

LE MANS PROSPECTS

AUTOSPORT

JUNE 21, 1957

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EVERY FRIDAY
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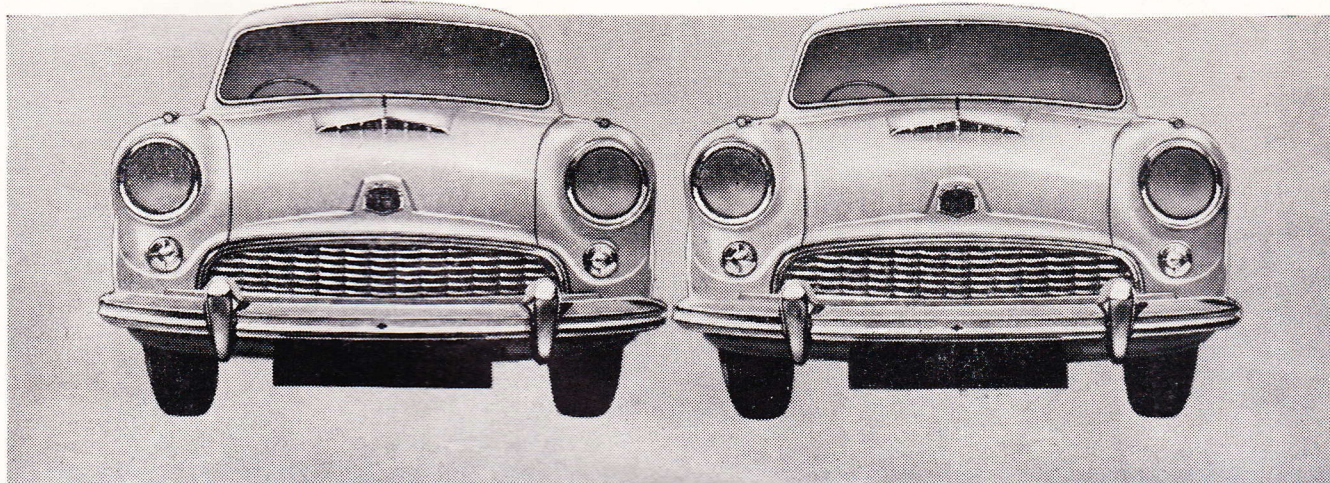
BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE 24 HOURS OF LE MANS — FULL RACE PREVIEW : AINTREE AND SILVERSTONE RACING
BEAUTY AND THE BEAST : F2 COOPERS DOMINATE AT MONTLHERY : THE TIPO 290 FERRARI

Take two identical cars . . .



... this one using BP Energol 'Visco-static' will go twice as far before overhaul

TAKE TWO IDENTICAL NEW CARS. Run one with BP Energol 'Visco-static' motor oil in the sump and the other with conventional oil. The first will give double the mileage before it needs an engine overhaul. This is the wonderful news for every new car owner.

Tests made with the new radio-active wear detector prove that BP Energol 'Visco-static' reduces cylinder wear by 80% compared with conventional oils. How does this add up to double mileage from an engine? The answer is that the limit of any engine's life before overhaul is normally determined by cylinder wear. Now BP Energol 'Visco-static' reduces this wear to such an amazing extent that cylinder bores frequently outlive other components.

BP Energol 'Visco-static' does more than prolong engine life. It also saves up to 12% in petrol, gives easier starting from cold, smoother running and brighter performance. These are facts no new car owner can ignore.

How BP Energol 'Visco-static' is different

BP Energol 'Visco-static' solves the most difficult of all problems of car engine lubrication—how to provide proper lubrication from stone cold start to full engine heat with a single oil. The secret is that BP Energol 'Visco-static' varies far less in thickness with changes in temperature than do conventional oils. In icy cold BP Energol 'Visco-static' flows freely, gives complete lubrication. Yet even under conditions of extreme engine heat it still has ample body. This is why BP Energol 'Visco-static' is for use all the year round,

in any car engine in good condition for which oil grades SAE 10W to SAE 40 are normally recommended.

How BP Energol 'Visco-static' reduces wear

Engines, new or old, wear out fastest of all when warming up from cold. Condensation in the engine produces acid products which attack the cylinder walls when the engine is not in use. These products of corrosion in the cylinders cause heavy wear when the engine begins running.

Conventional oils cannot prevent this because they are too thick when cold to give proper circulation. But BP Energol 'Visco-static' prevents the wear in two ways. First it minimizes corrosion by leaving an extra strong film on the cylinders. Secondly it provides instant lubrication on cold starting and so flushes away whatever condensation products may have formed.

Improves your motoring in so many ways

Free flowing BP Energol 'Visco-static' makes starting in winter as easy as in high summer. It reduces oil drag especially during warming up and so saves petrol—up to 12% on start and stop runs and up to 5% on longer running.

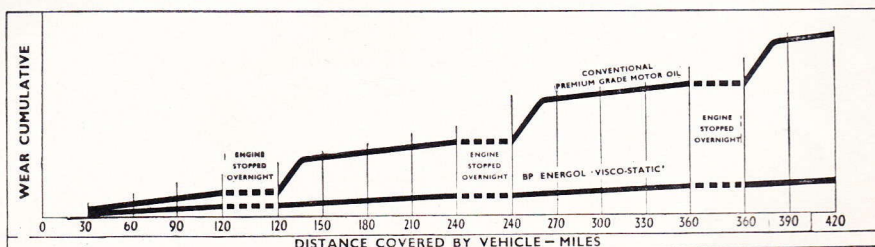
The sooner the better

The sooner your new car is running with BP Energol 'Visco-static' the better. When your new car goes in for its first servicing ask your dealer to refill the sump with BP Energol 'Visco-static'. A complete change must be made. *BP Energol 'Visco-static' should not be mixed with other oils.*

If your car is not new

You can still benefit from BP Energol 'Visco-static' in any engine that is not unduly worn. If you have been using a non detergent oil, run 500 miles then drain again and refill. But if your engine is nearly due for an overhaul you are advised to use the normal recommended grades of BP Energol.

ACTUAL TEST OF DAY-BY-DAY WEAR



THE BRITISH PETROLEUM COMPANY LIMITED

'Visco-static' is a trade-mark of The British Petroleum Company Limited

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 14 No. 25

June 21, 1957

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EDITORIAL

THE ANNUAL PILGRIMAGE

THIS week-end the provincial French town of Le Mans is the focal centre of motor racing. The classic 24 Hours race captures the imagination of all interested in the sport, and large crowds have been assembling all week to watch this thrilling spectacle of racing by day and by night. British visitors are there in their thousands, full of optimism for yet another victory for this country in an event which has received the strongest possible support from Great Britain for many decades. As always, the possible outright winners receive the lion's share of pre-race conjecture, and from one of the very fast products of Aston Martin, Jaguar, Ferrari or Maserati should come the victor of the Grand Prix d'Endurance. The achievement of Ecurie Ecosse in 1956, in breaking the string of works-entered car successes, has added even more glamour to the race; this year, two of the blue-painted cars, backed up by three other private entries, will offer battle to the strong factory teams from Modena, Maranello and Feltham. No one will underestimate the chances of Jaguars, knowing the record of the Coventry built machines on the Sarthe circuit. With appetite whetted by the Nürburgring victory, Aston Martin seek to realize the ambition of many years; Maserati hope to make amends for the Mille Miglia débâcle; Ferrari to consolidate their grip on the World's Sports Car Championship. Supported in other classes by Lotus, Cooper, A.C.-Bristol, Arnott and Frazer-Nash, the British onslaught is a powerful one—and Britain's record in the long history of 24 Hour races at Le Mans is superb, with 10 outright victories gained, together with many class wins—verily a fine tradition to uphold.

Right or wrong, Le Mans exerts a tremendous influence on the design of future sports and high-performance cars, largely owing to the world-wide publicity afforded the event, the progress of which is followed by millions of people. Although countless thousands of people will pay to watch the race, such is its prestige value, that no starting money is offered, or paid, to entrants. Yet, many of the cars competing must have cost as much as, or even more than, Grand Prix machinery, which even makes it more curious that certain manufacturers support the race without question, in view of the recent squabbles that have taken place in the matter of finance in formula racing. Truly the A.C.O. is sitting pretty in having an event so steeped in tradition that it is able to attract such famous names without having to worry over appearance money!

OUR COVER PICTURE

SARTHE ZERO HOUR: Tension is at its highest; the time is 4 p.m., the flag has fallen, the drivers rush across to their cars; split seconds now, and engines will burst into life—and Le Mans is on. This gripping annual scene will be enacted again tomorrow, 22nd June, when the 25th 24 Hours classic takes place.

OFFICINE Maserati will have three V-12 F1 cars ready for Rheims on 14th July; drivers will probably be Fangio, Behra and Shell, with Menditeguy in a "six".

JACK FAIRMAN did several laps with an Ecurie Ecosse Jaguar at Monza last week-end, attaining over 155 m.p.h. for a lap of the speed circuit. He threw one tyre tread, but came to rest without incident.

HAROLD PARKER, of the R.A.C., will be available at Le Mans on behalf of British entrants who wish to have any negotiations with the organizers. His address will be Chez Madame Bignon, 331 Route de Paris, Le Mans (Tel.: Le Mans 4194).

WE mistakenly gave Chris Threlfall (Tojeiro) third place in the 1,100 c.c. 100 kilometres race at Goodwood on Whit Monday. Actually G. B. Hewitt (Lotus) was third, a lap ahead of Threlfall.

RAYMOND MAY'S famous 1923 Bugatti Brescia "Cordon Rouge" will shortly be for sale by the present owners. In original condition, this is one of the most historic machines of the between-the-wars era. Letters will be forwarded.

THE Editor of AUTOSPORT gave a talk to members of Club Lotus, at the Abbey Hotel, North Circular Road, on 11th June, concerning his experiences with a Lotus "1100" in the Mille Miglia.

IN spite of fuel rationing, membership of the A.A. has climbed to a record figure of 1,900,000. Since February last over 41,000 new members have joined and during the last few weeks motorists have been enrolling at the rate of nearly 1,000 a day.

THE new Humber Hawk won the top award in the 10th International Elegance Competition for cars organized by the Automobile Club of Italy in Rome last week. Leading British, French, German and Italian makes were on display for two days in Rome's largest park, the Villa Borghese, during the competition in which body styling, colour styling and finish were the deciding factors.

ON the B.B.C. Light Programme tomorrow (22nd June) between 11.30 and 11.50 a.m., Raymond Baxter and Eric Tobitt will introduce recordings illustrating the story of motor racing at Le Mans in the past half-century; they will also discuss prospects for this year's race. Full race broadcast details are on page 787.



THRILL OF A LIFETIME: The small boy with happy expression in the Lister-Jaguar is Peter Clements of Henley, who won a competition in the Eagle boys' paper and had the choice as prize of a flight with Peter Twiss, a sail with Uffa Fox, or a drive with Stirling Moss. Peter chose the latter, and enjoyed a few laps at Crystal Palace.



"His post office girl friends are running his pit. . . ."

PIT and PADDOCK

LATEST name of note in the entry list for the Mobilgas 10,000-mile Round Australia Rally is that of racing driver Stan Jones. He will drive a 1957 Holden.

ALAN BRUCE, Western Germany correspondent of AUTOSPORT, is being married to Edith W. Dankert, at Cologne on 29th June.

ENTRY date of the Alpine Rally has been extended to 25th June, next Tuesday in other words.

APPARENTLY we were in error in saying that the sports car entries at Aintree were not being offered starting money. Secretary John Morgan, B.A.R.C., has pointed out that the statement is incorrect.

BELGIANS this year think that their National Championship for racing may well be won by a half-litre car and driver.

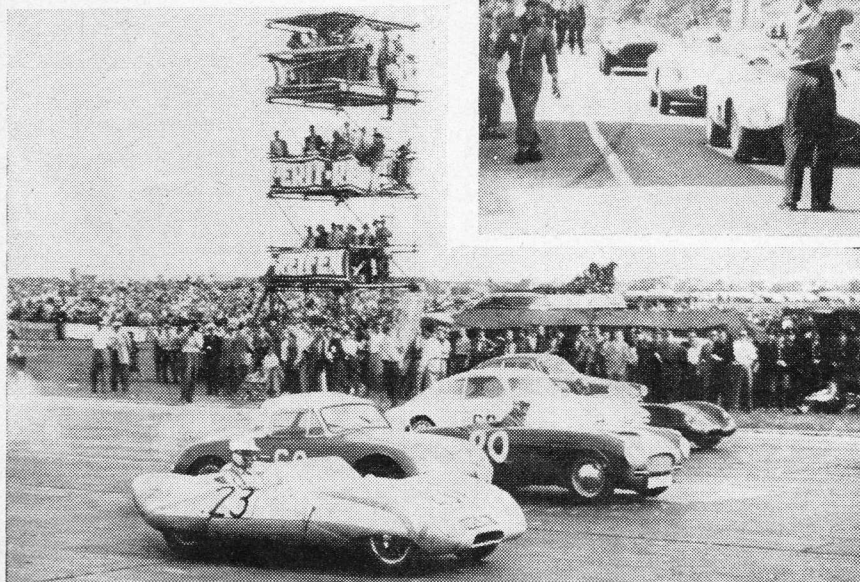
NEW 2CV Vespa minicar is expected to make its bow in September in Monaco, and at the Paris Salon the following month.

FRENCH G.P. line-up is expected to read as follows: Vanwall, Moss and Brooks; Ferrari, Collins, Hawthorn, Musso; Maserati, Fangio, Behra, Shell, Menditeguy; Cooper, probably Brabham and Salvadori; two B.R.M.s and two Gordinis also expected.

OF interest to racing men is a new, light alloy streamlined rear mirror of regulation size weighing only 5 ozs. Shaped like a small headlamp, it is anodized against corrosion, and is made by the makers of Raydyot fittings. Cost is 30s., and U.K. distributors are V. W. Derrington, 159-161 London Road, Kingston-on-Thames. In U.S.A., the mirror will be handled by V. B. Haan, 10,005 Santa Monica Blvd. West, Los Angeles.

AT a recent reception Jean Behra and René Bonnet were presented with gold medals by the A.C. Normand.

SPORTS NEWS



MARSH AND CHRISTIE (F2 COOPERS) FOR "THE REST"

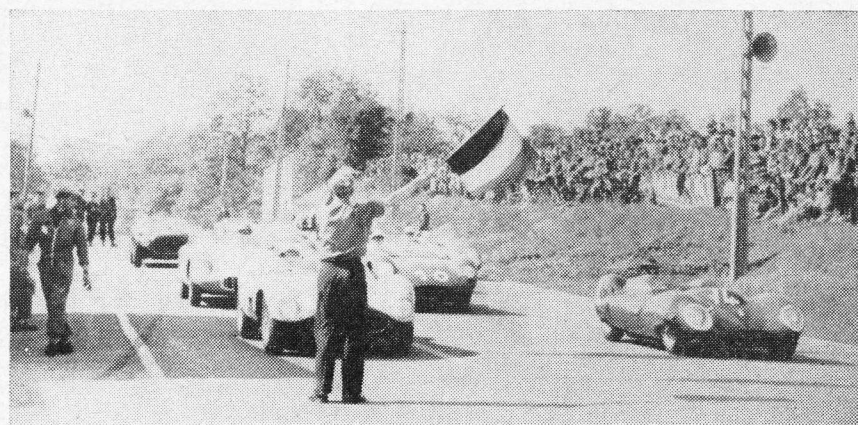
ENTRIES are reaching the Royal Scottish A.C. in encouraging numbers for their Rest-and-be-Thankful hill-climb, due to be held on Saturday next, 29th June. The 1956 Hill-Climb Champion Tony Marsh will be competing with both 1½-litre Formula 2 and 1,100 c.c. J.A.P.-engined Coopers, as will his strongest rival, Michael Christie, in Rob Walker's F2 Cooper. Twin-cylinder Coopers will also be handled by David Boshier-Jones and Dick Henderson. Prescott 1,100 c.c. sports car record holder E. Lewis will be there in his Lotus, while Jim Berry and Norman Barclay drive E.R.A. Special and straight E.R.A. respectively, and John Rudd his Frazer-Nash. The event will start at 2.30 p.m.

THE TOUR DE FRANCE

REGULATIONS will shortly be available for the "Tour de France", which takes place from 15th to 21st September. There will be three stages (5,506 kiloms. in all). These are: Nice-Le Mans (2,427 km.); Le Mans-Vichy (1,353 km.); Vichy-Rheims (1,726 km.). Owing to density of Paris traffic the 1957 event will end on the Rheims-Gueux road circuit, while the road section takes in many passes, at least 22. Chief interest centres on the six speed tests and four speed hill-climbs which will decide the classifications. These are as follows:—

Speed Tests

Pau, 10 laps (27.60 km.), 16th September. Le Mans, eight laps (107.68 km.), 17th September. Rouen-Essarts, 17 laps (111.21 km.), 18th September. Monthéry, 10 laps (125 km.), 19th September. St. Etienne, 25 laps (140.25 km.), 20th September. Rheims, 24 laps (199.24 km.), 21st September—a total of some 200 miles at racing speeds. **Hill-climbs** will be at



TWO STARTS: (Top, right) The flag's up at Chimay and the G.P. des Frontières, for under 2-litre sports cars, is about to commence. In the front row are Mairesse (Ferrari) and Brian Naylor (Lotus-Maserati), who broke the lap record; behind are Jon Fast's Osca, second home to Bordonni (Maserati), and Joakim Bonnier's Maserati, No. 10. (Above) The flag has already fallen at Vienna-Aspern, Austria, and the up to 1,100 c.c. sports cars are away; on the left is Peter Ross (Lotus), who finished second; on the extreme right Tony Hogg (Lotus) who won. Between can be seen a Denzel and a DKW "Spyder".

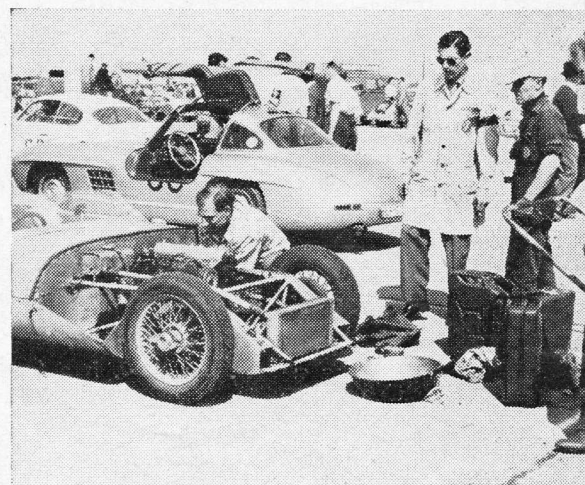
La Turbie, Mont Ventoux, Col du Tourmalet and Mt. Revard.

Eligible cars are: (1) Touring, modified touring and special series touring. (2) Grand Touring, modified G.T. and special series G.T. Over 23,000,000 francs is available in prize money. A Charles Faroux Challenge Cup will also be on offer, as a tribute to the great French journalist.

Entries will be limited to 120 cars in the two categories, each category being divided into two classes, scratch and handicap on an index of performance basis. All inquiries regarding the Tour de France should be addressed to the organizers, the A.S. de l'A.C. de Nice, 7 Rue Massenet, Nice.

A MOTOR RACING ATMOSPHERE

LATEST innovation is motor-racing wallpaper, executed by Raymond Groves to the specification of John Webb and Alan Foster. Manufactured by Sandersons, Berners Street, London, W.1, it is available in standard length rolls, 36 ft. long, by 22 ins. in width, it features sketches of Moss at Monaco with the Vanwall, Hawthorn in the Ferrari at Rheims, Scott-Brown at Silverstone with the Connaught, Salvadori testing a B.R.M. at Monza, Fangio with the



(Above) The ultra-low, space-framed British Lotuses opened many Austrian eyes. Peter Ross prepares his car before an intrigued audience.

Maserati at Buenos Aires, and Pilette with a Gordini at Pau.

The drawings are in white, with a light green pastel background, and the paper should be ideal for homes, clubs, showrooms or any place where a motor racing atmosphere is desired. The wallpaper can be obtained direct from the sole agents, S.P.M., Ltd., Hook Road, Chessington, Surrey, at 22s. 6d. per roll, plus 1s. per roll for postage and packing.

LEINSTER TROPHY

ANY enterprising driver can win £125 by entering for the Leinster M.C.'s Leinster Trophy road race, over the famous Wicklow circuit, 30 miles south of Dublin, on 13th July. This sum would be made up of £50 for winning the Leinster Trophy on handicap, £30 for winning the scratch race at the same time, £20 for winning the race in which he is entered (there are two events, the final results being found on an aggregate basis), £20 for being fastest finisher and £5 for making fastest lap. This event, one of the few now run over a real road circuit, has attracted many well-known drivers in the past, and is one (like Jersey and the Isle of Man used to be) where a holiday can be combined with a sporting week-end. Regulations for the Leinster Trophy, giving full details of other prizes, have been issued and can be obtained from the Leinster Motor Club, 27 South William Street, Dublin—but hurry, because entries close officially next Monday, 24th June.

MASERATI FOR AINTREE

FIRST official entries for the G.P. of Europe, to be held at Aintree on Saturday, 20th July, have been received from Officine Maserati of Modena. Four cars have been entered for the 270-mile race, which incorporates the British G.P. They will be driven by Fangio, Behra, Shell and Menditeguy. Four Ferraris are also expected to compete, with Collins, Hawthorn and possibly Stuart Lewis-Evans amongst their drivers. Vanwall and B.R.M. entries are anticipated, also one or more Connaughts, despite that marque's recent official withdrawal from G.P. racing.

THE T.T. IS CANCELLED

AFTER careful consideration by a Committee of the R.A.C. it has been decided that the International Tourist Trophy race, due to be held on 14th September, will not be held. No definite circuit had been allotted for the race, which was last run at Dundrod in 1955, and it is the club's opinion that, taking due regard to the safety factor of drivers and spectators alike, there is no suitable

circuit in Britain where the race could be staged without departing from its original character.

In consequence, the vacated date has been allotted to the B.R.D.C. for their *Daily Express* International Trophy meeting at Silverstone. This was postponed from 4th May owing to the Middle East crisis. To provide a reasonable interval between major events, it has been decided to transfer the International meeting at Oulton Park from 21st September to 5th October.

WATKINS GLEN BAN LIFTED

THE Contest Board of the Sports Car Club of America has announced that the ban on sports car racing on the Grand Prix course at Watkins Glen has been rescinded, effective immediately. The circuit had been banned last autumn because of what the board felt to be hazardous conditions. Following the ban, a detailed survey was made by the club and a list of recommendations drawn up. The Watkins Glen Grand Prix Corporation has followed these recommendations, and on 10th June, the

course was again inspected. It was of the opinion of those present that the modifications had been carried out in a very satisfactory manner, and that the course was now safe and suitable for competition events.

