

**FULL REPORT OF THE FRENCH GRAND PRIX**

# AUTOSPORT

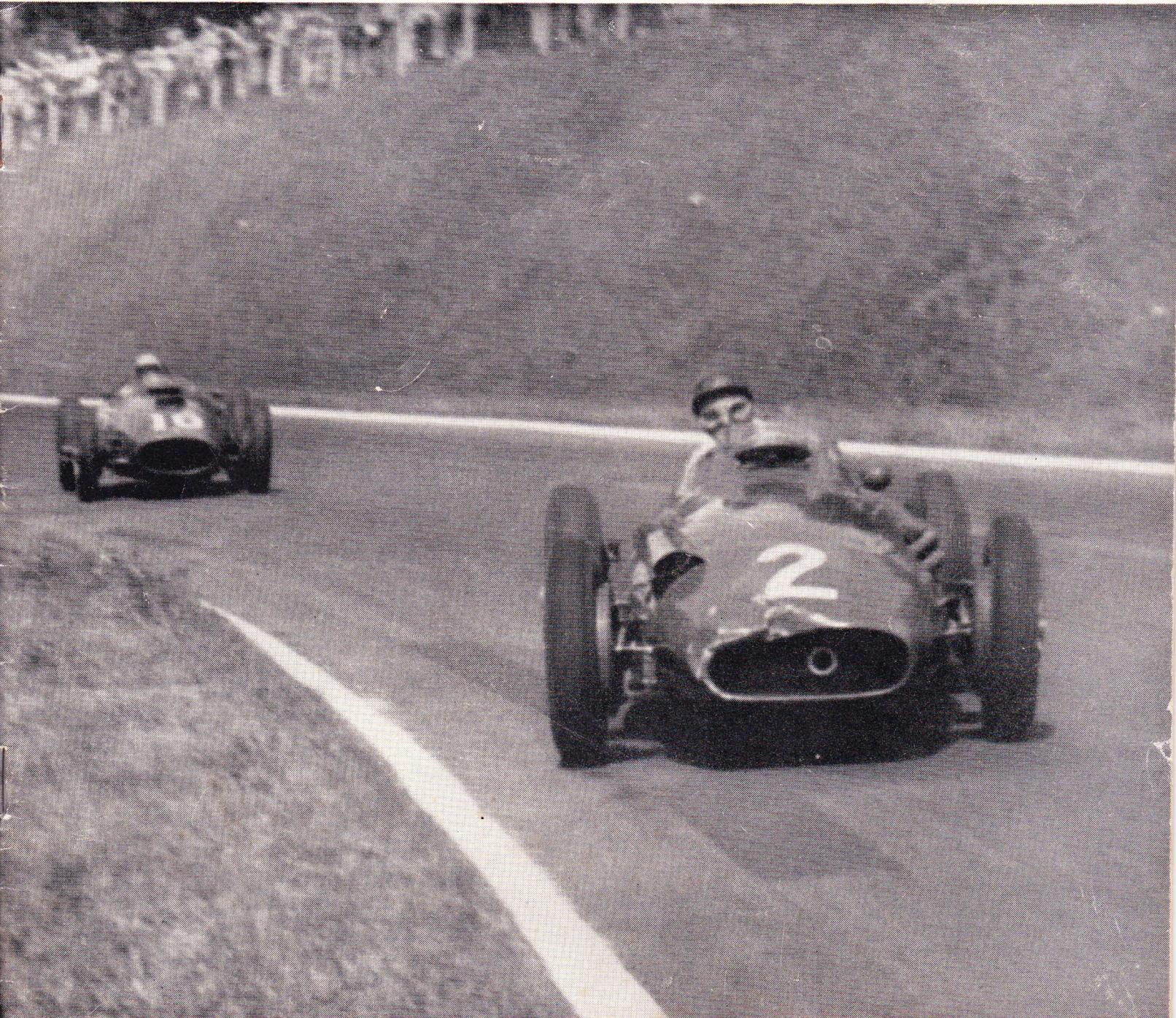
JULY 12, 1957

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EVERY FRIDAY

Vol. 15 No. 2

BRITAIN'S MOTOR SPORTING WEEKLY



## ***IN THIS ISSUE***

B.R.S.C.C. NATIONAL RACE MEETING AT MALLORY PARK : PLYMOUTH NATIONAL RALLY  
FAREWELL TO BROOKLANDS : VETERANS ON THE ISLE OF MAN : INTER-CLUB BRUNTON

*Pleasing behaviour  
is an inherent quality  
of Rover engineering*

# THE 105<sup>s</sup>

is the swiftest **ROVER** of all

*After testing the 105S, John Bolster writes:*

"During the last 50 years the Rover Company have probably built more really good cars than almost any other firm. Rovers recently announced that they were entering the 100 m.p.h. market with their new 105S.

I have just been testing this model, and am at present in a condition of starry-eyed enthusiasm—a rare state indeed for an old and experienced professional driver!

However hard it is driven, this remains an unusually quiet car, and passengers invariably comment on this feature.

The maximum speed is a genuine 100 m.p.h.

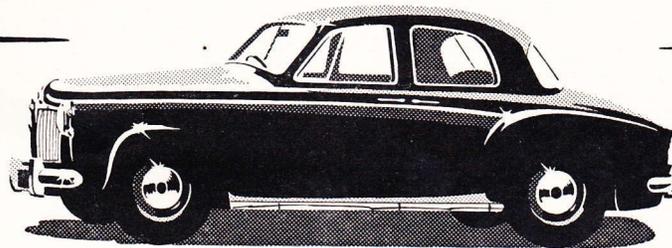
The overdrive saves petrol, too, and one averages around 25 m.p.g. in open country.

The Rover is beautifully made and finished, and abroad it has an enviable reputation because the body really does exclude dust.

This 105S is a most important new high performance car. I put it, without hesitation, among Britain's four best cars—and well among them, too."

*Autosport, 14.6.57.*

*Price £1,595.17.0 (including purchase tax).*



*The Rover Range: 2 LITRE 60; 75 AND 90; 105S AND 105R (FULLY AUTOMATIC TRANSMISSION)*

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY  
Vol. 15 No. 2 July 12, 1957

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Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

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

General Manager PETER BAYLEY  
Advertisement Manager NORMAN H. BIGSBY  
Circulation Manager ERIC G. WATSON

Annual Subscription £4 9s. 0d.  
(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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## EDITORIAL

### REACTION TO MONZA

THE American Press has certainly not been kind to European drivers following the Monza "500", and the unfortunate U.P.P.I. has come in for scathing criticism owing to the alleged ban on driving on the high-speed circuit. Whether or not Maserati and Ferrari had no cars is beside the point; what has irritated the Americans is the attitude to track racing in general. Many people have also been inclined to sneer at Ecurie Ecosse, and remarks have been made by well-known drivers that it did not take any courage to drive at controlled speeds. Whatever others may say, no one can take away the glory that now belongs to Jaguars. The fact that David Murray's men *did* race against the single-seaters and, in so doing, averaged far higher speeds than have ever before been achieved in a race by sports cars, is sufficient to justify their entry. In racing, it is the first past the post that wins, and the Americans admit readily that, after two heats, the Jaguars had them seriously perturbed. What is more to the point is that their technicians and drivers state quite openly "If the race had been continuous for 500 miles, the Jags would have been 1-2-3." AUTOSPORT feels that the race was perfectly justified, and anything which promotes more contests between the Old and the New Worlds may lead to even more important motor racing than has ever happened before. This feeling is shared by many writers on motor sporting matters, including those of the *Autocar*, *Motor* and *Motor Sport*. Surely, the opinion of recognized motor sporting writers is worth reading? Without these men, quite a few of today's road racing stars would not have achieved the same amount of publicity—publicity that has helped them to become world-famous figures. To clear up many apparent misunderstandings, the people behind U.P.P.I. should immediately issue an official statement, giving the true reasons for its existence, and clarifying the moves which led up to the much-publicized Monza ban. AUTOSPORT will readily publish such a statement in full.

### EYES ON RHEIMS

THE A.C. de Champagne's experiment in staging a 12 hours race for Grand Touring cars may, if successful, lead to more International events for this class of vehicle. Whether or not the general public will prefer to watch G.T. racing rather than out-and-out sports-racing competition remains to be seen, but there is a definite move to encourage series-built cars, rather than the thinly-disguised "G.P. sports cars" which have come in for such strong criticism during the past year or two.

### OUR COVER PICTURE

CHAMPION: Juan Manuel Fangio (Maserati) takes the lead from Luigi Musso (Ferrari) on the fourth lap of the Grand Prix de l'A.C.F. on the Rouen-les-Essarts circuit. Fangio went on to an unchallenged victory.

FANGIO'S r.p.m. indicator after the Rouen race showed 7,600 r.p.m. His team-members' needles were well up in the "eight thous"!

NEW paddock for the British Grand Prix at Aintree will be on the inside of the circuit—and it will be free of that coal-black dust!

THE Automobilclub von Deutschland, organizers of the German G.P. at Nürburgring on 4th August, 1957, would like to have a good representation in the over 2,000 c.c. class in the seven-lap Grand Touring car race.

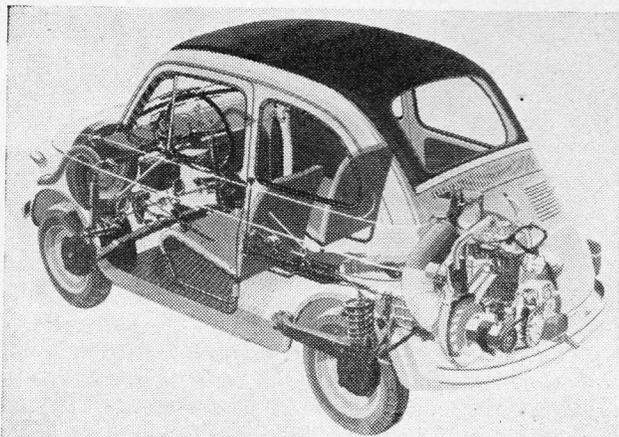
SHELL-MEX AND B.P. LTD. wish to point out that in their advertisement for BP Energol Motor Oil giving the results of the Portuguese Grand Prix, Masten Gregory who took second place should have been shown as driving a Ferrari and not a Maserati.

