P.s of Britain, France and Italy—providing the boycott does not affect any of these events as well. On a suggestion from Italy, the F.I.A. is considering the inclusion of the Rheims and Pescara G.P.s as possible replacements.

The ban on road racing in Italy, imposed following the de Portago disaster in the Mille Miglia, has meant the cancellation, subject to confirmation, of the Targa Florio, Messina 10 Hours, the Dolomite Cup race and the Circuits of Umbria and Calabria. Whether the Pescara race, run over a 16-mile road circuit, will also be affected remains to be seen.

DAY OF DUELS AT BRANDS HATCH

Close Racing and Spirited Driving at B.R.S.C.C. Members' Meeting—Wins by George Wicken (F2 Cooper), Peter Blond (H.W.M.), Graham Hill (Lotus), David Boshier-Jones (Cooper) and S. Foreman (Cooper)

IN AUTOSPORT recently various correspondents have suggested how half-litre racing might be given a shot in the arm to liven it up. To some extent it seems to have had the shot, but not in the way anyone thought. In the past, the general run of Formula 3 events has been dominated by a select few "star" drivers who, by their ability and the superior tuning of their engines, nearly always occupied the leading places of each race. These men have now moved on to drive Grand Prix and sports cars, with the result that talent once obscure half-way down the field has been given the chance to assert itself in the lead. More closely matched talent, with more closely matched cars, too.

Take last Sunday's B.R.S.C.C. Members' meeting at Brands Hatch for example. The quantity of Formula 3 races had decreased, in accordance with the club's new policy (four events out of 10), but the quality, excitement and interest of them was considerably above average. The principal half-litre event, in two heats and a final, invited hard and fast racing by being for drivers unplaced in 1955 and 1956. "Pop" Lewis-Evans had little or no difficulty in leading Heat 1 from start to finish, but behind him B. A. Heyward (Comet) lost his second place to Edgar Koring (Smith) for three laps, until Koring developed engine trouble and fell out. Farther back, a lot of shuffling went on for most of the race between R. E. Plummer (Cooper), J. R. Parker (Cooper), M. Brackenbury (Cooper) and D. H. Pollard (Arnott), all four eventually finishing in that order behind third man R. Jaques (Ettorne).

J. W. Flynn's Kieft started Heat 2 by smoking like a destroyer on the line and giving up before reaching Paddock. A. D. Plumstead stalled letting in the clutch and got no farther. R. F. Catherwood's Cooper sailed off into the lead, but soon lost it to Foreman. Shortly after half-distance, Catherwood had to give up his second place, too, to a determined Shaddick, who obviously wasn't going to finish third if *he* could help it.

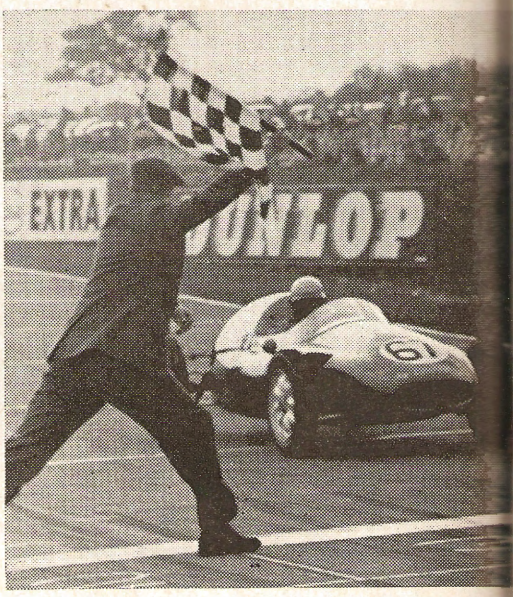
In the final, later in the afternoon, both heat winners came to grips in a duel that completely dominated the race and made everybody forget what was going on behind. Pop Lewis-Evans took off first, but his lead was precarious, to say the least, from the word go. Foreman was abreast of him by the end of lap 2; lap 3 and they were wheel-to-wheel. Lap 5 and "Pop" drew out a few yards, while Shaddick, third, blew up and retired. The two leaders were now far out in front of the field, with Foreman trying all he knew to catch up once and for all. Then into the last lap they went, nose to tail, with "Pop" in front. Foreman caught up slightly on Druids, a little more on Bottom Straight. At Kidney they were side-by-side, two cars with two right feet almost through the bodywork. The crowd was on its feet and even John Bolster seemed to have run short of words. Then Lewis-Evans suddenly slowed at Clearways and by comparison Foreman shot forward like an arrow from a bow to cross the line the winner. Poor "Pop" had run right out of fuel, even the lines were dry, but he had enough momentum to coast the rest of the way to the compensation of second place.

All this time another duel for third and fourth spots was going on between Bayton and Jaques, following Shaddick's retirement. Unfortunately, no one paid much attention, but Bayton held on to third place after gaining it on lap 8, and might, of course, have been second had Lewis-Evans lost any more ground.

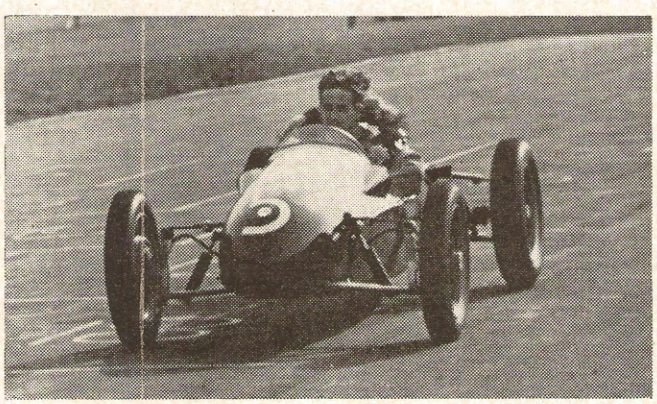
Halfway through the afternoon came what was technically the senior Formula 3 race, over 15 laps. David Boshier-Jones, up from Wales with his neat light-green Jackson-tuned Cooper, set a pace out in front that no other driver could match. Without putting a foot wrong, without hindrance from anyone else and without his engine missing a beat, he ran a steady but fast race to win easily.

But the crowd's attention was firmly fixed on the goings-on farther back. Alan Cowley had set off in third spot, behind G. M. Jones. He soon passed Jones, but then found Don Parker on his tail and trying hard to get by from lap 4 onwards. Meanwhile, farther back still, D. J. Strange was pressing Eugene Hall for fifth place, managing to skate past on the way into Kidney the ninth time round. A couple of laps later Parker made his Cooper's extra power tell by passing Cowley on the Top Straight, whereupon Cowley immediately put his foot down a little flatter in an effort to recoup his losses. But, once in front, nothing was going to shift Parker.

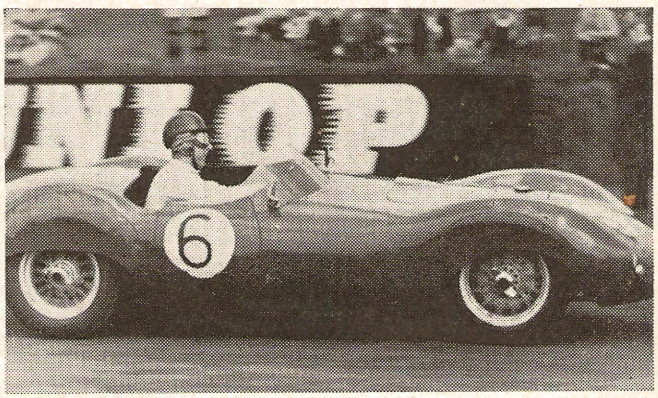
Then Hall retook Strange, but in this case the latter driver could do something about it and promptly did, by repeating his previous manœuvre at Kidney and nipping through with a movement almost certainly not in the "book". So, behind Boshier-Jones, they finished Parker, Cowley, Jones (sitting quietly in fourth spot all the time and minding his own business), Strange and Hall.



WICKEN WINS! Driving his F2 Cooper, Maidstone man George Wicken made short work of winning both F2 races. For the occasion, the car was fitted with S.U. carburetters instead of Webers, the former being more suited to the Brands circuit.



SMILE OF VICTORY. With floral decorations round his neck is S. Foreman, who won both his heat and the final of the Formula 3 race. After furiously trying to catch "Pop" Lewis-Evans in the final, Foreman won when his adversary's fuel ran out on the last lap.



OLD HAND, NEW CAR. More used to being seen in a Cooper, Eltham driver Dennis Taylor drove his new 1,100 c.c. Elva-Climax in the first F2 race. Going steadily he ran throughout in seventh place behind Mackenzie-Low's works-entered Elva.

So many entries were received in the 1,100 c.c. sports car category that two races had to be run. In the first the fight lay between Chris Threlfall, driving well in the attractive 1,100 Climax-engined Tojeiro, which looks like a scaled down Tojeiro-Jaguar, and the Lotus of J. J. Richards. The Toj. led at first, securely so it seemed, but by half-distance the Hornsey car was pulling away from the field and Threlfall had to contend with it. On lap 8 Richards drew level, then passed, and, pulling away, won by some 4½ secs.

Favourite for the flag of the 1,100 c.c.-2,000 c.c. sports cars was Cliff Allison driving a works-entered 1½-litre Lotus and, true to form, he led from start to finish. Mike Anthony kept second place for eight of the 10 laps, then dropped to fourth, with good reason as it turned out. When he opened the bonnet, he found the radiator stone-cold, but the engine hot enough to fry eggs on. An air-lock in the cooling system had effectively prevented any water circulation at all. He said he thought it was pinking rather a lot!

The big sports car event was obviously going to be a duel to the death between Peter Blond's H.W.M. and Graham Hill in Tommy Atkins's DB3S Aston Martin, although if they both blew up in the process, victory might well go to Maurice Charles's Jaguar D or Peter Jopp, having his first drive in a Cooper-Jaguar, Ecclestone's ex-Bradnack car.

Hill and Blond got well and truly dug in the moment the flag fell. The Aston led at first, but the second time round Blond's Jaguar power told on the straight and through he went to the front. This, of course, was like a red rag to a bull and Hill used every trick he knew in making use of his car's slightly superior road-holding. By this time, Charles was a long way behind; so were Jopp and Bekaert (C-type), circulating together, and Mackie (DB3S) and Salmon (C-type) in another two-some even farther back.

Blond had the advantage on the straight, but not so much on the corners, and Hill seemed to take risk after risk to hang on to the H.W.M.'s bright green tail. Right on the ragged edge, Hill shot through Paddock on the last lap, up the hill, into Druids and, in commentator Bolster's immortal words, "no one will ever quite know what went on behind those trees!" ¾ for the Aston came out first. With a finger-tip hold on the lead, Hill couldn't afford to let up for a fraction of a second. But this turned out to be his undoing, for he was forced to take Clearways right on the limit and spun off on to the grass. Blond went through to win, but Hill managed to get the Aston back on to the road and, although Charles pipped him for second, the London driver still finished third in front of Jopp.

The two Formula 2 races were somewhat spoiled by the last-moment defection of three works Lotuses, down to have been driven by Hall, Stacey and Ashdown. However, four privately owned F2 Coopers shared the grid—George Wicken's, Peter Gammon in Rob Walker's, Bill Whitehouse's and Tony Marsh's, this with a brand-new "double-knocker" engine. Also very much in evidence, Ian Raby in his scarlet, works-entered sports Cooper, while Mackenzie-Low drove an ordinary Elva-Climax, the new and interesting 1½-litre flat-four A.J.B. motor not having had sufficient time for proper tuning and preparation.

Wicken's fitting of S.U. carburetters instead of Webers for Brands proved a wise move, and he led the entire 10 laps, pulling away from those behind the whole time. Gammon retired the Alf Francis-tuned Cooper on the second lap. Whitehouse kept second spot, but Raby's sports Cooper had the edge over Marsh's (perhaps too new) twin-cam car, and the Brighton driver even managed to hold steady behind Whitehouse practically all the time. Bristow, Mackenzie-Low, Taylor and Mathieson (Lotus) stayed fifth, sixth, seventh and eighth throughout, though Bristow's driving technique perhaps left something to be desired.

Still barrelling round at full speed, although he was far out in front, Wicken won by some 9 secs., and later on made equally short work of adding the second F2 race to his impressive Brands Hatch bag. This time the leader on the opening lap was Whitehouse, but the Cooper's transmission packed up the second time round and that was that. Raby's Puddle-Jumper puddle-jumped all over the grass inside Bottom Straight, ruined a shock-absorber and retired. Threlfall, making up numbers with the Tojeiro, nearly retired at half-distance, but decided to go on although his engine sounded most unhappy at the prospect. Gammon, back with the Walker Cooper repaired, went steadily to finish second in front of Marsh.

And lastly, the last race of the day, and the second for 1,100 c.c. sports cars, wherein Graham Hill came to grips with Ian Raby, and Ian Raby with Keith Hall. Driving Dr. Edward Manton's Lotus, Hill had to chase Raby's repaired Cooper like mad for the first six laps. Then the shock-absorber, and consequently the road-holding, of the scarlet car seemed to go again, and Raby dropped to third, giving the first two places to Hill and Hall. The leader kept where he was till the race ran out, but, last lap drama, Hall spun on the hill and Raby was second again.

Also on the last lap, Innes Ireland, driving his Lotus steadily and sensibly on his first visit to Brands, had the nearside rear wheel come adrift on the way through Paddock. Luckily he was able to steer clear of trouble and came to rest safely on the sand verge. Finally, just to show Raby how much he wanted to pass him, Hill put in a lap at 60.6 secs. (73.66 m.p.h.), which equalled the 1,200 c.c. record set by Raby on Easter Monday!

MAXWELL BOYD.

Results

Formula 3, heat 1, 10 laps: 1, L. Lewis-Evans (Cooper), 67.82 m.p.h.; 2, B. A. Heyward (Comet); 3, R. Jacques (Ettorne); 4, R. E. Plummer (Cooper). **Fastest lap:** E. V. Koring (Smith 500), 69.1 m.p.h.

Formula 3, heat 2, 10 laps: 1, S. Foreman (Cooper), 67.19 m.p.h.; 2, T. H. Shaddick (Cooper); 3, R. F. E. Catherwood (Cooper); 4, J. Forster (Parker). **Fastest lap:** Foreman, 68.68 m.p.h.

Formula 3, Final, 10 laps: 1, S. Foreman (Cooper), 68.24 m.p.h.; 2, L. Lewis-Evans (Cooper); 3, R. Bayton (Kieft); 4, R. Jacques (Ettorne). **Fastest lap:** Lewis-Evans, 69.53 m.p.h.

Sports Cars up to 1,100 c.c., 1st race, 10 laps: 1, J. J. Richards (Lotus), 67.8 m.p.h.; 2, C. H. Threlfall (Tojeiro); 3, M. J. Clarke (Lotus); 4, Miss P. Burt (Cooper). **Fastest lap:** Richards, 69.23 m.p.h.

Sports Cars up to 1,100 c.c., 2nd race, 10 laps: 1, G. Hill (Lotus), 71.84 m.p.h.; 2, I. E. Raby (Cooper); 3, J. K. Hall (Lotus); 4, C. Bristow (Cooper). **Fastest lap:** Hill, 73.66 m.p.h.

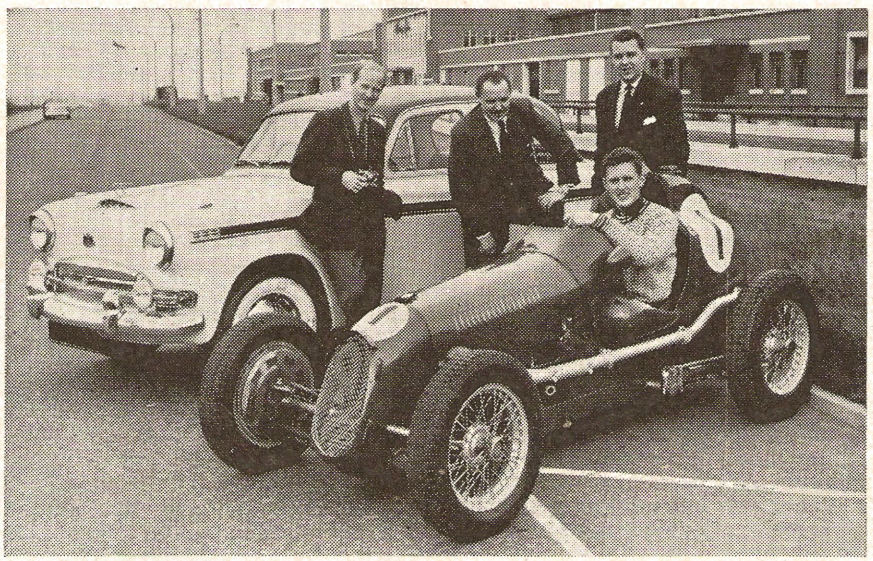
Sports Cars, 1,100-2,000 c.c., 10 laps: 1, C. Allison (Lotus), 65.79 m.p.h.; 2, J. Horridge (Lister-Bristol); 3, P. R. Crabb (Tojeiro-Bristol); 4, M. Anthony (Lotus-Bristol). **Fastest lap:** Allison, 69.53 m.p.h.