As soon as the ban was lifted, the Glen Region of the S.C.C.A. announced their Glen Classic Sports Car Race meeting, scheduled for 6th-7th July. Negotiations are under way for the Grand Prix in September, which will be an S.C.C.A. National Championship event, staged in conjunction with the Glen Region and the Grand Prix Corporation.

250 CLUB AT SNETTERTON

A PROGRAMME of races for 250 c.c. Formula, Formula 3 and saloon cars will be staged at Snetterton this Sunday, 23rd June, by the "250" Motor Racing Club, starting at 12 noon. Over a dozen "250s" are due to appear, with two or three new designs joining the established ones. The club's next major activity centres on Brands Hatch, a week later, when they join forces with the Club Lotus and the 750 M.C. in the Trio Race Meeting on 30th June.

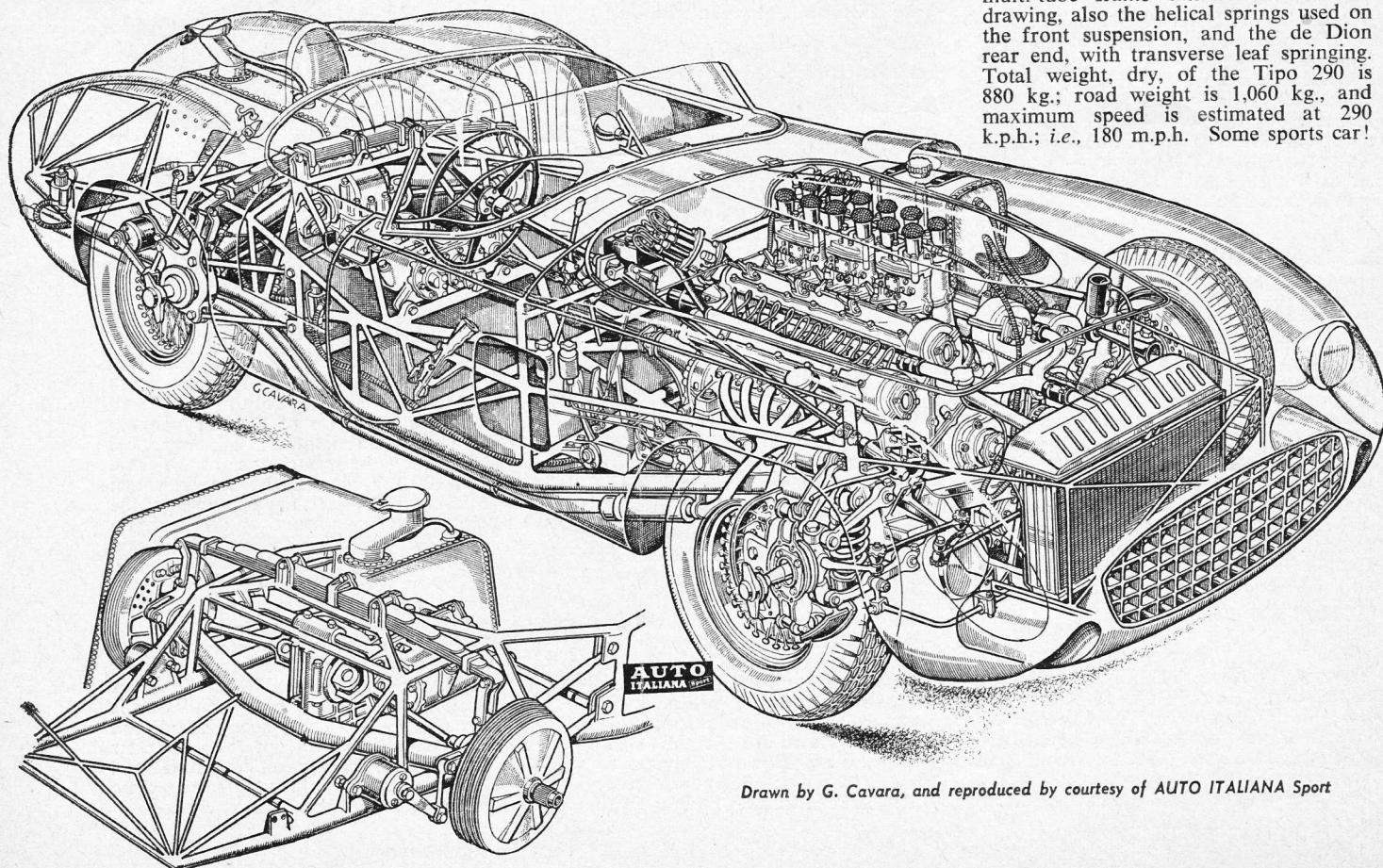
Tipo 290 Ferrari

FERRARI'S latest 12-cylinder sports-racing car, the Tipo 290, is a formidable piece of machinery, as was demonstrated by Peter Collins and Piero Taruffi in the Mille Miglia this year. The former led at record-breaking speed until his rear axle failed, while the latter came through to win. Since then, the 290 has undergone further develop-

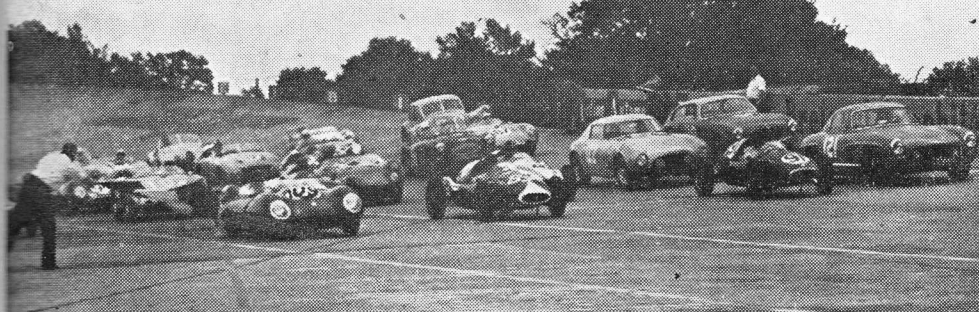
ment. It was defeated in the 1,000 Kilometres race at Nürburgring by the Aston Martin DBR1/300, but with an entry of four works cars for Le Mans, the Ferraris must be taken very seriously indeed. The 290 has appeared in varying capacities ranging from 3.1 to 4 litres, but for Le Mans there are 3-litre, 3.1-litre, 3.8-litre and 4.1-litre entries.

A Prominent Le Mans Contender and Mille Miglia Winner X-Rayed

The 12-cylinder engine is in two banks of six at 60 degrees, each with twin overhead camshafts, and the power output for the 3.5-litre, 73 mm. x 69.5 mm. unit approximates at the 350 b.h.p. mark at 7,200 r.p.m. The cylinders are fed by six double-choke Solex C40 P11 carburettors, and ignition is by coil and twin distributors, one to each bank, with twin plugs per cylinder. Layout of the multi-tube frame can be seen in the drawing, also the helical springs used on the front suspension, and the de Dion rear end, with transverse leaf springing. Total weight, dry, of the Tipo 290 is 880 kg.; road weight is 1,060 kg., and maximum speed is estimated at 290 k.p.h.; i.e., 180 m.p.h. Some sports car!



Drawn by G. Cavara, and reproduced by courtesy of AUTO ITALIANA Sport



WHAT A MIXTURE! Start of the 24-lap Prix de Paris at Montlhéry, with F2 Coopers and Naylor's Lotus-Maserati all together with Mercedes 300SLs, Ferraris, Porsches, Austin-Healeys, Jaguars, etc.

★

SORTING IT OUT (Below) Jack Brabham and Michael MacDowell duelling for the lead in their Coopers.

F2 COOPERS DOMINATE PRIX DE PARIS

Jack Brabham Wins Again—and Sets Montlhéry Circuit Record at over 92 m.p.h.—Georges Houel (A.C.-Bristol) Wins 2-litre G.T. Race—Crombac (Lotus) Takes 1,100 c.c. Sports Class

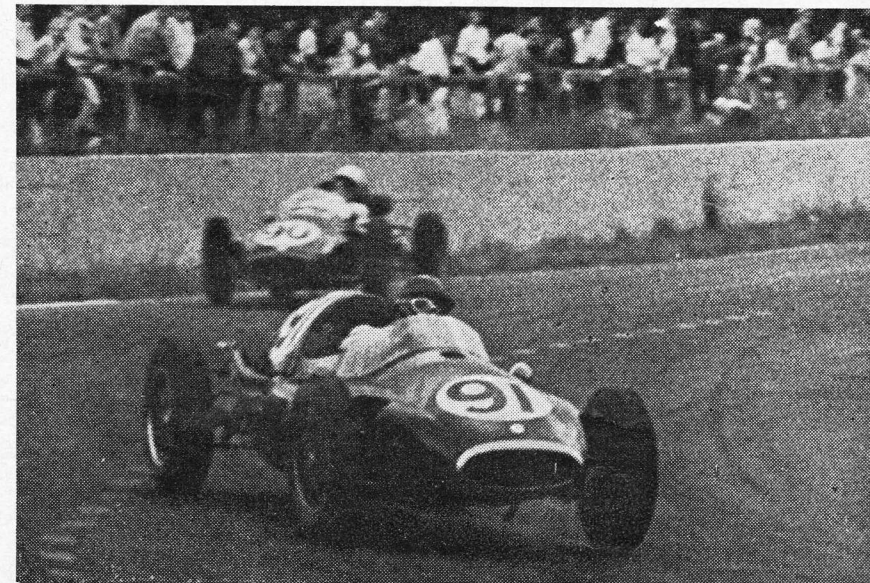
THE Prix de Paris meeting at Montlhéry last Sunday, organized by l'AGACI, proved to be a triumph for the Formula 2 Coopers. Jack Brabham, continuing his run of victories, won the F2 race at 89.68 m.p.h.—the day's best speed, and set up a record for the revised road circuit (6.290 kiloms.), at 92.08 m.p.h.

After the gas-turbine Renault "Shooting Star" had covered some demonstration laps, cars lined up for the Prix de Paris, for sports cars (750-2,000 c.c.), G.T. (over 2,000 c.c.) and F2 machinery. This resolved into a duel between Jack Brabham and Mike MacDowell in their Coopers, chased by Brian Naylor in that very rapid Lotus-Maserati. Naylor was closing up rapidly on the single-seaters, but had to abandon after three laps. The MacDowell-Brabham battle continued: MacDowell managed to get ahead of the Australian, but was repassed almost immediately, Brabham setting a new circuit record at over 92 m.p.h.

In the G.T. category, Peron (Ferrari) and Cotton (Mercedes) duelled, but the latter had to retire. Goethals (Porsche) held off Cornet's Maserati in the 1,500 c.c. category, and no one could touch "Jabby" Crombac's Lotus in the 1,100 c.c. class. Behind the two leaders came Marsh and Bueb, also in F2 Coopers, followed by Sir Gawaine Baillie's Lotus. Georges Houel's début with the A.C.-Bristol resulted in a victory in the 2-litre G.T. class, and fastest lap. Collet's DS19 Citroën was outstanding in the touring category.

Results

Sports Cars (750-2,000 c.c.), Grand Touring (over 2,000 c.c.), Formula 2: 1, Jack Brabham (F2



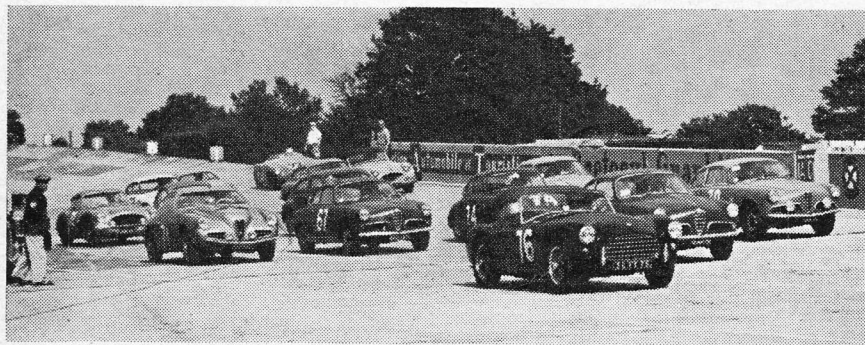
Cooper), 1 h. 2 m. 45.7 s., 144.317 k.p.h. (89.68 m.p.h.); 2, M. MacDowell (F2 Cooper); 3, Tony Marsh (F2 Cooper); 4, Ivor Bueb (F2 Cooper); 5, I. Baillie (F2 Lotus); 6, Goethals (550RS Porsche), 1 h. 3 m. 9.8 s., 137.424 k.p.h., **1st 1,500 c.c.;** 7, Cornet (Maserati 1500); 8, Peron (Ferrari 250 GT), 1 h. 4 m. 16.8 s., 135.037 k.p.h., **1st G.T.;** 9, Gerard Crombac (Lotus 1100), 129.754 k.p.h., **1st 1,100 c.c.;** 10, R. Hudson (Austin-Healey); 11, Clement (Maserati), 128.536 k.p.h., **1st 2,000 c.c. Fastest lap:** Brabham, 148.194 k.p.h. (92.08 m.p.h.), circuit record.

Sports Cars, up to 750 c.c.), Grand Touring 750-2,000 c.c.: 1, Georges Houel (A.C.-Bristol), 126.857 k.p.h. (72.82 m.p.h.); 2, George (Alfa Zagato); 3,

Burgraff (Alfa Giulietta S.V.), 118.954 k.p.h., **1st 1,300 c.c.;** 4, De Lageneste (Alfa Giulietta S.V.); 5, Marx (Porsche Carrera); 6, Bouharde (D.B.), 108.193 k.p.h., **1st 1,100 c.c.;** 7, Rainaut (Panhard 850); 8, Balestie (Triumph TR2). **Fastest lap:** Houel, 129.616 k.p.h. (80.42 m.p.h.).

Touring Cars (unlimited): 1, Collet (Citroën DS19), 86.301 k.p.h.; 2, R. Chancel (Panhard), 83.717 k.p.h., **1st 1,000 c.c.;** 3, Jean-Luc (Citroën DS19). **Fastest lap:** Collet, 87.462 k.p.h.

Touring Cars (Coupe Tourisme) and G.T.: 1, Peterson (Citroën 15CV), 101.144 k.p.h.; 2, Bouharde (Panhard X85), 100.7 k.p.h., **1st 1,000 c.c.;** 3, Collet (Citroën DS19), 100.535 k.p.h., **1st 2,000 c.c.;** 4, Loitron (Aronde), 98.799 k.p.h., **1st 1,300 c.c. Fastest lap:** Collet, 102.601 k.p.h.



(Above) Georges Houel's A.C.-Bristol with hood up takes the lead in the 750-2,000 c.c. Grand Touring class event over 12 laps of the 6.29-km. course. The British car won, and also made fastest lap.

(Right) 1,100 c.c. sports class winner Gerard Crombac, seated on his Lotus, is interviewed over the P.A. system. On his right is Serge Pozzoli, noted motor racing historian.



"AUTOSPORT" AND THE U.P.P.I.

HARRY SHELL Explains the Aims of the Union and the Reasons for the Monza Decision

65 Avenue d'Iena,
Paris 16.

8th June, 1957.

DEAR GREGOR.—A few words concerning the editorial article in AUTOSPORT of 7th June may help to clarify the position regarding U.P.P.I. and race organizers.

You have the wrong idea about the union: it exists not only to protect drivers, but to work with and help organizers to make certain races safe, both for the general public and ourselves. For example, if a U.P.P.I. representative had been at St. Etienne,* this race would never have taken place, and the lives of two drivers would have been saved. How can an event be regarded as safe, with adjoining straights on which cars are travelling at 120-180 m.p.h., such as exist at St. Etienne and Dakar? Honestly, as one of the very few motoring journalists who take part in both rallies and races, and who is regarded as understanding more about motoring sport than any other writer, can you truthfully say: "It is safe to organize such races"? Now, about our refusal to race in the Monza "500", let me explain the reasons:—

1. Our cars are not built to race on speed tracks. On the other hand, the American machines are not constructed for road circuits.

2. The Monza speed circuit is extremely dangerous, and it would be foolish to risk more accidents after what happened in the Mille Miglia. Any serious accident may well put an end to organized motor racing.

3. In support of the danger, I might point out that of the 22 cars which started in the Italian Grand Prix last year, 10 suffered chassis breakage. In addition there were many tyre failures, despite the fact that we had only about one minute on the speed track, and two on the full road circuit! In the "500" we will be on the track continuously for 50 minutes. Do you really think that it is advisable to take such chances?

I can assure you that neither our cars nor the drivers can possibly stand such a strain. This is not only my own personal opinion, but that of Moss, Collins, Hawthorn and Brooks—and, above all the wisest man of us all, Juan Manuel Fangio.

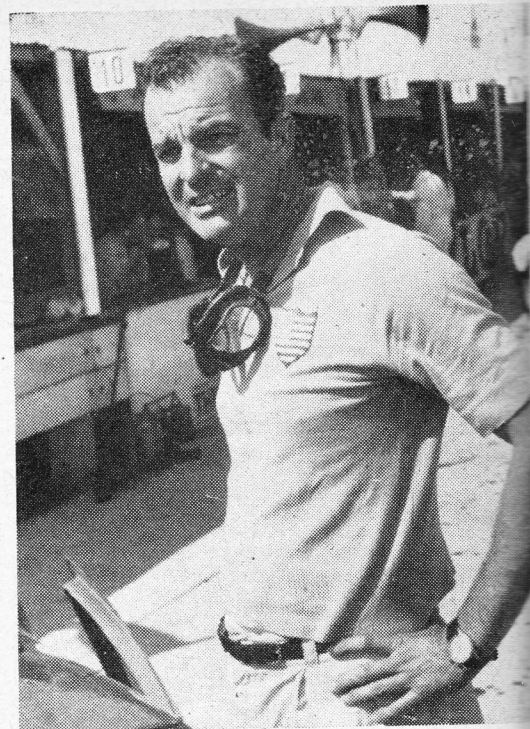
4. Could you find a tyre concern which would hold itself responsible for cars travelling at an average speed of 175-180 m.p.h.?

5. Peter Collins *still* supports the view that the race is dangerous. He was the first to propose that we should not take part in it.

6. As far as advising us to consult our national clubs, this is not practical. We feel that these clubs are too busy with their own private affairs to see if such and such a track is safe for drivers and public.

7. If U.P.P.I. had been formed before the Monaco Grand Prix took place, we would have convinced the organizers that those big telegraph poles placed sideways with sandbags and secured with wire were dangerous, and we would also have advised an escape road at the chicane. This might have prevented the Moss-Collins-Hawthorn pile-up at the chicane, saved the race as a spectacle, and also saved Mr. Ferrari and Mr. Vandervell a great deal of money.

I hope, my dear Gregor, that the aforementioned will explain the idea behind our little organization.

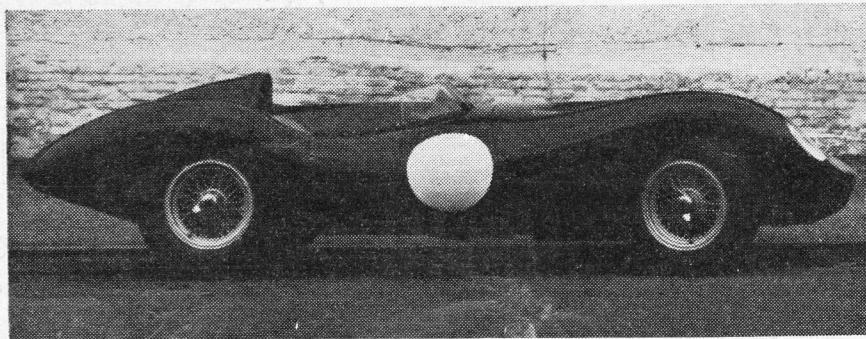


All we want is a voice in the C.S.I., thus being able to talk directly to organizers and eventually work together for the benefit of motor racing.

HARRY SHELL.†

*Ron Flockhart, a member of U.P.P.I. ran at St. Etienne—and won.—ED.

†Note change of spelling from Shell to Shell.—ED.



TOJEIRO DEVELOPMENTS

LAST year John Ogier and John Tojeiro launched the Tojeiro Car Company at Royston, Herts, to race a team of Tojeiro sports-racing cars. Early this year John Ogier became a director of Tojeiro Automotive Developments, Ltd., the parent company, to help develop the production side. The chassis design for the Tojeiro-Jaguar has now been finalized and work is now nearly completed on the new small chassis, a development of that which made its appearance last year with a Coventry-Climax engine.

Besides the sports racing cars, these chassis will be developed for sports and Grand Touring type bodywork. Cavenish Morton, the well-known motor racing artist, is the designer of the Grand Touring body, which has reached the model stage, and it is hoped the prototype will be running by the end of the year.

Maintenance of the racing cars has now been entrusted to Rob Walker's Pippbrook Garage at Dorking, where the cars are under the supervision of Les Wilson, lately head mechanic of Con-

naughts. Besides the remaining National meetings in this country, it is hoped the cars will compete in the sports car races at the British and German G.P. meetings, and in the Swedish G.P. The cars have recently been tested by Jack Brabham, Jack Fairman and Dick Steed, all of whom expressed very favourable opinions of them.

Specification of the 1957 competition Tojeiro-Jaguar is as follows:

Chassis Frame: Multi-tube space frame construction using 1½ in. 18 s.w.g. main tubes, with 1¼ in. and 1 in. 18 s.w.g. secondary tubes.

Front Suspension: Unequal length wishbones with helical springs around Strut type dampers of Armstrong manufacture.

Rear Suspension: De Dion with double trailing links and Watts linkage location. The axle beam is fabricated in 3 in. x 14 s.w.g. high tensile steel tube and is suspended by coil springs enclosing an Armstrong Strut type damper.

Brakes: At the front are Girling 10 in. disc brakes mounted on the hub and at the rear are Girling 9 in. disc brakes mounted inboard on the axle nosepiece and actuated by a pair of Girling Master cylinders mounted in tandem with a bias adjustment and pendant pedal operation.

Final Drive: Salisbury 4 HU light alloy axle unit

1957 PROFILE: The latest Tojeiro-Jaguar competition sports car is lower and cleaner than its predecessor. It has a multi-tube space frame, de Dion rear axle, and Girling disc brakes all round.

incorporating ZF limited slip differential unit through articulated Hardy Spicer shafts.

Steering: By a rack and pinion which is operated by a steering column having 2 Mollart type universal joints in its length.

Wheels: 15 in. Dunlop centre lock wire wheels having light alloy rims and fitted with Dunlop racing tyres.

Engine: Jaguar "D" type dry sump engine fitted with three double choke Weber carburettors and the "C"-type gearbox.

Cooling system: Through a light alloy header tank into a small fully ducted radiator mounted low down in the nose of the car which incorporates an oil radiator also.

General Dimensions: Wheel base, 7 ft. 6 ins.; Track, front and rear, 4 ft. 3¼ ins.; Height at Scuttle, 28½ ins.; Weight of car with 6 gallons fuel, plus oil and water, 14½ cwt.