IN the race meeting for Formula 3 at La Chatre recently, Eugene Hall, Donald Wagner and Steve Foreman all drove Coopers and were all placed in heat two, Foreman breaking the lap record in 46 secs. In the final, however, Hall broke a half-shaft for the second time that day and Foreman spun off while lying second. Wagner's gear-lever broke in an earlier race.

PRICES of A.C.-Bristol cars have been increased as follows: Aceca coupé £2,497 14s. 6d. (including P.T.); Ace 2-seater £2,111 17s. 0d. (including P.T.). Prices of A.C.-engined cars remain unchanged.

THE Fairthorpe Electron now has Girling disc brakes on the front wheels: in future these will be supplied without extra charge. Rear brakes remain 10 ins. x 2½ ins. drums. "Pathfinder" Bennett, a director of the manufacturing company, points out that the braking power is now over twice that provided on the average English car.

THE new Fiat 500 Topolino has a two-cylinder, 479 c.c. engine developing 13 b.h.p. at 4,000 r.p.m. It is air-cooled and, like "big" brother the 600 model, the motor is rear-mounted. The makers claim that the car will cruise all day at 50 m.p.h. and giving 50 m.p.g. Designed to carry two adults and two children, the car has independent suspension all round and all seats are adjustable.



★

BOTH small, rear-engined cars — but what a difference! On the left is the new 2-cylinder Fiat 500 and on the right Tony Marsh in his F2 Cooper, on the way to making B.T.D. at Rest-and-be-Thankful.

★



ON PARADE at a recent Brands Hatch race meeting were Jay Chamberlain and Herbert Mackay Fraser, driven round by Colin Chapman on the 1,100 c.c. Lotus with which they took second place in the Index of Performance at Le Mans.

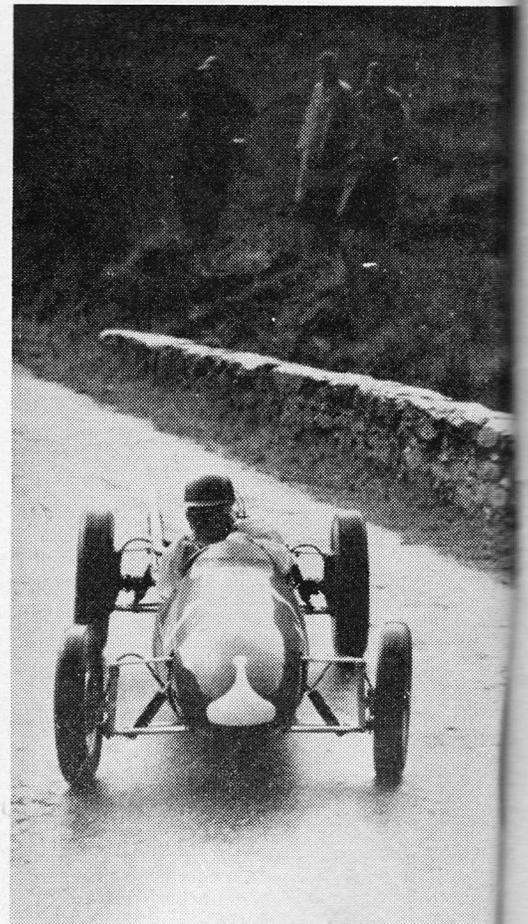
CYRIL POSTHUMUS, who joined AUTOSPORT in October, 1950, has resigned his position as Associate Editor to take up another appointment elsewhere.

BIGGEST temporary grandstand ever to be built for a sports meeting in this country will be erected for the *Daily Express* Silverstone meeting on 14th September.

## PIT & PADDOCK

THE R.A.C.'s Diamond Jubilee Exhibition will be opened at Coventry today by Mr. Alick S. Dick, managing director of the Standard Motor Co. The show opens at the Drill Hall and remains there until 20th July.

FOLLOWING the Rest-and-be-Thankful and Prescott events, Tony Marsh (Cooper) at present heads the R.A.C. British Hill-Climb Championship table. Current placings and marks are: Marsh, 21 pts.; M. A. H. Christie (Cooper), 19; D. Boshier-Jones (Cooper), 16; Dick Henderson (Cooper S), 7; J. Berry (E.R.A. Special S), 6.

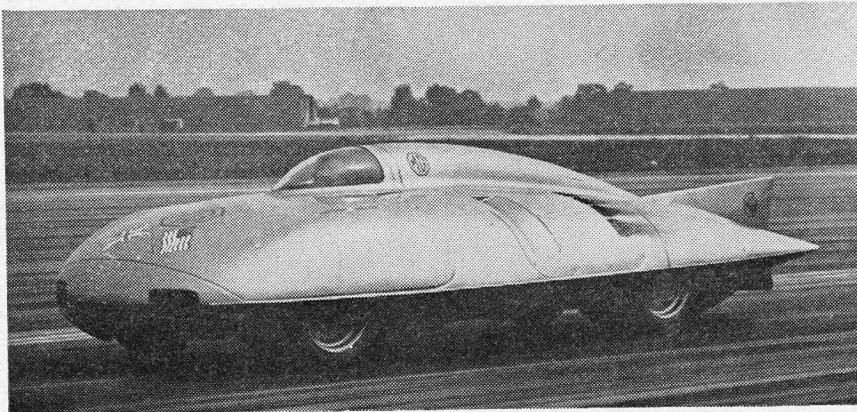


# SPORTS NEWS

## AUSTIN RECORDS

DRIVEN by a team of Cambridge University undergraduates—all members of C.U.A.C.—an Austin A35 successfully concluded a seven days and nights run at Monthléry, breaking seven International Class G records in the process. The records, several of which had stood since 1937 were:

Four Days ... ..	74.91 m.p.h.
Five " ... ..	74.95
Six " ... ..	74.83
Seven " ... ..	74.90*



*PREVIEW of the M.G. (above) built for 1 1/2 - litre record attempts, took place last week at the U.S.A.F. base at Brize Norton, Oxfordshire, in the hands of Tom Haig. From Oxford to Cambridge—and left is seen in action the C.U.A.C. Austin which recently broke seven Class G records at Monthléry. Gyde Horrocks is at the wheel.*



10,000 Miles ... ..	74.79
15,000 Kilometres ...	74.81
20,000 " ... ..	74.89

\*No previous record in this category.

The figures are, of course, subject to ratification by the F.I.A. Apart from extra instruments and a higher axle ratio, the little A35 was a standard production vehicle. The run was started on 1st July, and intense heat was encountered during the day, with shade temperatures exceeding 100 deg. F. (interior temperatures, 120 deg. F.).

C.U.A.C.'s team comprised Gyde Horrocks, Peter Riviere, Arthur Taylor, Tom Threlfall and Ray Simpson.

## RHEIMS THIS WEEK-END

IMMEDIATELY following the Rouen meeting comes a full programme of International racing on the famed Rheims circuit. In place of the 12 Hours sports car races, there is one 12-hour event for cars of Grand Touring specification, an experiment which is being carefully watched by all organizers, as will be the F2 event.

However, chief interest will be in the F1 race, with Ferrari, Maserati, Vanwall and B.R.M. concerned. Driver troubles have affected the British entries: Lewis-Evans is due to drive for Scuderia Ferrari, and there is conjecture as to who will drive in the Vanwall team in addition to Salvadori. Brooks is not fit, but will probably have recovered in time for Aintree. Moss is also an invalid, and it is not known whether he will be fit enough to run. Maserati will have at least two of the new V12 cars.

B.R.M. had one car wrecked at Rouen, and Flockhart will not have recovered from his injuries. It is likely that Mackay Fraser will drive a singleton

entry. One can only surmise the composition of the field, but it may read as follows:—

*Maserati:* Fangio, Behra, Shell or Menditeguy.

*Ferrari:* Collins, Musso, Hawthorn, Lewis-Evans.

*Vanwall:* Salvadori, X.

*B.R.M.:* Mackay Fraser.

There may, in addition, be one or two independents, and also Cooper.

## F1 CARS AT SNETTERTON?

ENTRIES for the Vanwall Trophy Meeting at Snetterton on 28th July so far include Archie Scott-Brown on the Lister-Jaguar, Peter and Graham Whitehead on DB3S Aston Martins, D-type Jaguars of Henry Taylor and Charles and the works H.W.M. with Peter Blond at the wheel. Don Parker, Jim Russell, Tommy Bridger and many more F3 exponents are expected. Invitations have been sent to Ecurie Ecosse, the

Vanwalls, the Gilby Maserati and many other well-known entrants to take part in the *Formule Libre* event. It is hoped also to have the works Team Lotus cars in the large field expected in the 1,100 c.c. event. Entries, which close on Monday, 22nd July, should be sent to Oliver Sear, Little Rowley, East Harling, Norwich.

## A CHALLENGE TO FANGIO —and a Fund for Ecurie Ecosse

FLOYD CLYMER, noted U.S. publisher who has been closely connected with American motoring sport for several decades, is rattled by the non-appearance of certain European drivers at Monza. He believes that a "champion" should be willing to meet all challengers, and that the World Championship should not be confined entirely to Grands Prix. In consequence Mr. Clymer has offered the following to Juan Manuel Fangio:—

(1) He will pay him \$500 the day his entry for the Indianapolis 500 race is accepted by the Indianapolis Motor Speedway Corp.