Sports Cars, unlimited, 10 laps: 1, P. Blond (H.W.M.-Jaguar), 68.89 m.p.h.; 2, M. Charles (Jaguar D); 3, G. Hill (Aston Martin DB3S); 4, P. Jopp (Cooper-Jaguar). **Fastest lap:** Hill, 75.91 m.p.h.

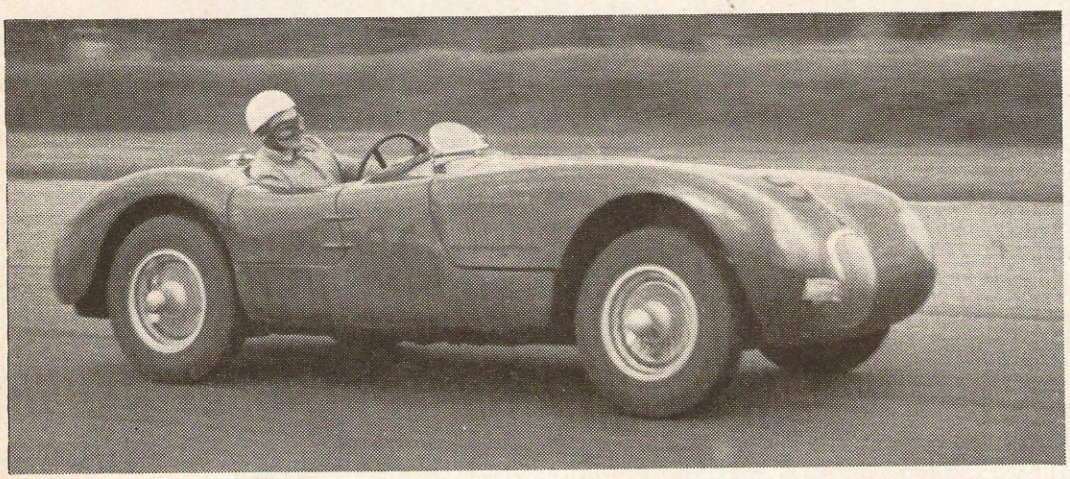
Formula 3, 15 laps: 1, D. Boshier-Jones (Cooper), 71.51 m.p.h.; 2, D. Parker (Cooper); 3, A. V. Cowley (Cooper); 4, G. M. Jones (Cooper). **Fastest lap:** Boshier-Jones, 72.70 m.p.h.

Formula 2, 1st race, 10 laps: 1, G. Wicken (F2 Cooper), 72.33 m.p.h.; 2, W. J. Whitehouse (F2 Cooper); 3, I. E. Raby (Cooper); 4, A. E. Marsh (F2 Cooper). **Fastest lap:** Wicken, 74.40 m.p.h.

Formula 2, 2nd race, 10 laps: 1, G. Wicken (F2 Cooper), 72.0 m.p.h.; 2, P. D. Gammon (F2 Cooper); 3, A. E. Marsh (F2 Cooper); 4, C. Bristow (Cooper). **Fastest lap:** Wicken, 73.66 m.p.h.



FORMULA 1 AUSTIN! Technically, the famous supercharged, twin-o.h.c., 750 c.c. Austin single-seaters of 1936-39 could comply with today's Formula 1 regulations, which permit supercharged cars up to 750 c.c.! This one is seen at the Longbridge works, being examined by young Swedish technical students, one of whom, Carl Linn, is sampling the seat once occupied by Harley, Dodson and Co.



DELIGHTED to find that top gear was engageable again after trouble in practice, John Bekaert worked his new C-type Jaguar through the field to win the AUTOSPORT *Championship race.*

MAIDSTONE SILVERSTONE

Maidstone & Mid-Kent M.C. National Race Meeting Celebrates End of Petrol Rationing—Naylor Wins Four Races

THE first race meeting to be held since the lifting of petrol rationing was the Maidstone and Mid-Kent M.C. National event held at Silverstone last Saturday. However, the expected bumper turnout of spectators, celebrating the return of freedom to travel, did not quite materialize, for the morning was drowned in torrential rain, practice resembling nothing so much as a hydroplane regatta, with quite a number of new candidates for the Revolvers' Club. Fortunately the rain largely held off for the meeting proper, and with an entry of 123 cars and a programme of 12 races, the rest of the day was well-filled with action.

Race 1 was for 750 and 1,172 Formula cars and it was rather sad to note that while the Austin 7 brigade are still having a lot of fun for not much money, it seems necessary to have an expensive motor car for success in the Ford races. The outstanding exception to this rule was the winner, G. H. Broadley, whose own creation, Lola, goes considerably faster than the Lotuses and brought him romping home with a substantial lead. Lawry tried hard in second place until he went off the road at Woodcote, letting Prior move up, while Anstice-Brown cut the motor of his overheating Lotus and coasted over the line in third place. R. D. Lee led the 750s, with M. J. Harris second and Hockney third all the way, while much amusement was caused by the efforts of J. G. Marsh and E. V. Starr, who drove the whole race side-by-side at the tail of the field, each trying desperately not to be last! Marsh just squeezed ahead towards the end.

In the first F3 race W. G. Harris in the Flather Special dashed away to lead for one glorious lap, until he was swallowed up by the Coopers, led by Jim Russell in the works car. A scrap ensued for second place between D. J. Strange and W. A. Jones, Strange just managing to keep ahead at the flag.

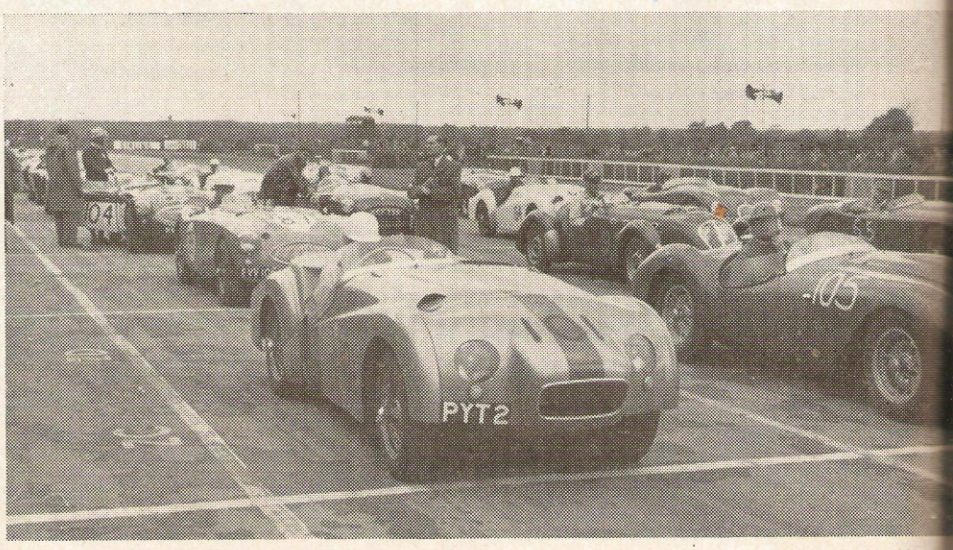
W. S. Frost took the lead in the third lap of the first sports car race. There was a series of these races, but as only upper limits were put on the capacity classes, it meant that the same group of 1,100 and 1,500 c.c. sports-racing machines wiped up all the prizes. Frost was pursued by Tom Dickson, with Alex McMillan's Lotus-Stanguellini in third place in Race 3 (up to 1,500 c.c.), while in Race 4 (up to 2,500 c.c.), Brian Naylor (Lotus-Maserati) and Alan Moore (Lister-Maserati) finished first and second—a trick they were to repeat three more times that afternoon. With Naylor way out in front, the principal battle was between Moore, Bristow (Cooper-Climax) and Tom Dickson. Bristow held second spot until the very end of the race, when he suddenly dropped to fourth position. The next race, for sports cars "over 2,500 c.c.", was somehow won by two 2-litre cars and a 1,100: Naylor, Moore and McMillan, the only other entries being Jean Bloxam's and H. E. Fuller's DB2 Astons.

Event 6 was a 15-lapper for Formula 2 cars, and produced two "real" ones: George Nixon's and Tony Marsh's Coopers. The rest were sports cars, except for W. F. Moss's 1,000 c.c. Vincent-engined Cooper twin, which, after stalling on the line, was worked right through the field to eventually pass Nixon and finish second to Marsh. Brough's 1100 Lotus, too, led Nixon for two laps, but was retaken just before the flag.

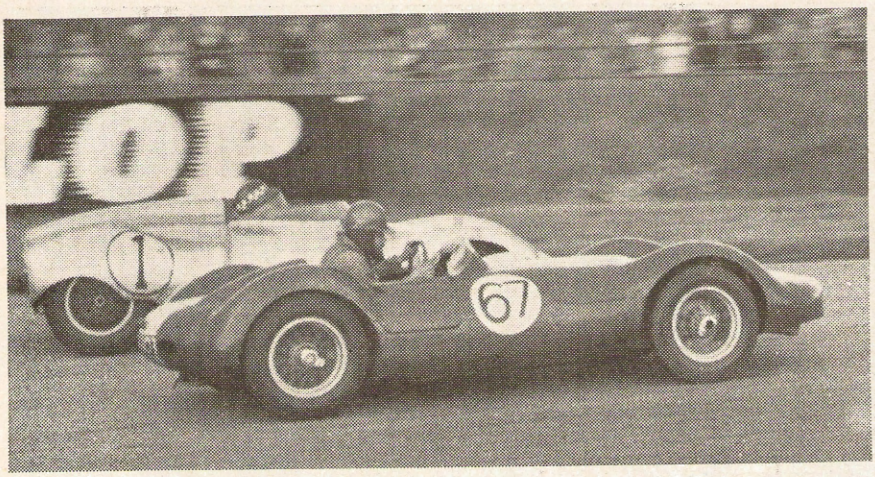
The very big entry for the AUTOSPORT Championship race caused it to be split into two 20-lappers: above and below 1,500 c.c. In the small car event, the lead was soon taken by Ian Walker in the ex-Graham Hill Sports Lotus, and on fine form although only released from hospital the previous Monday. He was soon challenged by G. H. Williamson, both these similar cars, incidentally, having the new Willment-Yeats o.h.i.v. head on the 1,172 Ford engine. At about half-distance, however, Walker spun at the hairpin, and Williamson won comfortably, with Prior and Barnard (Lotuses) third and fourth. In seventh place finished D. J. Calvert, whose performance in one of those beautiful Alfa Giulietta S.V.s was enterprising in the extreme and most creditable amongst such opposition!

The big car race was led at the start by Dick Stoop's Frazer-Nash, who shot ahead of the field, followed by John Dalton's Austin-Healey 100S. John Bekaert, racing his newly acquired C-type Jaguar for the first time, had been suffering from lack of top gear (necessary with the low cog in use) and was delighted suddenly to find it again. He began working his way up, driving very steadily, and on one of the final laps passed Stoop, although, in fact, Bekaert and Michael Salmon were competing in their own little class.

Once again the deafening racket of F3 cars assaulted the ears, and once again Jim Russell was the winner,



STRANGE car on the grid for the start of the Championship race is D. A. Wilcocks's restyled TR2. The large entry for this event caused it to be divided into two races.



CLOSE QUARTERS (left) at Woodcote, as Bristow (Cooper-Climax) and bearded Alan Moore (Lister-Maserati) battle it out in one of the sports car races.

★

CLOSE CALL (below) as H. E. Fuller's DB2 Aston broadsides in the middle of Copse Corner and Michael Salmon's Jaguar and V. A. Hassell's Ace scramble past on both sides at once.



although not without a struggle, for he had to battle all the way with Tom Taylor, some very close racing being seen.

Tom Dickson (1,100 c.c. Lotus) led all the way in Race 9, the second 1,500 c.c. sports car race, while Frost in a 1,500 c.c. Lotus could only manage second spot in a somewhat processional event.

As the long day was drawing to a close, the last two races were held: for sports cars up to and (according to the programme) over 2,500 c.c., and Messrs. Naylor and Moore notched up first and second places in both. Another curious parallel was that McMillan was lying third in both races until an ignition lead came adrift both times, and he dropped out, Baird's thunderous Lister-Bristol taking third place in Race 10 and Digby's Cooper-Climax in Race 11.

STUART SEAGER.

Results

10 laps, 750 Formula Cars: 1, R. D. Lee (L.R.M.), 54.54 m.p.h.; 2, N. J. Harris (Austin); 3, L. G. Hockney (Austin). **1172 Formula Cars:** 1, G. H. Broadley (Lola), 69.66 m.p.h.; 2, R. M. Prior (Lotus); 3, J. W. Anstice-Brown (Lotus); 4, A. F. Coakley (Lotus).

10 laps, Formula 3 Cars: 1, J. Russell (Cooper), 75.9 m.p.h.; 2, D. J. Strange (Cooper); 3, T. Taylor (Cooper); 4, P. Robinson (Cooper); 5, W. G. Harris (Flather Spl.); 6, B. A. Manning (Cooper).

10 laps, Sports Cars, up to 1,500 c.c.: 1, W. S. Frost (Lotus-Climax), 76.88 m.p.h.; 2, T. Dickson (Lotus-Climax); 3, A. McMillan (Lotus-Stanguellini); 4, D. J. Brough (Lotus-Climax).

10 laps, Sports Cars, up to 2,500 c.c.: 1, J. B. Naylor (Lotus-Maserati), 77.8 m.p.h.; 2, A. Moore (Lister-Maserati); 3, T. Dickson (Lotus-Climax).

10 laps, Sports Cars, unlimited: 1, J. B. Naylor (Lotus-Maserati), 70.3 m.p.h.; 2, A. Moore (Lister-Maserati); 3, A. McMillan (Lotus-Stanguellini).

15 laps, Formula 2 Cars: 1, A. E. Marsh (F2 Cooper-Climax), 72.7 m.p.h.; 2, W. F. Moss (Cooper-Vincent); 3, G. Nixon (F2 Cooper-Climax).

20 laps, "Autosport" Series Production Sports Car Championship, cars up to 1,500 c.c.: 1, G. H. Williamson (Lotus-Ford), 70.6 m.p.h.; 2, T. F. Walker (Lotus-Ford); 3, R. M. Prior (Lotus-Ford); 4, T. Barnard (Lotus-Ford). **1,500-2,700 c.c.:** 1, J. R. Stoop (Frazer-Nash), 74.33 m.p.h.; 2, J. F. Dalton (Austin-Healey 100S); 3, K. Rudd (Ace-Bristol); 4, R. A. Hudson (Austin-Healey 100S). **Over 2,700 c.c.** 1, J. Bekaert (Jaguar XK 120C), 74.4 m.p.h.; 2, M. Salmon (Jaguar XK 120C).

10 laps, Formula 3 Cars: 1, J. Russell (Cooper), 76.4 m.p.h.; 2, T. Taylor (Cooper); 3, D. J. Strange (Cooper); 4, W. G. Harris (Flather Spl.).

10 laps, Sports Cars, up to 1,500 c.c.: 1, T. Dickson (Lotus-Climax), 77.28 m.p.h.; 2, W. S. Frost (Lotus-Climax); 3, Sir Gawaine Baillie (Lotus-Climax); 4, C. Bristow (Lotus-Climax).

10 laps, Sports Cars, up to 2,500 c.c.: 1, J. B. Naylor (Lotus-Maserati), 77.9 m.p.h.; 2, A. Moore (Lister-Maserati); 3, G. Baird (Lister-Bristol); 4, D. B. Mathieson (Lotus-Climax).