AMERICAN VINTAGE SPORTS CAR CLUB FORMED

THE formation of the American Vintage Sports Car Club was announced on 10th June after a series of preliminary meetings in New York. This club has been formed to fill an existing gap in the organizations of old automobile enthusiasts by providing a sponsoring group for competition with vintage sports cars. The club will hold events for cars in the following categories: **Class 1**, sports cars up to 1915; **Class 2**, sports cars from 1916 to 1930; **Class 3**, sports cars from 1931 to 1942; **Class 4**, racing cars over 15 years old.

Inspiration for this club sprang from the Anglo-American Vintage Car rallies held in England in 1954, and in the United States in April of 1957.

First meeting of the A.V.S.C.C. will be held this summer, probably at the new Bridgehampton road race circuit on Long Island.

B.M.C. FOR "THE ALPINE"

B.M.C. team for the Alpine Rally is, **M.G.A.:** John Gott/Chris Tooley, J. Williamson/W. Shepherd, J. Milne/D. Johns, Mrs. N. Mitchell/Miss P. Faichney; **Austin A105:** J. Sears/K. Best; **Morris Minor 1000:** Miss P. Moss/Miss A. Wisdom. The M.G.s are in the G.T. 1,300-1,600 c.c. class, the Austin in the Normal Touring class over 2,000 c.c. and the Minor in the Special Touring class up to 1,000 c.c.

OLD ONES AT LE MANS

FIFTY veteran and vintage cars will perform in the A.C. de l'Ouest's anniversary run over two laps of the Le Mans circuit to-day (Friday, 21st June); marques entered include Benz, Renault, de Dion, Darracq, Bedelia, Rolland-Pilain, Star, Ruby, le Zebre, Fiat, Itala, Peugeot, Corre la Licorne, Léon Bollée, Delaunay-Belleville, Serpollet, Mors, Gladiator, Bignan, Delage, Unic, Lorraine - Dietrich, Chenard Walcker, etc.

WORLD RECORDS FOR SIMCA

AFTER 38 days' round-the-clock driving from early April until 17th May, an entirely standard production Simca Aronde, picked at random from the factory assembly line, completed 63,000 miles' motoring at an average speed of 70 m.p.h. The car captured 14 world records and broke 27 International class records. The distance covered was the



OVER 40,000 laps of the Monthéry piste de vitesse were covered by the record-breaking Simca.

equivalent of two and a half times round the world; at Monthéry, where the run took place, it meant more than 40,000 circuits of the track. Under Michel Gautier, organizer of the trial, nine drivers took part in the run, each driving in two-hour shifts, and they achieved their principal objective, the 100,000 km. world record, after 37 days' driving, on the Aronde's 39,243rd lap.

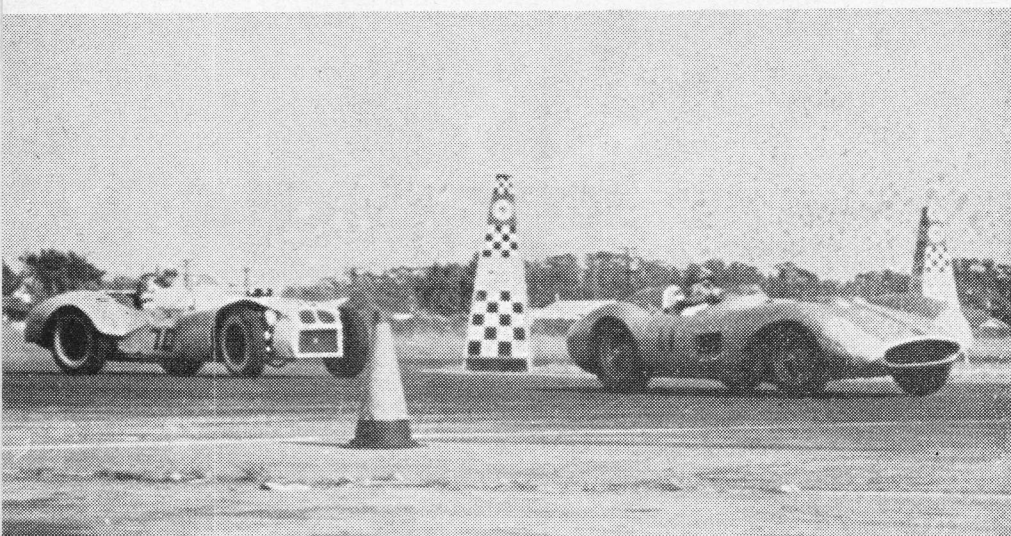
MONZA 500 MILES ENTRIES

Bob Veith (Bob Estes Spl.), Pat O'Connor (Sumab Spl.), Eddie Sachs (Greenman Sasle Spl.), Tony Bettenhausen (Novi), Ray Crawford (Meguiara Spl.), Troy Ruttman (John Zink Spl.), Paul Russo (Novi), Andy Linden (McNamara Spl.), Jimmy Bryan (Dean Lines Spl.), Johnnie Parsons (Agajanian Spl.), Ron Flockhart (Jaguar), Jack Fairman (Jaguar), Ninian Sanderson (John Lawrence (Jaguar)).
Reserves: Rodger Ward, Marshall Teague.

**PORTRAIT GALLERY****No. 74—JOHN THORNLEY**

IF ever a man deserved to receive the highest honours in recognition of his services to the economy of Great Britain, that man is John Thornley, General Manager of the M.G. Car Co., Ltd. It is due to the foresight of John and his team at Abingdon, that millions of dollars have poured into this country from U.S.A. and Canada. Starting as a trickle of T-types to a small band of enthusiasts, the sale of M.G.s has, for many years, completely eclipsed the products of any other manufacturer of sports cars. John Thornley has literally grown up with M.G.s, and has devoted his entire life to producing machines noted for their reliability, performance and hard-wearing qualities, at very competitive prices. He was a staunch supporter of Cecil Kimber's concept of an open sports car, and it was a severe blow to him when the policy of B.M.C. excluded racing, just as Lord Nuffield had done in the Kimber days. Nevertheless John maintains an efficient competitions section at Abingdon, where, between preparing cars for International rallies, Syd Enever and his men have built a startling record-attempt car. Thornley firmly believes in the publicity resulting from M.G. record-breaking—a policy which certainly has paid dividends in the past, by reason of the great achievements of Lieut.-Col. Goldie Gardner and Capt. George Eyston. John Thornley is now looking to the future, and no matter what eventually comes out of Abingdon, followers of the "octagon" can be assured that it will surpass even the best-selling "A" in its appeal to all lovers of small-capacity, high-performance machines.

G.



BEAUTY AND THE BEAST AT SANTA BARBARA

DRIVING one of the ugliest home-made specials imaginable, 30-year-old Eric Hauser won the main event of the California Sports Car Club's 7th Santa Barbara road race meeting.

The main event for over 1,500 c.c. non-production cars was a torrid one-hour affair during which the lead changed hands seven times! Three of the seven times the lead was held by Hauser, and his victory was purely a case of out-driving or out-lasting the best cars and drivers on the West Coast.

Ken Miles, driving the ex-works Porsche Spyder used by Hans Herrmann at Sebring, made victory in the 1.5-litre non-production event look easy. Actually, besides being president of the sponsoring California Sports Car Club, Miles is one of the best drivers in the U.S., and probably one of the top small car drivers in the entire world. During the one-hour event over the 2.2-mile circuit he was able to lap every car on the course but one—that one being another Porsche Spyder, owner-driven by Jean Pierre Kunstle, with whom Miles drove to second in Index and ninth overall at Sebring recently.

The week-end of racing got under way on Saturday, with practice sessions and five-lap qualifying races for the record number of 240 cars and drivers entered. Half-way through the qualifying races it started raining and the

Eric Hauser Drives an Ugly Home-Built Buick Special to Victory at California Sports Car Club's Santa Barbara Road Races After Lead Changes Seven Times

Report by GORDON H. MARTIN; Photography by ANN MARTIN

spectators started leaving. Those who stayed witnessed a most unusual sight: Ken Miles, an easy favourite to win the under 1,500 c.c. non-production race, and pre-race favourite for the over 1,500 c.c. non-production race, Phil Hill, were both *lapped* in their respective five-lap qualifying races! Nine qualifying races were run to establish grid positions for the main and semi-main races the next day.

On Sunday the sun came up, and light breezes kept the clouds away. It was a great day for racing.

After several production car and consolation races the cars were rolled into position for the under 1,500 c.c. modified race (for non-production cars). Jean Pierre Kunstle (Porsche Spyder), winner of the previous day's qualifying race, shared the first row with Jay Chamberlain (1.3 Lotus) and Frank Monise (1.1 Lotus). Perennial first-row starter Ken Miles (Porsche Spyder) was five rows back because of his poor showing the day before in the rain. Added to the

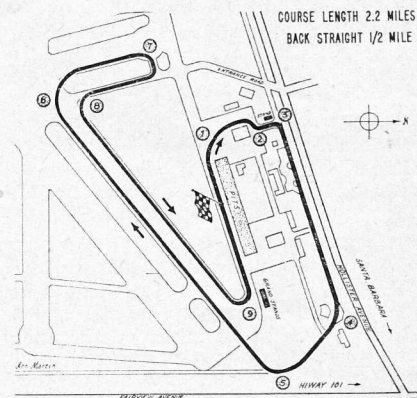
PRECARIOUS LEAD is maintained by John Von Neumann in the beautiful little 2.5-litre Testa Rossa Ferrari over Eric Hauser's 5.5-litre beast. Von Neumann moved up from a sixth row grid position, to lead for 11 laps—until misfortune struck on the last lap of the race.

usual assortment of under 1.5-litre cars, such as Porsche Spys, M.G. Specials, and Lotuses, were quite a number of 1,100 c.c. Lotuses and a record number of 17 Class H entries, most of which were 750 c.c. Crosley and Panhard Specials.

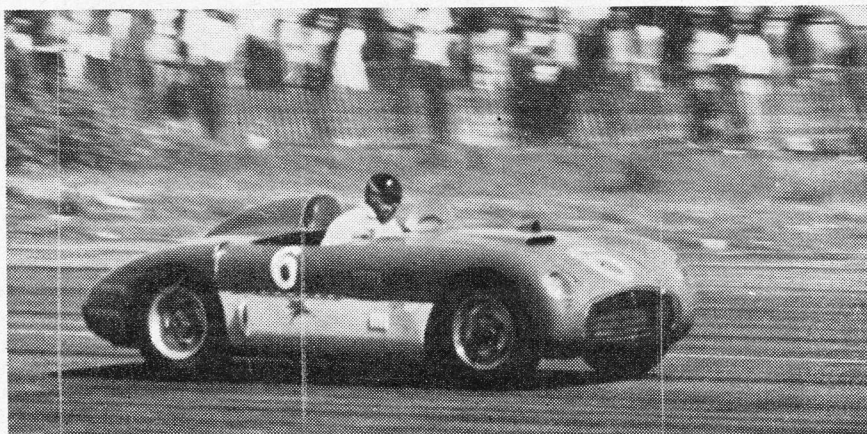
When the green flag dropped 37 cars dashed out on to the circuit for the one-hour event. First time around the combination airport and road course Kunstle led with Chamberlain's Lotus tucked in close behind. Miles had already threaded his way up to third spot ahead of Frank Monise and the next time around it was Miles, Kunstle, and Chamberlain in that order. That turned out to be the race, Miles proceeding to lap everyone but Kunstle, who finished 10 secs. behind; Chamber-

lain dropped out of the race; Richie Ginther (Porsche Spyder) eventually moved into third place after a duel with E. Forbes-Robinson (1.5 Lotus) who settled for fourth place in his first race in a modified car on the West Coast. Fifth overall and first in Class G was Roy Jackson-Moore (1.1 Cooper-Climax) and farther back Perry Peron (750 c.c. Nichols Panhard) captured the Class H honours. Miles averaged 74.7 m.p.h. for the 34-lap, 74.8-mile race lasting 1 hour and 4 secs.

The main event, a race for non-production cars of over 1,500 c.c. displacement, drew the greatest interest of



(Above) The 2.2-mile Santa Barbara layout.

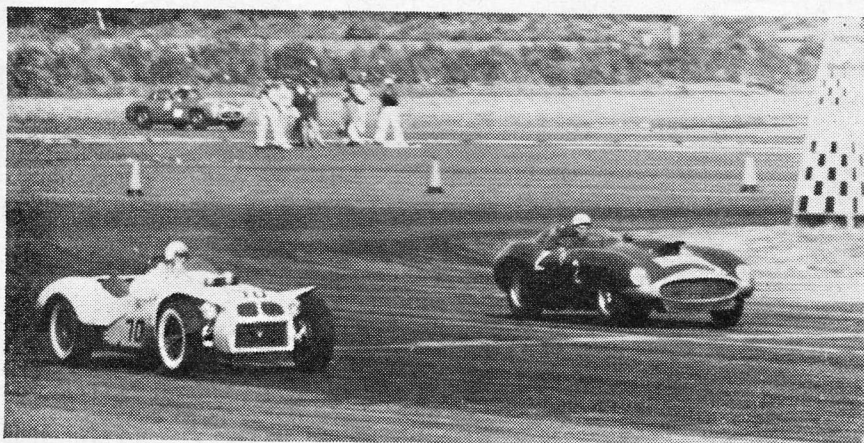


FASTEST LAP of the day was accomplished by Bill Pollack (left) driving Bill Murphy's Buick-Kurtis. This was Pollack's first drive in the 315 b.h.p. Buick Special with the Kurtis short chassis, disc brakes and fuel injection. The car held the lead for nine laps of the main event.

the day. A sizeable quantity of very potent machinery assembled on the starting grid. It was extremely hard to settle on a pre-race favourite. Phil Hill in John Edgar's 4.9 Ferrari had slipped from pre-race favour the day before to little better than even money due to his poor showing in the wet. Eric Hauser in the 5.5 Balchowski-Buick Special had added to his reputation as wet weather winner by finishing first during the qualifying race in the rain the day before. His previous first overalls at Paramount and Pomona had also been in the rain. He was rated a fair chance although never having won on a dry circuit.

THE GRID

Jerry Austin (D-Jaguar)	Richie Ginther (DB3S Aston- Martin)	Eric Hauser (5.5 Balchowski- Buick)
Carlyle Blackwell (C-Jaguar)	Jim Hall (Monza Ferrari)	Bob Smith (5.7 Kurtis-Cad.)
Phil Hill (4.9 Ferrari)	Don Houlette (Jaguar Spl.)	Bob Bondurant (2.4 Mod. TR2)
Jacques Bellesiles (Monza Ferrari)	Russell Knight (2.3 Mod. TR2)	Bill Pollack (5.1 Buick-Kurtis)
Jim Firestone (Frazer-Nash)	Robert Path (Monza Ferrari)	Bruce Danielson (1.9 Ferrari)
Bill Sturges (M-B 300SL)	Jack Bates (M-B 300SL)	John Von Neumann (Ferrari Testa Rossa)
Bob Oker (Morgan)	Gordon Crowder (A.C.-Bristol)	Lek VonKaesborg (M-B 300SL)
	J. Pierre Kunstle (Porsche Spyder)	Bill Dixon (Siata Fiat V-8)



DIFFERENT GROOVES: Eric Hauser in the 5.5 Balchowski-Buick Special and Phil Hill in John Edgar's 4.9 Ferrari each select a different line coming out of turn nine into the finishing straight. Hill led the race until brake troubles forced him back to third. Hauser led the race three times and eventually won.

The green flag went up and came down amid the scream of engines, a screech of tyres and clouds of smoke. With a tremendous roar the cars charged into the first right-hand turn and disappeared behind the hangars on to the road portion of the circuit. Down the back roadway you could catch glimpses of the cars, and it appeared that Hauser's yellow monster was in the lead. Around turn 5 and into the half-mile long airport straight and Hauser was still leading the pack. Above the general roar you could hear the scream of Hill's big Ferrari as he shot down the main straight past the slower cars, into the dog-leg and back behind the start-finish straight.

Finally, after what seemed like hours, the relative quiet of the pit area was shattered as the cars rounded turn 9 and thundered down the start-finish straight. At the end of lap 1, Hauser was leading Hill by a scant car-length;

Austin's D-Jag. was third, followed closely by Ginther in the DB3S. Pollack in Murphy's Buick had moved up from fourth row in the grid to fifth place, exhibiting the most incredible acceleration of any car on the circuit. On lap 2, Hill edged past Hauser on the back straight but Hauser got past again when Hill shut-off at the end of the straight. Lap 2 ended with Hauser still in number one spot, the only change being Pollack overtaking Ginther into fourth position. Things were changing fast on lap 3 and the crowd realized that there was a bunch of very determined fellows out on the circuit, each of them set on having nothing less than first place. Hill edged past Hauser on the back straight into first; Pollack moved into third at the expense of Austin and the D-Jag.; and from sixth row on the grid Von Neumann had worked himself up to sixth behind Ginther. The pace was fast and the crowd was delighted.

Five laps later the positions were virtually the same except that Von Neumann had moved past Ginther. On lap 9 Pollack finally got past Hauser into second place and Von Neumann moved his beautiful 2.5 Testa Rossa past Austin's D-Jag. into fourth. Positions at the end of lap 10 were:—

1, Hill (Ferrari); 2, Pollack (Buick-Kurtis); 3, Hauser (Balchowski-Buick); 4, Von Neumann (Ferrari); 5, Austin

eased off a bit instead of extending his lead—it's a moot point. He led for nine laps, a quarter of the race, and was better than 15 secs. ahead of Hill on lap 18, the halfway point in the race, when a piston broke and the over-worked Buick-Kurtis ground to a halt amid clouds of blue smoke. Hill passed the mortally wounded car into first place again.

Kunstle's Porsche Spyder, quite at home on a short, tricky circuit, had moved up through the pack from last place on the grid to fifth place ahead of Ginther by the 20th lap. At this point the first six places were as follows:—

1, Hill (Ferrari); 2, Hauser (Balchowski-Buick); 3, Von Neumann (Ferrari); 4, Austin (Jaguar D-type); 5, Kunstle (Porsche Spyder); 6, Ginther (Aston Martin).

But Hill was having his troubles. Not only were his brakes grabbing to the left so badly that he was all but being forced out of control, but his engine was missing a bit, and he was losing his top revs. On lap 21, Hauser went by Hill's ailing Ferrari into first place for the second time in the race, and next Hill was overtaken by Von Neumann on the next lap, leaving him grimly hanging on to third spot.

The crowd was on its feet again at the incredible sight of a beautiful little 2.5 machine chasing and gaining on the big 5.5 beast holding down first place—"Beauty and the Beast!"—and the beast lost as the sleek Testa Rossa moved past Hauser into the lead on lap 24. Tenaciously Hauser hung on to second place and managed to keep the ugly Bomb within striking distance of the rapidly circulating Ferrari. Lap after lap Von Neumann managed to stay just a car length ahead of Hauser. Just one mistake on the part of Von Neumann and . . . The pressure on him was terrific.

All other positions within the first six remained the same except that Kunstle was able to move his Porsche Spyder into fourth place ahead of Austin's D-Jaguar on lap 30 after a lively dice. Then the blue flag went up to signify one lap to go! Hauser's beast was so close behind Von Neumann's beautiful little silver Ferrari that a blanket would have covered both machines. Von Neumann had held his precarious lead for 11 laps, almost a third of the hour-long race, then on the last lap the strain became too much. He misjudged his speed and went into turn 4 too fast and had to take to an escape area to avoid losing complete control. Hauser roared by into the lead. Von Neumann regained the course in mad pursuit. It was too late! Hauser took the chequered flag 17 secs. ahead of Von Neumann for his greatest win to date. He and the beast had won, and second place Von Neumann took first in class for his valiant effort, while third place Hill also took a class win in the 4.9 Ferrari.

Hauser's average speed for the 35-lap, 77-mile race was 75.85 m.p.h. in a total time of 1 hour 57 secs. Five other cars were on the same 2.2-mile lap with him when he took the flag. The finishing order of the 15 finishers was: Hauser, Von Neumann, Hill, Kunstle, Austin, Ginther, Hall, Path, Blackwell, Bates, Bondurant, Dixon, Firestone, Danielson and Knight, the Balchowski-Buick vanquishing five Ferraris, two Jaguars, a Mercedes 300SL, and a Porsche, amongst others.

(D-Jaguar); 6, Ginther (Aston Martin).

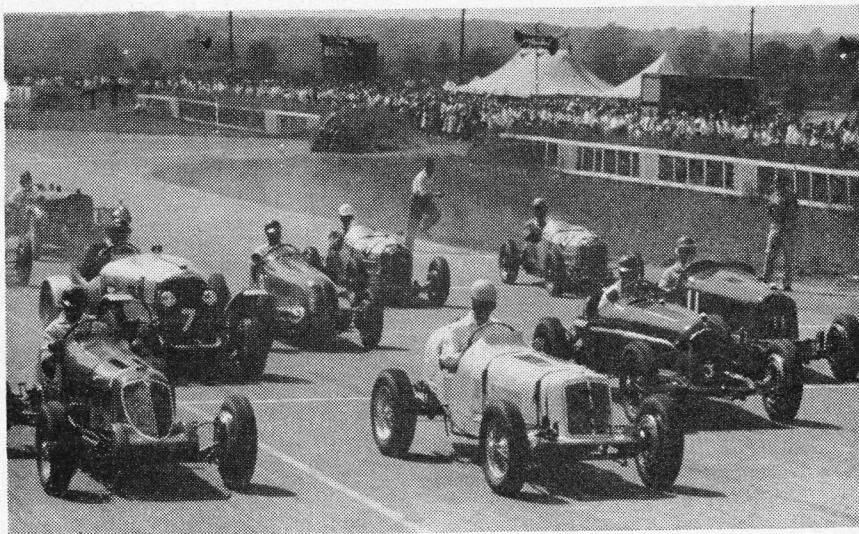
An unofficial check at this point in the race revealed that Pollack had just recorded the fastest lap of the day at 1 min. 39 secs., or 80 m.p.h. on the tight little 2.2-mile course! So far as is known this established a new course record. Apparently the huge sum of money invested in the short-chassis Kurtis body with the fuel-injection Buick V-8 and equipped with disc-brakes was paying off.

Hill was encountering brake trouble with the 4.9 Ferrari and couldn't hold Pollack off any longer and Pollack edged past into first place on lap 11 and then proceeded to lengthen his lead! For a second time he lapped at 1 min. 39 secs.! Pollack was giving a fantastic demonstration of accelerating away from turns in a car that had anything but a reputation for reliability, having finished less than half its previous races. Perhaps Pollack could have

OLD SOLDIERS—with no thought of fading away for some time yet—this was the field at the start of the "big race"—the 50 km. scratch event.