(2) He will pay him \$1,000 the day he qualifies for the "500".

(3) He will pay him \$2,500 if he finishes in better than fifth place in any U.S.-built car.

(4) He will pay him \$5,000 if he finishes in better than fifth place in any European-built car.

The offer is open until the entry closing date for the 1958 Indianapolis race, and the money will be deposited in any bank in U.S.A. that Fangio cares to designate.

Furthermore, in appreciation of the Ecurie Ecosse drivers who took part in the Monza "500", Mr. Clymer is inaugurating a fund with a contribution of \$100, to fly them to Indianapolis—if only to let them see the race.

★

**SODA SHOWER:**  
New use for a bottle of Perrier for Fangio, after winning the French G.P. at Rouen. Will he accept Floyd Clymer's challenge and enter for Indianapolis?

★



# Veterans on "The Island"

PROMOTED by the Isle of Man Tourist Board, and organized by the Manx Automobile Club, some 34 veteran cars sailed from Liverpool on 22nd June for the Isle of Man veteran car rally. Sunday morning was taken up by scrutineering and maintenance, followed by an individual parade on Douglas Promenade. Then followed a timed run to Peel, smaller, class A cars, to average 12-15 m.p.h., and the larger, class B vehicles, 20 m.p.h.

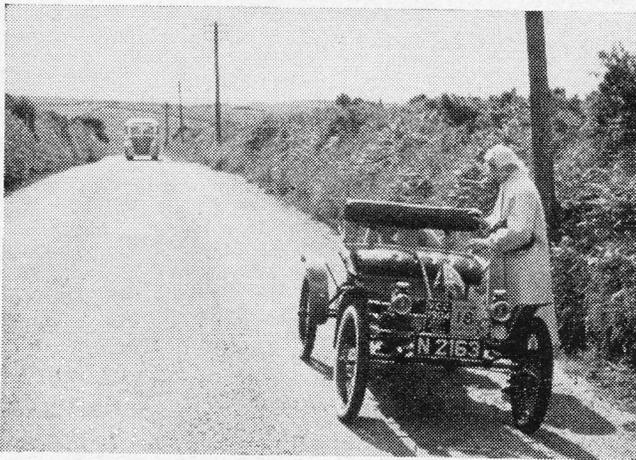
The route led via Quarter Bridge, Union Mills and St. Johns, some of the gradients being very tough on the older single-cylinder models.

For Monday's run, via Port St. Mary and Port Erin to Castletown, the writer was invited by Jim Crossman to travel

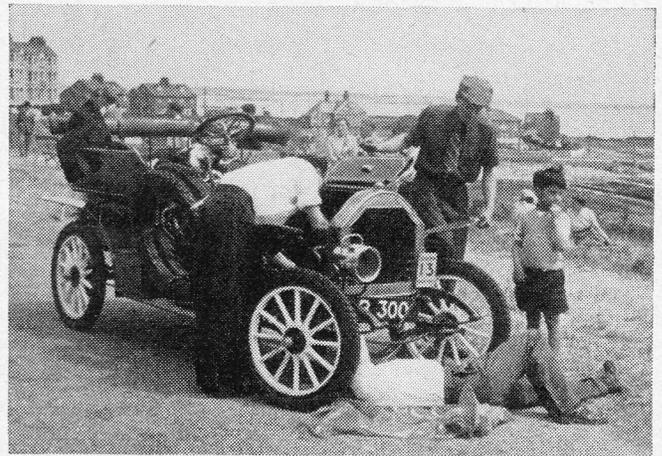
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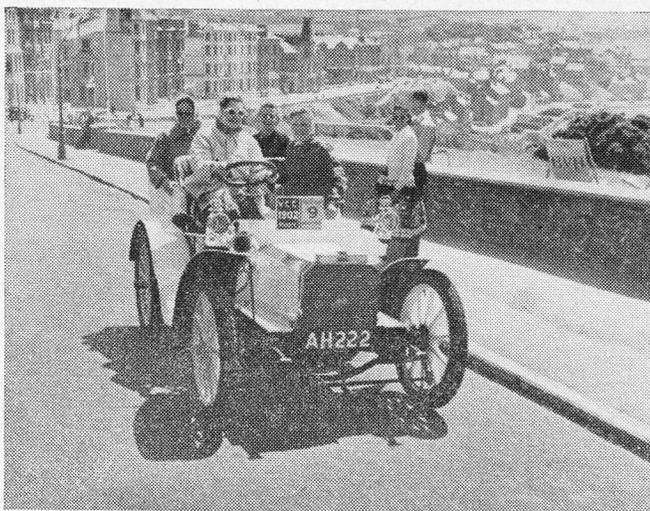
PERIOD SCENE on the front at Douglas as the Veterans line up before the start of the rally.



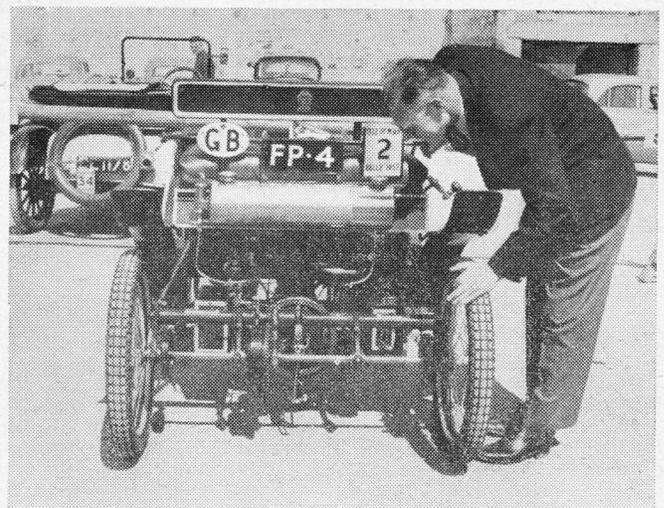
COOLING OFF after the long climb up Braaid is R. Brown's 1904 Orient Buckboard—with a sharp contrast in transport on the horizon!



CLASSIC SCENE—but the trouble was all too real. P. A. Radcliffe's 1906 Jackson has an enforced stop at Port St. Mary.



ALL LADIES crew in this 1902 Peugeot, seen at Port Erin with Mrs. Oakden at the wheel.



MAGNIFICENT specimen from the pioneer days of motoring—A. Tyrer's 1899 Decauville at Castletown.

**THE "AUTOSPORT" SERIES-  
PRODUCTION SPORTS CAR  
CHAMPIONSHIP**

OWING to the small number of entrants in the over 2,700 c.c. category, it has now been decided, for the remainder of the season, to concentrate on two classes, namely, up to 1,500 c.c. and over 1,500 c.c. Points scored by competitors in the over 2,700 c.c. category will remain unchanged as before Mallory Park on 6th June. Consequently the results of that meeting will be computed on 1,500 c.c. and over 1,500 c.c.

It was obvious that, with seldom more than three to four competitors in the 2,700 c.c. category, the points scored by them, merely by finishing, gave them a big advantage over the strongly supported smaller categories. Leading placings in the "Championship" series are:—

- 1. J. F. Dalton (Austin-Healey) ... (2) 22
- 2. I. F. Walker (Lotus-Ford) ... (1) 21\*
- 3. K. N. Rudd (A.C.-Bristol) ... (2) 20\*
- T. Barnard (Lotus-Ford) ... (1) 20
- 5. M. Salmon (Jaguar) ... (2) 17
- 6. J. Lawry (Lotus-Ford) ... (1) 15
- 7. P. J. Sargent (Jaguar) ... (2) 10\*
- 8. J. F. Bekaert (Jaguar) ... (2) 9\*
- 9. R. A. Hudson (A.C.-Bristol) ... (2) 8
- G. H. Williamson (Lotus-Ford) ... (1) 8
- 11. D. J. Calvert (Alfa Giulietta) ... (1) 7
- 12. J. G. Maude (Mercedes) ... (2) 6
- 13. D. F. Levy (A.C.-Bristol) ... (2) 4
- 14. R. D. Jennings (A.C.-Bristol) ... (2) 3
- J. Fergusson (Elva-Ford) ... (1) 3
- 16. E. R. Hansen (Austin-Healey) ... (2) 2
- D. A. Wilcocks (Triumph TR2) ... (2) 2
- D. G. Dixon (M.G.) ... (1) 2
- R. E. Meredith (Morgan) ... (2) 2

\*Includes points for fastest laps at Goodwood and Mallory Park. Figures in parentheses denote class i.e., (1) Up to 1,500 c.c. (2) Over 1,500 c.c.

**FORD CHAMPIONSHIP AT  
KIRKISTOWN**

IRISH faces were red at the finish of the Ford Championship of Ireland (the Irish were the challengers!) at Kirkistown on Saturday, 6th July. Full story will be published next week, but here are the results:

**Ford Championship:** 1, E. Broadley, Bromley (1172 Ford Special), 27 m. 29 s. (66.69 m.p.h.); 2, J. A. Turvey, Tamworth (1172 Lotus), 27 m. 43 s. (66.12); 3, R. N. Prior, Maidenhead (1172 Lotus), 27 m. 50 s. (65.84). The best Irish driver was Norman Henderson (Ford Special) at 63.75.

**Other results: Triumph v. Austin-Healey race:** 1, J. Black (TR2), 14 m. 21 s. (63.86); 2, D. A. Henderson (TR3), 14 m. 24 s. (63.64); 3, Mrs. P. Mayman (1991 Morgan), 15 m. 8 s. (60.55).