10 laps, Sports Cars, unlimited: 1, J. B. Naylor (Lotus-Maserati), 78.7 m.p.h.; 2, A. Moore (Lister-Maserati); 3, H. Digby (Cooper-Climax); 4, R. A. Hudson (Austin-Healey 100S).

VETERANS IN THE ISLE OF MAN

DATES for the 1957 Isle of Man Veteran Car Rally are 22nd to 27th June, and it is expected that some 60 cars from the North-West and North-East sections of the V.C.C. will take part. On 23rd June there will be a parade of competing cars on the Douglas promenade and a drive to Peel, on 24th a drive to Port Erin and Port St. Mary, on 25th a drive round the T.T. circuit via Glen Helen, Kirkmichael and Ramsey and on 26th a *concours d'élégance* at Douglas. In addition various lunches, cocktail parties and receptions have been arranged, and the rally will end with the Mayor's reception, prizegiving and a ball at the Villa Marina, Douglas, on the final evening.

1958 AUSTRALIAN G.P.

THE next Australian Grand Prix is to be held in October, 1958, on the 3.75-mile Mount Panorama road circuit, Bathurst. It is hoped to see some of the overseas drivers competing on what has been described as "The best circuit in the world next to Rouen".

Before the Grand Prix, the circuit will have to be completely resurfaced and the narrow Con-Rod Straight made a lot wider. A team of flag marshals may be trained by the A.R.D.C., as the marshals at the Easter meeting caused nearly every driver to be dissatisfied with the flagging arrangements.

With European drivers and cars competing there is no reason why this meeting should not be the best held in the Southern Hemisphere to date.

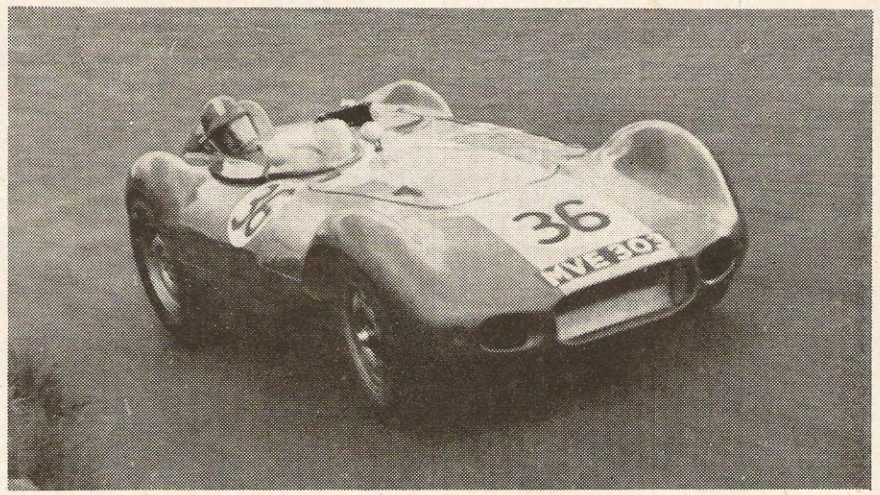
MOBILGAS IN MALAYA

THE third Malayan Mobilgas Economy Run, which was held during Easter week-end and finished in Singapore after a 535-mile route, was won by an Australian driver, Bill Wyllie. At the wheel of a Sunbeam Rapier, he used only 10.27 gallons of fuel, averaging 52.09 m.p.g. with a ton-mile/gallon figure of 71.98. The route started at Kuala Lumpur, ran northwards to Ipoh, returned to Kuala Lumpur and continued south to Singapore. Wyllie, a member of the Singapore M.C., also won the 1,001-1,600 c.c. class. Second and third in the General Classification were Fred Johns (Jaguar 2.4) and Chia En Quee (Rover 60). Other class winners were Alfred Illidge (Goliath), Saw Kim Thiat (Studebaker Champion) and Teoh Kean Him (Sunbeam-Talbot 90).

BALLSBRIDGE SPRING SHOW

AT the Royal Dublin Society's Spring show, held at Ballsbridge from 7th to 11th May, several cars of British, American and Continental manufacture were exhibited on the stands of their respective Irish assemblers and/or agents. Exhibits included Mercedes-Benz, Jaguar, Goggomobil, DKW, Vauxhall, Opel, Chevrolet, Triumph, Berkeley, Ford, Wolseley, Standard, etc.

Attendance figures for the five days totalled 154,413, many of whom were tourists. Judging by the great interest shown by the public in the cars, the holding of a full-scale motor show in Eire would be more than justified.



TO THE FLAG. On the way to his second win of the afternoon, in the Formule Libre *race, goes Archie Scott-Brown at the wheel of the very fast Jaguar-engined Tojeiro.*

STANLEY SEARS TROPHY MEETING

Archie Scott-Brown (Tojeiro-Jaguar) Wins Big Sports Car Event at Snetterton Meeting and Proves Faster than FI Maserati in Formule Libre Race

THE smile which Fortune reserved for the Stanley Sears Trophy Meeting at Snetterton last week-end was a trifle wan, not to say wry. A praiseworthy effort had been made by the Snetterton M.R.C. to improve the circuit at the Esses by easing the left-hander and re-surfacing, but the new top dressing had apparently not taken kindly to the climatic conditions prevailing at the time and, during practice in the morning, it "picked-up" to such an extent that the marker tubs had to be shifted well clear of the inside of the bend, making it even sharper than it was before. This, and the defections of the P.A. system, caused a slight delay in the start of the meeting which then had more than its fair share of accidents and mechanical derangements, but on the credit side the programme was run off with commendable speed once it got under way. There was some keen racing, and Archie Scott-Brown, who had cracked his sports car record wide open in practice, twice got inside it during the actual events despite the severer nature of the S-bend.

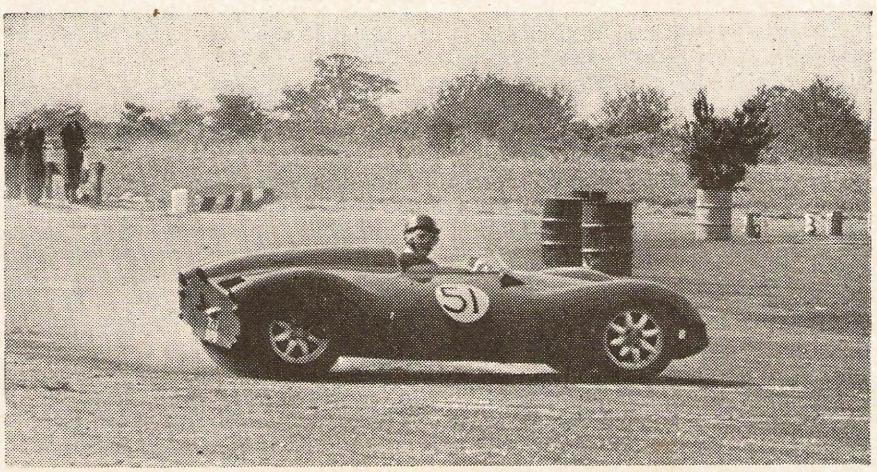
The first item was a five-lap scratch race for saloons in five separate classes and provided the usual horrifying demonstration of everyday suspensions working overtime. This was far from being a gentle race, in fact, most of the cars looked as though they were being driven just *beyond* the limit, but with one exception they stayed the right way up—W. W. Johnson spun coming out of Coram Curve. His DB2/4 took to the grass broadside on at considerable speed and rolled over twice, doing itself no good in the process but fortunately without injuring its driver. W. Muirhead's Thames van with Elva mods. went immensely fast in practice but fell a victim to mechanical bothers on the first lap. Shepherd's modded A35 devoured the Magnette which was the sole runner in Class C. J. M. Uren's 2.4 Prefect stormed past D. J. Uren's 2.4 Jag. in the Esses, and Grace's Riley was driven with its accustomed verve. The fastest car in the race, however, looked almost the slowest by reason of its effortless progress, E. Pantlin improving on his second place at the March meeting with a beautiful drive in his XK 140 hardtop.

The race for the Stanley Sears Trophy followed, being a five-lap handicap for Vintage machinery in which the handicapping was of a very high order. Limit man Kitchener in his front-wheel-drive Alvis had all but completed his first lap when D. McClure took off in his 4½ Bentley from scratch, but by the last lap the field was well bunched up and Lord Dunleath took the lead to win on the last run up from Coram Curve to the pits. McClure was a close fourth behind Blandford's 1,750 Alfa Romeo and Heap's Riley 9. M. J. Bradley made a quick pit stop early on to secure the bonnet of his 3-litre Bentley and roared back into the race with great gusto, but on the third lap the gallant old car came in to retire, making expensive noises. A very rare bird in the form of a six-cylinder Mathis made its appearance in the hands of E. Isherwood and led for two laps, but J. Howell's blown 3-litre Sunbeam emitted such a smoke screen on its warming-up lap that it elected not to run.

Race 3, for Formula 2 racing cars and sports cars up to 1½-litres, was a wonderful race marred by what might have been a very nasty accident in the Esses on the third lap. First time round Bill Frost, his Lotus unfamiliar in beige-and-green *décor,* held a narrow lead from Dickson's Lotus and Nixon's F2 Cooper, with Mark Zervudachi and Keith Greene next up. By lap 2 Greene had edged his Cooper ahead of his rival and on the next lap Zervudachi, trying very hard, came through the left-hander with that unmistakable look of a man about to spin.

Very gently the tail started to come round, then suddenly everything let go and the Lotus whipped round into a marker tub on the inside of the bend with a sickening thud, nearly spilling its driver on to the course as it disintegrated. Violent evasive action ensued astern, in the course of which J. Blumer took his Cooper so wide that he hit the earth bank on the outside at the entrance to the right-hander. His car, too, leapt four or five feet into the air and threatened to land upside down in the roadway in the path of the traffic. Providentially, however, the driver stayed in his seat and the car came down on its wheels again. Two following cars stopped dead in about half a length as the Cooper blocked the track ahead of them and then, before the dust had settled, the race was on once more, taking Blumer with it.

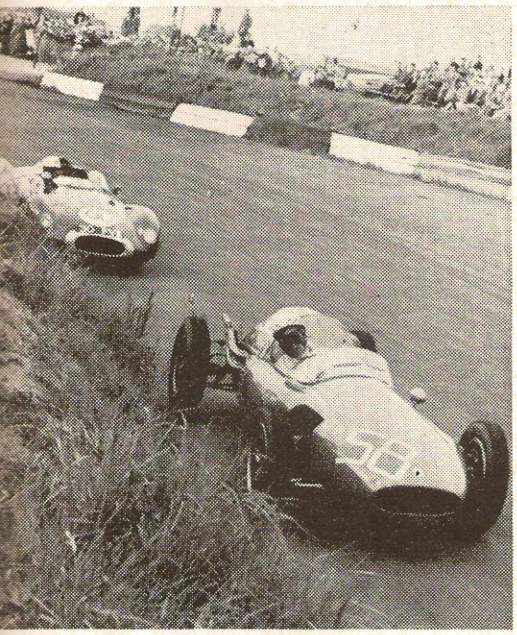
Zervudachi was apparently quite all right, though obviously very bruised and battered, and Blumer resumed the battle he had been waging with D. J. Brough until the latter's Lotus disappeared from the chart two laps later. Frost and Dickson, never more than feet apart, pulled out a huge lead over Nixon and Greene and it looked as though the race would run out in that order, but by lap 10 Dickson was really pressing, and he finally got his car ahead of Frost's going up to Riches corner and thereafter opened up an appreciable lead; then on the last lap but one Greene got ahead of the F2 car, which sounded lovely but didn't seem to have the steam it should. Blumer finished fifth after a race of rather too much excitement.



EVASIVE ACTION. Following Zervudachi's spin in the Formula 2 event, J. Blumer's Cooper came to grief momentarily but continued to finish fifth.

Now it was the turn of the big boys, and Archie Scott-Brown in the Lister-Jaguar shot into the lead, to be followed at the end of the first lap by Dick Protheroe (Tojeiro-Jaguar), Peter and Graham Whitehead (DB3S) who were separated by Brian Naylor (Lotus), Ian Baillie's record-breaking D-type, and Dickie Stoop (Frazer-Nash), the first of the under 2.7s. Next time round Peter Whitehead had ceded his place to the Lotus-Maserati 2-litre, but two laps later Naylor had dropped back behind both Astons who were going out after Protheroe. Trouble struck again; Graham Whitehead's clutch packed up on the seventh lap and Naylor lost ground to the D-type, to retire on the ninth with undiscovered maladies.

Meanwhile, Schofield's Lotus-Connaught had lost a front wheel early on when the stub-axle sheared, fortunately without disaster. Archie drove immaculately and beat his own sports car lap record, and Dick Protheroe, driving gamely in the "old" car which was not *au point* as regards either engine or rear end, settled for a safe second ahead of Peter Whitehead and Ian Baillie.

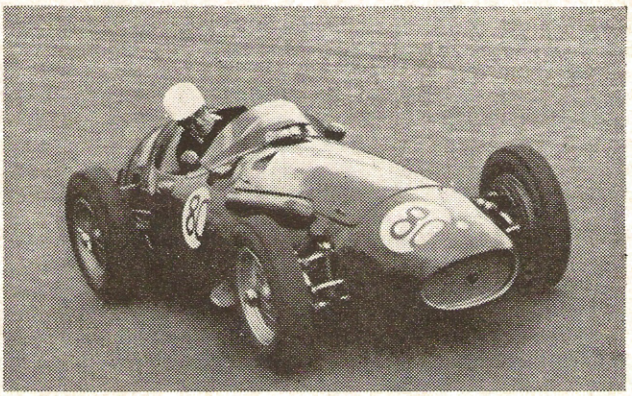


FORMULA 2. George Nixon's F2 Cooper leads Keith Greene's sports Cooper, a position which was reversed on the penultimate lap.

★

SECOND time out in the Gilby Engineering Maserati was Jim Russell, but he had to be content to run second to Scott-Brown.

★



There were no prizes offered for forecasting the first three in the half-litre race, containing as it did Russell, Bridger and Trevor Taylor, but the forecast was very nearly upset. Tommy Bridger passed Russell round the outside on Coram Curve at the end of the first lap, but was retaken up Norwich Straight and thereafter gave a wonderful exhibition of slipstreaming, but couldn't quite get past. His driving was beautiful to watch and absolutely brilliant throughout, and if ever a man deserved to win a race, that man was Tommy Bridger and this was the race. Trevor Taylor drove neatly in third place all the way and Howlett was a vigorous fourth after a battle with Pitcher.

The last race was to *Formule Libre* by invitation, but apart from the three racing cars printed in the programme there were only four serviceable fast cars to invite; so, a field of seven faced the starter, quickly depleted to six when Yates's Cooper-Aston fell ill. Archie Scott-Brown once more shot straight into an undisputed lead, followed at a respectful distance by Russell in the Gilby Engineering Maserati which he drove much more cleanly than he did the 500, and Peter Whitehead. This order remained, and after Archie had bettered his new sports car lap record by another mile per hour, each of the three settled for the position he held. Jimmy Stuart, having forsaken the ex-Gerard 2-litre E.R.A. for the ex-Gerard 2.3-litre Cooper-Bristol, was lapped by the first two before the end, and light relief was provided by Bill Frost and Keith Greene who had a wonderful scrap for fourth place, swapping positions on every lap except two and twice on the last lap to make up for it. Greene finally forced through on the inside of Coram Curve to take the honours by a scant length.

DAVID PRITCHARD.

Results

Event 1, saloon cars, 5 laps, Class A: G. Shepherd (Austin A35), 60.58 m.p.h. **Class B:** J. M. Uren (Ford Prefect), 61.58 m.p.h. **Class C:** E. W. Graham (M.G. Magnette), 60.13 m.p.h. **Class D:** J. G. Sears (Austin A105), 68.58 m.p.h. **Class E:** E. Pantlin (Jaguar XK 140), 70.05 m.p.h. **Fastest lap:** Pantlin, 72.86 m.p.h.

Event 2, Vintage car handicap, 5 laps: 1, Lord Dunleath (Bentley), 69.01 m.p.h.; 2, M. Blandford (Alfa Romeo); 3, H. R. Heap (Riley). **Fastest lap:** D. McClure (Bentley), 70.95 m.p.h.