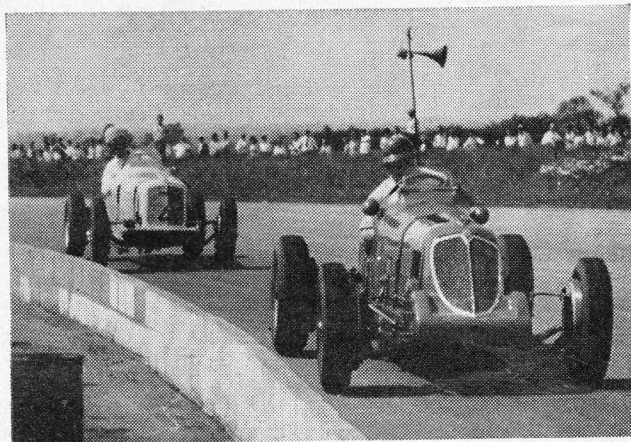
SATURDAY, the 15th June—another of those delightful V.S.C.C. meetings at Silverstone and, as though in compensation for the ghastly weather at their April meeting, the hottest day of the year so far; nor, in view of this, were exposed chassis confined to the vehicles in the paddock, and very pretty they looked too, though it's a safe bet that there were some extremely sore backs in bed that night.

All but three of the 10 races in the programme were handicaps, and at the risk of undue repetition one must say again that the standard of handicapping in the Vintage club is fantastically good, based obviously on a really intimate knowledge of every competing car. The first race provided a fine example, with



Vintage Day at Silverstone

Spero (3-litre Maserati) and W. F. Moss (1½-litre E.R.A.) duel in 50-kilometre Scratch Race



★
FEATURE of the main event was the battle between W. F. Moss in the famous E.R.A., "Remus", and Spero in the equally renowned ex-Bira, ex-Whitney Straight 3-litre Maserati, seen leading the former at Copse.
★

L. R. Durdin leading from the limit mark in the ex-Peter Binns 30/98 Vauxhall for 3½ laps before being taken by D. F. Mallalieu's beautiful unblown 2.3 Bugatti, and C. J. Freeman storming through at the last moment to win with the ex-Jock Horsfall 2-litre Aston Martin. J. S. Mudd was a neat third with the Monza Alfa and L. S. Michael fourth in the 4½ Lagonda. M. G. Sowman retired Spero's Maserati on the first lap as someone had apparently forgotten to warm it up!

Joint limit man R. E. B. Noble from the first race was scratch man for the second, and he managed to split the very fleet Anzani-chain-gang Nashes with his mostly Silver Eagle Alvis, driving right on the limit and frequently on the grass, though always the master of his car and perfectly safe. There was nearly an Amilcar mix-up on lap 1 at Woodcote when Sqdn./Ldr. Lisle was ungallant enough to make a pass at Mrs. Moizer when she was quietly minding her own business, but she glared at him in outraged dignity and he sheared off. Another alarming sight on this corner was the activity of

the swing-axle on the rear end of K. D. Murray's Mercedes-Benz coupé, which went skittish as to the offside half and might be better described as a jive-axle; men were seen later, prone in the paddock, remonstrating with it. J. F. Barber's Frazer-Nash did not have the beauty of those of Nigel Arnold Forster and Alistair Pugh, but it certainly had the legs of them.

Race 3 was a scratch affair subdivided into classes, so that there were in fact four leaders to keep an eye on at any one time. The drivers also apparently found it a trifle complicated, as the owners of the smaller cars at the back of the grid did not seem to appreciate that there was to be only one flag fall, and they moved off in their own time after the big boys had already thundered on their way; in fact, I. T. Easdale was away in the paddock attending to his own needs when the field was released and he had to go through the whole drill of a Le Mans start from a remote point plus the small matter of finding and donning his crash hat. George Burton was in winning vein again in the over 3-litre, but

Gordon McDonald and Pat Melville's 30/98 kept him close company; David Allen's fast A.C.-Nash led home the 3-litre class while Blanford's Alfa and Bradley's rechassis'd Bentley were having a good scrap; J. V. Skirrow was unchallenged in the 1½-litre class as Elwell-Smith, the only other runner, had spent a considerable time waiting expectantly on the line, and Peter Binns won an inter-Riley scrap in the smallest class after Halkyard in the amazing chummy Austin had led initially.

Race 4 was another Nash benefit, giving Barber his second win although his motor at times sounded just a wee bit rough. The interloper on this occasion was the Riley of L. J. Beavis which goes amazingly fast; Halkyard's Austin produced if anything more revs. than before, but to no avail, and B. A. M. Gilbert's blown M.G. decided that it couldn't cope with being on scratch and retired on the far side of the circuit.

Race 5 brought out the Edwardians in all their glory, with the much-regretted exception of D. FitzPatrick's gigantic 21-litre Metallurgique, which had suffered a fracture in the clutch mechanism and wisely decided not to run. The finish was magnificent, with a fair-sized handkerchief covering all seven cars, the four who did not get in the money being Brooke's Prince Henry Vauxhall, Sir Francis Samuelson's Sunbeam (combined age of car and driver being announced as 110 years!) and Eric and Jack Sears in Sunbeam and Opel respectively, the latter being the ex-Grave car.

The next offering was the big race of the day, a 50-kilometre All Comers' Scratch Race, and produced another stirring struggle between Spero in the 3-litre Maserati and Bill Moss in Remus, who this time drove splendidly, resisting the temptation to go wild under the threat of twice the engine capacity in his opponent's car. Moss was first into Copse from the start and led for three

laps, with Spero breathing down his neck and passing at Copse on the fourth. Thereafter these two drew right away from the rest of the field, passing and re-passing and lapping car after car until by the 16th they were a clear lap ahead of everyone; then a lap later Remus went sick and was re-passed by Derek Wilkinson who had led the rest since lap 3, but the old car managed to keep going to the chequered flag, the only one on the same lap as the winner. J. S. Mudd's Monza Alfa took fourth place on lap 3, when Crowther's 2.9 dropped from third to sixth, and held it to the end. John Tozer drove his little six-cylinder Amilcar beautifully, gradually overhauling the Bentleys of Sid Lawrence (which was ailing later) and Gordon McDonald and finally the 2.9 Alfa which also went sick on the last lap, to become the first vintage car home; his team-mate Rex Clutton's car never seemed really happy.

Another handicap race followed, and it looked for a while as though R. C. Batho's very swift little four-seater Riley on limit was going to put one over on the handicapper, but M. D. Hollis, who now has a 4½-litre engine in his Bentley and so was on scratch, came through the field very fast to win, and Durdin's 30/98 Vauxhall just made second place on the line; fourth was Skirrow's Frazer-Nash. Jack Earle Marsh, having suffered a broken back axle on his Invicta in practice and repaired it, had the sickening misfortune to throw a rod in the race, letting a lot of daylight in and a lot of oil out.

Race 8 was a short-distance All Comers' Scratch Race; Remus had suffered more than the oiled plug which it was hoped was the trouble in the big race, and did not reappear, and Sid Lawrence's Bentley was also a non-performer, but the 2.9 Alfa came back with

Results

5-lap Handicap: 1, C. J. Freeman (Aston Martin), 69.95 m.p.h.; 2, D. F. Mallalieu (Bugatti); 3, J. S. Mudd (Alfa Romeo); 4, L. S. Michael (Lagonda). **Fastest lap:** G. H. G. Burton (Bentley), 73.28 m.p.h.

5-lap Handicap: 1, J. F. Barber (Frazer-Nash), 55.96 m.p.h.; 2, N. Arnold Forster (Frazer-Nash); 3, R. E. B. Noble (Alvis); 4, A. T. Pugh (Frazer-Nash). **Fastest lap:** Noble, 62.79 m.p.h.

5-lap Scratch: 1, G. H. G. Burton (Bentley), 70.94 m.p.h.; 2, G. G. McDonald (Bentley); 3, W. P. S. Melville (Vauxhall). **Up to 1,100 c.c.:** P. J. E. Binns (Riley), 1,101-1,500 c.c.: J. V. Skirrow (Frazer-Nash), 1,501-3,000 c.c.: D. Allen (A.C.-Nash). **Over 3,000 c.c.:** G. H. G. Burton (Bentley). **Fastest lap:** Burton, 72.54 m.p.h.

5-lap Handicap: 1, J. F. Barber (Frazer-Nash), 56.55 m.p.h.; 2, L. L. Beavis (Riley); 3, N. Arnold Forster (Frazer-Nash); 4, M. L. Beecroft (Frazer-Nash). **Fastest lap:** D. G. LeClair (Frazer-Nash), 65.48 m.p.h.

3-lap Handicap, Edwardian Cars: 1, K. Neve (Humber), 59.11 m.p.h.; 2, C. Clutton (Itala); 3,

G. E. Pinkerton (Fiat). **Fastest lap:** J. G. Sears (Opel), 64.18 m.p.h.

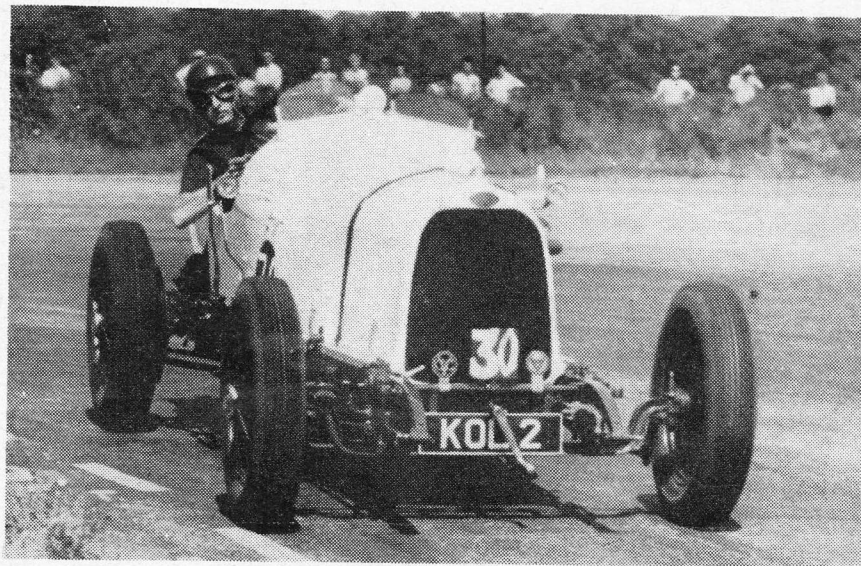
19-lap Scratch, "All-Comers": 1, H. C. Spero (Maserati), 76.49 m.p.h.; 2, W. F. Moss (E.R.A.); 3, R. D. P. Wilkinson (E.R.A.); 4, J. S. Mudd (Alfa Romeo). **Fastest lap:** Spero, 79.08 m.p.h. **First Vintage Car:** J. C. Tozer (Amilcar), 69.6 m.p.h.

5-lap Handicap: 1, M. D. Hollis (Bentley), 68.04 m.p.h.; 2, L. R. Durdin (Vauxhall); 3, R. C. Batho (Riley); 4, J. V. Skirrow (Frazer-Nash). **Fastest lap:** Hollis, 69.75 m.p.h.

5-lap Scratch, "All-Comers": 1, M. G. Sowman (Maserati), 73.61 m.p.h.; 2, J. G. Vessey (Alfa Romeo); 3, T. Carson (E.R.A.); 4, F. S. Lockhart (Alta). **Fastest lap:** Vessey, 76.37 m.p.h.

5-lap Handicap: 1, Lt.-Col. Archdale (Frazer-Nash), 62.38 m.p.h.; 2, J. Freeman (Aston Martin); 3, O. L. Ormrod (Invicta); 4, M. Blanford (Alfa Romeo). **Fastest lap:** Freeman, 70.77 m.p.h.

5-lap Inter-Section Handicap: 1, E. J. Lisle (Amilcar), 52.57 m.p.h.; 2, H. L. Halkyard (Austin); 3, M. D. Hollis (Bentley); 4, G. H. G. Burton (Bentley). **Fastest lap:** Burton, 71.82 m.p.h.



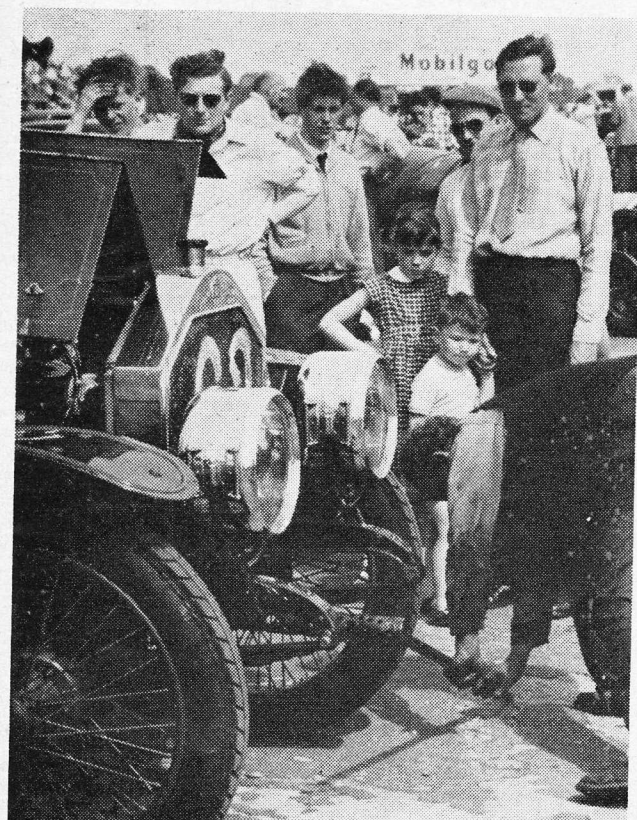
ACTIVE in spite of its years, this 1914 G.P. Opel (above), once raced by Sir Henry Segrave, was driven by Jack Sears in the "Edwardian" race, recording fastest lap at nearly 65 m.p.h.

renewed vigour in the hands of John Vessey and made Sowman in Spero's Maserati and Terry Carson in Wilkinson's E.R.A. really work for their living, splitting them at the finish. It was nice to see Frank Lockhart fourth in the ex-Lady Mary Grosvenor Alta; he has a good car here if he can find a way of getting closer gear ratios.

Race 9 was Ormrod (Invicta) all the way until Lt.-Col. Archdale, who had been closing up remorselessly in his very quick Nash with "independence", took the lead at the commencement of the last lap to win; Freeman once more stormed through the field, this time from scratch, and just made second place, while Blanford brought his Alfa Romeo home in fourth spot. There was a minor incident at Copse on lap 2 when L. S. Richards in the Riley Special was apparently so concerned by the forceful driving of LeClair in the modified T.T. Replica Frazer-Nash that he spun mightily and lost his chances; at the same time R. P. Bradley went through with protesting noises issuing from the engine of his 4½ Bentley, suggesting malaise in the bearing department.

The final race was an Inter-Section affair with teams of five from each of the Northern, Midland and Southern sections, the first four of each to score. Owing to the defection of two entrants, all who could finish were bound to score with the sole exception of one of

INACTIVE due to a clutch disorder, the huge 21-litre Metallurgique (left) of D. Fitzpatrick did not race. It was noted that no ordinary starting handle was adequate for this monster.

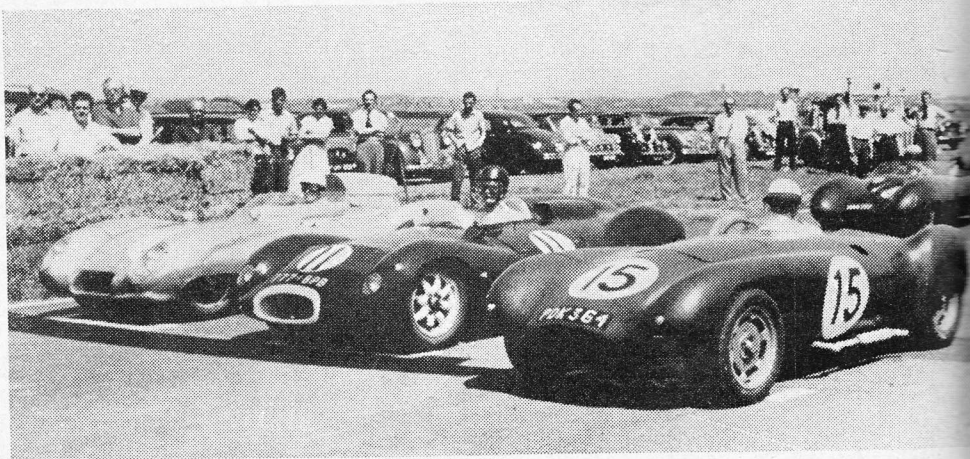


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FIRST RACE of the day was a scratch seven-lapper for cars up to 1,300 c.c. In the front row at the start are Greenall, Blumer and Brierley, the former eventually winning decisively.

SPEED, shimmering heat and sunburn were the order of the day at Aintree on Saturday, 15th June, when the B.A.R.C. held their fifth members' sports car meeting.

Attracting an entry of 65-plus, the programme consisted of two scratch races and six handicap events, during which the circuit lap record of 1 min. 12.4 secs. was equalled on two occasions by Edward Greenall driving Mervyn Kearon's Lotus-Climax, and by Gillie Tyrer in his C-type Jaguar, the latter setting up a new Class C record. This, in spite of it being one of the hottest



Sweltering at Aintree

Club Circuit Record Equalled by Greenall and Tyrer at B.A.R.C. Members' Meeting

days on record, with heat haze causing bad visibility on Railway Straight, and the four corners of the club circuit requiring more than usual caution due to the very slippery surface.

Special mention must be made of the really first-class driving displayed by Mrs. J. Bloxam (D.B.2) and Miss D. J. Champ (TR2) who thoroughly deserved the round of spontaneous applause from the race officials as they took second and third places in the last event.

The first event was a seven-lap scratch race for cars up to 1,300 c.c. This was "all Greenall", who, driving his Lotus-Climax, was never headed. Jimmy Blumer (Cooper-Climax), trying hard, stayed on his tail for two laps but the pace was much too hot. Edward, averaging just short of 80 m.p.h., won by 10 secs., third was Alex McMillan (Lotus-Stanguellini) about the same distance behind Blumer. Lap 5 saw G. C. Power's Cooper-Climax lose all its brakes entering Club Corner, the point where maximum speed is reached. Wisely, he did not attempt to take the bend, and spun it on to the grass verge; all was well though it was rather a hectic moment!

Race 2 was a seven-lap scratch race,

run in two classes, 1,301-2,000 c.c. and over 2,000 c.c. Rather as expected the larger cars lined the front rank on the grid, and as the starters' flag was raised, M. Salmon (C-type Jaguar) took off, but realising his mistake, stopped some 50 yards away. This, of course, penalised him one minute and rather upset what might have been a closer finish. From the start the course order was Tyrer and Salmon on C-types, with Jock Sinclair (1½ Connaught) in third spot easily outstripping the rest of his class. Tyrer went on to win as he liked with the second man R. E. Evans (Austin-Healey) some 30 secs. behind. In all rather a disappointing event.

Then followed the first handicap event. R. Smith's little Berkeley, with two credit laps and 1 min. 25 secs., could not be overtaken; the little car buzzed merrily around, never leaving the inside white line on corners, and in its course set up the first 350 c.c. lap record of 1 min. 48 secs., which represents 54.6 m.p.h. Second was T. Entwistle's M.G.A which was cornering far faster than its credit lap allowed. Scratch man M. G. Dickens in the Tojeiro-Climax could not do "the impossible".

The second handicap was the best race of the day. The winner, T. Entwistle, was never headed and by reason of his handicap won easily; second was R. E. Evans (Austin-Healey) who was nearly caught on the line by Tyrer's C-type, which in turn led Greenall's Lotus by 2 secs. Tyrer, who had been given "plus 5" on Greenall, was too fast on the long straight, but on every corner the Lotus closed, both cars equalling the lap record in their headlong flight.

Race 5, another seven-lap handicap, saw Mrs. Jean Bloxam (D.B.2) with plus 55, far too good for the Lotus and Cooper-Climax brigade. Try as they might, neither B. Harpin nor J. Bloomer could catch her, though the former made a grand try, crossing the line only 0.4 of a second behind. During this event R. C. White (Lotus-Climax) left the circuit at Club Corner and retired.

To give Jim Hacking, trained on Porsches and Cooper-M.G.s, a credit lap and 15 secs., even if he is only driving an M.G. TF, is asking for it, and in the next handicap the organizers got it! He won by 15 secs. from A. R. Eastwood's TR2 with scratch-man Alex McMillan never on the leader board.

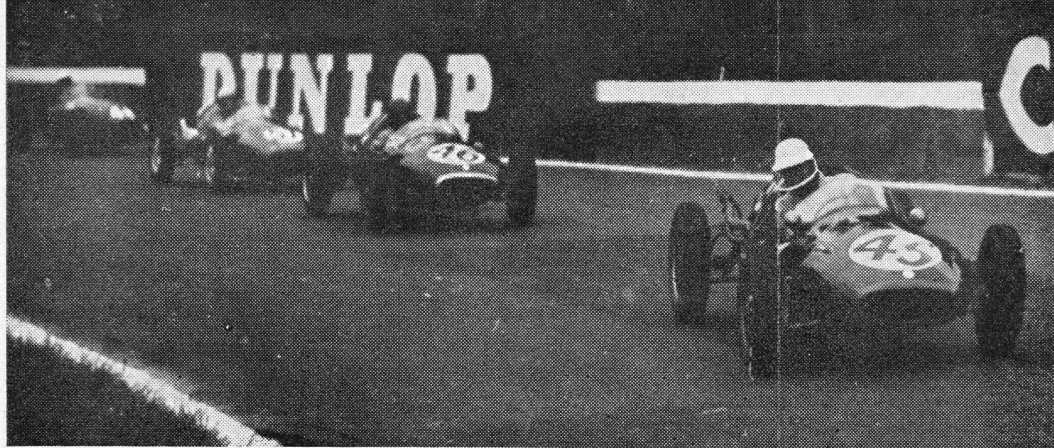
Race 7 was a seven-lap handicap for "closed" cars. In the absence of R. A. Murdoch (Alfa Romeo) scratch man was Edgar Wadsworth in the Denzel, and try as he might he could not quite give 1 min. 5 secs. to J. M. Dunlop's potent Anglia, the eventual winner, nor 55 secs. to R. F. Nanson's Jupiter though he was only a second behind when crossing the line. The race was enlivened by the nearside rear wheel on J. P. Baldam's Standard overtaking him before Country Corner.