**Formule Libre:** 1, L. B. Mayman (Cooper-Climax), 13 m. 7 s. (69.86); 2, J. Slater (Lotus-Climax), 13 m. 22 s. (68.56); 3, M. Watson (Alta), 13 m. 25 s. 68.30.

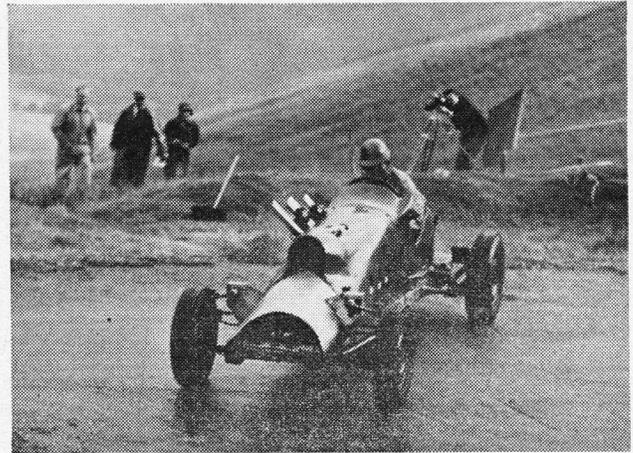
**Saloon Car Handicap:** 1, C. S. Porter (1,582 Porsche), 16 m. 25 s. (60.75); 2, W. T. Todd (Ford Prefect), 16 m. 41 s. (54.93); 3, C. W. E. Maunsell (Sunbeam Rapier), 16 m. 52 s. (56.57).



★

*REST—and be thankful he stayed on the road! "T. Dryver" spun his enormous aero-engined special in the wet conditions of the R.S.A.C. hill-climb.*

★



**Open Handicap:** 1, G. Broadley (Ford Special), 13 m. 51 s. (66.16); 2, R. N. Prior (Lotus), 13 m. 57 s. (65.69); 3, A. T. Carroll (1172 Buckler), 14 m. 11 s. (61.78).

**B.T.R.D.A. COMPETITIONS**

THE British Trials and Rally Drivers' Association have altered the system of marking for the Gold Star Trials Competition this year. In each event, 20 marks will be awarded to the winner, 19 to the second, 18 to the third and so on in general classification. Gold Star trials events for this year are:—

- 29th Sept.: West Hants & Dorset C.C. (Knott Cup).
  - 6th Oct.: Taunton M.C. (Allen Trophy Trial).
  - 6th Oct.: B.A.R.C. (Yorks) & Y.S.C.C. (Stone Trough Trial).
  - 13th Oct.: Southsea M.C. (President's Trophy Trial).
  - 20th Oct.: Maidstone & Mid Kent (Bossom Trial).
  - 27th Oct.: Sheffield & Hallamshire C.C. (High Peak Trial).
  - 3rd Nov.: Shenstone & District C.C. (Chase Trophy Trial).
  - 9th Nov.: Chiltern Car Club (Chiltern Hills Trial).
  - 16th Nov.: Bristol M.C. & L.C.C. (Roy Feddon Trial).
  - 24th Nov.: Kentish Border C.C. (Kentish Border Trial).
  - 1st Dec.: London M.C. (Gloucester Trial).
- The Bouncers' Cushion presented by *The Motor* will be awarded to the passenger of the winner of this competition.

The Gold Star Rally events for the remainder of 1957 are:—

- 20th/21st Sept.: London M.C. (London Rally).
  - 12th/13th Oct.: Sheffield & Hallamshire M.C. (Rally of the Dams).
  - 7th/9th Nov.: M.C.C. (M.C.C. Rally).
- The Navigator's award presented by AUTOSPORT will be presented to the Navigator nominated by the winner of this competition.
- Rallies for the Silver Star competition are:—**
- 24th/25th Aug.: Lancashire A.C. (Lancashire Cup Rally).
  - 1st Sept.: Liverpool M.C. (Jeans Gold Cup Rally).
  - 24th/28th Sept.: East Anglia M.C. (Clacton Rally).
  - 27th/29th Sept.: Lanes & Ches. Car Club (The Lakeland Rally).
  - 4th/5th Oct.: M.G.C.C. (North-West & North-East & Scottish) (M.G. Centre Rally).
  - 4th/5th Oct.: Shenstone & D.C.C. (Buxton Rally).
  - 12th/13th Oct.: M.G.C.C. (South-Western) (Weston Rally).
  - 30th Nov./1st Dec.: Lancashire A.C. (The L.A.C. Night Rally).

**AN OIL COOLER FOR TRIUMPHS**

AMONGST the number of special items of speed equipment manufactured and distributed by S.A.H. Accessories, Ltd., 17a Bridge Street, Leighton Buzzard, Beds, is an oil cooler conversion for Triumph TR2s and 3s. This incorporates a Gallay cooler and was used

VISITORS to Kirkistown for the meeting which included the Ford Championship race, were the Maymans, L. B. and Pauline. The former won the Formule Libre race in his Cooper-Climax.

very successfully by the works TR3s which finished first and second in their class in the recent Sebring 12 Hours race. The oil cooler was developed and tested under racing conditions last year by S. A. Hurrell, by use on his TR2 during the season's AUTOSPORT Championship events.

**Veterans—continued**

in either his 1900 Georges Richard, self-piloted, or his 1912 Iris driven by John Cooper. In the latter car we set off from the crowded Douglas starting point opposite the Sefton Hotel.

The Iris, only known survivor of the marque, lived up to its sales slogan: "It runs in silence". Soon after the start we found the Georges Richard stationary and losing water. After being held up at a level crossing to allow a small train, pulled by two pre-veteran brass-funnelled "Puffing Billies", to pass by, the Iris started to overtake some of the older cars on the long climb up Braaid, first the 1906 Jackson, which seemed rather overloaded, then the beautiful 1904 Buckboard Orient, having a breather at the top.

On arriving at Port St. Mary, we were informed that we had chosen the more difficult route! On parade on the front were the odd numbers, the evens having gone to Port Erin. Crowds gathered around such beautiful specimens of the veteran era as an 1898 de Dion tricycle (A. Crewe); a 1901 Darracq (J. Webb); Major Gardner's 1902 Wolesey, passengered by no less than F. S. Bennett himself; a 1902 Peugeot with an all-lady crew piloted by Mrs. Oakden; a 1904 Darracq (E. Quick); a 1906 Jackson (P. A. Rockliff); and a 1910 Renault (R. H. Graves).

From here the route lay over to Port Erin, where the whole contingent met. Here were seen other well-known cars such as a 1902 Napier (J. V. Needham); a 1903 de Dion (C. B. North); the unusual, very rare 1909 Cooper (J. L. Briscoe); a 1904 Orient Buckboard (R. Brown); and most resplendent of all, a really magnificent little 1899 Decauville (A. Tyler). Most disappointing was the news that a 1904 British Duryea was missing. It had stripped the bolt holding the end of an inlet valve, luckily without further damage.

On went the convoy to Castletown, where all the cars were on view for an hour in the shade of the old castle walls.

FRANCIS PENN.

*FIELD of production sports cars at the start of the AUTOSPORT race. Winner Ian Walker's Lotus is in the front row.*

ALTHOUGH the B.R.S.C.C.'s National event purposely had a 3.30 p.m. start, a disappointingly small crowd of spectators turned up to watch Mallory Park's best-ever entry. Comprising nearly a hundred cars, it included such names as Jim Russell, Ivor Bueb, Archie Scott-Brown, George Wicken, Tony Marsh and Les Leston.

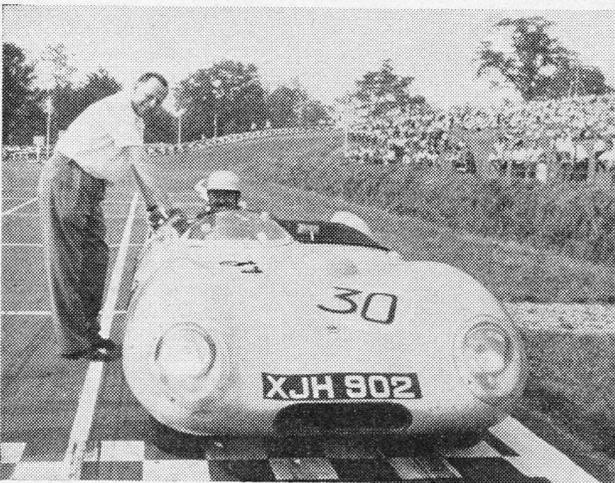
The well selected programme, perfectly organized, ran to time, and consisted of eight events, all providing close finishes and a magnificent afternoon's sport. During the first half of the day, glorious sunshine prevailed, but just before the start of the penultimate race, the skies darkened, the heavens opened and with claps of thunder and sheets of lightning, spectators scurried for cover as circulating cars were leaving trails of spume reminiscent of outboard racing!

In practice Major A. M. Mallock's Austin-Ford blew up at Shaw's with an



## **B.R.S.C.C. "National" at Mallory**

**Tony Marsh Wins Formula 2 Event Against Strong Opposition—  
Double for Ian Walker, including a Win in "Autosport" Series Event**



★  
*WINNING Walker beams as he receives the garland for the AUTOSPORT championship race. The Ford engine of his Sports Lotus XI has a Willmot o.h.i.v. head.*

★

almighty bang, showering oil on the hairpin, much to the dismay of the marshals, just on the point of having their lunch! Innes Ireland's Lotus-Climax which had been having brake trouble, went off the road when an O/S front brake locked, the car being somewhat damaged. Ireland afterwards took over M. J. Clarke's car which proved over-gear for the circuit.