Event 3, Formula 2, 15 laps: 1, T. Dickson (Lotus), 83.82 m.p.h.; 2, W. Frost (Lotus); 3, K. Greene (Cooper). **Fastest lap:** Dickson, 85.57 m.p.h.

Event 4, sports car scratch race, 15 laps: 1, W. A. Scott-Brown (Lister-Jaguar), 88.09 m.p.h.; 2, E. Protheroe (Tojeiro-Jaguar); 3, P. N. Whitehead (Aston Martin DB3S); 4, I. B. Baillie (Jaguar D). **Fastest lap:** Scott-Brown, 90.50 m.p.h. **(new record).**

Event 5, Formula 3, 10 laps: 1, J. Russell (Cooper), 83.81 m.p.h.; 2, T. Bridger (Cooper); 3, T. Taylor (Stuart-Cooper). **Fastest lap:** Russell, 85.27 m.p.h.

Event 6, Formule Libre, 10 laps: 1, W. A. Scott-Brown (Tojeiro-Jaguar), 89.67 m.p.h.; 2, J. Russell (Maserati); 3, P. Whitehead (Aston Martin DB3S). **Fastest lap:** Scott-Brown, 91.53 m.p.h.

NEW NASSAU CIRCUIT

THE 1957 Nassau races, scheduled for the week of 1st-8th December, will inaugurate the new Oakes course, formerly the main airport in the Bahamas. Located much closer to the city than the old course (which now becomes the new commercial airport), Oakes course should be one of the world's most modern installations. It is being designed as a high-speed, five-mile circuit, using for most of the distance the perimeter roads of the present airfield. Runways are used in only two places and the general width of the course is 70 feet. Smooth, graded surface on the outside of the turns will provide escape areas, and no barrels or other solid marker hazards are planned.

At the starting line will be a permanent two-storey building for use of officials, press, and race control. Covered pits, each with water and light outlets, will accommodate 100 cars; and the overhead promenade will contain 20 boxes for members and guests of the Speedway Promenade Club. Each box will seat eight persons. A separate section is being reserved for the press with full machine and telegraph facilities.

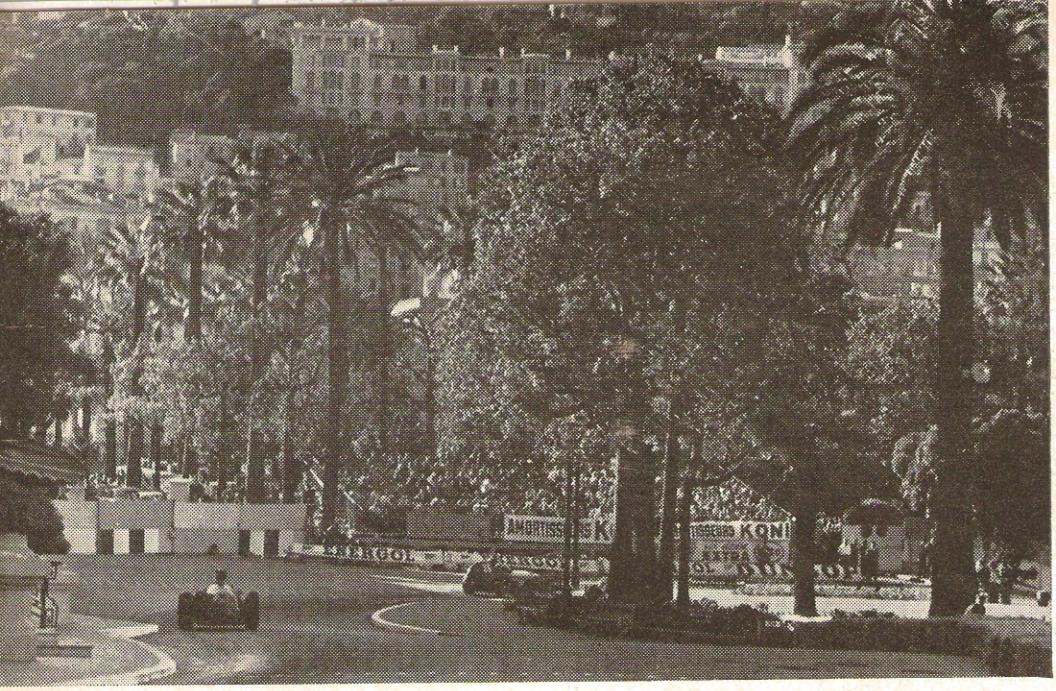
Located approximately 500 feet back from the starting line, the main Club building of the Bahamas Automobile Club will have locker and shower facilities for members and competitors. This building will also house a bar and lounge for the general public. Adjoining this club building will be a well staffed hospital with direct radio and telephone contact to all points of the course.

Protecting the starting-line grandstands will be a concrete wall backed up by coral fill for a thickness of four feet. A similar safeguard is planned for the pit side. An overhead bridge will give entrance to the pit area during the running of the races, and 50-foot poles at 100-foot intervals will carry flags of every nation represented in the race.

Charter membership to the "Speedway Promenade Club", including maintenance for five years, may be requested at a fee of £500. This entitles the member to clubhouse and box facilities. Not only will members and guests in the boxes have a close-up view of pit work, but advertising rights to the box area are owned by the box member. A bar and restaurant in the clubhouse will operate for members.

Scheduled for race week are the Governor's Club race, the Bahamas Trophy race, the Nassau Tourist Trophy race, and the Nassau Trophy race. Race week is sponsored by the Bahamas Automobile Club, sanctioned by the Royal Automobile Club of England, and is listed on the International Calendar of the F.I.A.

RUTH SANDS BENTLEY.



MONTE MONTAGE: Trees, sunlit buildings and distant hills set the scene off admirably for the world-famous round-the-houses Grand Prix through the streets of Monte Carlo. Racing near the equally famous Casino are Tony Brooks, second home for Britain in his Vanwall, and the young American Masten Gregory, who finished a fine third.

MASERATI VERSUS VANWALL AT MONACO

Fangio Wins after Stern Struggle with Tony Brooks—British Cars Finish 2nd, 4th and 6th—Wonderful Performance of Jack Brabham and the 2.2 Cooper—Moss, Collins and Hawthorn Eliminated in Fourth Lap by Spectacular Pile-up in the Chicane

By GREGOR GRANT

Photography by George Phillips

VICTORY went to Juan Manuel Fangio in last Sunday's 15th Monaco Grand Prix, his Maserati receiving the chequered flag 25.2 secs. ahead of Tony Brooks and his Vanwall. Brooks drove a beautiful race, and, for a great many laps, was a constant threat to the World Champion. His task in dealing with Fangio virtually on his own, was due to a triple crash at the quayside chicane on the fourth lap, which eliminated Moss's Vanwall, and the works Ferraris of Collins and Hawthorn.

Sensational would be the best word to describe the deeds of Jack Brabham and the hastily rebuilt 2.2 Cooper, which was in third place on the 100th lap, when the fuel pump drive failed. Brabham pushed it to the finish to be classified sixth. Into fourth place came Stuart Lewis-Evans (Connaught), headed by the American Masten Gregory in a Scuderia Centro-Sud Maserati. Flockhart's B.R.M. went well until mechanical failure eliminated it on the 59th lap. Of the 16 starters, only six saw the end of the race, with Trintignant just managing to pip Brabham for fifth place.

* * *

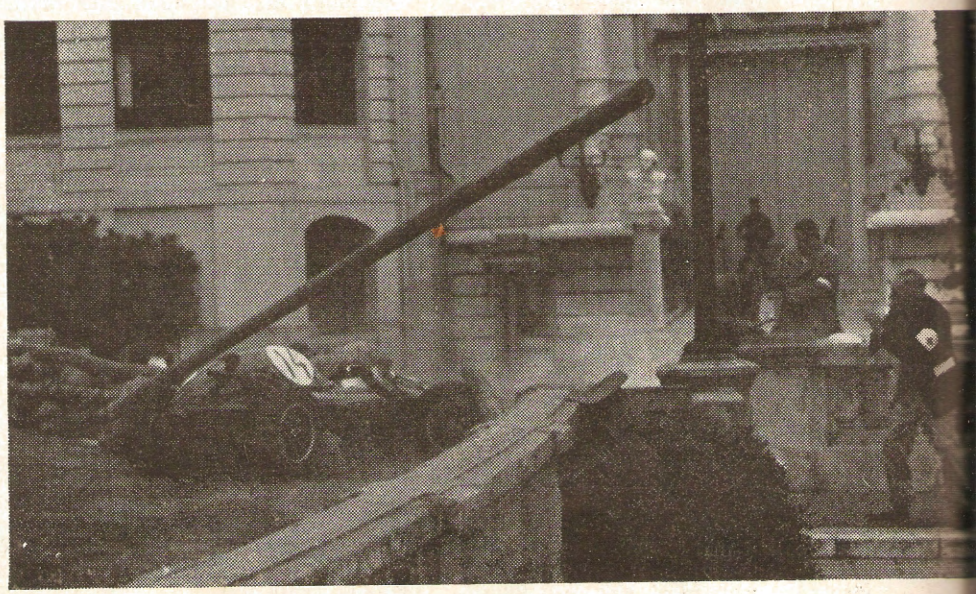
SHORTLY before 6 a.m. on Thursday, 16th May, the old-world Principauté de Monaco awakened to the bark of racing engines, heralding the opening of the first practice session for the XVme Grand Prix Automobile de Monaco. Ron Flockhart's B.R.M. was the first to circulate, followed in rapid succession by the Vanwalls of Stirling Moss and Tony Brooks.

In all, a dozen cars appeared. Drivers were worried by heavy layers of dust on the quayside. Moss slid into the chicane and damaged a wishbone on the training Vanwall. In the absence of Jack Brabham, Peter Collins circulated with the 2.2-litre Cooper. None of the Ferraris turned up, as the cars had been delayed owing to examination by a technical panel as to the possible cause of a mechanical failure on poor de Portago's Mille Miglia machine, the examination including the Grand Prix cars.

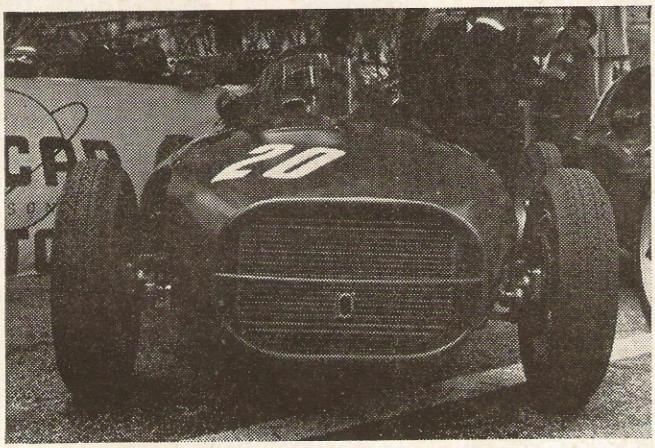
There was a special prize of £100 for the fastest practice lap, and, a few minutes before the end of the period, Stirling Moss (Vanwall) turned in 1 min. 44.4 secs., which was just $\frac{1}{10}$th of a second faster than Juan Manuel Fangio (Maserati). Third best was Tony Brooks with 1 min. 46 secs., then came Carlos Menditeguy (Maserati) and Harry Schell (Maserati) with 1 min. 49.9 secs., and 1 min. 50.1 secs., slightly faster than the Connaughts of Stuart Lewis-Evans and Ivor Bueb. Ron Flockhart and Roy Salvadori didn't look too happy in the B.R.M.s, both of which appeared to suffer from wheel patter on braking for corners.

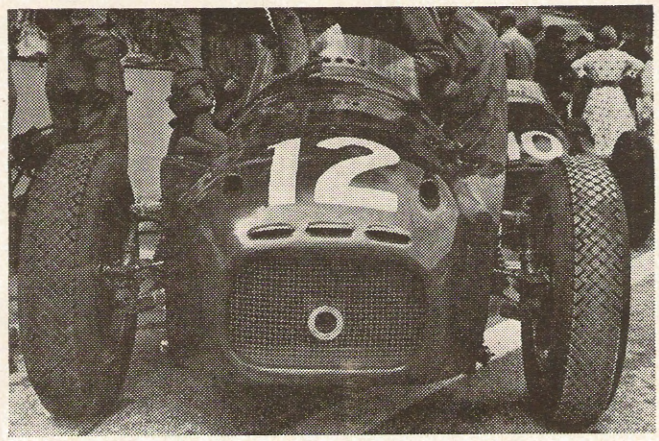
A heavy thunderstorm during the night caused misgivings, but by 6 a.m. the skies had cleared, and rain had helped to lay the dust. For this session, 23 cars appeared, with drivers trying their hardest to qualify for the final 16 starting grid places. Fangio was fastest with 1 min. 42.7 secs., followed by Peter Collins (Ferrari), with 1 min. 43.3 secs. Then came the Vanwalls of Moss and Brooks with 1 min. 43.6 secs., and 1 min. 44.4 secs. respectively. Fangio's time was just $\frac{3}{10}$ths of a second under his 1955 record with the Mercedes. The World Champion also tried out the V-12 Maserati, the crackle from the megaphone exhausts making the other cars seem strangely quiet. However, the new car did not appear to have the snap of the "six", and Juan Manuel could not get within 3 secs. of his time with his original machine.

Jack Brabham bent the front of the 2.2-litre Cooper rather badly, when a



ERRANT AUSSIE! Jack Brabham runs off-course near the Casino during practice, when his 2.2-litre Cooper-Climax locked a front brake. "Just trying to get in for nothing!" said Jack cheerily.





MINUS PROBOSCES: Two of Britain's contending teams, Vanwall and Connaught, removed the long noses of their cars in anticipation of ultra-close motor racing in Monaco. While not notably handsome, both were practical. On the left, the Vanwall; on the right, the Connaught.

locking front brake caused him to leave the road near the Casino, and hit the sandbanks. Mike Hawthorn wasn't too happy with his Ferrari, and his 1 min. 46.4 secs. was just $\frac{1}{10}$th of a second quicker than the 1955 winner, Maurice Trintignant. Both B.R.M.s just scraped in amongst the first 16, about a couple of seconds down on the privately entered Maseratis of Horace Gould and Masten Gregory.

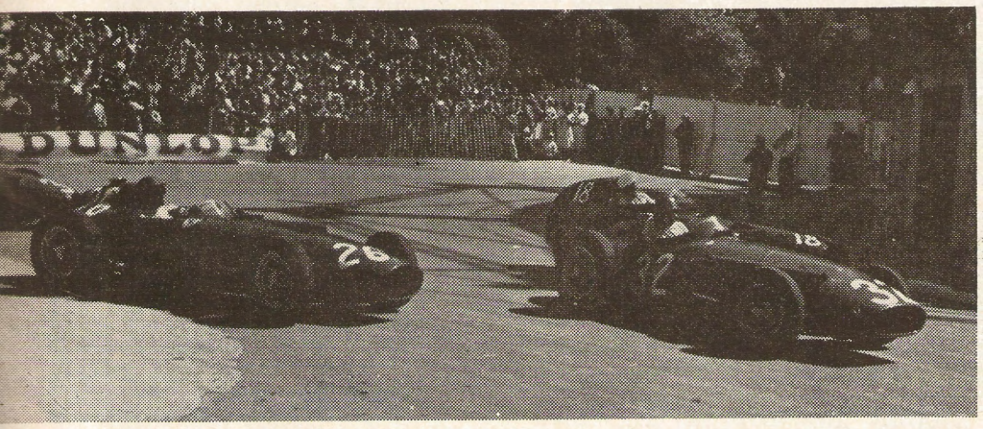
In the evening, drivers and certain members of the Press were entertained at a cocktail party by Mr. and Mrs. Bernard Cahier, at their lovely villa near Nice. I had a long talk with Fangio, who said that he would drive the six-cylinder car, the new V-12 being more suited to a faster circuit. The World Champion expressed great admiration for the British drivers, particularly Tony Brooks with whom he was greatly impressed, and whom he bracketed with Moss, Collins and Hawthorn as the world's finest conductors. Fangio said that the Corvette plans for 1958 interested him, and that few drivers could possibly resist the sort of folding money that General Motors were likely to offer.