In the second "closed" car handicap the sight of Edgar Wadsworth's face, when, starting level for level, Miss Dorothy Champ's TR2 left his Healey behind caused near hysterics from the

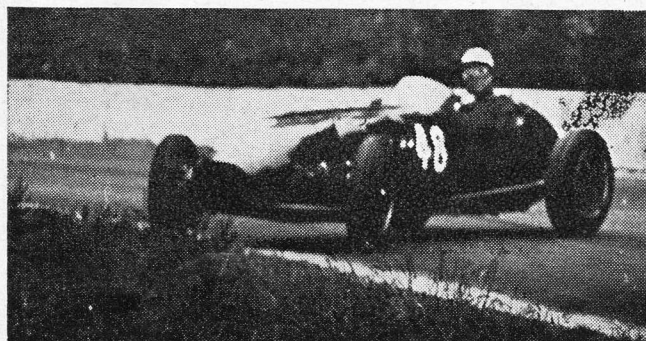
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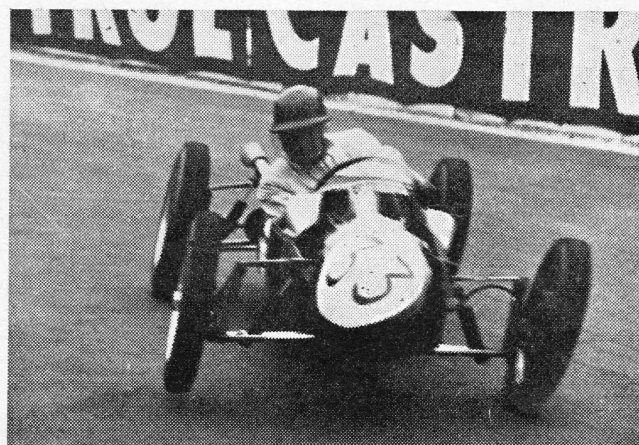
NEW RECORD for Class C machinery on the Aintree club circuit was set up by Gillie Tyrer in his C-type Jaguar, also sharing fastest lap of the day with Greenall.



RUSHING INTO RAMP: (Left) Formula 2 racing cars on lap 1 of Whit Monday's London Trophy event at Crystal Palace. Roy Salvadori leads Jack Brabham (the eventual winner) and George Wicken, all in Coopers, with Mackay Fraser's Lotus on their tails.



SIDEWAYS ON was how Mackay Fraser's race in the Lotus finished, after an afternoon of persistent transmission trouble. **"STRANGE" GOINGS-ON:** (Right) Exciting cornering in John Broadhead's Cooper by Derek Strange during the Redex Trophy F3 event.



SOUND STORIES

MOTOR sporting enthusiasts, and in particular "Hi-Fi" fans, will be delighted to know that Stanley Schofield Productions, Ltd., 6-8 Old Bond Street, London, W.1, have issued the first two records (also obtainable on tape) in a new series "Sound Stories". The discs are 7 in., 45 r.p.m., "extended play", each side running from 12-15 minutes.

First one is "The Diamond Jubilee Brighton Run", with Raymond Baxter at his professional best in the commentary. The sounds of the veterans are beautifully recorded, and there is a delightful atmosphere created about the entire production, from the nostalgic "thump-a-thump" of a single-cylinder Bollée, to the deep-throated roar of a 1904 road-racing Mercedes.

Nevil Lloyd expertly describes the

British Grands Prix at Aintree and Silverstone of 1955 and 1956. In the Aintree one, the triumphant howl of the four eight-cylinder Mercedes-Benz dominates all else. These are indeed sound pictures and must find a place in the libraries of all enthusiasts. Due within a few weeks is the 1957 British Empire Trophy race at Oulton Park, with commentary by John Bolster.

The records can be obtained only from the makers and they cost 17s. 6d. each (U.S.A. \$2.70) inclusive, while magnetic tapes (full width track, 7½ ins. per sec.) cost £1 10s. (U.S.A. \$4.20)—also inclusive.

AUSTIN WINS SOUTH AFRICAN ECONOMY RUN

AUSTIN cars were victorious in this year's South African Mobilgas Economy Run, taking not only the petrol company's trophy for the best ton-miles per gallon figure, but also achieving the highest m.p.g. The outright winner was an Austin A55, driven by John Radcliffe and the well-known racing driver, Pat Brown. The car's figure was 63.88. The Austin A35 demonstrated itself to be the most economical car in the run, with a remarkable 54.51 actual m.p.g., better even than a Fiat 600 and a Goliath.

This year the route was over 1,481 miles between Capetown and Durban. The 24 competing cars left the Capetown foreshore early on the morning of 29th April. About a fifth of the way through the event, competitors encountered the Prince Alfred's Pass, rising 3,000 feet. This was more suited to a rally than an economy run, especially as the surface was untarred and the road narrow. Some of the drivers were racing men of considerable experience. The

route then passed through a portion of the Karroo and included one more pass. At least half of the 1957 course was over sand roads! So as to afford some compensation, the weather was ideal throughout.

Each car, which had to be either a 1956 or 1957 model, carried two R.A.C. observers. The route of the four-day event was kept a secret until a few days before the start. The following average speeds were set: Class A: 34 m.p.h.; Class B: 36 m.p.h.; Class C: 39 m.p.h.; Class D: 42 m.p.h.; Class E: 45 m.p.h. Last year, there were only four classes. The cars were entered by the South African distributors.

The winning car was fitted with overdrive. The best performance by an American car was the surprisingly high 29 m.p.g. of the overdrive-equipped Studebaker Silver Hawk. Two cars—a Dauphine and an Isabella—did not finish.

Results

Ton-miles per gal. formula: 1, Austin A55, 63.88; 2, Morris Minor, 59.89; 3, Austin A95, 58.63.
Actual m.p.g.: 1, Austin A35, 54.51; 2, Morris Minor, 52.33; 3, Fiat 600, 51.89.
Average for all cars: 33.75 m.p.g.

HOME WIN IN THE "MIDNIGHT SUN"

THURE JANSSON of Sweden, driving a Volvo, won Sweden's qualifying event in the 1957 European Touring Championship, the Rally of the Midnight Sun, which finished last week-end. Second was H. Adiels (DKW), third Carlsson, in another Volvo, and fourth the DKW of Karlsson. A Porsche driven by Borgefors was sixth, behind a Saab, winning the 1,500 c.c. class. Norway's premier woman driver, Mrs. Greta Molander, won the Coupe des Dames in a 403 Peugeot.



JOHN BOLSTER

discusses the methods — and the rewards — of

Tuning the Renault

750 AND DAUPHINE

BEFORE starting this article, it is necessary to give a word of warning. The engines of the small Renaults are fundamentally so efficient that it is quite easy to tune them to give literally racing speeds. No small racing engine, even when built at great expense for the purpose, has a particularly long life, and I would be doing AUTOSPORT's readers a grave disservice if I gave instructions for that sort of "hotting up". Suffice it to say that the 750 c.c. car (called 4cv in France) can be tuned to achieve 90 m.p.h. and the Dauphine to do over 100 m.p.h., which are obviously perfectly ridiculous speeds for cheap little family saloons!

The Régie Renault are justly proud of the reputation of their cars for reliability and long life. Very rightly, they tend to discourage the amateur tuner. They have purposely limited the performance to the point where an angry Frenchman can drive flat out on fast roads, all day

KIT of parts marketed by Ken Rudd for the Renault Dauphine includes a modified cylinder head, a new inlet/exhaust manifold, twin S.U. carburettors and a special Servais silencer.

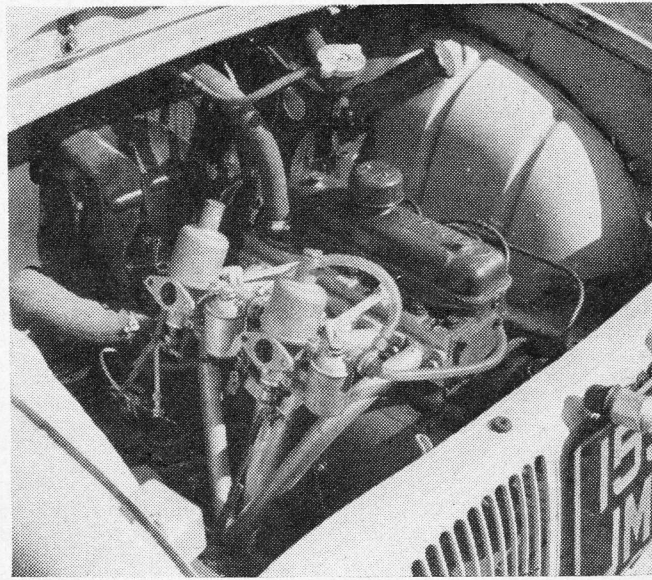
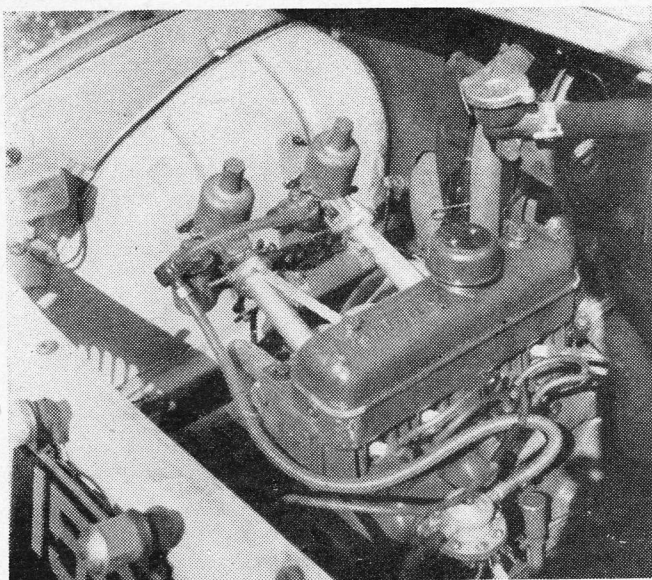
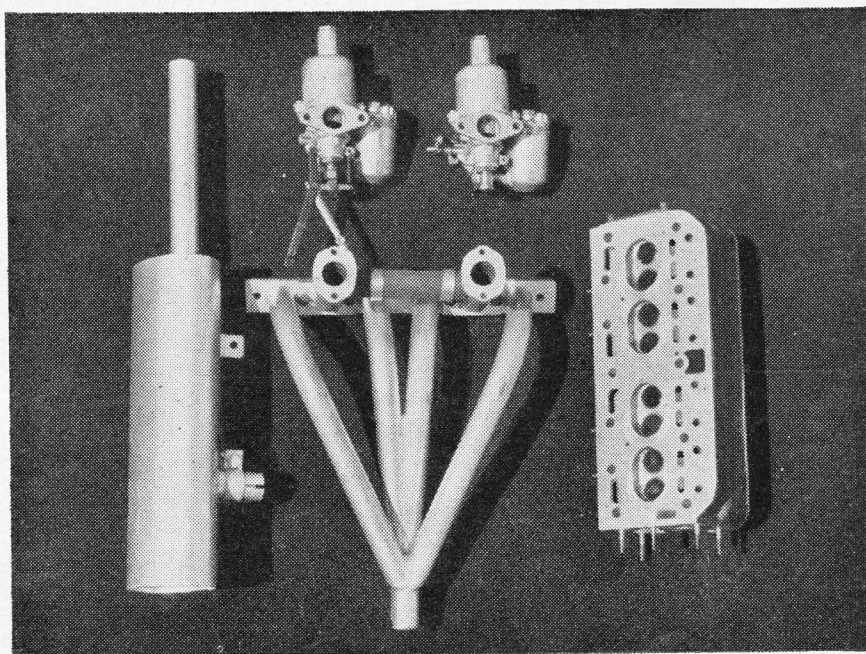
and every day, for about 75,000 miles before the first overhaul. In any case, therefore, it is best not to make any alterations until the guarantee has expired.

Nevertheless, the joy of handling these cars is so greatly increased by a little judicious tuning that I have been tempted to "do" both mine. The Renault takes at least 5,000 miles to develop its full performance, and usually goes on getting better until more than 10,000 miles have been covered. I did not alter my cars, therefore, until they had achieved the latter figure.

I then fitted my 750 with an "Auto-

bleu" manifold, a proprietary French outfit with very little hot-spotting and a bunch of bananas exhaust. To this I applied a 32 mm. Solex pump-type carburetter, instead of the original 22 mm. instrument; Solex know the correct choke and jets for the Auto-bleu conversion. A thin gasket gave an increase in compression ratio, and Auto-bleu valve springs completed the job.

This, as can be easily seen, is an extremely mild "hot up". It comes under the heading of what the Régie call "*une petite amélioration*", and they gave me their full blessing and even supplied the parts. Yet, the improvement in performance was simply astonishing. Not only was the maximum speed up by nearly 10 m.p.h., but the car was so much more lively in top gear at low speeds. I averaged 68 m.p.h. for several laps of Montlhéry, which is equivalent to a maximum speed



INSTALLATION of the Ken Rudd conversion for the Dauphine does not impair accessibility. The two semi-down-draught SU carburettors are mounted on long stubs, and the smoothly flowed exhaust system does not finally converge until the silencer is reached.

in the seventies on a straight road. About 50 m.p.h. was available on second gear.

After that, I thrashed my little car unmercifully for another 15,000 miles, making 25,000 miles in all. It was going better than ever at that point, and had never given a moment's trouble, but I like to keep my machines in the peak of condition. So, to the astonishment of the makers, I asked them to strip it down and replace *anything* that showed the slightest sign of wear. They reported that the bearings were so perfect that they would not replace them. The wear of the pistons and liners was moderate, but I insisted on a new set for a total price of £7 15s. Thus, I can state authoritatively that the baby Renault can easily withstand moderate tuning, plus hard driving.

The car has done many more thousands of miles since then, and still exceeds 70 m.p.h. with ease, even on the cheapest grades of petrol. Naturally, there is a slight increase in fuel consumption if one uses the extra performance, but on a journey I can cruise at a genuine 60 m.p.h. and still get over 40 m.p.g. The extra acceleration makes the baby Renault into a superb instrument for cleaving through the traffic of Paris. The only penalty is a slightly longer warming up period than with the standard carburetter and manifold, during which care is needed to avoid stalling.

When I added a new Dauphine to my stable, I found that its performance in standard trim was literally identical to that of the tuned 750. The Dauphine engine is further developed than that of the smaller car, and the Autobreu conversion gives very little increase in performance to this model. However, I soon found that the 845 c.c. engine was amenable to tuning, because I was taken for a ride by Bernard Cahier in Paris. After a couple of quick *cognacs* in a certain bar in the Avenue d'Iena, I regained the power of speech sufficiently to inquire how it was that, while we had been threading the traffic of the Champs Elysées, his Dauphine had constantly exceeded 60 m.p.h. in second gear.

It transpired that M. Ferry, who has a garage by the Porte Maillot, had fitted the carburetter off a 2-litre Frégate. Stronger valve springs were also used, and the revolution range of the engine was greatly stretched thereby. The increase in performance was so obvious that I began to consider attacking my own engine.

I decided to try one of Ken Rudd's twin S.U. outfits. This kit gives a much more radical tune-up than the one on my other Renault. The compression ratio is raised to 8.5 to 1, and this entails machining the head in addition to the thinner gasket. In order to avoid laying up the car, Rudd's have an exchange head plan, and one puts one's own head (don't misunderstand me) on the train to Worthing after the job is done.

The two S.U. semi-down draught carburetters are carried on fairly long stubs, which raise them clear of the exhaust manifold into cooler air. The exhaust manifold pairs the pipes from the two central cylinders, which are kept separate for about a foot before blending. The ports of cylinders 1 and 4 are similarly treated, but the two pairs only meet inside the special Servais silencer.

The valves have double springs and some attention is given to the ports.

The result of all this is a performance which, having regard to the engine size, can only be described as stupendous. The engine of the Dauphine is so phenomenally smooth that one does tend to drive too fast, however. Provided that the driver is sympathetic, I am sure that this car will stand up as well as my 750, but with such a well streamlined body and an engine which seems to have no limit to its revs., it is all too easy to cruise silently at much more than the original maximum speed. For instance, the needle goes right off the end of the speedometer dial at less than half throttle!

I have not taken any performance figures, nor do I propose to find out the ultimate maximum speed, as I think this is unreasonable treatment, entailing several miles "flat" before entering the timed section. Nevertheless, I have allowed myself to attain flash speedometer readings of 30 m.p.h. and 65 m.p.h. on first and second speeds respectively. The engine seems entirely happy and runs cooler than before, but I have not yet covered a sufficient mileage to check for wear. Cold starting and flexibility are excellent, as is usually the case when twin S.U.s are properly tuned.

The Autobreu system on the 750 c.c. engine can be used with the standard air cleaner. The twin S.U.s on the Dauphine have at present no provision for filtering, but I shall certainly arrange something of the kind before venturing again on the dusty roads of the Continent. I feel that this is essential, particularly for a rear-engined car.

The roadholding and brakes of the Dauphine are, of course, superb. When "hotting up" cars with old-fashioned rear axles and cart springs, one frequently reaches a point where roadholding becomes the limiting factor. The independent four-wheel suspension of the Dauphine is more than adequate for any power increase that can be obtained, which is important from the point of view of safety.

AN "ANGEL" COMES HOME

A VALUABLE link with the pioneer days of motor racing—when the Kaiser was Britain's friend and 75 m.p.h. Sunbeam cars, then built at Wolverhampton, led the racing world—has been acquired by the Rootes Group. It is a 9 ft. high bronze winged angel, won by Sunbeam cars in the 1912 French Grand Prix and Coupe de l'Auto, and now in the Group's museum at its Ryton-on-Dunsmore factories.

That French race of 1912 saw the first Sunbeam victory in a major international motor race, the works team of 12/16 h.p. racing Sunbeams winning the team prize, the Coupe de l'Auto for 3-litre cars, and finishing third, fourth and fifth in the Grand Prix itself.

The trophy, said to have cost £550 to make early in the century, belonged to Mrs. Ivy Mary Barclay, the



In fitting any type of performance equipment to the Renault engine, it is best to entrust the work to a thoroughly competent mechanic. There is a certain amount of engineering in getting the throttle connections and so forth working really well, and the undershield must be cut to give clearance for the exhaust. It is, in fact, not a job to carry out in a hurry. I had some extra supports made to take the weight of the carburetters off the manifold studs, as they are screwed into the light alloy head.

When the head is off, it is best not to turn the crankshaft at all if possible. Should this become necessary, a metal plate or a strip of wood should first be bolted to the top of the block to hold the wet liners down. If they rise with the pistons they may disturb the copper water sealing rings underneath, which must then be replaced. Engines with wet liners are particularly suitable for tuning, because their actual cylinders are more symmetrical than those cast in a block, and are not, therefore, so liable to distortion. Furthermore, the replacement of liners and pistons is so much quicker and easier than reboring.

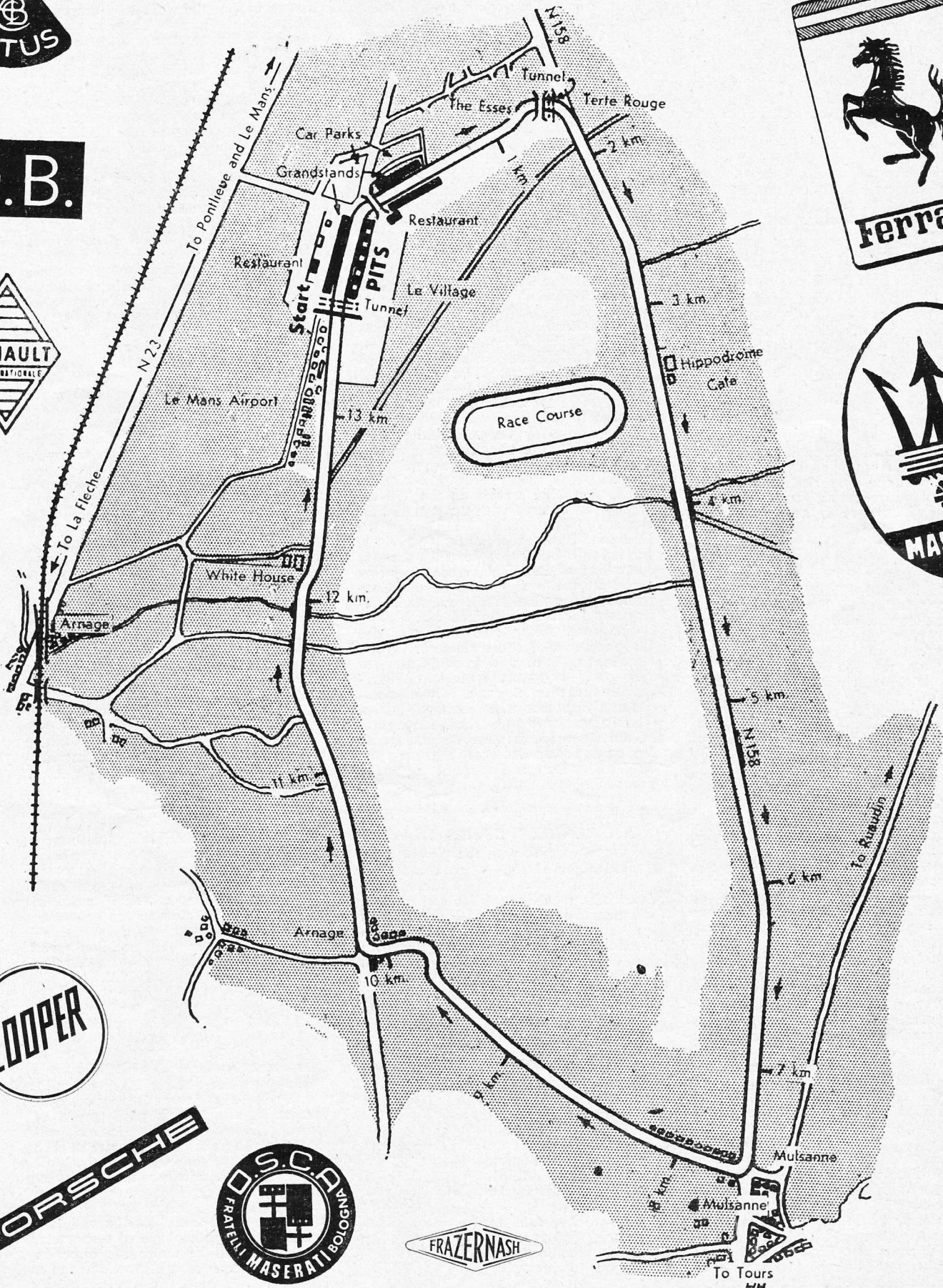
The two smallest Renault models are ideal for tuning, partly because their small cylinders permit a high compression ratio and an extended revolution range. The Frégate, being a "big four", is fundamentally less amenable to tuning. Nevertheless, it would be interesting to try the effect of twin S.U. carburetters on this big, handsome car, and I would be grateful for some information if anybody has carried out this modification.

In conclusion, I should mention that the cost of tuning both my cars was almost ridiculously small, bearing in mind the most satisfactory results obtained. Particulars and prices appear frequently in the advertisement columns of AUTOSPORT, and I would refer readers to these. There is nothing miraculous about a tuned Dauphine, but on winding roads it is both exceptionally fast and very safe. Until Gordini's version comes along, I'm sitting pretty!

daughter of Thomas Cureton, co-founder and later chairman of the Sunbeam Motor Company. She offered it to the Group as a memento of those early racing days. Now it has a place of honour in the museum, looking down on two other Sunbeam racing veterans—Sir Henry Segrave's 1,000 h.p. land speed record breaker, and the same driver's 3-litre T.T. racing car of 1922.