The first race, a Formula 3 10-lapper, included Jim Russell, who, away like a flash, was never headed to win by some 8 secs. A very good scrap was in progress for the first three laps, for second place, between D. J. Strange and P. Robinson who, on each occasion drew level coming out of Shaw's Corner; eventually Strange slowly pulled away to take second spot by 2 secs. Bumping and boring at the hairpin was rather prevalent, R. A. Bell and D. Wagner

made contact, bounced apart and continued undaunted.

The second heat for 500s was little slower; 10 secs. covered the first four home, namely, T. Taylor, D. Boshier-Jones, D. Parker and G. M. Jones. The first pair never let up, passing and re-passing, then settling down as if roped together. Forty yards behind, the second pair did likewise, Parker finally getting past Jones on lap 8.

The third event over 24 laps and complying with the AUTOSPORT Series Production Sports Car Championship, brought 14 starters to the line.

First time round the order was John Dalton (Healey 100S), J. Bekaert (120C) and M. Salmon similarly mounted. Lap 2 saw Bekaert in the lead closely followed by I. Walker's little Lotus-Ford with the Healey down to third. At Shaw's on lap 3 the Lotus went into a lead it was never to lose, although hotly

pursued by Bekaert, the "C" type could never get past and this battle kept going until lap 18, when the Jaguar was black flagged in for a very bad front wheel wobble.

After this Dalton came up to second place, with Salmon in the other "C" type in third spot. In the rear several other private dices were in progress, notably between R. D. Jennings (A.C.-Bristol) and E. R. Hanson driving a "Triple S" Healey, the second was between J. Lawry (Lotus-Ford) and P. J. Sargent (XK 120). All the bigger cars were well handled and looked quite spectacular as, with headlamps blazing, they overtook the smaller fry down the Devil's Elbow. The well earned laurel wreath went, quite rightly, to Ian Walker (Lotus-Ford) who won by some 11 secs., and apart from a spin at Shaw's, in which he did not lose the lead, never put a foot or a wheel wrong. Apart from Bekaert, other retirements included R. Vincent (A.C.-Bristol) and D. Buxton's Healey.

The next race was for Formula 2 cars over 12 laps, and brought to the start nine Cooper-Climaxes driven by Moore, Thackwell, Wicken, Gibson, Marsh, Nixon, Leston, Whitehouse and England, together with one very slow, and by now hopelessly outclassed H.A.R.-Riley driven by the imperturbable Horace Richards. First lap, and down the Devil's Elbow came, not the expected Wicken, but Tony Marsh. On his home ground he was not to be denied, and holding Wicken by a length shot down to Gerard's Bend. On their heels came Les Leston and Bill Whitehouse, Jnr.; doing the well-known "pipe" ramming act. On lap 3 Marsh led by 4.5 secs., by lap 7 this was increased to 8.5 secs. and there was nothing Wicken could do about it! Marsh crossed the line an easy winner by some 13 secs. White-



house having taken Leston on lap 10 was third. However, the main prize of £100 was for the aggregate of two races, one up to Tony Marsh and one to come.

Race 5 was for 1,100 c.c. and 1,200 c.c. Ford-engined sports cars of which the entry comprised four Lotus-Fords and one Elva. I. Walker completed his double with an easy win over J. Lawry by some 27 secs., his engine sounding most un-Ford-like! Third man home was T. Barnard.

Next came the final of the Formula 3 event which brought rather startling results. Observing this event from Gerard's Bend, some half dozen cars got by before Jim Russell appeared. Lap 2 saw T. Taylor further increase his lead with Boshier-Jones and G. M. Jones as the place men. By lap 6 Taylor and Boshier-Jones had a 300-yard lead from Derek Strange, with Russell looming close behind. On lap 7 Russell managed to take Strange, but could not shake him off—neither could the pair gain on the two leaders.

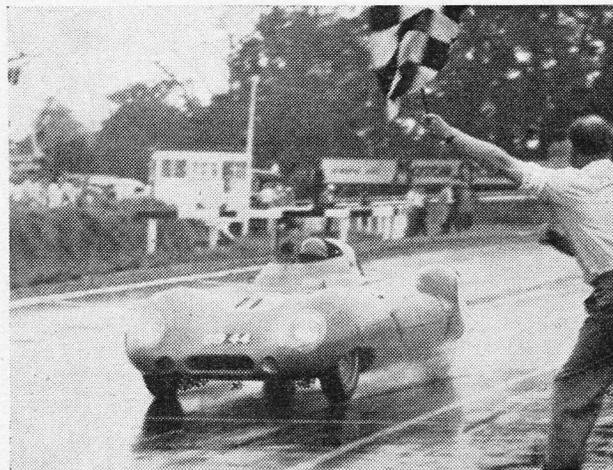
As the 1,100 c.c. Climax-engined sports cars lined up, down came the rain in torrents, and in a matter of minutes the track was running like a river, which coupled with a spate of non-starters, including Ivor Bueb, rather spoiled what might have been a really good race. From flag-fall J. K. Hall (Lotus) took the lead, followed by Archie Scott-Brown (Elva) and T. Dickson (Lotus). Lap 4 saw Dickson take Scott-Brown, and so they finished. The race was run in the most dreadful conditions with visibility nil, and water everywhere. Unfortunately C. H. Threlfall's Tojeiro retired with engine trouble at Gerard's Bend, shedding part of its sump contents *en passant*.

Clearing up the oil gave a time respite and when the last event, round two of Formula 2 was due to start, the rain had ceased, although the track was still very wet. First time round it was Wicken, but Marsh was on his tail, and would not be moved off it! All he had to do was to stay there, never mind trying to pass, as with an advantage of 13 secs. from the previous do, provided he made no mistake, he was in the "lolly". These two easily outstripped the rest of the field, Wicken crossing the line a length ahead of Marsh to win by .6 of a sec. Third came Bill Whitehouse with R. L. Moore in fourth place.

*ALL of a kind—  
Formula 2 Coopers  
—except the car in  
the foreground,  
Horace Richard's  
H.A.R. at the start  
of the F2 race  
(above).*

★

*SPEEDBOAT im-  
pression (right) as  
J. K. Hall takes the  
chequered flag on  
winning the 1,100  
c.c. sports car race.*



On aggregate time Marsh was the winner with a total of 24 mins. 8.2 secs. against Wickens's total of 24 mins. 21.2 secs.

FRANCIS PENN.

**Results**

**Formula 3 (10 laps)—Heat 1:** 1, J. Russell (Cooper), 10 m. 4 s., 80.46 m.p.h.; 2, D. J. Strange (Cooper), 10 m. 12 s.; 3, P. Robinson (Cooper);

**DORSET AUTOCROSS**

THE West Hants & Dorset C.C. were unlucky with the weather for their Autocross at Bere Regis, on 30th June. After a perfect practice period, thunder clouds gathered, and, after the first couple of classes, there was a small cloudburst. This resulted in a top surface of slime, which made any form of traction difficult, and any sensible times impossible.

The expected dice between M. J. Reid's Mille Miglia M.G., and J. M. Noble and Geoff Dear's similar cars failed to fully materialize, owing to the conditions, though the latter driver got down to 99.14 secs. This was about 20 secs. down on the average practice times in the dry.

Fastest time of the day went to R. J. Waters's Volkswagen saloon, which did 82.56 secs., before things became too unpleasant. Second fastest was J. M. Burry's "Lilfo", which did a highly creditable 89.79 secs. on a rain soaked course. Most people sheltered under

4, H. C. Taylor (Cooper). **Fastest lap:** Russell, 59 s., 82.37 m.p.h. **Heat 2:** 1, T. Taylor (Cooper), 10 m. 6 s., 80.20 m.p.h.; 2, D. Boshier-Jones (Cooper), 10 m. 7.2 s.; 3, D. Parker (Cooper); 4, G. M. Jones (Cooper). **Fastest lap:** Taylor, 59.2 s., 82.09 m.p.h. **Final:** 1, T. Taylor (Cooper), 9 m. 56.6 s., 81.46 m.p.h.; 2, D. Boshier-Jones (Cooper), 9 m. 57.2 s.; 3, J. Russell (Cooper); 4, D. J. Strange (Cooper); 5, D. Parker (Cooper). **Fastest lap:** Taylor, 58.2 s., 83.51 m.p.h.

**Formula 2 (12 laps)—Heat 1:** 1, A. E. Marsh (Cooper-Climax), 11 m. 27.2 s., 84.87 m.p.h.; 2, George Wicken (Cooper-Climax), 11 m. 40.8 s.; 3, W. J. Whitehouse, Jnr. (Cooper-Climax); 4, Les Leston (Cooper-Climax). **Fastest lap:** Marsh, 56.2 s., 86.48 m.p.h. **Heat 2:** 1, Wicken, 12 m. 40.4 s., 76.70 m.p.h.; 2, Marsh, 12 m. 41 s.; 3, Whitehouse; 4, R. L. Moore (Cooper). **Fastest lap:** Wicken, 61.8 s., 78.64 m.p.h. **Aggregate Winner:** Marsh, 24 m. 8.2 s.

**Sports Cars (10 laps)—1,100-1,200 c.c.:** 1, I. F. Walker (Lotus-Ford), 10 m. 33.8 s., 76.68 m.p.h.; 2, J. Lawry (Lotus-Ford), 11 m. 2 s.; 3, T. Barnard (Lotus-Ford); 4, D. H. Swanton (Lotus-Ford); 5, J. P. Fergusson (Elva-Ford). **Fastest lap:** Walker, 61.8 s., 78.64 m.p.h. **Up to 1,100 c.c.:** 1, J. K. Hall (Lotus-Climax), 11 m. 13.4 s., 72.17 m.p.h.; 2, T. Dickson (Lotus-Climax), 11 m. 20.6 s.; 3, A. Scott-Brown (Elva-Climax); 4, J. Blumer (Cooper-Climax). **Fastest lap:** Hall, 65.8 s., 73.86 m.p.h.