Louis Chiron also gave a party at his home the following day, with most of the drivers turning up, despite the prospect of evening practice on the Saturday. Peter Collins had a lucky escape when his Ferrari came unstuck at the chicane, and only a bollard saved him from a dive into the harbour. His car was badly damaged. The practice session was an unhappy one for B.R.M., as Roy Salvadori's speed was fractionally under that of the 16 qualifiers, which included Brabham and his rebuilt Cooper. Flockhart qualified his B.R.M., but those who became spectators included Hans Herrmann (Maserati), Gerini (Maserati), Piotti (Maserati), Simon (Maserati) and Les Leston in the 1½-litre Cooper.

With a couple of green cars in the first two rows of the starting grid, it was a brave sight to British eyes. Great crowds had arrived to watch the race, and since daybreak, or even before, hundreds of people had congregated on

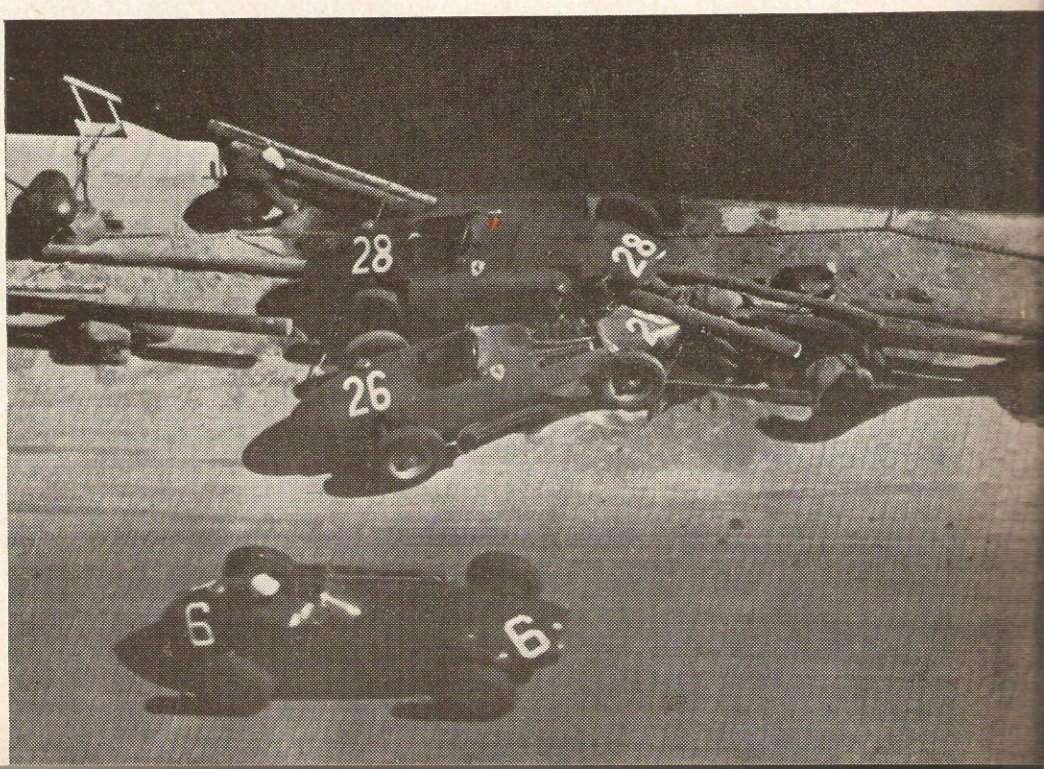
STARTING GRID

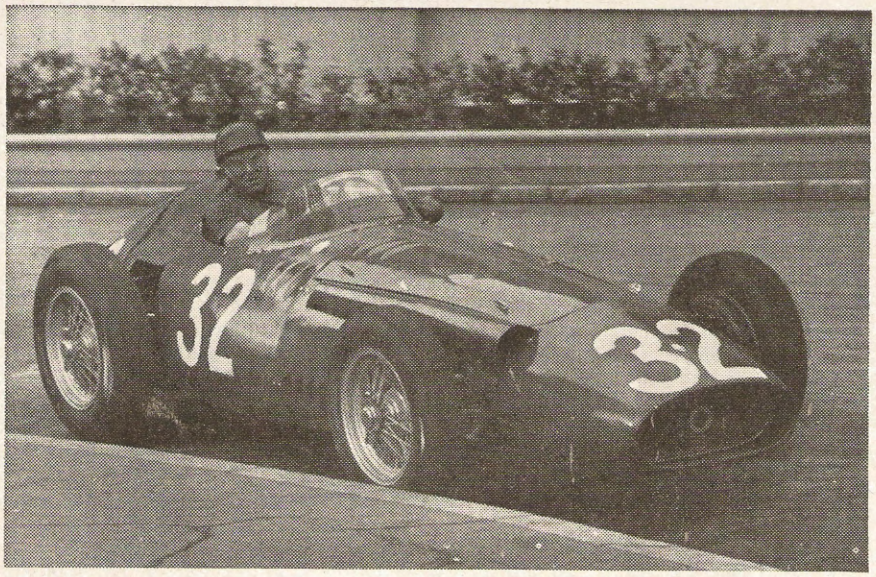
Moss (Vanwall) 1 m. 43.6 s.	Collins (Ferrari) 1 m. 43.3 s.	Fangio (Maserati) 1 m. 42.7 s.
Hawthorn (Ferrari) 1 m. 46.4 s.		Brooks (Vanwall) 1 m. 44.4 s.
Schell (Maserati) 1 m. 47.3 s.	Menditeguy (Maserati) 1 m. 46.7 s.	Trintignant (Ferrari) 1 m. 46.7 s.
Gregory (Maserati) 1 m. 48.4 s.		Von Trips (Ferrari) 1 m. 48.2 s.
Brabham (Cooper) 1 m. 48.8 s.	Gould (Maserati) 1 m. 48.7 s.	Flockhart (B.R.M.) 1 m. 48.2 s.
Scarlatti (Maserati) 1 m. 49.4 s.		Lewis-Evans (Connaught) 1 m. 49.1 s.
Bueb (Connaught) 1 m. 49.4 s.		



CLOSE WORK coming out of the Gasworks Hairpin on lap 1 (above) Fangio (Maserati) has a slight lead over Moss (Vanwall) and Collins (Ferrari). Three laps later and . . .

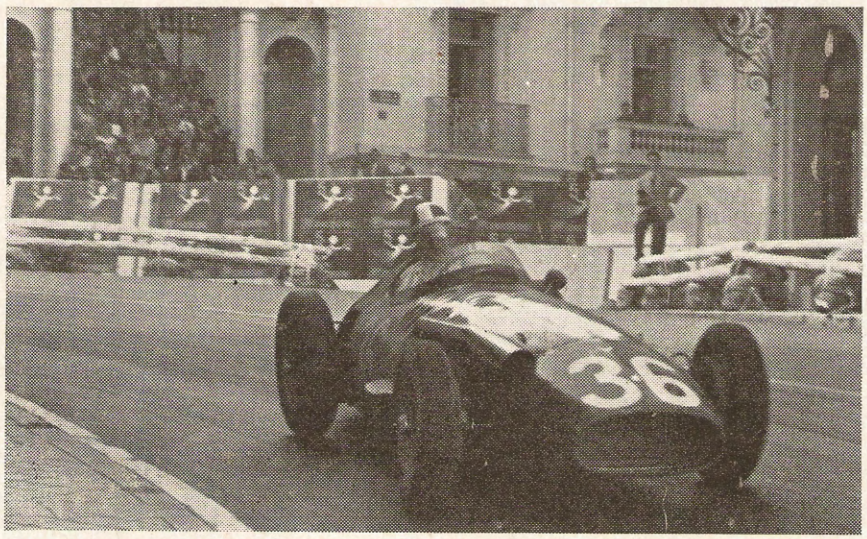
FINIS was written to the efforts of Moss, Collins and Hawthorn in the mix-up at the Chicane. Picture (right) shows Flockhart's B.R.M. passing the wrecked Ferraris of Hawthorn (nearest the harbour edge) and Collins.



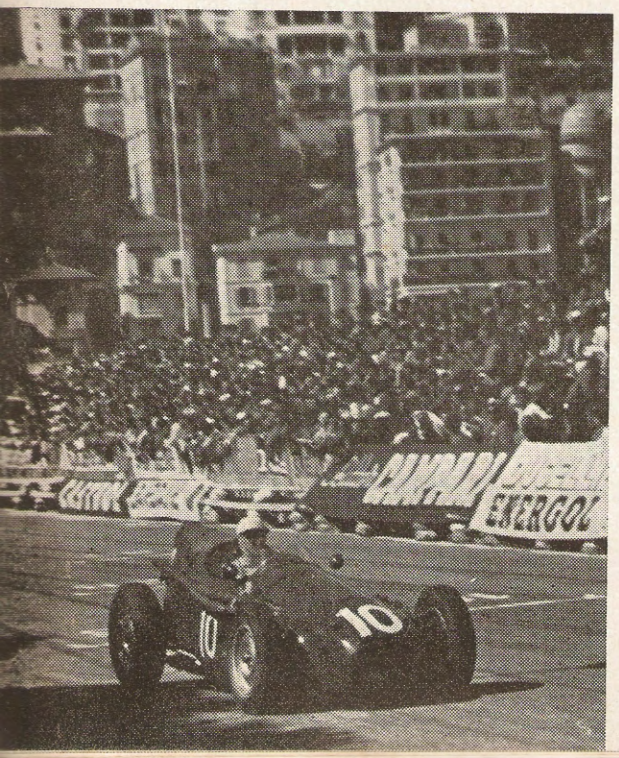


MASTER: (Above) Winner of his second Monaco G.P., Juan Manuel Fangio takes the six-cylinder Maserati in close at the Hotel de Paris.

PROTEGÉ: (Below) Fellow Argentinian and Maserati team member Carlos Menditeguy seen cornering fast near the Metropole.



FOURTH TO FINISH was Stuart Lewis-Evans (left) in the aerodynamic Connaught with abbreviated nose, here slamming past the pits on the harbour front.



CAR	CAR No	DRIVER
CONNAUGHT	18	S.MOSS
MASERATI	32	J.M. FANGIO
FERRARI	26	P. COLLINS
MASERATI	38	H. SCHELL
VANWALL	20	C.A.S. BROOKS
MASERATI	36	MENDITEGUY
FERRARI	28	J.M. HAWTHORN.
FERRARI	24	VON TRIPS
MASERATI	22	H. GOULD
MASERATI	21	M. GREGORY
CONNAUGHT	10	S. LEWIS-EVANS
BRM	6	R.FLOCKHART
MASERATI	34	G. SCARLATTI
COOPER	14	J. BRABHAM
FERRARI	30	M. TRINTIGNANT
CONNAUGHT	12	I. BUEB



BATTLE ROYAL was fought in the early sta Menditeguy (Maserati) and Schell (Maserati), th

the slopes behind Gasometer Hairpin to secure vantage points. It was truly a Royal Grand Prix, for, several minutes before the start, Their Royal Highnesses Prince Rainier and Princess Grace of Monaco arrived, and drove slowly round the circuit in an open car, before taking their place in the Royal Box.

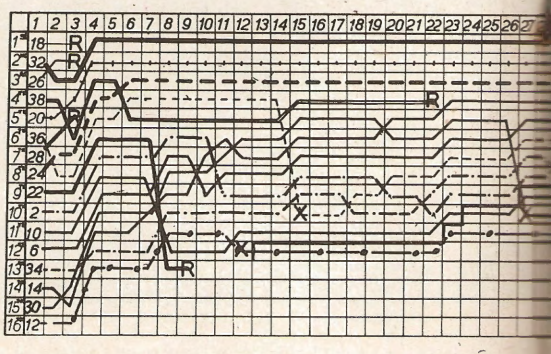
Rain had been falling up until an hour before the starting time, but cleared off leaving dry roads for the 16 starters. As expected, the V-12 Maserati did not appear, the three factory "sixes" being driven by Fangio, Menditeguy and Schell. Ivor Bueb appeared in a very training Connaught, his own car breaking a gearbox oil line when traversing a ramp on the way to the start, when driven by a mechanic.

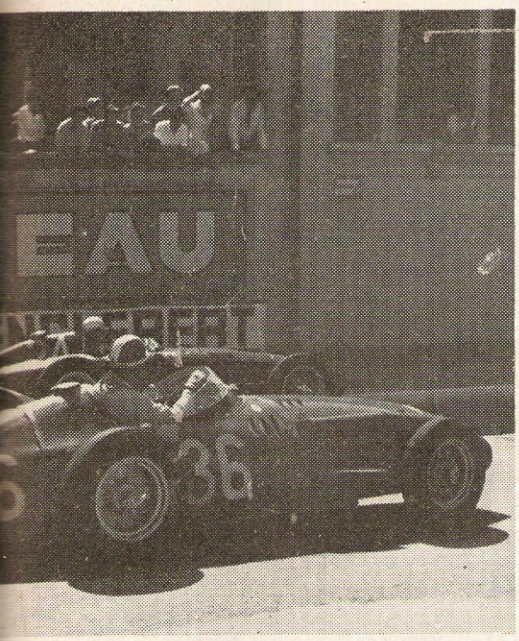
At flag fall there was the usual terrific scramble to get round the Gasometer bend first, with Moss's Vanwall just beating Fangio's Maserati to it, followed by a tightly packed mob, weaving this way and that way.

Stirling Moss set a cracking pace, chased by Fangio, Collins, Schell, Brooks, Menditeguy and Hawthorn in that order. The Vanwall sounded tremendous, Collins streaked past Fangio and tried to pass Moss, and Tony Brooks also tried to edge in front of the World Champion. Moss's second lap was covered in 1 min. 49 secs., and next time round he led Collins by ½ sec.

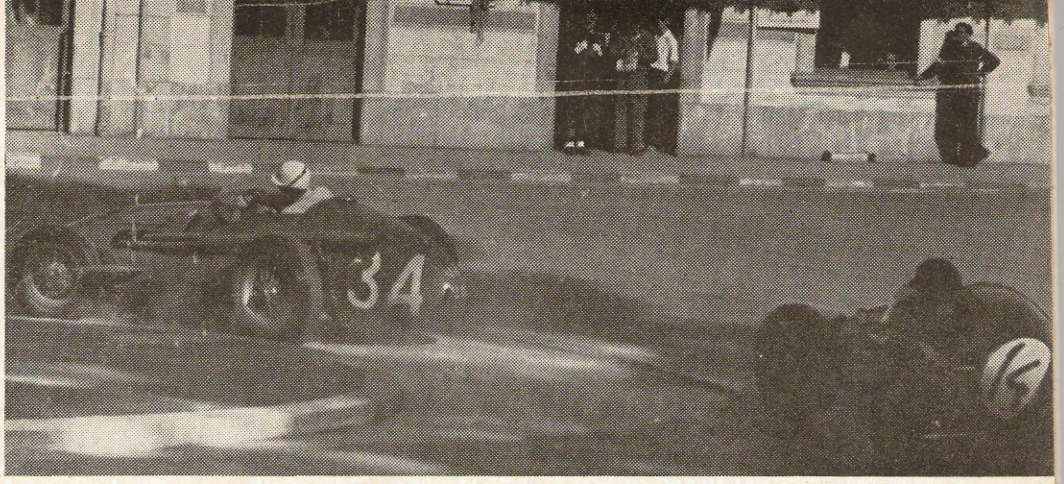
Then—consternation! Fangio came round in the lead, followed by Brooks and Schell. Of Moss, Collins and

LAP-BY-LAP PROGRESS CH


1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
1 18
2 32
3 26
4 38
5 20
6 36
7 28
8 24
9 22
10 2
11 10
12 6
13 34
14 14
15 30
16 12
R
R
R
R
R
X
X
X

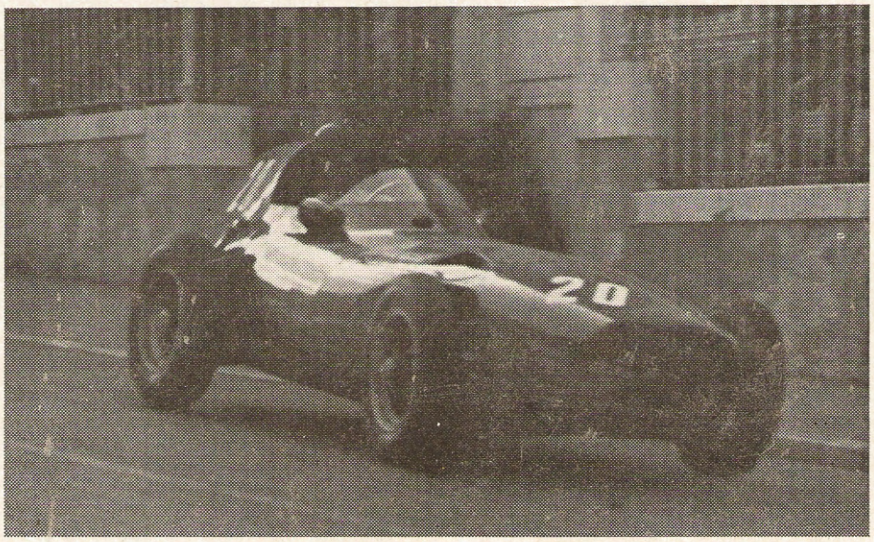


f the race between Wolfgang Von Trips (Ferrari), io here emerging from the Gasworks Hairpin.