ELECTRONIC RACE RESULTS COMPUTER

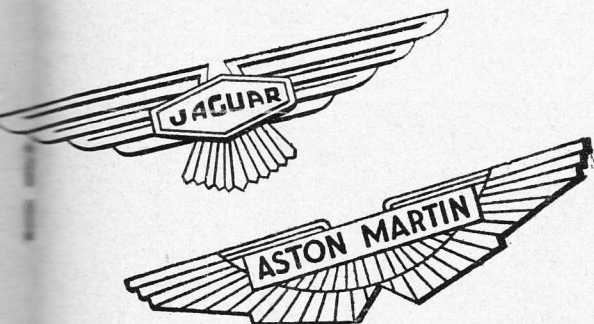
AN interesting feature of Le Mans will be a sort of "Motor Racing Ernie", which will be set up on the circuit. The computing centre, which will consist of several I.B.M. electronic devices, will work out the placings of the cars at each completed hour of the race, and will also accurately calculate the results at the end. Both classification on distance and "Index of Performance" will be calculated, at speeds far beyond the capacity of any other type of computers. The centre will be under the direction of 12 engineers of I.B.M. Compagnie, France.



The 24 Hours of Le Mans

Anglo-Italian Test Match in Grand Prix d'Endurance—Issue Lies Between Aston Martin, Ferrari, Jaguar and Maserati—New Lotus May be Fastest Ever "1500"—British Hopes in Index of Performance

By Gregor Grant



ONCE again "Les Vingt-Quatre Heures du Mans" is upon us. On Saturday at 4 p.m., the maroon will sound, and 52 drivers will sprint to their cars to start the classic Grand Prix d'Endurance on the famous Sarthe circuit. Everything points to an epic struggle amongst the big stuff. The British challenge is very strong indeed, being represented by the official David Brown Aston Martins, and privately entered Jaguars headed by a couple of cars from last year's winning combination, Ecurie Ecosse.

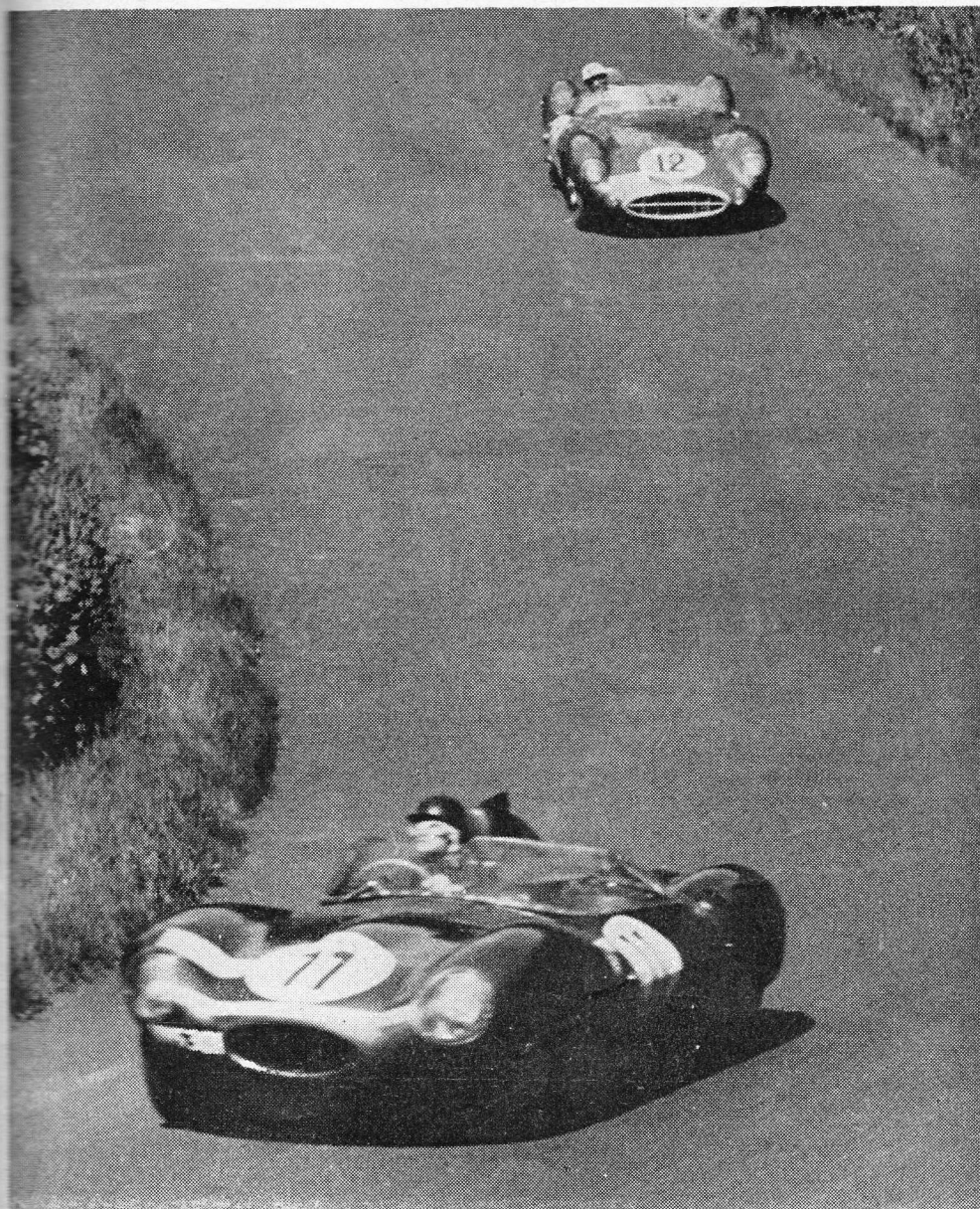
Naturally Feltham hopes are high after the great Nürburgring victory, but the

2.9-litre cars are favoured rather than the lone "3.7". It would have been so easy for John Wyer and Reg Parnell to put all their eggs in one basket, and go for three large-capacity power-units. However that is not the way of the wily Wyer. The 2.9-litre cars are time-tested, while the 80 degrees 3.7-litre engine is an entirely new unit. Yet, so high is morale at Astons these days, that their able technicians might pull something out of the bag; on paper, the bigger-engined car should be as fast as anything on the circuit, even allowing for the 4½ litres of V-8 Maserati, which must be reckoned to have the highest maximum speed of any car ever seen at Le Mans.

Naturally Sarthe puts a premium on sheer speed, but the superb handling characteristics of the Astons might balance things out, as was seen at Nürburgring. Even so, the powerful Maser, driven by Moss did not seem to be making much impression on the straight on Tony Brooks in the 2.9 DBR1. If it rains, as it invariably does, the tremendous power of the V-8 car may prove to be an embarrassment, giving the compact Astons a decided advantage. Anyway, the "3.7" will doubtless be sent out to worry the opposition, and we can be certain that the Wyer-Parnell combination already has formulated a plan. With drivers of the calibre of Tony Brooks, Roy Salvadori, Les Leston, Noel Cunningham-Reid and the Whitehead brothers, backed by a first-class technical organization, Aston Martins will go into battle fully prepared. Incidentally, the DBR1 which won in Germany had trailing link suspension and the 60-degree engine—not wishbones and 90-degree unit as we stated.

David Murray's Ecurie Ecosse must be a force with which to reckon. The D-type Jaguars are in their element at Le Mans. Here again we have an efficient organization, with skilled mechanics led by the inimitable Wilkie. The 1956 winners, Ron Flockhart and Ninian Sanderson, are to be split up, the former driving with Ivor Bueb, and Ninian with the Aberdonian, Jock Lawrence. Three other D-types entered by Duncan Hamilton, Ecurie Belge National and the French rally expert Monnoyeur complete the challenge of the Coventry cars.

Scuderia Ferrari have the fast 3.8-litre cars as their first line. This will be the first occasion on which Peter Collins and Mike Hawthorn have been seen with foreign-built cars on the Sarthe circuit. Also in the team are Stuart Lewis-Evans, Maurice Trintignant and Luigi Musso or



BRITISH RIVALS in France's great classic will be Aston Martin and Jaguar. Here an Ecurie Ecosse Jaguar is pursued by Salvadori's DBR1/300 during the Nürburgring 1,000 kms. race, where Aston Martin scored a great victory over Ferrari and Maserati.



ITALIAN RIVALS, but with British team leaders—(left) Peter Collins in the 3.8-litre Ferrari.

★

(Below) Stirling Moss in the open version of the ultra-rapid V8 Maserati. His Le Mans car will have a coupé top, evolved by Colin Chapman and Frank Costin.

Olivier Gendebien. Not until race-day will the Ferrari plan be revealed, but it is likely that Sculatti will go all out for victory with the very fast Collins/Hawthorn combination. Probably Officine Maserati will counter this with Moss and Behra; Carroll Shelby is almost certain to be in the other "4.5", probably paired with Carlos Menditeguy. Ferrari may call on Masten Gregory and Phil Hill, although the former is down to co-drive with Duncan Hamilton in the Jaguar. Maserati are also likely to give wheels to Horace Gould and Scarlatti. It is still not definite whether or not Juan Manuel Fangio will drive at Le Mans. The great Argentinian drove at Nürburgring only because Jean Behra was unfit, and at no time indicated that he would take part in the 24 hours event. However, latest news is that he will attend practice, which would rather seem to indicate that he will drive after all.

Interest will, of course, centre on the aerodynamic Maserati coupé designed by Colin Chapman and Frank Costin especially for Moss. Frank maintains that scientific air-flowing will make any form of windscreen wiper unnecessary at high speeds, and that vision will not be impaired even in the heaviest of rain. Well, that remains to be seen. Anyway the car should be tremendously fast and its wind-cheating shape will probably result in a much lower all-round fuel consumption than the open machine.

The winners must be found from the aforementioned group. All are capable of being lapped at over two miles a minute, and one cannot see any real challenge developing from the Dubonnets (ex-Talbot-Maserati) or the 2.6-litre Frazer-Nash/BMW, while Gordini may be a doubtful starter owing to other commitments. No American-built cars will be on the circuit, and the absence of Briggs Cunningham is to be regretted.

Since the withdrawal of Bristols, the 2-litre category is uninteresting, and concerns only Maserati and Ferrari "Testa Rossa", with A.C.-Bristol as challenger to the Italians. Gordini has also an entry. However, the 1½-litre class is full of interest, containing as it does Porsche, Osca and Lotus. Colin Chapman is in something of a quandary. With the new 2-o.h.c. Coventry-Climax engine, he will have potentially the



fastest "1,500" ever to race at Le Mans—but the engine has not been tested under long-distance conditions, and it may be thought more desirable to fit the single-o.h.c. unit. The drop in developed horse-power is considerable, but, even so, if the 2-o.h.c. is to be run at reduced revs in the interests of reliability, the performance of the car will suffer accordingly. The "double-knocker", with its separate oil tank, cooler and so on, is much heavier than the "fire-pump device". To combat the very fast Porsches and the Osca, the 2-o.h.c. giving its full quota of horses is very necessary—for the record of the German cars is one of reliability, and the ability to lap at over 100 m.p.h. if required.

Great Britain also has interest in the 1,100 c.c. category, in which Lotus, Arnott and Cooper face Stanguellini, DKW and Osca. The new "950" from the last-named stable is very rapid—much more so than previous 1,100 c.c. machines as was demonstrated by Cabianca in the Mille Miglia. It is most likely to be used rather than the older design. Lotus will also make a bid for the Index of Performance with the "750", but the re-vamped single-o.h.c. Coventry-Climax engine is more or less experimental. It will not, after all, have a five-bearing crankshaft, but a three-bearing one. Much more realistic is

the small Osca, which is much faster than any of the French-built entries with their Renault and Panhard power-units, although the twin-cylinder machines are usually extremely reliable.

Still and all, such has been the rise in speed during the past year or so that the "Index" is not the thing it was for the small-capacity machines, although Porsche will always be a menace. One of the 2.9-litre Astons may well surprise everyone, since the small cars may not be able to increase the distance to be covered in the 24 hours to the same extent as may be achieved by the Feltham folk.

To forecast the winner is virtually impossible this year. In 1956, no book-maker would have given more than "evens" on the works Jaguars; yet, before the race was really started, two were eliminated and not long afterwards the fuel-injection car ran into trouble. This year we have no less than four marques concerned in lifting the Grand Prix d'Endurance. Ecurie Ecosse shattered the illusion that outright victory was a "works" monopoly, and consequently David Brown, Enzo Ferrari and Count Orsi will certainly not under-rate the potential challenge from the Coventry-built cars, run under the expert guidance of the Scottish stable. Outright speed is, of course, of major importance, but so, too, is staying power, which is where some of the well-established, race-proved designs may come in—when the spectacular pace-makers of the first hours have fallen out.

Next week's AUTOSPORT will contain a full, illustrated report of the great 24 Hour race.



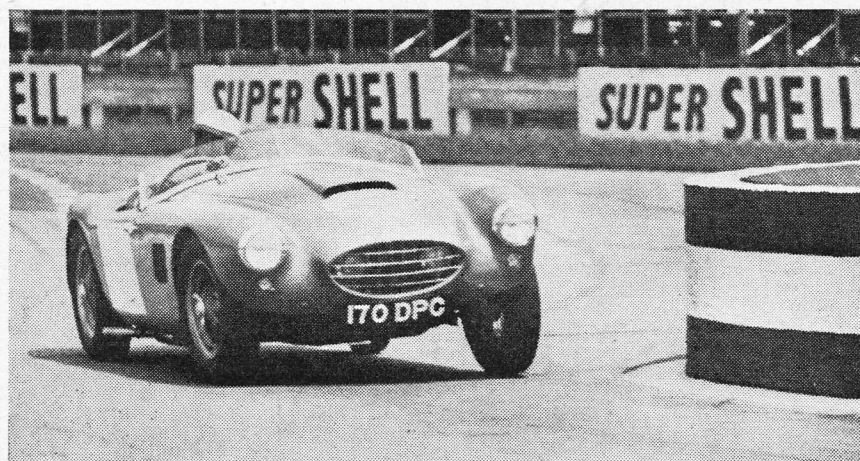
LE MANS GOSSIP

LATEST information regarding the Frank Costin/Colin Chapman design for the 4.9-litre Maserati aerodynamic coupé is that it will be driven by Moss and Behra. The bodywork was carried out in a remarkably short time by Zagato, and the car is said to be capable of over 200 m.p.h. Another Maserati has been prepared, in addition to a 4.5-litre open car, and this was tried out at Monza by Harry Shell; it has an engine of 5,100 c.c.

Bruce Halford, Bordoni, Burgraff and Blanc are named as drivers for the two Dubonnet Talbots, with André Loens as reserve. Colin Davis and Cabianca will share the works Osca, which is now certain to be the "950". A maximum speed of 140 m.p.h. is claimed for this car, and it will be one of the small-capacity favourites for the Index, and may also be the first car of under 1½ litres to do a 5 mins. (100 m.p.h.) lap.

The three factory-entered Porsches will be piloted by Maglioli/Barth, Von Frankenberg/Herrmann and Storez/Crawford. The last-named is an American who has had many successes in U.S.A. with the marque; originally it was thought that Ken Miles would be included in the team. The Stuttgart machines will be basically the 550RS models, from which even more power has been extracted from the four-o.h.c. engines. These cars can be run either as Spydors, or as coupés.

At least one of the two Ecurie Ecosse Jaguars will probably be fitted with a 3.8-litre engine, similar to that used on the Briggs Cunningham car at Sebring. With Monza a week later, Wilkie Wilkinson will have a busy time getting the cars prepared for the "500". Ron Flockhart, Jack Fairman, Ninian Sanderson or Jock Lawrence will drive the three cars against the American specialists, the two first-named having experience of the much-



TESTING the Le Mans 2-litre A.C.-Bristol at Goodwood is Ken Rudd, seen coming through the chicane. The car has disc brakes on the front wheels, and drum type at the rear.

discussed speed circuit. Scuderia Ferrari pin their faith on 4.1-litre and 3.8-litre cars, the former being similar to the machines driven in the Mille Miglia by Taruffi and Peter Collins. Pairings will not be known until after practice, although it is practically certain that Collins and Hawthorn will drive together.

There is, of course, considerable speculation regarding which drivers will have the very important job of doing the first stint. Stirling Moss will, of course, lead for Maserati; Hawthorn will probably be sent out for Ferrari, Brooks for Aston Martin, and Flockhart for David Murray's Jaguar. This opening period may prove decisive, and one can anticipate Moss's V8 coupé being out in front, by reason of its tremendous speed; that is if the roads are dry. Stirling will undoubtedly knock the lap record for six if conditions are good, as he will attempt to build up the biggest possible lead from his rivals before handing over to his co-driver. It remains to be seen whether

or not the big Maser. will be reliable for 24 hours. It was never really pushed in the Sebring 12 Hours, but at Sarthe it may be a different story.

THE B.B.C. AND LE MANS

Le Mans will be extensively covered by the B.B.C. Light Programme on 22nd-23rd June. The first "live" broadcast will be heard between 3.50-4.10 p.m. on Saturday, when Raymond Baxter reports on the start and first 10 minutes of the race, with Eric Tobitt and John Bolster giving the latest news from the pits. Other broadcasts will be at 5-5.15 p.m., 7.55-8 p.m., 10.20-10.25 p.m. and 11.30-11.55 p.m. on that day.

On Sunday, the three commentators will give the latest news on the race between 7.45-8 a.m., 10.45-11 a.m., 1-1.15 p.m. and for the finish at 3.45-4.05 p.m.

LE MANS ENTRY LIST

(As at 18th June)

LE MANS ENTRY LIST									
(As at 18th June)									
No.	Make	Entrant	Capacity (litre)	Drivers	No.	Make	Entrant	Capacity (litre)	Drivers
1.	Maserati	Officine Maserati	4.9	Moss/Behra	27.	Ferrari	Tavano	2.0	Tavano/Meyrat
2.	Maserati	Officine Maserati	4.5	Menditeguy/Shell	28.	Ferrari	Ecurie Belge Nationale	2.0	
3.	Jaguar	Ecurie Ecosse	3.5 or 3.8	Flockhart/Bueb	29.	Ferrari	Picard	2.0	Picard/
4.	Jaguar	Duncan Hamilton	3.5 or 3.8	Hamilton/Gregory	30.	Gordini	Amedée Gordini	2.0	
5.	Aston Martin	David Brown	3.7	Brooks/Cunningham-Reid	31.	A.C.-Bristol	A.C. Cars, Ltd.	2.0	Rudd/Bolton
6.	Ferrari	Scuderia Ferrari	4.1	Collins/Hawthorn	32.	Porsche	Automobiles Porsche	1.5	Maglioli/Barth
7.	Ferrari	Scuderia Ferrari	3.8		33.	Porsche	Automobiles Porsche	1.5	VonFrankenberg/Herrmann
8.	Ferrari	Scuderia Ferrari	3.1	Trintignant/Gendebien	34.	Porsche	Automobiles Porsche	1.5	C. Storez/Crawford
9.	Ferrari	Scuderia Ferrari	3.0	/Lewis-Evans	35.	Porsche	Hugus	1.5	Hugus/Flynn
10.	Ferrari	Arents Ferrari	3.0	Arents/de Vroon	36.	Porsche	Slotine	1.5	Slotine/Bourel
11.	Ferrari		3.0		37.	Lotus	Team Lotus	1.5	Mackay Fraser/ Chamberlain/Ashdown
12.	Maserati	Officine Maserati	3.0	Gould/Scarlati	38.	Alfa Romeo	Pagani	1.3	Pagani/Poltronieri
14.	Maserati	Officine Maserati	2.0		39.	Arnott	Daphne Arnott	1.1	Russell/Gammon
15.	Jaguar	Ecurie Ecosse	3.5 or 3.8	Sanderson/Lawrence	40.	Cooper	Cooper Cars, Ltd.	1.1	Brabham/Raby
16.	Jaguar	Ecurie Belge Nationale	3.5	Pilette/Laurent	41.	Lotus	Héchard	1.1	Héchard/Masson
17.	Jaguar	Los Amigos	3.5	Jean-Marie/Jean Lucas	42.	Lotus	R. Walshaw	1.1	Walshaw/Dalton
18.	Gordini	Amedée Gordini	3.0	Da Silva Ramos/	43.	Osca	O.S.C.A.	0.95	Cabianca/Colin Davis
19.	Aston Martin	David Brown	2.9	Salvadori/Leston	44.	Stanguellini	Stanguellini	1.1	
20.	Aston Martin	David Brown	2.9	P. Whitehead/G. Whitehead	45.	DKW	Seidel	0.85	Seidel/Meier
21.	Aston Martin	Colas	2.9	Colas/Kerguen	46.	Osca	O.S.C.A.	0.75	Laroche/Radix
22.	Talbot	A. Dubonnet	3.0	Halford/Bordoni	47.	V.P.	V.P.	0.75	Dutoit/Dumazer
23.	Talbot	A. Dubonnet	3.0	Burgraff/Blanc/Loens	48.	Renault	Dewez	0.75	Dewez/Scholmann
24.	Frazer-Nash	A.F.N., Ltd.	2.6	Stoop/	49.	D.B.	Deutsch-Bonnet	0.75	Laureau/Armagnac
25.	Maserati	Couliboeuf	2.0	Couliboeuf/Aumaitre	50.	D.B.	Deutsch-Bonnet	0.75	Vidille/Cornet
26.	Maserati	Guvot	2.0	Guyot/Parsy	51.	D.B.	Deutsch-Bonnet	0.75	Picart/Schlesser
					52.	Panhard	Monopole	0.75	P. Chancel/Hemard
					53.	Panhard	Monopole	0.75	R. Chancel/P. Flahaut
					54.	Panhard	Monopole	0.65	R. Cotton/Blanchet
					55.	Lotus	Team Lotus	0.75	Allison/Hall
					56.	Stanguellini	Stanguellini	0.75	Faure/
					Reserves: 57. D.B., Deviterne/Lailler. 58. Stanguellini				
					60. Porsche 61. Ferrari, Koetcher/Metternich. 62. Lotus				

Reserves: 57. D.B., Deviterne/Lailler. 58. Stanguellini

60. Porsche

61. Ferrari, Koetcher/Metternich. 62. Lotus



DRIVER, OWNER AND CAR: Dale Duncan, seated in the 300S Maserati, with A. V. Dayton of Tulsa, Oklahoma, owner and chief mechanic on the Maser, standing by the car with which Duncan won the second and final event at the sports car race meeting at Coffeyville, Kansas.

nearly 15,000 spectators for one of the best sports events held in this area.