The "Autosport" Series Production Sports Car

**Championship (24 laps):** 1, I. F. Walker (Lotus-Ford), 25 m. 31.2 s., 76.17 m.p.h.; 2, John Dalton (Austin-Healey), 25 m. 42.8 s.; 3, M. Salmon (Jaguar), 25 m. 48.6 s.; 4, D. F. Levy (Ace-Bristol), 26 m. 23.4 s.; 5, R. D. Jennings (Ace-Bristol); 6, E. R. Hanson (Austin-Healey); 7, P. J. Sargent (Jaguar); 8, J. Lawry (Lotus-Ford); 9, T. Barnard (Lotus-Ford); 10, V. A. Hassell (A.C. Ace); 11, J. P. Fergusson (Elva). **Fastest lap:** Walker, 62 s., 78.39 m.p.h.; (over 1,500 c.c.): J. Bekaert (Jaguar), 62.8 s.

umbrellas, while thunder, lightning and torrential rain did their worst to wash out timing gear, p.a., and the unfortunate officials. Much hurried and careful "ballasting" of rear ends took place, and driving techniques were reminiscent of a "mud plugging" trial, without the passengers! An unfortunate result of what promised to be a pleasant and well run event.

A. HOLLISTER.

**Results**

**B.T.D.:** R. Waters (Volkswagen), 82.56 s. **Novice Award:** A. H. Clark (Standard), 85.45. **Ladies' Award:** Mrs. D. Cawsey (Renault), 90.43.

**Class Awards:** J. Ashworth (Morris), 91.88; R. Waters (Volkswagen), 82.56; J. Macklin (Volkswagen), 83.91; P. Channon (Wolseley), 104.85; H. Rose (Lancia), 104.85; J. Burry (Lilfo), 89.78; G. N. Dear (M.G.), 99.14; J. E. R. Cleaver (A.C. Ace), 93.79.

**WEST HANTS AND DORSET C.C.**

**Members' Day, 2nd June**

**B.T.D.:** J. A. Lanz (Morris). **Opposite Class:** J. A. Lanz (A.C. Ace). **Ladies:** Mrs. R. J. D. Farthing (TR2). **Novices:** G. Luffman (Ford). **Awards:** **Closed Class:** D. L. Brook (Ford), G. N. Dear (M.G.); **Open Class:** R. P. Standbridge (A.C.), M. J. Reid (M.G.).

# Farewell to Brooklands

Last Saturday JOHN BOLSTER attended the unveiling ceremony of a tombstone—a memorial to the historic Brooklands circuit at Weybridge

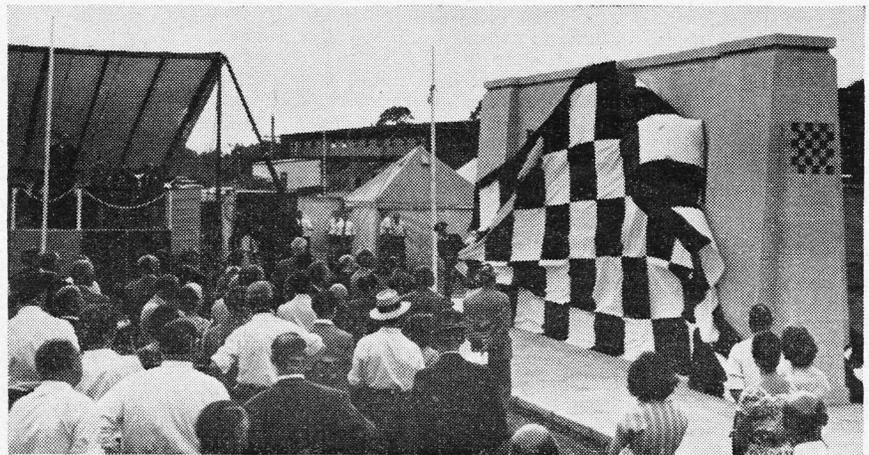


ON Saturday, 6th July, there occurred one of the most moving ceremonies that I have ever attended. At the invitation of Vickers, Ltd., those of us who used to race at Brooklands were invited to attend the dedication of a memorial to the dear old Track.

The speeches were opened by General Dunphie, of Vickers, who tried to soft-pedal the tragedy which we were, in fact, enacting. Then spoke Lord Brabazon of Tara, and in a blazing piece of oratory he indicted the guilty men who sold our Brooklands down the river. It would have been easy for him to let the occasion pass, but he chose to do it the hard way, and he expressed exactly the sense of outrage that most of us were feeling.

It was, in a way, wonderful to meet many friends whom one had not seen since 1939, but the circumstances were so sad that one could take little pleasure in these reunions. Those younger men who never loved Brooklands cannot know of what they have been deprived. Certainly, there has never been anywhere like it for tuning up a car under ideal conditions, or for recording road test figures. Yet, it was the atmosphere of the place that could not be put into words, and which we all miss today.

There was a social brilliance about its meetings, with models from town in the



*THE CHEQUERED FLAG falls as Lord Brabazon unveils the Brooklands memorial. Built of white spar cast stone and designed by A. H. Ley, it stands 14 feet high, and is placed near where the Members' Banking joins the Railway Straight, the two-foot high lettering being clearly visible from passing trains.*

latest fashions and celebrities by the score. Yet, it was the most friendly place, and one had only to go there to feel at home. In my youth, I used to drive 50 miles to Brooklands even when there was no racing on, just to breathe the air of the Hill and walk among the trees. Sentimental? Yes, I am un-

ashamedly sentimental about Brooklands, but I am also consumed with a burning fury because, for filthy lucre, my son and your son were deprived of the joy that we used to know.

It is difficult to make a list of those who were there. The name of the late John Cobb was in all our minds, but

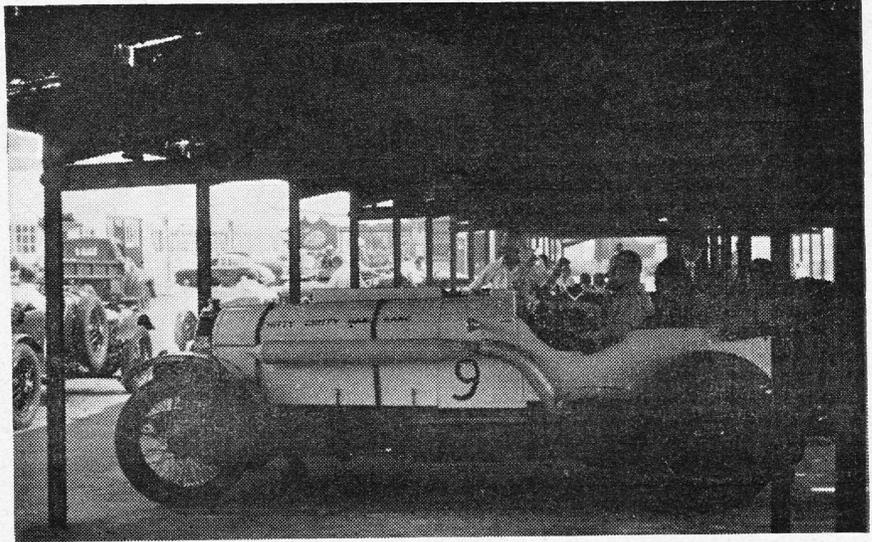


*REUNIONS were many, for most of those who had at some time raced on the famous track had made the pilgrimage. On the left are seen Michael May, Oliver Bertram and Andrew Fairtlough, while on the right are Owen Finch and Charles Brackenbury.*

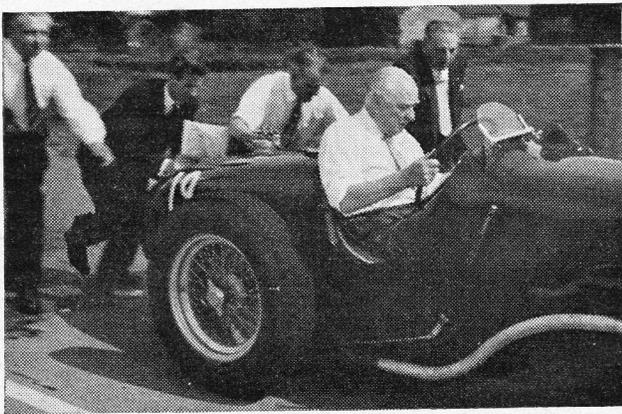
present and in very good form was Oliver Bertram, his eternal second. He was talking to Michael May and Andrew Fairtlough, and W. O. Bentley was there, too. So were George and Jack Duller, Jim Elwes, Pete Almack, James Robertson Justice, Clive Gallop, Charles Brackenbury, Kaye Don, and a host of drivers too numerous to mention.

The two-wheeler merchants were there, too, and one saw Jock West, Noel Pope, "Barry" Baragwanath, "Woolly" Worters, and many others. There was an air of spurious gaiety, perhaps, but most of us were thinking deep, dark thoughts, while many a lonely figure paced the dirty, disused banking—all that remained of our dear, dead love.

The memory of the cars of old was revived as some genuine Brooklands machines were started up. There was the soft beat of the very early engines, such as Lord Brabazon's 100 h.p. Austin, which had Lord Montagu as passenger. The slow revving monsters were there,



*STILL the original paddock stalls were there, and once more were occupied by racing machines. Above is Chitty-Chitty-Bang-Bang II, with its Benz engine of nearly 19 litres, while at left is seen R. C. Symondson in the 4-litre blown Sunbeam in which Kaye Don once held the Brooklands lap record at 137.58 m.p.h.*



too, and both the Benz and Chitty-Chitty-Bang-Bang boasted over 20 litres apiece as they accelerated strongly down a new road from the Railway Straight to

the Fork—if one could recognize those famous landmarks still.