DUST-RAISING at the Railway Hairpin (above) is Harry Shell in Giorgio Scarlatti's Maserati. Following him is Jack ("the Giant Killer") Brabham in the little Cooper.

SUPERB SECOND: (Below) Tony Brooks in the Vanwall put up the best performance by a British driver in a British car in a Grande Epreuve for many, many years.



Hawthorn there was no sign, but we had seen some remarkable things going on at the chicane, with bits and pieces flying in all directions, and two red cars apparently playing pick-a-back. As Moss came hurtling down from the tunnel, his brakes were hard on, and he charged into the chicane. Barricades and poles were scattered, and large pieces of wood came whistling down on the unfortunate Collins, who had actually managed to get through without hitting Moss's car. More drama was to come. Hawthorn collided with Brooks's Vanwall, completely knocking off a front wheel and part of the Ferrari suspension. The car then bounced right on top of Collins's machine, and it was a near miracle that Brooks's Vanwall was undamaged, and that all three drivers escaped unhurt. Brooks had practically stopped, when Fangio picked his way over the wreckage and took the lead. Thus three of the favourites were out with the race scarcely begun, Ferrari's team was virtually eliminated and the Vanwall challenge weakened.

Almost immediately attention was forced on Tony Brooks who, driving with masterly precision, closed right up on Fangio and, on several occasions, made to get by. The Argentinian pulled out every trick in his bag, but could not shake off the high-tailed green car. Harry Schell was holding off Von Trips and Menditeguy. Jack Brabham was obviously waiting to settle down with the tiny 2.2-litre Cooper, but took the opportunity to scuttle past Scarlatti, who, with Ivor Bueb, brought up the rear.

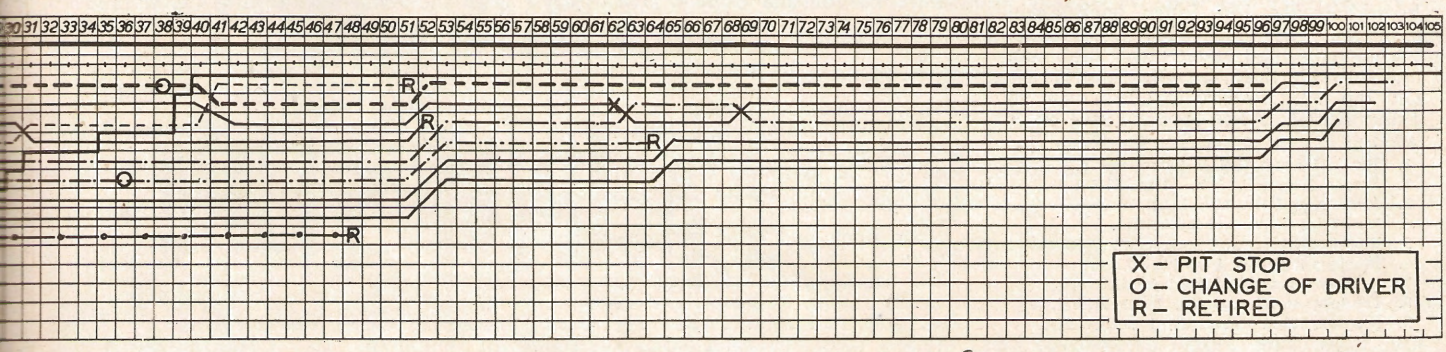
The Fangio *v.* Brooks battle was thrilling. Both gradually drew away from the others, with Fangio pulling out all the stops. As cool as if he were at Goodwood, Tony sat behind the Champion of the World. The Vanwall's road-holding was superb, and on sheer power, it was, if anything, out-accelerating the Maserati up the steep hill to the Casino. For lap after lap, the two cars circulated in close company.

Then came more shunting. Several people apparently had a go at Horace Gould's Maserati. On lap 7 he was in sixth place, but next time round he was last. His car looked a trifle knocked about; Trintignant's Ferrari had a bashed nose; Gregory's Maserati was dented; Lewis-Evans's Connaught had a non-standard depression in the tail. Ron Flockhart (B.R.M.) had the impression that he was in a dodgem fairground. Horace went round for two more laps, and finally retired bewildered and breathing fire. This contretemps dropped Lewis-Evans from eighth to 12th place.

Brabham's Cooper began to move up with astonishing rapidity, and on the 10th lap was actually in sixth place, ahead of Masten Gregory's Maserati and Maurice Trintignant's Ferrari. Von Trips was going well in third place, in front of Schell, but losing ground to the two leaders. Trintignant was pipped at being taken by the Cooper, and managed to squeeze in front at the tobacconist's kiosk. Flockhart now began to menace the diminutive Surbiton car which had certainly caught the fancy of the crowd. On lap 12, Bueb came into the pits with his exhaust pipe adrift on the back Connaught.

Brabham and Flockhart began to dice

RT OF THE MONACO G.P.





NEVER SAY DIE: After holding third place, ahead of Gregory's Maserati, Jack Brabham's Cooper died on him five laps before the finish. Undaunted, the Australian pushed the car from the railway station to the line, dropping back to sixth place, but finishing nevertheless.

merrily, with the Cooper always holding the advantage. Whatever braking troubles had been experienced during practice must have been ironed out, for Jack left his braking as late as anyone in the race. Schell's threat to Von Trips ended when a king-pin broke after hitting the kerb at St. Devote, and the Maserati came into the pits doing some crazy weaving before Harry managed to bring it to a standstill without clouting anything. This was on the 23rd lap. Brooks was now noticeably losing ground to Fangio, and seemed to be having trouble selecting the right gear at the proper time. He had dropped to 8 secs. behind his rival.

The incredible Cooper was now in fourth place, and neither Trintignant nor Flockhart could do anything about it. Farther back came Menditeguy, Scarlatti and Gregory in line ahead, with Lewis-Evans bringing up the rear, having been lapped by Fangio just as Schell retired. Trint's Ferrari began to sound rough and the Frenchman stopped for a diagnosis on his 27th tour, losing about a couple of laps before he got going again. The race position after 30 laps was as follows:—

1. Fangio (Maserati), 54 m. 10.3 s.
2. Brooks (Vanwall), 54 m. 19.4 s.
3. Von Trips (Ferrari), 54 m. 23.5 s.
4. Brabham (Cooper), 55 m. 32.8 s.
5. Flockhart (B.R.M.), 55 m. 42.6 s.
6. Menditeguy (Maserati), 55 m. 43.2 s.
7. Gregory (Maserati), 55 m. 55.2 s.
8. Scarlatti (Maserati), 56 m. 00.7 s.
9. Lewis-Evans (Connaught), 1 lap behind.
10. Trintignant (Ferrari), 2 laps behind.
11. Bueb (Connaught) 18 laps behind.

Once again Brooks began to close up on Fangio. On the 38th lap, Von Trips was pulled in and Hawthorn took his place. Mike did two tours, and handed back to Von Trips—all very mystifying, the Ferrari dropping to fourth place behind Menditeguy. Hawthorn obviously believed that it was not on to catch Fangio and Brooks. Ivor Bueb's Connaught reappeared, many laps behind. With 40 laps on the board, Brooks had fallen back again and was 12 secs. behind Fangio. Menditeguy had overtaken Brabham, and now lay third ahead of Von Trips. On lap 37, Scarlatti handed over to Harry Schell. At 50 laps the race order was:—

1. Fangio (Maserati), 1 h. 29 m. 43.8 s.
2. Brooks (Vanwall), 1 h. 30 m. 00.8 s.
3. Menditeguy (Maserati), 1 lap behind.
4. Von Trips (Ferrari), 1 lap behind.
5. Flockhart (B.R.M.), 1 lap behind.
6. Brabham (Cooper), 1 lap behind.
7. Gregory (Maserati), 1 lap behind.
8. Lewis-Evans (Connaught), 1 lap behind.
9. Scarlatti/Schell (Maserati), 1 lap behind.
10. Trintignant (Ferrari), 3 laps behind.
11. Bueb (Connaught), 24 laps behind.

Flockhart was almost immediately retaken by the Cooper, and on the 51st lap Menditeguy failed to stop at the chicane and crashed into a lamp standard. He suffered a fractured nose and the car was badly damaged. Brooks was falling back behind Fangio, his gearbox apparently giving him some bother. Von Trips, in third place, was also dropping back, but was fast enough to keep ahead of the exuberant Brabham who was having the time of his life leading B.R.M.s, Ferraris, Masers and Connaughts. The Cooper must have caused plenty of head-scratching in the Italian pits by its remarkable performance.

The gremlins of Bourne struck again, when Ron Flockhart coasted to a standstill at the bottom of the hill to the Casino when in fifth place. The engine had stripped a timing gear. He had driven a fine race, and was definitely out to finish. Trintignant's Ferrari wasn't in the best of health, and Lewis-Evans's Connaught gave the odd splutter, but kept motoring as well as ever. Jack Brabham stopped to take on more fuel on his 62nd lap, and Masten Gregory moved up to fourth place. He didn't keep it for long; on lap 69 Brabham caught him. The Scarlatti/Schell Maserati was retired with various mechanical disorders, the tachometer tell-tale being stuck at 9,200 r.p.m.

Tony Brooks was now some way behind Fangio, but the Vanwall engine still sounded magnificent. For a few laps, the Vanwall and the Cooper raced in close company, Brabham waving Tony by as they streaked away from the Gasometer. Putting the clock on Von Trips and Brabham, one found that the former was getting round in 1 min. 53 secs., and the Cooper in about two seconds less. However, the German was well over a minute ahead of the Australian. Gregory once again took Brabham, but was repassed almost before he had the Cooper in his rear mirrors. Fangio had now overtaken Von Trips, who decided that he would keep up with the master. On several occasions he made to go past, the Ferrari seemingly having the edge on the Maserati. In any case, Juan Manuel did not look as if he was hurrying unduly, and to follow close behind the Champion is not always the wisest thing to do.

Ivor Bueb had been out again, then in again, and finally called it a day. The hastily prepared hack car was literally falling to pieces, and even the fuel tank had split. With only seven cars still in the race, it would have been monotonous had it not been for the scrap between Gregory and Brabham, and the sudden realization that Brooks was once more coming closer to Fangio. However, although the Maserati's brakes might have been weakening at 100 laps, 39.3 secs. separated them, too great a leeway to make up in five circuits. In any case Juan Manuel may have been foxing.

Three laps earlier, Von Trips's pursuit of Fangio ended when his engine more or less disintegrated, depositing oil all over the road at Massenet. Brabham just avoided getting in amongst it, being warned by Von Trips himself. This put the plucky Brabham into third place. He faced the threat of Masten Gregory, but one felt that the Cooper could stay in front of the red car. Then, with Surbiton's star in the ascendancy, and with only five laps to go, the Cooper's crisp-sounding double-knocker Coventry-Climax engine went silent near the station. Not to be cheated of finishing, Brabham set out to push the little green car home all the way from the station; as he neared the finishing straight, completely exhausted, Trintignant flashed past to take fifth place. The crowd's sympathy was with the Australian. His was one of the classic performances in motor-racing. Owing to the practice crash, its chances of qualifying were pretty slim—particularly if it had rained. Rob Walker's men worked day and night to repair the machine, and Alf Francis must have felt fairly satisfied with the almost untried 2-o.h.c. engine, for which he claims a b.m.e.p. figure of around 200.

Fangio received a great ovation from the crowd, and bowed gracefully to Monaco's Princess when she gave him his victor's laurels. Tony Vandervell's face was all smiles when Tony Brooks arrived safely in second place, the highest attained by a British-built car in a *grande épreuve* for as long as one can remember. Masten Gregory's third position was well-earned, the boy from Kansas having driven an extremely good race. Although tantalized by the scurrying little Cooper, he did not make the mistake of trying to catch it at any cost. Connaught must have been well pleased with Stuart Lewis-Evans in bringing their car into fourth spot in such formidable company. Scuderia Ferrari did not have a good day, Trintignant's car suffering from intermittent bouts of misfiring.

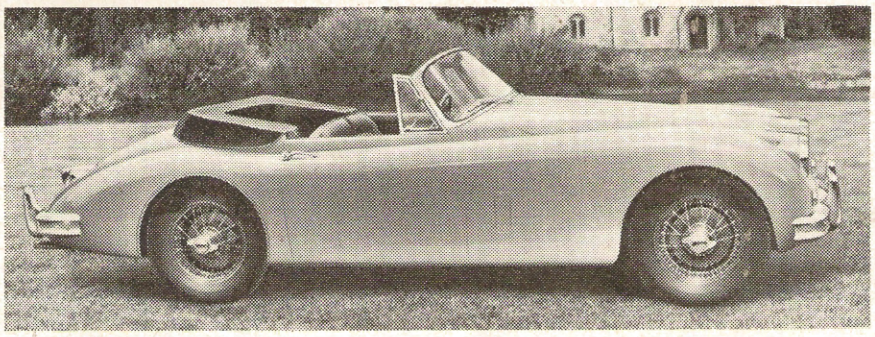
It was a pity that those wild opening laps caused the elimination of Moss, Collins and Hawthorn. This tended to spoil the race as both Fangio and Brooks were more or less out on their own until the end. It was interesting to note that Fangio's fastest lap was 1 min. 45.6 secs. Brooks did 1 min. 45.9 secs. and the amazing Brabham was clocked at 1 min. 47.2 secs.

Result

1. Juan Manuel Fangio (Maserati), 105 laps, 3 h. 10 m. 12.8 s., 104.160 k.p.h. (64.73 m.p.h.).
2. **Tony Brooks (Vanwall),** 3 h. 10 m. 38 s.
3. Masten Gregory (Maserati), 2 laps behind.
4. **Stuart Lewis-Evans (Connaught),** 3 laps.
5. Maurice Trintignant (Ferrari), 5 laps.
6. **Jack Brabham (Cooper),** 5 laps.

Fastest lap: Fangio, 1 m. 45.6 s., 107.217 k.p.h. (66.62 m.p.h.).

Retirements: 4th lap, Moss (Vanwall), Collins (Ferrari), Hawthorn (Ferrari); 10th lap, Gould (Maserati); 23rd lap, Schell (Maserati); 47th lap, Bueb (Connaught); 51st lap, Menditeguy (Maserati); 60th lap, Flockhart (B.R.M.); 65th lap, Scarlatti (Maserati); 96th lap, Von Trips (Ferrari).



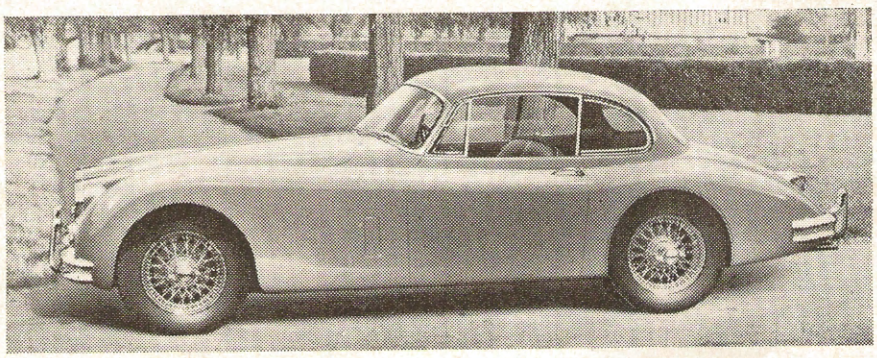
DROPHEAD: (Left) Jaguar's latest sports car, the XK 150, is available in two body styles. A single-piece wrap-around windscreen with slender pillars features. The chassis has single-pad Dunlop disc brakes all round.