The first event saw Bob Donner of Colorado Springs, Colorado, and Cy Dieter of Omaha, Nebraska, in 550 Porsche Spyders battle to a close finish with Donner getting the flag first. Jack Hinkle of Wichita, Kansas (who also drove his 300S Maserati in later events), drove his immaculate Kurtis-Offy to third spot with Bob Aylward fourth in his Mark XI Lotus, with only third and fourth gears operative.

Class positions in this race were as follows: E Modified: Rowley (Rowley Special) (only E Mod. car entered); E Production: Woodward (Ace-Bristol),

both Duncan and Hinkle (as well as the other entrants!) were very much impressed with their handling characteristics. Stonedale finished a good third in the race with the XK-SS Jaguar and Schroeder took fourth in the Kurtis-Buick, both doing a creditable job of handling their cars. A. D. Logan drove a smooth consistent race in the Monza but misunderstood a pit signal and stopped at his pit one lap before the end of the race, which caused him to lose a position in his class. In the production category, Roy Heath of Salina, Kansas, put in his bid for victory in the usual Jaguar-Corvette duel and beat the Corvettes with his Jaguar XK 140MC, surprising more than one of the entrants (and spectators!).

Class positions in this race were as follows: B Modified: Schroeder (Kurtis-Buick), Hisaw (Chevrolet powered Austin-Healey), Simons (Sutton Edwards Special); B Production: Rand and Rollins (both in Chevrolet Corvettes); C Modified: Stonedale (XK-SS Jaguar), Knight (4.5 Ferrari); C Production: Heath, Gunther and Dayton (all in Jaguar XK 140s); D Modified: Duncan

COFFEYVILLE, KANSAS, RACING . . .

DALE DUNCAN'S DAY

3-litre Maseratis 1st and 2nd in Unlimited Sports Car Race at Successful S.C.C.A. (Kansas Region) Meeting

Report by JIM HALL

IN spite of rain, floods and tornadoes in the Kansas, Missouri, Oklahoma and Texas areas, 72 sports cars and their crews showed up at the City Airport, Coffeyville, Kansas, on Saturday, 18th May, for Technical Inspection and practice for the races being run the following day under the auspices of the Kansas Region, Sports Car Club of America, Inc., and sponsored by the Mirza Shrine of Pittsburg, Kansas.

Among the cars entered were two 3-litre (300S) Maseratis, two 3-litre Monza Ferraris, one of the rare Jaguar XK-SS cars originally intended for production sports car racing in the U.S., but destined for class C Modified racing at least for this year, due to the unfortunate fire at Jaguar's Coventry plant, a 4.5-litre Ferrari, a 2.6-litre Ferrari, a very potent Kurtis-Buick Special with fuel injection, two 550 Porsche Spys, a very special Kurtis-Offy (1,500 c.c. engine), a Cooper-Climax, three Mark XI Lotus-Climax cars, an Austin-Healey with a full race Chevrolet Corvette engine in it, five production Jaguars, four Chevrolet production Corvettes, three Ace-Bristols, two Arnolt-Bristols, and a full field of Triumphs, Porsches and M.G.A. roadsters.

Rain fell steadily on Saturday morning but stopped by noon, leaving the course very slick for practice during the afternoon. This resulted in some very spectacular spins during practice but no one was hurt and no cars were damaged although three Triumphs encountered trouble with front hub failure and several were withdrawn from the field as a result of this difficulty being encountered. This course is 2.5 miles long and has some very fast straightaways but no records were set during practice due to the condition of the course. However, it could be seen that some fast events were in the offing for the next day.

Race day, 19th May, turned out to be a beautiful sunny morning with the temperature in the low 80s and attracted

Thompson (Arnolt-Bristol), Newcomer (Triumph TR3); F Modified: Donner (550 Porsche), Dieter (550 Porsche), Hinkle (Kurtis-Offy); F Production: Walsh, Peters and Thomas (all in Porsches); G Modified: Aylward (Mark XI Lotus) (only G Mod. car entered); G Production: Brown, Dinty Moore and Boynton (all in Alfa-Romeo Spys); H Modified: Manley (DB Panhard) (only H Mod. entered).

The second event saw all the "hot iron" on the grid for what promised to be the fastest race of the day. In the line-up was Dale Duncan in A. V. Dayton's 300S Maser, Jack Hinkle in his 300S Maser, A. D. Logan in his beautiful Monza Ferrari, Dean Knight in his 4.5 Ferrari that had carried Dale Duncan to innumerable wins throughout the south-west, as well as several wins on this particular course, Bob Stonedale, of Houston, Texas, in Dave Tallaksen's XK-SS Jaguar, Bob Schroeder, also of Houston, Texas, in his potent Kurtis-Buick Special, Dave Biggs in his well prepared 2.6 Ferrari, Bob Simons of Tulsa, Oklahoma, in Mutt Sutton's Buick-powered Edwards Special, Hisaw in the Chevrolet-powered Austin-Healey, three Jaguar XK 140s, two Chevrolet Corvettes and three production Austin-Healeys.

When the flag dropped Dale Duncan in the Maser made a fine start and beat the gang into the first turn with Jack Hinkle in the other Maser a close second. This was Hinkle's first race with the 300S Maser and he pressed Duncan so hard that he spun in the first turn but continued on without losing his position. Hinkle caught Duncan and again "overdid" it on the last turn of the first lap, spun at least twice but still did not lose his position. After this second spin, Hinkle decided to take a "safe second" and drove a nice race to finish second, close behind Duncan. The Masers handled very nicely on this course and

(300S Maserati), Hinkle (300S Maserati), Biggs (2.6 Ferrari); D Production: Hoke, Via and Metcalf (all in Austin-Healeys).

The third event was pretty much a rerun of the first race with Donner in his 550 Porsche getting the flag just ahead of Cy Dieter in the other 550 and John Rowley in Hinkle's Kurtis-Offy in the third spot. Class positions in this event were as follows: E Modified: Rowley (Rowley Special); E, Production: Woodward (Ace-Bristol), Thompson (Arnolt-Bristol) and Todd Aikens (Arnolt-Bristol); F Modified: Donner (550 Porsche), Dieter (550 Porsche) and Rowley (Kurtis-Offy); F Production: Walsh, Rudle and Peters (all in Porsches); G Modified: Aylward (Mark XI Lotus); G Production: Brown, Dinty Moore and Boynton (all in Alfa-Romeo Spys); H, Modified: Manley (DB Panhard).

The fourth and feature race of the day saw the same line-up as the second race except that Logan allowed Ray Jones to drive his Ferrari Monza due to having encountered clutch trouble on the other Monza which Jones was scheduled to have driven. (Confusing, isn't it?) Logan does own two of the prettiest Monzas you have ever seen, one painted blue and the other a cream colour, but the cream-coloured car had clutch trouble. At the start, Jack Hinkle led into the first turn and although Dale Duncan, who had failed to make as good a start as he had in the second race, was breathing down Hinkle's neck at the end of the first lap, Hinkle held the lead until the second turn, when the more experienced and "younger man" passed him, Duncan leading to the finish with Hinkle a close second. Schroeder in the Kurtis-Buick also made a good start and held third overall spot until

(Continued on page 790)

RATTLESNAKE IN THE RAIN

*B.T.D. for Fred Hayes (Allard J2X)
in Canadian Sports Car Club Event*

By Jack O'Donoghue

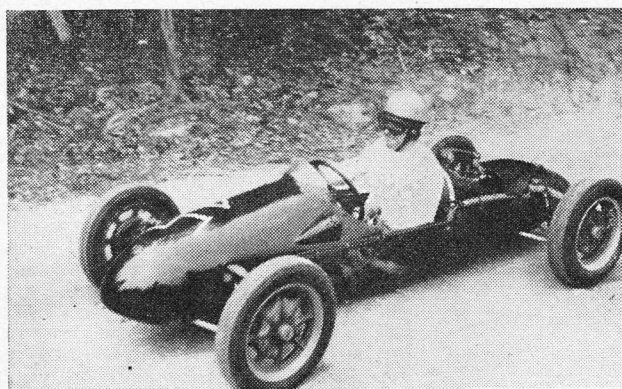
A NAME like Rattlesnake Point could perhaps conjure up visions of wild frontier country but, in fact, the location is a very picturesque and civilized one about 35 miles due west of Toronto. The course is about 700 yards long, with a few "snakes", a tightish left-hander, a sharp left-hand hairpin and a tightish right-hander just before the finish line, all on a 1 in 4 gradient and all over a graded and rolled gravel surface. This type of surface limits speed and requires a special technique if time is not to be lost with too much "boot" and needless wheel-spin.

Canadian competitors are doomed to dice on such surfaces wherever they go hill-climbing, because all Canadian by-roads are engineered this way. However, Canadian competitors know all about dicing under such conditions and licence plates from places so far apart as Vancouver (3,000 miles from Toronto) and Halifax (2,300 miles in the other direction) is proof indeed of the popularity of Canadian-style hill-climbing generally and Sports Car Club events in particular. The entry (51) was manageable, the organization was excellent and the day was fine . . . for a while. For the first time anywhere, this correspondent beheld flag marshalling crews of very comely young ladies!—something definitely to be recommended to other clubs, for the lassies were not only decorative but darned efficient and, if we be any judges of these things, at least as efficient as club organizers always hope their common or garden male marshals will be! The entry included the usual gaggle of M.G.As, TR2s and 3s, and a bunch of Austin-Healeys, three relatively common



GOOD IDEA! Hill marshals Lil Jaques and Pat Kent smile despite the rain. There were other girl marshals all the way up the 700-yard grade—other clubs please copy!

COOPER IN CANADA: George Brunt in his twin-o.h.c. Norton-engined car licks his lips and wonders about ground clearance on the broken surface.



and very popular marques in Canadian events.

Times for first runs were in most cases better than those recorded for second tries, partly because it started to rain cats and dogs at about the half-way mark, but principally because the cars quickly cut through the hard top surface of the hill and the loose gravel ran away with a lot of power which could otherwise have been gainfully employed in quick motoring. Many drivers lost valuable seconds at the start by using power to dig-in instead of get under way, and the sight of Gerry Wood using a large garden rake on the start site after each take-off should have been a hint to those that followed.

However, some people did the take-off business beautifully, including R. Tawney in a Porsche who got to the top in 55.56 secs. Neat, too, particularly on the hairpin, was Brock Farrow in a Karmann-Ghia Volkswagen. This time of 58.75 secs. was very creditable but could not match that of M. J. Dalgish who did 57.10 secs. to win the up to 1,600 c.c. Touring Class in a slightly warmed-up Volkswagen. Then we had a spirited climb by Lawrence Bateman in his beautifully turned out XK 140 coupé. Lawrence finding the fairly heavy car a mite headstrong on the loose surface. Don Howell went up in 76 secs. in an old "cart-sprung" Prefect and proceeded to get that time down to 69.15 in the rain—he was one of the few who subsequently bettered their first run times.

A noise like tearing calico heralded Peter Hayes and his beautiful Bristol-engined A.C. Ace. This combination rocketed to the top in a very determined 52.74 secs. and gave brother Fred with the big Cadillac-engined Allard something worth shooting at. Don Stewart's XK 140 bettered the A.C.'s time by 0.84 sec. and in the by-going very nearly battered the bank on the last turn before the finish. Fred Hayes really gave the customers their money's worth, handling the awesome beastie with the brute of a Cadillac engine under the lid as if it were out for a Sunday afternoon spin, and shot to the top in a mere 50.89 secs. to better his time of last year in the same car and to set up b.t.d. for another year. The cloud of dust that the Allard kicked up on its first run put us in mind of those pictures we have seen of the heroic days of the Gordon Bennett races, when men were men and "transportation" was still unheard of.

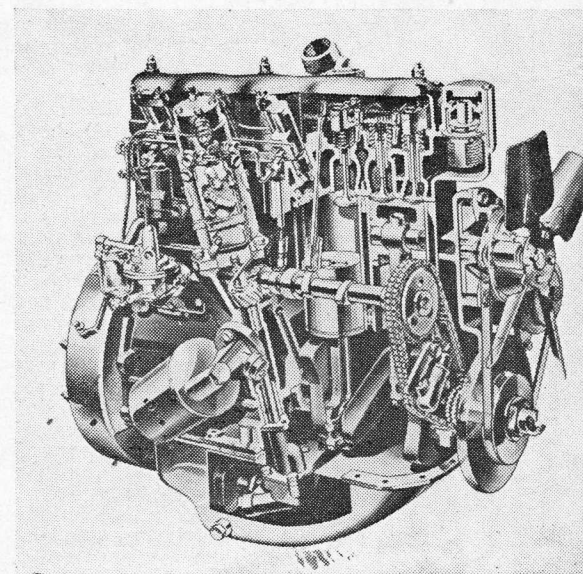
Then a gentleman called Bill Simpson did 55.79 secs. in a TR3 and, to disprove the pundits, did 54.75 secs. in the rain on his second run, without brakes, too—but, brother, was that second run dicey!

Freddie Hislop gave us a nice exhibition of active-elbow technique in his TF, Yvonne Hazeldene kept the colours of the gentler sex flying with a neat fast climb in a TR2. Alan "All-the-way-from-Halifax" Morris walked off with the 3-litre sports class trophy for the Atlantic Sports Car Club boys to admire when he gets home. Dave Graham, using astronomical revs. in his old M.G. TC on the loose surface, did 54.70 secs. to collect the 1½-litre sports car class and leave all lovers of the TC (and there are many in Canada) happy. The Unlimited Touring Class fell quietly to Bill Tee and his Austin A95 saloon and the rain really made your correspondent feel like a drowned rat. Strange, the rest of those present at Rattlesnake Point seemed not to notice it—or were they just leg-pulling a new Canadian?

Results

B.T.D.: 1, F. Hayes (Allard J2X), 50.89 s.; 2, D. Stewart (Jaguar XK 120), 51.90 s.; 3, P. Hayes (A.C. Ace-Bristol), 52.74 s.

Unlimited sports cars: F. Hayes (Allard).
Unlimited touring: W. Tee (Austin A95), 65.95 s.
3-litre sports cars: A. Morris (Austin-Healey), 53.58 s.
1½-litre sports cars: D. Graham (M.G. TC), 54.7 s.



TWO-LITRE DIESEL: This new Rover compression ignition unit has been developed primarily for use in the well-known Land Rover. Its four-cylinder o.h.v. engine of 2,052 c.c. gives 52 b.h.p. at 3,500 r.p.m.

PENN PORTRAITS of NORTHERN SPORTING PERSONALITIES



No. 25—KEN BAILEY

WELL known as an ex-chairman of the Association of Northern Car Clubs, the Lancashire and Cheshire C.C., and as a leading light in the B.T.D.A., Ken Bailey, in the days just after the unpleasantness, was perhaps better recognized as the "Specialist". Readers, please do not confuse this, with an American booklet of the same title, dealing with the erection of both single and multi-seat "privies", as Ken dealt only in two seaters, mechanical type, home fabricated!

Starting in 1946, when in the confectionery trade and utilizing only his home garage, ordinary hand tools, a hacksaw and a small welding plant, Ken Bailey built many specials and this is the story of a couple of them! The first, designed to be a fast sporting road conveyance, started life as an elderly Riley 9 Monaco saloon purchased for £10 from the local scrap yard. The body was burnt, the chassis stripped right down, cleaned and painted, two feet were removed from its middle, the prop-shaft shortened to match and mated to an E.N.V. gearbox. Suspension was modified Riley and the engine was suitably treated using, of course, the well-known dodge of two exhaust camshafts. Lastly, a body was fabricated out of conduit tubing and 20-gauge aluminium.

The whole "creation" looked dreadful and about its performance, Ken said: "I have never driven such a gutless affair". Further mods were made, but to no avail, so there was only one thing left—put it in a trial. Into the 1947 Derbyshire it went; its record, 10 hills, 10 failures! After two more trials with similar results, Ken gave the "creation" best! For £5 a Singer 12 engine was produced and after much toil, it was coupled up direct to the E.N.V. box.

This did the trick, and for the next two years, it ran in all the major trials, and was seldom out of the first six! Total cost was well under a hundred pounds! In the *Riley Gazette*, appeared a photograph of the "thing" and its proud(?) owner, captioned, "Ken Bailey, upholding the Riley flag in the North"! Last seen, the special, further modified and looking worse than ever, appeared in the hands of Leslie ("The Chest") Onslow Bartlett.

In 1950 came "Bailey II" which consisted of a Fiat 500 chassis, complete with suspension units, and Ken wanting to be different, by-passed the current vogue of Ford 1,172, and superimposed a Vauxhall 12 engine and gearbox.

Total cost £115. Although built as a trials special its hill-climbing ability was not quite as good as its predecessor, but as a driving test car it was fantastic, putting up B.T.D. wherever it appeared and cleaning up the first two big Bolton le Moors events against the cream of the rally world.

Ken reminisced, that at a local event in 1950 your now Northern Editor "Told me to take that damn contraption home, you make it much too easy". After building several more specials, Ken retired owing to business commitments, to give all his free time to club affairs, only being dragged out of hibernation in 1955 by Johnnie Broadhead to passenger him, firstly in the ex-Rumfitt Cotton and later in the J.C.B.s.

Of his prowess as a navigator, Ken speaks with feeling. In the Clee Hill trial, which they won, there was a navigator's prize due to him, but as he had led some 10 or so other specials six miles out of course, avoided a deep splash by the judicious use of a foot-bridge, Broadhead took the pot, and still won't hand over to the deserving (?) recipient.

Now, in this year of grace, Ken Bailey has fallen again; purchased a Dellow, and last month won his class in the big Morecambe Rally. The incident questions brought the following: Funniest—at the finish of a big trial, very bad service at a lush hotel caused Johnnie Broadhead to go outside to his car, return with a very dead and scruffy rabbit, which he ceremoniously placed on a large silver tray, saying, "If you won't—well feed us, we'll—feed ourselves!" Great consternation was caused, but the head waiter won out in the end, as when Broadhead retired, inside his bed was the rabbit!

Most disappointing—in the second Trials Championship, Ken was running in third position, and highest Northerner, but was three minutes late at the finish which, as it was the last of the timed trials, excluded him completely.

Ken Bailey is married to Carrie, who is as keen on motor sport as he is. They have two grown up children, and the son is already planning to follow in Pop's footsteps. In business Ken now owns a filling station outside Manchester. His personal transport is a Jaguar, hobbies are none except his club work. His suggestion for the improvement of our sport is to avoid all types of com-



FIRST of a long line of specials, the Riley-based "creation" tackling Ryeburn Ford during the 1948 Pennine Trophy trial. Ken Bailey replaced the Riley engine with a Singer 12, when it performed much better

mercialization in club events, leaving them for enthusiasts only.

Lastly, his own ambition: to have enough time to take part in all forms of the sport, from which at present he is precluded by business commitments.

FRANCIS PENN.

AIREDALE AND PENNINE M.C.C.

Pennine Rally, 2nd June

Best Performance: 1, W. Baines (Ford Thames); 2, A. Birkett (TR2) and M. Grass (Wolsley) tied. **Navigators' Award:** O. Latham.

LEICESTERSHIRE C.C.

Autocross, 9th June

B.T.D.: M. Hazlewood (M.H. Spl.). **Class A:** T. L. Pilkington (Citroën). **Class B:** W. B. Hercock (TR3). **Special Award:** L. Newey (M.H. Spl.). **Team Award:** M. Hazlewood, L. Newey, A. E. Thompson (Renault).

Dale Duncan's Day—continued

his brakes failed him and he was finally forced to drop back to second place in B Modified Class behind Bob Simons in the Sutton Edwards Special. Stone-dale and Jones were fighting it out for fourth spot behind Schroeder in the early stages of the race until the XK-SS Jaguar threw a tread, resulting in Stonedale having to make a pit stop, dropping him well back. Jones in Logan's blue Monza gradually pulled up on Hinkle in the Maserati but Hinkle, who had had more than his share of driving in both the Maserati and the Kurtis-Offy and was pretty tired, held Jones off for the last few laps and beat him by about 10 feet. Duncan's win in the feature gave him two first overall awards for the day and his time of 1 min. 55 secs. for the 2.5-mile course is a creditable time for any

car or driver. The final results by classes for this race are as follows: B Modified: Bob Simons (Sutton Edwards Special), Schroeder (Kurtis-Buick Special); B Production: Rand (Chevrolet Corvette); C Modified: Dean Knight (4.5 Ferrari); C Production: Gunther, Malcrance and Baldrige (all in Jaguar XK 140MCs); D Modified: Dale Duncan (300S Maserati), Jack Hinkle (300S Maserati), Ray Jones (Ferrari Monza); D Production: Hoke, Guthrie and Gresham (all on Austin-Healeys).

The remark made by Dale Duncan who, in addition to driving in the races, was also Race Co-Chairman with Jack Hinkle, that "A Good Time Was Had By ALL!" aptly sums up this well handled event and we all look forward to the next races to be scheduled at this course.

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Club News

By STUART SEAGER

CLUBS organizing race meetings this season will be doubtless delighted to learn that the British Motor Racing Marshals' Club is now "open for business" with the aim of assisting, upon request, any club responsible for running an event under an R.A.C. or A.C.U. permit. A committee has been elected, its members drawn from the principal race-minded clubs, and in total representing some 13,000 members all over the country! The Club's register of members records their qualifications and experience, and their lists include experienced ambulance drivers, commentators, course marshals, doctors, observers, paddock marshals, fire marshals, flag marshals, interpreters, lap scorers, photographers, pit marshals, radio operators, runners, score board operators, scrutineers, telephonists, timekeepers, and so on, plus a limited number of "novice volunteers" who are willing to take on less exacting duties as required. Membership is open to all those who perform official duties at motor sporting events in the U.K. and the club can accept a limited number of "novices". Club secretaries and intending members should apply for full information to J. D. Bannister, British Motor Racing Marshals' Club, "Beechwood", Alsager, Stoke-on-Trent. Those wishing to make use of what looks to us to be a most valuable service are reminded that a reasonable amount of notice is required, to enable the right bodies to be contacted and booked. We wish the club good fortune in this enterprise.

* * *

REGULATIONS are now available for the Hants & Berks M.C. National hill-climb at Great Acclum, near Reading, on 27th July, advertised as being "the only banked sprint course in the country". Classes will be principally divided into sports and racing categories (including F3), but class 5 intrigues—for it is for the exclusive use of cars powered by gas turbines! Entries close on 13th July with A. H. S. Fountain, 51 Matlock Road, Caversham, Reading, Berks. . . . The same club, jointly with the 750 M.C., are running a "Dawn Handicap Rally" on 6th July. This is a 200-mile navigational affair, open only to members of the promoting clubs, details being available from P. R. Giles, 19 Redhatch Drive, Earley, Reading. . . . The Circle C.C., Chiltern C.C. and Harrow C.C. are co-promoting a closed sprint meeting at Brands Hatch on 14th July. There will be classes for open and closed cars, plus a special exclusive class for Climax-engined cars which are not allowed to run in any other class—not a bad idea, we feel, to "give the lads a chance". Entries should go to T. F. Leeper, 14 Bulmer Gardens, Kenton, Harrow, Middlesex. . . . The N.W. Centre of the B.A.R.C. are holding their North Wales Rally on 6th-7th July in that very area, over a route of some 200 miles. Invited clubs are the Liverpool, Mid-Cheshire, Wirral 100, Bolton-le-Moors, Rhyl, Chester and Lancashire A.C. Closing date for entries is 29th



LEARNER?—Surely not, for this is A. H. Senior, performing with verve in a recent driving test meeting at Morecambe, and he has quite a string of competition successes to his credit with his remarkably agile Austin A50.