Kay Petre drove a "works" single-seater Austin, and in the paddock were

many more cars of the golden age, such as "Vieux Charles", the 15-litre Lorraine Dietrich, a beautifully original Bugatti, and an incomplete Thomas Special. These three sat silent, while Amilcar, Alvis and Aston Martin made merry music on the roads inside the Track.

There was an air display, too, of the machines that we used to see at Brooklands, and marquees and refreshments which, however, failed to turn this funeral into a gay affair. Afterwards, there were many who gravitated to "the Spike"—the name that the Hand and Spear Hotel used to be called—just as "the crowd" always did at the end of every meeting.

So, gradually, the flow of reminiscence ceased and old friends parted to go to their own different corners of the country. It was a splendid party, and I wished like blazes that I hadn't gone!

JOHN V. BOLSTER.

## BRUNTON

### Gosport team win B.A.R.C. Inter Club Hill-Climb

THE B.A.R.C. Inter Club team hill-climb at Brunton on Sunday, 23rd June, can be safely said to have been a perfect success in every way. Brilliant sun shone down on competitors and spectators, making that garden-party atmosphere which is a feature of a fine Brunton. An excellent entry promised some keen competition, and a crowded public enclosure made the financial wizards of the club rub their hands.

To add to all these good points, there was a spate of record breaking during the afternoon, seven class records, the ladies' record, and the out-and-out record for the hill being soundly beaten.

A popular win was scored by the Gosport A.C. "A" team, consisting of Patsy Burt, who drove impeccably, giving the ladies' record a sharp knock; Ronnie Truscott's very fast Cooper, which has a most extraordinary smell from the lubrication department, and that consistent and hard driving Riley man, Ron Cooper.

Drivers who beat previous class records scored a bonus for their team, while those who failed to reach the target scored a minus. Truscott's 24.33 secs. on his second run got a plus of 186, while Patsy Burt's record of 25.77 secs. scored 49.

Second team home was the West Hants & Dorset C.C., with a total of 174. A. F. Lefevre (Hillman) with 35.16 secs. and S. Hunter's attractive Borgward with 33.15 secs. scored top marks.

B.A.R.C. South-West Centre took third place, chiefly through the startling performance of Eric Fenning's little Wolseley 1500, which, having seen a couple of Magnettes off at Goodwood, took everyone's breath away by getting up in 32.09 secs., really dicing round the top corner. This car looks like being a future rally winner. Team mates A. M. Park (A.C.) and P. L. Farquharson (Allard) climbed consistently and neatly in the 25 secs. mark.

Outstanding man of the day was A. F. Rivers-Fletcher, whose turnout was immaculate, as usual. After a meteoric start, the pale blue Cooper fairly streaked up the lower slopes, drifted the tricky top corner and fairly streaked over the finishing line to record a resounding 23.88 secs., a new record for the hill. While open to correction, the writer is

under the impression that this was Rivers-Fletcher's first appearance at Brunton.

G. H. Keylock's impressive Cooper 1100 faded into silence after the first bend on its first run, but did a very healthy 24.30 secs. on his second. D. R. Good's Cooper came a very close next, with 24.31 secs., on his first trip.

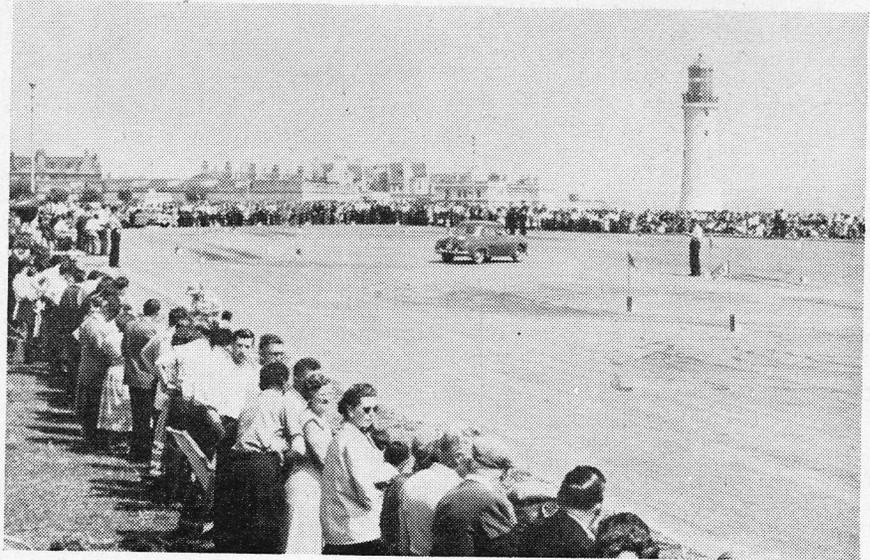
A goodly gaggle of 750s enlivened the smaller class, with Jack French in "Simplicity" getting down to 29.35 secs., after some last minute preparation the previous night. Among those who scored "plus" figures were Edgar Wadsworth's Healey, with 30.39 secs., Mrs. Havard, who took an innocent looking Hillman up in a rapid 35.88 secs., H. Rose's attractive Lancia, which was very fast indeed on the upper slopes, and recorded 29.75 secs., taking a class record, and J. S. Leighton's pretty Lotus, a previous Brunton scorer, which took 28.14 secs.

There were no untoward incidents, though several people frightened themselves on the top corner without damage to their cars, and one 750 driver broke his crankshaft expensively without even getting to the starting line. A day, in fact, which proved that, given the right weather, Brunton can be one of the most pleasant sprints in the South.

A. HOLLISTER.

*"WITH RALLY lads a-changing, heel-and-toe . . ."—The Plymouth Hoe driving tests suggested a parody on the old song and made a fine finish to this well-run National rally.*

ONCE again the Plymouth Motor Club have produced a National Rally well worthy of its status, and the 1957 event, held on 28th-29th June, provided just the right ingredients to suit most of the occupants of the 110 cars entered. In this annual event each competitor is only competing against his class, the last three years' winners having been in a Morris 8, Renault 750 and TR2 respectively, and the 1957 laurels went to the crew of another Renault: this time a Dauphine, driven by Des Silverthorne and navigated by P. Nicholas. They were one of the only six crews to get round the 500-mile road section "clean" (which showed the bewildered remainder that it *could* be done!) and Des backed up the performance with an excellent



## A Dauphine wins the "Plymouth"

*S. D. Silverthorne/P. Nicholas (Renault Dauphine) win the Plymouth M.C. National Rally in fine summer weather*



★  
*SPOILS of Victory: Des Silverthorne (left) collects some of his trophies from Mrs. Creber, Deputy Lady Mayoress of Plymouth, during the prizegiving at the rally ball on the Saturday evening.*

★

set of driving tests to clinch the matter. It will be noticed from the results that the awards in general classification are nicely distributed amongst cars from all classes, which is just as it should be—neither the potent sports car nor the "souped-up" saloon cornering the awards, as happens in some events.

In truth, what was needed was a lively car, not too big to be whipped around a maze of West Country lanes; a first-class map-reader—not a mathematician, nor even a staff of back-seat plotters—and a driver who could both "press on" on the road and be adept at fast but not too intricate driving tests. In other words a sensible and down-to-earth test of car and crew. There were no inevitably ambiguous route cards; just straightforward six-figure grid references and at least during the night nearly all of the dozens of controls and route checks were manned—which is always good for morale. However, the terrain used was sufficiently intricate for all but the most astute map-readers to lose their way—when they had only themselves to blame, instead of being able to curse

an illiterate and obviously half-witted route-card compiler!

The competitors started on the Friday evening, from Plymouth, Birmingham, Bristol, Southampton and London, converging (via route checks where necessary to even up mileage) upon Exeter Airport round about midnight. Most crews had had time for a meal on the way and yet had time for a break before the "fun" really began. After actually clocking in, the navigators were handed the first route card with 10 points to be plotted, but before this could be done, the first test had to be tackled—a straight acceleration test, in the dark. Arriving at the "out" control at the end of the test there were just 10 spare minutes in which to plot the 10 points in the car and be away. In the ensuing scramble there was no time to study the route and it eventually led the rally into a wild area of common land near Exmouth.

The writer (navigating on this occasion for John Patten in the latter's newly acquired and very potent Ace-Bristol) has found that organizers will

never comply with his request that the first 50-mile section of any rally should not count in the marking! However, we were by no means the only ones to be lost here, although, of course, the bright boys had no trouble. The section finished at Haldon racecourse, near Chudleigh, where there was coffee and a half-hour break during which the next set of references could be plotted in comfort.

The next section looped around west and south, arriving with the dawn at Postbridge, on Dartmoor. Navigation had seemed to us to be simpler on this second section, having got "in the groove" by then, although it was rather "tighter", due to the inclusion of quite a number of "white" roads. However, it was interesting to note that broadly speaking, a third of the entry lost a pile of marks on the first section, and a quite different third lost about the equivalent number on the second. A further group were lost on both and the "big six" got through without losing any. Two charming girls were, incidentally, provided by the organizers at Postbridge to serve free coffee to the competitors and to give their glazed eyes some early morning sparkle.