★

FIXED HEAD version (below) shows the thicker "waist line" of the XK 150. Bolt-on disc wheels are standard, but centre-lock wire type are fitted on the special equipment model.

THE NEW JAGUAR XK 150

Disc Brakes and 3.4-litre 210 b.h.p. Engine in Successor to the XK 140—Basic Price only £1,175



LATEST model of a famous line, the Jaguar XK 150 goes a stage further towards realizing the modern ideal of the sports car. In the not very distant past, noise, discomfort, and a certain amount of temperamental behaviour were regarded as inseparable from the machine of abnormal performance. Jaguar Cars, Ltd., have already proved that these shortcomings are as out of place in a speed model as in a large and luxurious saloon.

The new Jaguar is immensely fast, one need hardly remark, but it is more roomy and practical as an everyday vehicle than its predecessors, with improved all-round visibility and a distinctly Continental line. On the mechanical side, the engine has better low and medium speed torque, which increases the already excellent top gear flexibility, but most important of all is the adoption of disc brakes, which really permit the full performance to be exploited.

The engine of the XK 150 is the latest version of the 3.4-litre with the B-type cylinder head. This unit is now standard on the Mark VIII and 3.4-litre saloons also. It delivers 210 b.h.p. (190 b.h.p. nett), which is the same output as the previous XK 140 had when fitted with a C-type head. The B-type head has the large valves that originally came from racing, but has slightly smaller ports, and twin S.U. type H.D.6 carburetters. The result is improved torque in the accelerating range. A new 12-blade fan operating in a cowl gives better cooling with less power wastage.

There are three optional transmissions. One can order the four-speed synchromesh gearbox either with or without a Laycock-de Normanville overdrive, or alternatively a Borg Warner automatic box may be specified. Where the "plain" gearbox or the "automatic" are employed, the ratio of the hypoid rear axle is 3.54 to 1, but the overdrive goes with a 4.09 to 1 rear end, giving an overall ratio of 3.19 to 1.

With a wheelbase of 8 ft. 6 ins. and a track of 4 ft. 3⅝ ins., the XK 150 is quite a compact car. Fixed head or drophead coupé bodies are offered, with occasional rear seats and adequate luggage accommodation. Both models have padding to protect the occupants in the event of a crash, but whereas the bodies with fixed heads are fitted with leather-covered instrument panels, the drop-heads have anodized aluminium.

Compared with the XK 140, the new model is some 4 ins. wider at shoulder height, with large door pockets. The screen is now a single-piece wrap-around, with commendably thin pillars, and there is a large curved rear window. The bonnet line sweeps down to a lower and wider radiator grille, as on the 3.4-litre saloon.

Unlike the saloon, however, the body of the XK 150 is not integral with the chassis frame. This is a sturdy box-section structure, with independent front suspension by torsion bars and semi-elliptic rear springs. There are Girling telescopic dampers all round and rack and pinion steering.

The single pad Dunlop brakes have 12 in. discs. The operation is hydraulic, assisted by a Lockheed vacuum servo. These disc brakes are standard on all XK 150 models, and are fitted to all four hubs. A normal central hand brake lever operates on the rear discs by a mechanical hookup.

In its least costly form, the car comes with bolt-on disc wheels. However, the slightly more expensive special equipment model has centre-lock wire spoked wheels, and in both cases the tyres are 6.00-16 ins. Road Speed. Other special equipment features are a dual exhaust system, foglamps, and windscreen washers.

A car such as this is primarily intended for long, fast journeys. The comfort of the seats and the driving position are thus of exceptional importance. Full advantage has been taken of the extra width and the larger glazed area to obtain an impression of space inside. There is no sensation of being "shut in", which is sometimes a disadvantage of coupés. The lower bonnet line makes the front mudguard fairings stand out more boldly, and the general impression from the driving seat is of a small, compact car with excellent all-round visibility. The 14-gallon fuel tank is a useful feature for long-distance travel, and the petrol consumption is very moderate for so fast a car.

Prices range from the standard model at £1,175 (£1,763 17*s.* including P.T.) to the special equipment model with automatic transmission at £1,440 (£2,161 7*s.* including P.T.).

JOHN BOLSTER.

ABBREVIATED SPECIFICATION

Car: Jaguar XK 150 fixed head or drophead coupé, prices from £1,175 (£1,763 17*s.* 0*d.* including P.T.) according to equipment.

Engine: Six cylinders, 83 mm. x 106 mm. (3,442 c.c.), twin overhead camshafts, 210 b.h.p. (gross), 190 b.h.p. (net) at 5,500 r.p.m., 8 to 1 compression ratio. Max. b.m.e.p. 155 lb./in.² at 3,000 r.p.m. Twin SU type HD6 carburetters.

Transmission: (1) Borg and Beck 10 ins. single dry-plate clutch, and four-speed gearbox with synchromesh on upper three gears and short central lever, ratios 3.54, 4.28, 6.2 and 10.56 to 1. (2) Same clutch and gearbox, plus Laycock-de Normanville overdrive, ratios 3.19 o/d., 4.09, 4.95, 7.16 and 12.2 to 1. (3) Borg Warner automatic transmission, ratios, direct 3.54, inter 5.08-10.9, low 8.16-17.5 to 1. Hardy Spicer open propeller shaft. Hypoid rear axle, ratio 3.54 to 1, or 4.09 to 1 with overdrive.

Chassis: Box section frame. Independent front suspension by wishbones, torsion bars, and anti-roll bar. Rack and pinion steering. Rear axle on semi-elliptic springs. Girling telescopic dampers all round. Dunlop single pad 12 ins. disc brakes with hydraulic operation and Lockheed vacuum servo. Bolt-on disc wheels, or centre lock wire wheels, fitted 6.00-16 ins. Road Speed tyres.

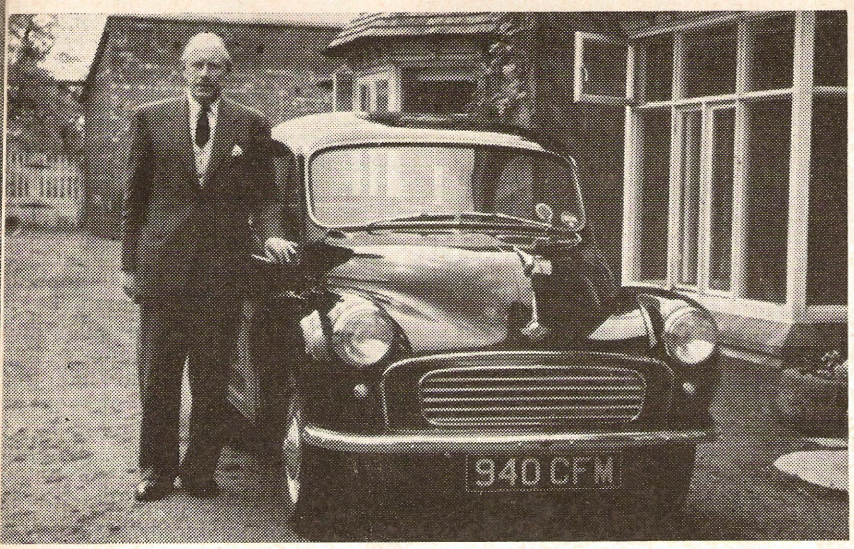
Equipment: 12-volt lighting and starting, speedometer, rev. counter, ammeter, fuel, oil pressure, and water temperature gauges. Heating and demisting. Two-speed wipers. Self-cancelling trafficators. Plus foglamps and windscreen washers on special equipment models.

Dimensions: Wheelbase, 8 ft. 6 ins.; track, 4 ft. 3⅝ ins.; overall length, 14 ft. 9 ins.; width, 5 ft. 4½ ins.; turning circle, 33 ft. Weight (dry), fixed head 25 cwt. 3 qrs. 16 lb., drophead 26 cwt. 3 qrs. 4 lb.

PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

No. 22— Rex Foster

★



Oulton Park Circuit Managing Director Rex Foster with his private transport, a Morris Minor 1,000.

ON this occasion our portrait is of a *rara avis,* the Promoter. One sometimes imagines these gentry sitting in lush West End offices, puffing double Coronas and counting their ill-gotten gains. Such, however, is far from fact, as will be found from this picture of Rex Foster, Managing Director of Cheshire Car Circuits, the lessees of Oulton Park.

First, a short history of this now famous circuit. The original idea was conceived by Howard Wright, who was trying at that time to obtain a suitable venue to build a motor race track. Rex Foster, knowing the Egerton family, agreed to approach them with reference to Oulton Park, which was then occupied by some 600 huts housing displaced Poles.

When the camp was auctioned, agreement was reached, and in 1952 a lease of 21 years was signed by the newly formed Cheshire Car Circuits, Ltd., and Sir Philip Egerton, Bt. Cheshire Car Circuits' board then consisted of Howard Wright, Maurice Faulkner, Paddy Denton, Norman Johnson, Ken Roberts and Rex Foster. When planning and building restrictions were overcome, the first circuit of 1½ miles was constructed in four months.

The board was then strengthened by Harry Wilson and Ken Downing, and in August, 1953, the first race meeting organized by the Mid-Cheshire Motor Club took place. This aroused tremendous public interest, which encouraged Cheshire Car Circuits the following year to lengthen the course. This was done in two stages, culminating in its present length of 2.76 miles. The whole of the required capital was raised from the existing 130 shareholders.

Even today continual improvements are being made to resurfacing and safety requirements, and thoughts are now being turned to increasing the total length. This can be done by the continuation of the course at Old Hall Corner. It would run down to the lake's verge, looping back after a hairpin, to rejoin at the Avenue just before Cascades. This will give an estimated length of 3¼ miles. The interior of the loop, being raised ground, would enable spectators to view the cars at four separate and distinct points, possibly unique at any European circuit.

Moreover, a further extension, through Esso Bend, is feasible. This would continue about half a mile alongside the lake into a fast banked bend, with a half-mile return to join the existing straight out of Esso. All this would give some 4½ miles which, with the required width alteration at certain points, would allow the number of starters to be increased from 27 as at present, to between 40 and 50, and incorporate a straight, terminating at Knicker Brook, of at least a mile.

Plans are being revived for the building of new pits and an administration block. These were shelved pending an R.A.C. decision on the width of pit areas. Consideration is also being given to the paddock area to give additional facilities to both competitors and the trade. Spectator amenities are not being forgotten; additional catering points and permanent lavatories are already sited. A new Bailey Bridge is proposed, which will allow entrance and exit to Manchester and Yorks traffic, crossing the course below Lodge Corner.

Oulton Park over the last four years has grown far beyond Cheshire Car Circuit's original conception, so that after the retirement of Wilson Rogers as track manager, it was decided that Rex Foster should become full time Managing Director, to consolidate and develop at board level the established future of what is considered by many to be Britain's premier road circuit.

Rex Foster is tough, capable, thoroughly conversant with modern commercial practice, and is backed to the hilt by his co-directors. He does not suffer fools gladly, but is always courteous and approachable to the genuine enquirer. He has a decided viewpoint on the subject of motor racing and its presentation as a sport to the general public.

In his opinion, motor racing has ceased to become solely a sport, and is now divided into two separate and distinct categories: (*a*) Club meetings, which remain a sport and are primarily for the enthusiast, without whom Oulton Park would be non-existent today, as they constitute encouragement for both clubs and their members to bigger and better efforts. They also provide an opportunity for recognition for those who show exceptional promise. (*b*) The "big time" promotion. This is an entirely different matter and requires vastly different treatment, as it is entirely a commercial undertaking.

Apart from the very few individuals who still have sufficient private resources to race, most entrants look for their financial return from not only the promoter but from various trade sources, which may result in the outlay of many thousands of pounds. All these backers naturally want interest on their expenditure, and it is the responsibility of the promoters to see that the organizers' programme achieves this object.

Too many races are organized without due consideration of either the motor manufacturer, or accessory and fuel supplier, and if motor racing is to continue to receive finance from these sources, it will have to pay more regard to this aspect. At the same time the promoter must consider the spectacle to which he is hoping to attract the cash customer in ever-increasing numbers. It is therefore suggested that the calendar should be carefully considered with regard to the number of major events that can take place in a season in this country, for what type of cars they should be and of what duration. These are matters which largely concern the promoter, the manufacturer and the allied trades, and when these have been decided, the organizers should be briefed on these lines before the necessary permits are obtained.

It is to be hoped that the R.A.C. will give a lead in this direction to enable the circuit proprietors to provide the tracks, the manufacturers the cars, and to allow the accessory and fuel people to play their part. None of this can be done unless there is forward planning, and not a "meeting-to-meeting" attitude.

The high cost of motor race promotion, which is now met individually by the various interests concerned, could with prior planning and approval be tackled by the promoters collectively in association with the trade interests. No one seeks to reduce payments for their own gain, but the matter is getting so out of hand that, unless steps are taken to ensure that the whole of the money now being put into motor racing is directed into the correct channels, many major events will be cancelled.

The welcome relief of entertainment tax is no solution to this problem. Circuit improvements and amenities for the public will have a very strong claim to this for some time. The answer would appear to be a minimum guarantee to cover the direct expenses of each équipe to attend the meeting, and for additional payments to be made, based on a sliding scale relative to the attendance figures. By this means the financial success of a meeting is the vital concern of every entrant, and the promoter's headache of the late entry would be minimized, when it was realized that a month's advance publicity of guaranteed entries could mean another 30,000 on the gate, and a lot more money in the entrant's pocket.

Rex Foster ended by saying that if it were possible to obtain a broader approach to motor racing, its success could only be achieved by the goodwill of the daily Press. The technical Press do an excellent job of reporting motor racing factually, but it is difficult sometimes to find even one or two lines in the popular dailies.

Rex Foster is married, has two children, and served in the Navy during the war. His hobbies are sailing and golf. He has a preference for small fast cars, and his funniest experience was to be thrown out of his own paddock by an over-enthusiastic marshal.

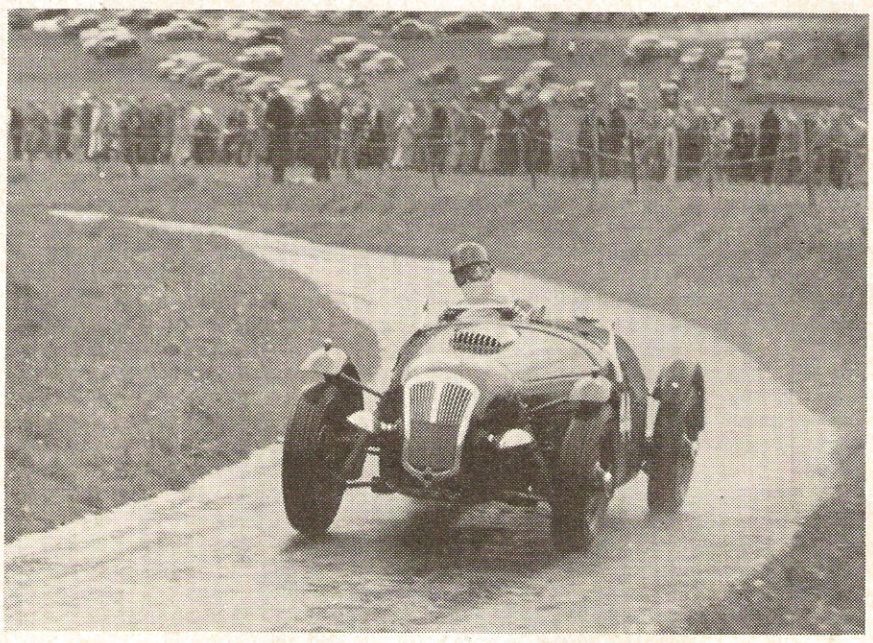
His suggestion for improving the sport is to provide a better, truer, and longer road racing circuit for Great Britain; enclosed, with perfect safety precautions, but as near as possible to genuine road conditions.

FRANCIS PENN.