June and entries should be made to R. J. Keeley, 642 Prescott Road, Liverpool 13. . . . The Sevenoaks & D.M.C. and the S.E. Centre of the M.G.C.C. are jointly running a closed sprint meeting at Brands Hatch on 7th July, entries for which should be addressed to T. Gagg, 37 Nottingham Place, London, W.1, before 25th June. . . . The Aberdeen & D.M.C. have a race meeting at Crimond, Aberdeenshire, on 27th July, to which are invited the Highland, Berwick, B.R.S.C.C., Border M.R.C., B.A.R.C., Falkirk, Fifty-five, Hawick, Lothian, M.G., Newcastle, Riley and Scottish Sporting clubs. There are to be races for sports cars, a production car handicap and also motorcycle events. Entries should be made before 17th July to

Miss N. M. Garvie, 23 Springbank Terrace, Aberdeen. . . . The Anglia and Prefect O.C. have a short rally on 30th June in the Surrey area of which details may be obtained from W. L. Clifton, 6 Meadway Close, Staines, Middlesex. . . . The Annual General Meeting of the Navigators' Club will take place on 27th June at the Mason's Arms, Maddox Street, London, W.1.

HARLOW AND DISTRICT A.C.

Junior Rally, 2nd June

Experts' Award: R. A. Collins (M.G.). Novices' Award: L. R. Hayward (M.G.A.). First Class Award: W. A. Fryer (M.G.A.), T. H. Neilson (Vanguard), R. K. Braham (M.G.A.). Second Class Award: P. D. Sapsed (2.4 Jaguar), P. Herniman (Anglia), J. Knight (Zephyr).

More Club News on page 794

Coming Attractions

June 20th-23rd. Geneva Rally, Switzerland.

June 22nd. B.A.R.C. Members' Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

M.C.C. Race Meeting, Silverstone. Start, 10.30 a.m.

Sunbac Race Meeting, Mallory Park, near Hinckley, Leics. Start, 1 p.m.

Chester M.C. Sprint, Summers Drive, Queensferry. Start, 2 p.m.

Brighton & Hove M.C. Driving Tests, Madeira Drive, Brighton, Sussex. Start, 10.30 a.m.

Dumfries & D.M.C. & C.C. Concours d'Élégance, Whitesands, Dumfries. Start, 2 p.m.

June 22nd-23rd. Le Mans 24-Hour Race (S). France.

June 23rd. Roskilde Races (F3, S), Roskilde, Denmark. Circuit de la Chatre (F3), Bourges, France.

250 M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 12 noon.

B.A.R.C. Inter-Club Team Hill-Climb, Brunton, Sussex. Start, 2.30 p.m.

Brighton & Hove M.C. Concours d'Élégance, Madeira Drive, Brighton. Start, 1.30 p.m.

BMW C.C. Concours d'Élégance, Moor Place Hotel, Esher, Surrey.

June 28th-29th. Plymouth National Rally. Driving Tests, Plymouth Hoe.

June 29th. Two Worlds Trophy 500 Miles Race, Monza, Italy.

R.S.A.C. Rest - and - be - Thankful International Hill-Climb, Argyllshire. Start, 2.30 p.m.

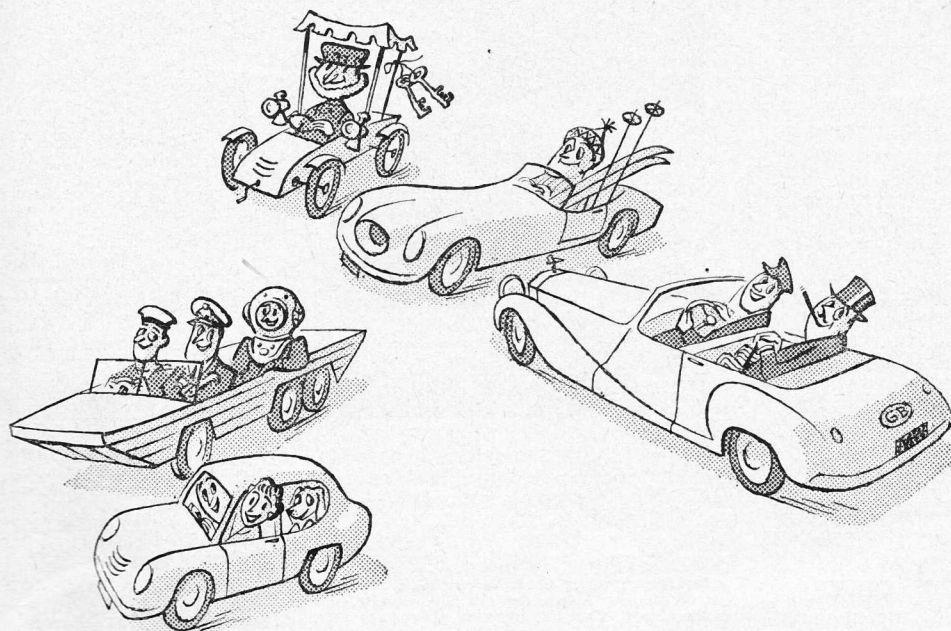
Midlands M.E.C. Race Meeting, Silverstone, near Towcester. Start, 12 noon.

Veteran C.C. Poole Rally, Poole Park, Poole, Dorset. Start, 12 noon.

June 30th. Club Lotus, 750 M.C. and 250 M.R.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 1 p.m.

Winfield Joint Committee Race Meeting, Charterhall, Berwickshire.

Hagley & D.L.C.C. Driving Tests, Chateau Impney Hotel, near Droitwich. Start, 10.30 a.m.



'Key'-men, he-men, top Olympic ski-men,
 Divers, jivers, and men who go to sea,
 Yes-men, press-men, rising-to-success men,
 Hired-men, 'fired'-men, all and one agree—



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FINEST PETROL IN THE WORLD

FAMILIAR SCENE—or is it? This pleasant hill-climb venue is in Malaya, where a meeting was held recently by the Perak Motor Club. The car is Bill Davis's Fiat special—a "1100" engine in a "500" chassis.

RECORD ENTRY AT CATTERICK

THERE was a record entry of 85 drivers for the Catterick Speed Hill-Climb, organized by the Darlington and D.M.C. at Catterick Camp on Sunday, 9th June.

The event attracted a crowd of more than 3,000 people who saw I. H. Smith in an A.C. Ace-Bristol beat cars in the sports-racing class to put up B.T.D. in 41.85 secs.

P. C.

Results

Touring Cars, up to 1,000 c.c.: A. Morley (Morris); **up to 1,300 c.c.:** P. G. Walton (Fiat); **up to 1,600 c.c.:** E. B. Wadsworth (Denzel); **up to 2,000 c.c.:** B. F. Mitton (Hillman); **up to 2,600 c.c.:** B. R. Waddilove (Jaguar 2.4); **over 2,600 c.c.:** E. D. Clark (Ford Zephyr).

Sports Cars, up to 1,100 c.c.: D. F. S. Thompson (Lotus); **up to 1,500 c.c.:** G. Gartside (Garford Spl.); **up to 2,000 c.c.:** K. N. Lee (Triumph TR2); **up to 3,000 c.c.:** M. L. Baily (Austin-Healey 100M); **over 3,000 c.c.:** W. J. Netherwood (Batten Spl.). **Sports/Racing Cars:** B. Harpin (Lotus-Climax).

DICING IN THE DUST

THICK dust, raised by competing cars from the cinder surface, marred the driving test event held by the Leeds University Union Motor Club at Woodhouse Moor, Leeds, on Saturday, 15th June, and interfered with the visibility.

The event was organized by the University Club in conjunction with the B.A.R.C. (Yorkshire Centre) and the De Lacy M.C. of Pontefract, and drew 38 competitors.

P. C.

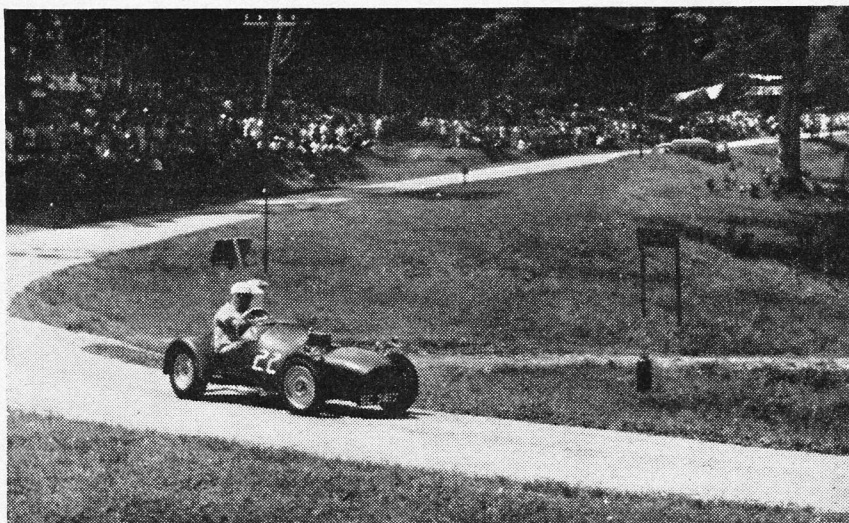
Results

Best Performance: K. Lee (Triumph TR2). **Closed Cars, up to 1,000 c.c.:** M. Lanfranchi (Morris Minor 1000); **1,001-1,500 c.c.:** A. G. Weare (Ford Anglia); **over 1,500 c.c.:** M. L. Snowden (Ford Consul). **Open Cars, up to 1,500 c.c.:** S. Hitchen (Dellow); **over 1,500 c.c.:** J. C. Hanson (Triumph TR2).

HORSFALL TROPHY TRIAL

SPORTS cars, specials and saloons competed alongside each other in the Yorkshire Sports Car Club Horsfall Trophy Trial held in the Driffield area on Sunday, 16th June.

The trial was designed to cater for all three types of car and included trials hills, five driving tests and a sprint just over half a mile in length. All types



of cars did the same tests and sprint, but the specials had five hills of their own while the others shared five other trials hills.

P. C.

Results

Best Performance: R. J. Wilson (R.J. Spl.), 4.6 penalty marks. **Sports Cars:** S. Hitchen (Dellow), 10.5; **Closed Cars:** R. Frolich (Porsche), 10.5; **Specials:** N. H. Coates (N.H.C.). **Team Awards:** Wilson and E. Jackson (VW). **First Class Award:** R. Umpleby (VW).

PLYMOUTH M.C.

Ladies' Day, 12th May

Best Performance: Mrs. Betty Peacock (TR3). **First Class Award:** Mrs. Gwen Fell (TR2). **Second Class Award:** Mrs. R. Davis (Ford Prefect), Miss Hilary Britton (Renault 750). **Third Class Award:** Mrs. Frankie Algate (TR2), Mrs. Jill White (TR2), Mrs. Margaret Tyrrell (Renault 750). **Novice Award:** Miss Jackie Watson (TR2).

SINGER O.C.

Rally, 19th May

Best Performance: C. J. Bayley (M.G.); 2, L. F. Childs (VW); 3, P. Gough (Singer). **Novice Award:** R. Ince (Austin).

SHENSTONE & D.C.C.

Rally, 18th May

Best Performance: R. F. Collins-Jones (Ford). **First Class Award:** M. J. Webb (Standard), J. W. Rowley (Lancia). **Second Class Award:** A. Jeavons (Ford), Mrs. D. M. Osborn (Triumph). **Third Class Award:** F. B. Williams (Morris). **Newcomers' Award:** R. L. Hayes (Ford). **Navigators' Award:** Mrs. R. F. Collins-Jones.

BOLTON-LE-MOORS C.C.

Rally, 25th-26th May

Best Performance: J. Waddington/M. Wood. **Best in opposite class:** C. Ralph/G. Lyth. **Next Best:** Mrs. R. Beaumont/J. A. Beaumont. **Third**

in General Classification: G. Hebden/J. Hebden. **First Class Awards (Experts):** J. C. Cuff, A. Birkett, S. E. Mather, G. P. Crabtree, E. Laughton, J. D. Wood, G. H. F. Parkes, E. Ainsworth, P. L. Lomas, J. N. M. Johnston. **(Novices):** N. Stott, D. Gardiner. **Team Award:** J. Waddington, Mrs. R. Beaumont, G. H. F. Parkes.

SOUTH WALES A.C.

Hill-Climb, 2nd June

B.T.D.: 1, M. Charles (Jaguar D); 2, J. D. Davis (Lotus-Climax); 3, Maberly Parker (Jaguar C). **Sports Cars, up to 1,101 c.c.:** 1, J. D. Davis (Lotus-Climax); 2, S. C. Martyn (Lotus-Climax). **1,101-1,500 c.c.:** 1, P. Cottrell (Lester-M.G.); 2, T. G. Cunane (Lotus-M.G.). **1,501-2,500 c.c.:** 1, Sheila Park (A.C.-Bristol); 2, G. Heaps (TR2). **Over 2,500 c.c.:** 1, M. Charles (Jaguar D); 2, Maberly Parker (Jaguar C). **Unmodified Saloons, up to 1,200 c.c.:** D. L. Hayman (DKW). **1,201-1,850 c.c.:** T. Pascoe (Porsche). **1,851-2,750 c.c.:** D. G. Bennett (Bristol). **G.T.:** 1,200-1,850 c.c.: T. Pascoe (Porsche). **1,851-2,750 c.c.:** W. D. Jones (TR2). **Over 2,750 c.c.:** C. Sgonina (Aston Martin).

KENTISH BORDER C.C.

Driving Tests, 2nd June

Best Performance: R. F. Chappell (Renault Dauphine). **Best Opposite Class:** H. M. Batten. **Class Awards:** B. Wright, N. F. E. Armstrong. **Team Award:** B. Wright, P. J. Nott.

HANTS AND BERKS M.C.

Driving Tests, 26th May

Best Performance: 1, L. Sears (Sears Spl.); 2, M. Lake (Sears Spl.); 3, J. F. Bassett (TR3); 4, D. H. Small (D.H.S.); 5, K. P. Durrige (Minx).

Vintage Silverstone—continued

the Northern team. The overall result was fought out by the two limit men, with Lisle's Amilcar getting the decision from Halkyard's Austin chummy in the last half mile; Hollis, whose Bentley goes extremely quickly with its 4½ engine, was third, and George Burton fourth. The best scrap was between Melville (Northern), McDonald (Midland) and Eastick (Southern), who were never more than feet apart. The winning team is not known at the time of writing, but our money is on the Northern contingent.

Organizers and drivers alike are to be congratulated on a really excellent meeting, which was enjoyed by a relatively enormous crowd.

DAVID PRITCHARD.

LAWNMOWER LOTUS: R. J. Bloor's Lotus Mk. VI clips the grass at Old Hall Corner as the owner holds a slide during the Lancs and Cheshire C.C. meeting at Oulton Park recently.



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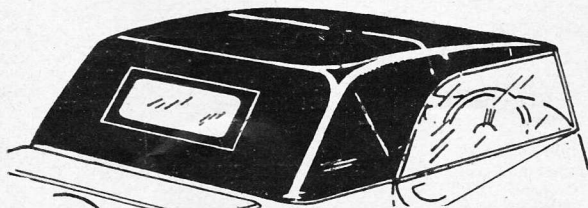


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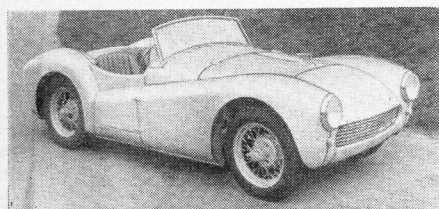
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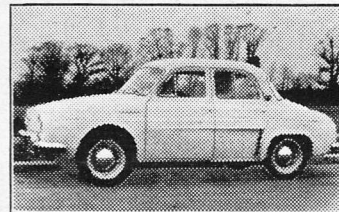
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Sweltering Aintree—continued

start officials. A. H. Senior's Austin A50 was far too fast for its handicap, though Mrs. Jean Bloxam in her DB2 chased him for all she was worth. The Austin was still 2 secs. in the lead at the line, Miss Champ was a good third some 4 secs. behind.

Thus ended a really enjoyable club event which ran to time and, of course, was superbly organized as usual by Geoff Sykes, Mac and "Girl Friday".

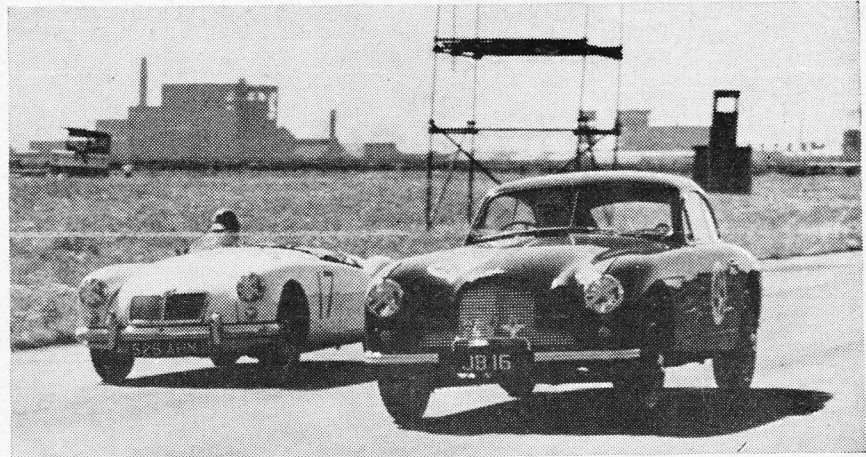
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Results

7 laps Scratch, up to 1,300 c.c.: 1, Hon. E. G. Greenall (Lotus-Climax), 79.94 m.p.h.; 2, J. Blumer (Cooper-Climax); 3, A. McMillan (Lotus-Stanguellini); 4, R. C. White (Lotus-Climax). **Fastest lap:** Greenall, 81.55 m.p.h.

7 laps Scratch, 1,301-2,000 c.c.: 1, H. M. Sinclair (Connaught), 74.63 m.p.h.; 2, R. Vincent (A.C. Ace); 3, G. Bewley (Triumph TR2); 4, J. B. Wagstaff (Triumph TR2). **Fastest lap:** Sinclair, 75.54 m.p.h. **Over 2,000 c.c.:** 1, G. Tyrer (XK 120C Jaguar), 78.66 m.p.h.; 2, R. E. Evans (Austin-Healey 100S); 3, D. G. Milk (S.S. 100); 4, M. Salmon (XK 120C Jaguar). **Fastest lap:** Tyrer, 80.43 m.p.h.

7 laps Handicap: 1, R. Smith (Berkeley), 53.25



m.p.h.; 2, T. Entwistle (M.G.A.); 3, J. B. Wagstaff (TR2); 4, W. A. W. Bemrose (Austin-Healey 100). **Fastest lap:** R. Vincent (A.C. Ace), 74.43 m.p.h.

7 laps Handicap: 1, T. Entwistle (M.G.A.), 66.96 m.p.h.; 2, R. E. Evans (Austin-Healey 100S); 3, G. Tyrer (Jaguar XK 120C); 4, Hon. E. G. Greenall (Lotus-Climax). **Fastest lap:** Greenall and Tyrer, 81.55 m.p.h.

7 laps Handicap: 1, Mrs. Jean Bloxam (Aston Martin DB2), 72.45 m.p.h.; 2, B. Harpin (Lotus-Climax); 3, G. D. Hill (Triumph TR2); 4, J. Blumer (Cooper-Climax). **Fastest lap:** Blumer, 80.88 m.p.h.

7 laps Handicap: 1, J. P. Hacking (M.G. TF),

68.86 m.p.h.; 2, A. R. Eastwood (TR2); 3, D. G. Milk (S.S. 100); 4, I. H. S. Smith (MG Wisp). **Fastest lap:** G. C. Power (Cooper-Climax), 77.28 m.p.h.

7 laps Handicap, Closed Cars: 1, J. M. Dunlop (Ford), 61.03 m.p.h.; 2, R. F. Nanson (Jowett Jupiter); 3, E. B. Wadsworth (Denzel); 4, H. Brierley (Ford). **Fastest lap:** Wadsworth, 69.29 m.p.h.

7 laps Handicap, Closed Cars: 1, A. H. Senior (Austin A50), 54.84 m.p.h.; 2, Mrs. Jean Bloxam (Aston Martin DB2); 3, Miss Dorothy Champ (TR2); 4, E. B. Wadsworth (Healey). **Fastest lap:** Mrs. Bloxam, 74.36 m.p.h.

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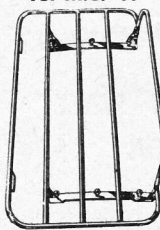
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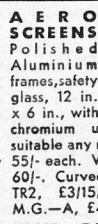


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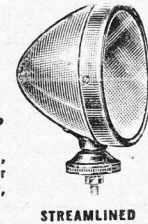
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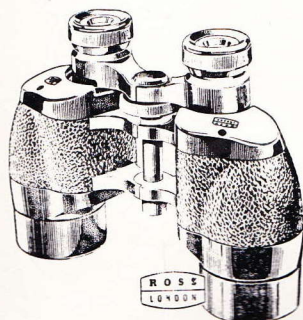
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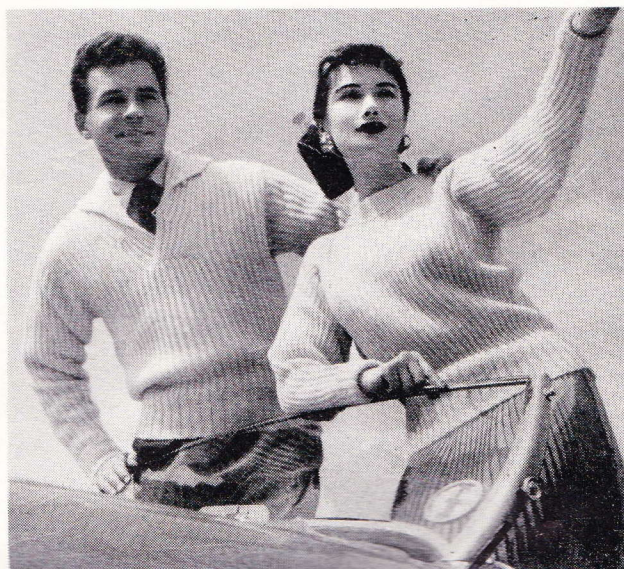
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