Club News

By STUART SEAGER

ONCE again regulations are available for the **M.C.C.** annual Silverstone race meeting, to be held this year on 22nd June. As usual, races and high-speed trials are included for motor cycles as well as cars, and car entries are invited from the Bentley D.C., M.G., Herts County, V.S.C.C., London, Midlands M.E.C., Seven-Fifty and Peterborough M.C. Entries close on 3rd June, with L. G. Eckett, 1 Holmdene Avenue, Mill Hill, London, N.W.7. . . . The **Plymouth M.C.** National Rally is to be held on 28th-29th June and, fortunately, in its preparation it was assumed that petrol would be derationed; hence a full-scale event awaits entrants. The route covers some 400 miles in the West Country and if the 1957 event is anything like the 1955 one, in which we took part, it will be a full-blooded affair, won on the road, although there are some driving tests thrown in. An attraction in this rally is that real money is offered as prizes, £25 going to the winner, with £5 for his navigator (who will have earned it!). Starting points will be at Plymouth, Bristol, Birmingham, London and Southampton, finishing at Plymouth, and entries close on 10th June, with Mrs. S. Fredman, 91 Efford Road, Higher Compton, Plymouth. . . . The **Association of North-Eastern and Cumberland Car Clubs** are to run a hill-climb at Catterick, Yorks, on 9th June, and the following clubs are taking part: West Cumberland, B.R.S.C.C., Northumbrian, Sheffield and Hallamshire, Tynemouth, Yorkshire S.C.C., B.A.R.C., King's College, Berwick, Border M.R.C., Lancashire, Cumberland, Westmorland, Durham, Hartlepools, Middlesbrough, Ilkley, M.G. and Jaguar Drivers. Classes are for touring, sports and racing cars and entries close on 30th May with J. D. Stuart, 155 Coniscliffe Road, Darlington. . . . On 2nd June, the **South Wales A.C.** have a hill-climb at Castel Farm, near Maesteg, to which are invited the Bugatti O.C., Herefordshire, Welsh Counties, Swansea, Newport and Barry clubs, plus entrants for the Junior Hill-Climb Championship. Details are obtainable from M. Parker, "Chumleigh", Fairwater Road, Llandaff, Cardiff. . . . The **B.A.R.C.** have their fifth Aintree members' meeting on 15th June, entries closing on 3rd June at 55 Park Lane, London, W.1. . . . Advance notice is given of the **Herts County A. and Ae. C.** national hill-climb at Westbrook Hay, to be held on 13th July. Regulations will be available shortly. . . . **Chester M.C.** have a members' sprint meeting at Summers Drive, Queensferry, on 22nd June, details being obtainable from P. Proctor, 14 Marlston Drive, Lache Park, Chester. . . . The **Ilkley and D.M.C.** have a "Minor Rally" on 2nd June, to which are also invited the N.E. Centre of the Riley M.C. The route is of some 75 miles and the secretary of the meeting is A. P. Riddell, "Silverwood", Manor Park, Burley-in-Wharfedale. . . . The **North London E.C.C.** are running their Radcap Rally on 15th-16th June and have invited the A.C.O.C., Brent Vale, Falcon, Harlow, Harrow, M.G. and Herts County clubs. Originally this was to be a 150-mile affair, but it is likely that this will be doubled now that petrol is unrationed. Regulations are obtainable from Mrs. A. Piggott, 133 High Street North, Dunstable, Beds. . . . Entries close on Monday (27th) for the **Newry and D.M.C.** Circuit of Down trial, a 200-mile touring event entirely within the county. Clubs invited are the Ulster A.C., Armagh, Omagh, North of Ireland, Mourne, Enniskillen, Leinster, Irish M.R.C., M.G., Connacht and Irish Trials Drivers Club. The event will take place on 1st June and entries should go to Mrs. E. Atkinson, 17 Sandys Street, Newry, Co. Down. . . . Entries close on 29th May for the **Rhyl and D.M.C.** Midsummer Rally, a closed event which is to be held on 1st-2nd June over a 100-mile course. Details are obtainable from G. T. Moore, 1 Mona Villas, Rhyl Road, Flints. . . . Regulations will be available shortly, from Dr. A. W. Lilley, "Hunters Moon", Dunham House, Charcoal Road, Bowden, Altrincham, Cheshire, for the **Mid-Cheshire M.C.** race meeting at Oulton Park on 6th July. The meeting is open to members of the V.S.C.C., Lancs and Ches, Aston Martin Owners, Sunbac, London and B.R.S.C.C. and will comprise a high-speed trial and sundry scratch races, including events for F3 and Ford-engined cars. Entries close on 24th June. . . . The **Evesham A.C.** are to hold a sprint meeting on 7th July at Long Marston aerodrome, near Stratford-on-Avon, and the invited clubs include the B.R.S.C.C., Sunbac, Bugatti, North Staffs, Midland A.C., Jaguar Owners, Cheltenham and Worcester. Details may be obtained from Mr. R. H. Hodgkinson, Barncroft Owletts End, Evesham, Worcs. . . . Regulations may be obtained from G. Connelly, 98 St. Martin's Lane, London, W.C.2, for the **Old Merchant Taylors' M.C.** summer rally to be held on 2nd June over a 30-mile course. . . . The **Mercedes-Benz Club** will be holding a concours d'elegance on 13th July at Egham, Surrey, for which details may be obtained from H. E. Rohll, Hollyhurst House, Barton-under-Needwood, Staffs. . . . Patsy Burt, the Wadhams and Des Silverthorne will be talking to the S.W. Centre of the **B.A.R.C.** about the Tulip Rally, on 29th May at 8 p.m. at the Little Testwood House Hotel, Salisbury Road, Totton, near Southampton. . . . The **Triumph Sports Owners' Association** will be screening some films at the Crown Hotel, Evesham (a new area for the club), on 30th May at 8 p.m.



FLYING SPRAY is in the air as J. R. Rudd takes the top hairpin during the recent rain-soaked B.A.R.C. Brunton hill-climb. He scored two class wins with his Frazer-Nash.

VETERANS' RALLY IN HERTFORDSHIRE

THE Veteran C.C. is holding its first main event of the season on Saturday, 8th June, when members will rally to Hatfield, Hertfordshire. The event, which will be non-competitive, will be held at The Hertfordshire Festival of Youth at which H.M. Queen Elizabeth the Queen Mother will be present. The rallying point will be at Mill Green, Hatfield, at 11.30 a.m., leaving one hour later for the drive in procession to Hatfield House, where the Festival is being held. Only cars manufactured before 1917 are eligible and many dating back to the last century are expected to take part.

CORRECTION

THE next film show to be screened by the Epping Forest M.A. was announced in error last week as taking place on 24th May. It will, in fact, be held on Thursday, 30th May.

LEICESTERSHIRE C.C.

Driving Tests, 14th April

Best Performance: A. E. Cleghorn (Dellow). **Best in Opposite Class:** T. B. Williams (Morris Minor). **First Class Awards:** K. H. Root (Vauxhall Velox), M. Lord (Morris Minor). **Second Class Award:** K. Gayton (Morris Minor). **Team Award:** W. B. Hercock (TR3), L. H. Pole (TR3), R. A. Pendleton (Standard 8).

More **Club News** *on page* 672

CORRESPONDENCE

For Lady Racegoers



REGARDING your letter in the issue dated 10th May, 1957, directed to the "Rag Trade", I have pleasure in informing the writer that one firm, at least, namely Capri Cottons (Sales), Ltd., does sell garments depicting motor cars, as per photograph.

This proves that there are some manufacturers with original ideas for ladies' wear.

MICHAEL A. WYNNE,
Sales Manager,
Capri Cottons (Sales), Ltd.

65 MARGARET STREET,
LONDON, W.1.

F3—Raise Capacity Limit to 750 c.c.

I REGRET the complacency apparent in your recent correspondence columns regarding the hitherto much discussed future of Formula 3 competition.

It appears, from the close racing always provided by the better F3 exponents and from the diminishing seasonal increase in average speeds, that without extensive redesign and modification of the 2 o.h.c. Norton engine, such as the substitution of positive return valve gear, no further urge may be derived from this already extraordinary power unit. I think the most constructive suggestion yet is that of raising the capacity limit of the cars to 750 c.c. possibly with the introduction of a smaller class engine for the beginner, particularly as this increase would bring about greater works participation and continental opposition. The Cooper chassis as it stands would not be overworked if fitted with such an engine, as shown by its potency with blown J.A.P.s, Vincents and so on, so the supremacy of the marque need in no way be threatened as yet. The move would encourage the appearance of more efficient multis, with presumably higher race averages than the single "plonker". Further enumeration of the benefits of a 750 c.c. engine would be repetition, but although an admirable combination, the Cooper-Norton monopoly, apparently stronger this season, must surely put itself out of business at most international events.

C. J. DYSON.

FARNBOROUGH, HANTS.

Spectator-Experience of Freiburg Sought

I AM touring abroad in July, and will be in the Freiburg area on 28th July, the day of the hill-climb there. Is this event worth watching? Advice on spectator facilities from any reader who has spectated there in recent years would be welcome.

D. B. BARTON.

SURBITON, SURREY.

Rocket Cars—in 1928

REGARDING Mr. Melsom's query about jet cars I would like to add that in 1928 Opel designed a car which, after several trials, was driven on the Opel works track by racing driver Kurt Volkhart, which, fitted with 12 rockets, achieved 0-60 m.p.h. in under 10 secs. In the same year, Opel himself drove a car with 24 rockets, on the Avus track, and reached 140 m.p.h. About the same time, a rail-car was built by Max Valier, which also did 140 m.p.h. on a straight length of railway track.

Later in 1928, Valier fitted a sledge with 12 rockets which, unmanned, achieved something like 240 m.p.h. on a frozen lake.

To come to more modern times, in 1940 or 1941, a pulse-jet engine of the type which powered the ill-famed doodle-bug was tested by being mounted on a motor-lorry, but, as the lorry, under its own power, could not reach the speed which the pulse-jet needs to operate, this was unsuccessful.

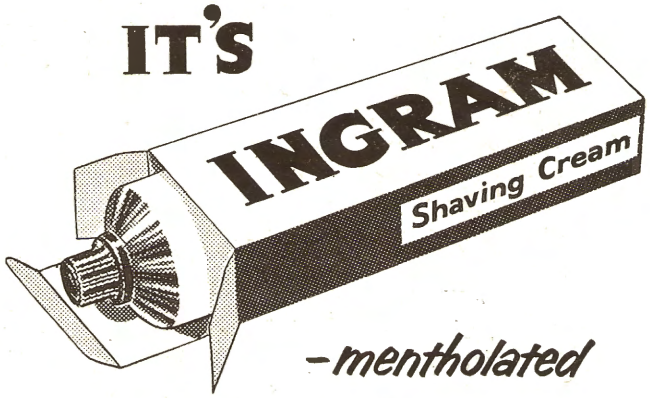
C. MCNEIL.

HOLMES CHAPEL, CHESHIRE.

D. J. P. WATSON, Arragon House, 68 Headcorn Avenue, Thornton Heath, Surrey, has recently acquired a J.B.S. and would like to contact any member of the Alf Bottoms' organization, or any other person who can supply him with technical information, particularly regarding the construction of the car.



EITHER WAY IT'S

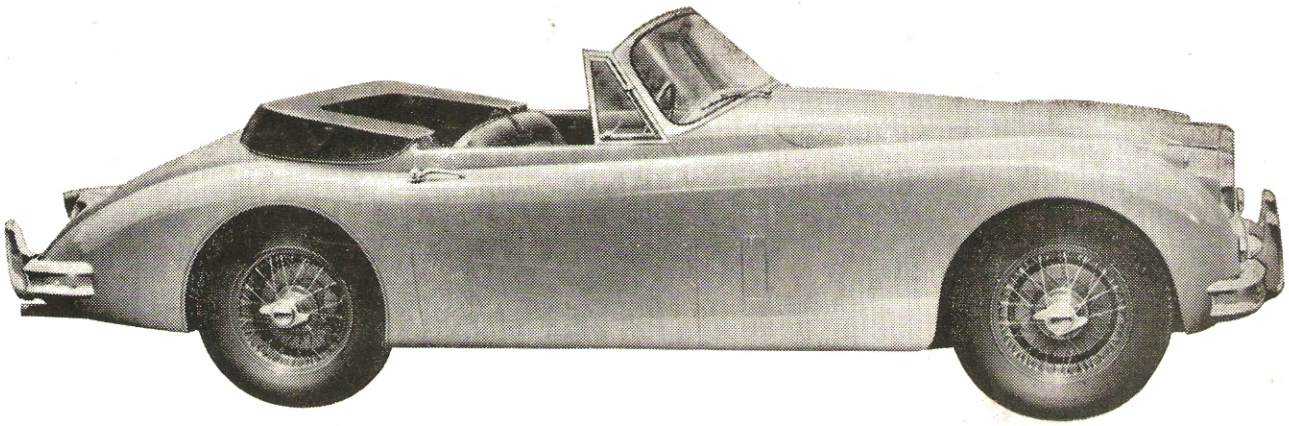


-mentholated for the coolest shave you ever had!

The man who shaves with Ingram has comfort all over his face! Here's why: Ingram shaving creams are the only pair that combine their own face lotion and therefore thoroughly condition the skin in readiness for the razor. It's a shave lotion that soothes and cools the *whole* shave through! Lather or Brushless—the choice is yours, but make sure you ask for Ingram.

• LATHER CREAM 2'9
• BRUSHLESS 2'7

INGRAM combines its own face lotion



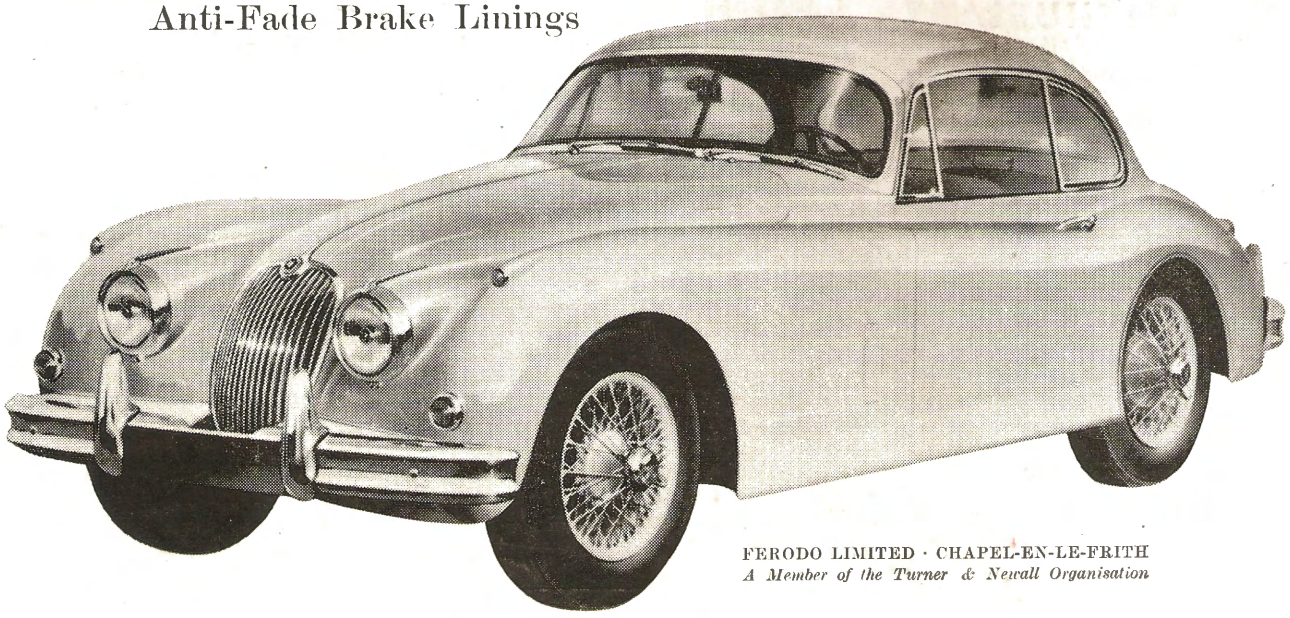
and now...

Jaguar choose Ferodo for the new XK 150's disc brakes

Dunlop Disc brakes—
fitted to all four wheels—
are a feature of the
superb new Jaguar XK 150,
and they're fitted with
Ferodo friction pads

FERODO *First to last*

Disc Brake Friction Pads
Anti-Fade Brake Linings



FERODO LIMITED · CHAPEL-EN-LE-FRITH
A Member of the Turner & Newall Organisation

Published by AUTOSPORT, 159 Praed Street, London, W.2. Editorial Engravings by Austin Miles, Ltd., London, and printed in England by Ketiher, Hudson & Kearns, Ltd., Hatfields, Stamford Street, London, S.E.1.