From Postbridge in daylight, things eased considerably, although motoring still had to be brisk. The route went westwards, skirting Tavistock, to the next test, at a deserted road junction, where a certain amount of pylon-dodging had to be done. North and west again, the chain of route-checks—now largely unmanned, but easily noted—led to Bude and breakfast. The final section, in beautiful morning sunshine, led without difficulty to the final road control on the outskirts of Plymouth, the contingent arriving around midday. Immediately upon arrival at the sea-front two more tests had to be tackled: one a sprint with a "front wheels over, front wheels back" in the middle; and the other a short sharp hill-climb. The cars were then placed in *parc fermé* while the crews refuelled at the Continental Hotel (rally headquarters), and after lunch we repaired to Plymouth Hoe, where instead of a game of bowls, there were two fairly extensive driving tests to be tackled, with public enclosures, loud-speaker commentary and all the trimmings. The tarmac surface was newly



dressed with loose gravel which made good entertainment for the large crowd of holiday makers and upset the technique of many competitors. Most amusing to the onlookers seemed to be the DS19 Citroën of G. F. Rennoldson, which bowed and swayed in a manner as unconventional as its appearance, yet it negotiated the tests in very fair time. The driver commented afterwards that it was proving itself an excellent rally car, although it had grounded during the night on one of the rougher roads, due to his having omitted to operate the little lever on the dash which raises the whole suspension and increases the ground clearance! J. Poole had the Panhard

rod break away from the chassis of his Riley Pathfinder and, although he reached the finish, the body was scarcely connected to the chassis and to follow his car round a bend provided a horrifying sight!

Others who had experienced misfortune included Mike Brittain, whose Renault 750 had negotiated the worst of the night "clean" and then had had a temporary electrical failure, plus a wheel bearing which collapsed; he changed the latter in eight minutes and pressed on to the finish. Alan Penhale (TR3) was also doing well when, as he approached a corner at speed, all his lights went out and he clouted the bank! Jimmy

*STRIKING in appearance and efficient in performance, the DS19 Citroën of G. F. Rennoldson/J. Shooter caused considerable interest amongst the spectators.*

Shand, who is in farming, had entered his brand-new TR3, and divided his time the previous week "between getting the hay in and running the car in". He caught the handbrake linkage on a rock during the night, locking the rear brakes on and causing considerable delay while they were freed, whilst Bunny Ross in a new Austin-Healey 100-Six nudged a bank, quite gently, but it somehow caused the radiator to leak and we saw them in the night unhappily in a cloud of steam. In all there were 22 retirements, but the event was generally considered to be fair and entertaining although undoubtedly a tough one, and Clerk of the Course Ray Burn and his large band of assistants can be congratulated as much as the winners.

STUART SEAGER.

#### Results

**Best performance:** S. D. Silverthorne/P. Nicholas (Renault Dauphine); 2. A. Newsham/P. Dingley (Ford Anglia); 3. Sir Chas. Kimber/C. Buchanan-Dunlop (Triumph TR2); 4. C. J. Plummer (M.G. Magnette); 5. B. Harper (Triumph TR2); 6. J. N. M. Hills/J. K. Morris (M.G.A.); 7. K. W. Barrow/R. C. Nichol (M.G. Magnette); 8. Mrs. E. P. Mayman/Miss V. Domleo (Morgan); 9. G. W. Brown/J. Bailey (TR2); 10. W. H. Wadhwa/P. C. Wadhwa (Wolsley 1500).

**Production touring cars up to 1,000 c.c.:** S. D. Silverthorne (Renault Dauphine), 1,001-1,300 c.c.: A. Newsham (Ford Anglia), 1,301-1,600 c.c.: C. J. Plummer (M.G. Magnette). **Over 1,600 c.c.:** C. W. Dart (Triumph Gloria). **Modified touring cars and production C.T. cars, up to 1,600 c.c.:** K. W. Barrow (M.G. Magnette). **Over 1,600 c.c.:** Sir Chas. Kimber (TR2). **Production sports cars:** B. Harper (TR2).

**Team award:** S. D. Silverthorne, C. J. Plummer, W. H. Wadhwa. **Best performance in tests:** R. A. Gouldbourn (TR2).

### FARMER'S CROSS

THE Beshoff-Flynn hill-climb fight for b.t.d. was finally decided at the Farmer's Cross event in Cork when Charlie O'Hara entered his claim and, driving his newly acquired 1½-litre Gordini, made b.t.d., almost 2 secs. better than Louis Beshoff (Triumph) and Len Earl (Vanguard Spl.), with Joe Flynn next, almost another second in arrears. The Gordini, which has been absent from competitions for some time, is the car in which Redmond Gallagher won the Wakefield Trophy race at the Curragh in 1954 and the 1½-litre class in the R.A.C. T.T. in 1953, with Pierce Cahill, and on the following year when driven by Cahill and the late Don Beauman. O'Hara's time beat the existing record held by Anto Coleman in his Austin-Healey when he returned 1 min. 18.3 secs. in 1956. The final S-bend was the downfall of several competitors including R. Redmond and T. Allison whose DKWs came off second best in arguments with the bank, and Eamonn O'Connor having his second outing in the rear-engined Ford special.

BARRY MASON.

#### Results

**B.T.D.:** A. C. O'Hara (Gordini), 1 m. 17.9 s. **Sports and Racing, Scratch, up to 1,200 c.c.:** 1. D. P. Jones (J.P.), 1 m. 24 s. 2. V. Hennessey (Austin Spl.), 1 m. 25.5 s. 3. G. Farrell (Ford Spl.), 1 m. 27.4 s. **Sports and Racing over 1,200 c.c., Scratch:** 1. A. C. O'Hara (Gordini), 1 m. 17.9 s. 2. L. P. Beshoff (Triumph), 1 m. 19.8 s. 3. L. Earl (Vanguard Spl.), 1 m. 19.8 s. **Saloons, Scratch, up to 1,200 c.c.:** 1. F. A. Keane (DKW), 1 m. 32.4 s. 2. T. Burke (DKW), 1 m. 33 s. 3. P. Smyth (DKW), 1 m. 33.4 s. **Saloons, Scratch, over 1,200 c.c.:** 1. D. Murphy (Simca), 1 m. 38.5 s. 2. M. D. Joyce (M.G.), 1 m. 39 s. **Open Handicap:**

1. L. Earl (Vanguard Spl.), 1 m. 13.8 s. 2. T. Burke (DKW), 1 m. 15 s. 3. W. Hennessey (DKW), 1 m. 15.3 s.

### FERNHILL HILL-CLIMB

FOLLOWING up his success in the Cork climb, Charlie O'Hara (Gordini) repeated the performance in the recent Dublin University hill-climb at Fernhill and returned b.t.d. on his second climb, with a time of 50.74 secs. as against the 51.58 secs. of Joe Flynn in his supercharged M.G. Dave Whiten's J.A.P. went well on this occasion and was impressive, when he returned 52.10 secs. to be third best and pip Louis Beshoff in the TR3. O'Hara seemed perfectly happy in the Gordini despite its rather hectic antics and the oil spilled on a bend by a previous competitor caused him no bother at all although it slowed many others on their second attempts at the hill. Hectic too was F. Norman's ascent in the ancient 1½-litre Bugatti whose tail, bouncing from side to side, worried the driver much less than those spectating. Easily best of the saloons taking part was once again Franke Keane in his DKW, gaining second place in the 1,300 c.c. handicap class.

BARRY MASON.

#### Results

**Up to 1,300 c.c., Scratch:** 1. D. Whiten (J.A.P.), 52.10 s. 2. D. P. Jones (J.P. Spl.), 56.32 s. 3. V. Hennessey (Austin Spl.), 58.57. **Over 1,300 c.c., Scratch:** 1. A. C. O'Hara (Gordini), 50.74. 2. J. J. Flynn (M.G. s/c), 51.58. 3. L. P. Beshoff (Triumph), 52.11. **Up to 1,300 c.c., Handicap:** 1. D. Whiten (J.A.P.), 49.10. 2. F. A. Keane (DKW), 52.75. 3. E. Bennett (Volkswagen), 52.89. **Over 1,300 c.c., Handicap:** 1. F. Norman (Bugatti), 50.16. 2. A. C. O'Hara (Gordini), 50.74. 3. J. J. Flynn (M.G. s/c), 51.58. **General Handicap:** 1. D. Whiten (J.A.P.), 49.10. 2. F. Norman (Bugatti), 50.16. 3. A. C. O'Hara (Gordini), 50.74.

### KNOCK M.C. & C.C.

#### Night Trial, 21st-22nd June

**Best performance:** Desmond Sloane (1172 McCandless), 298.8 marks lost; 2. Paddy Hopkirk (Ford Anglia), 304.6. **Novice Award:** W. E. Kilroy (Triumph TR2), 309.8.

**Closed cars, up to 1,300 c.c.:** Paddy Hopkirk (Ford Anglia), 304.6; 2. Robin McKinney (Volkswagen), 318.6; 3. Jim Dowling (Ford Anglia), 320.2; 4. John McFarlane (Austin A35), 321.7; 5. John Davidson (Ford Prefect), 324.6; 6. Kevin Sherry (Volkswagen), 329.2. **Team prize:** Hopkirk, Dowling and Davidson.

**Closed cars, over 1,300 c.c.:** 1. J. Esdale Dowling (Hillman), 344.2; 2. S. A. Steele (Jowett), 349.3; 3. John Peile (Hillman), 359.6. **Team prize:** Dowling, Peile and Charles Maunsell (Sunbeam Rapier).

**Open cars:** 1. Desmond Sloane (McCandless), 298.8; 2. W. E. Kilroy (Triumph TR2), 309.8; 3. W. J. Reid (Triumph TR2), 318.2. **Team prize:** Gordon McNally (M.G.A.), F. Robinson (M.G.A.) and Dick Robinson (M.G. TD).

### QUEENSFERRY CAR SPRINTS

ORGANIZED by the Chester Motor Club on Saturday, 22nd June, a sprint meeting was held on the private road running to Messrs. John Summers Ironworks. Timed over half-a-mile, after being allowed a quarter-mile in which to obtain maximum, the highest speed recorded was that of Jim Berry in his E.R.A. Spl. at 128.57 m.p.h. Next came Gillie Tyrer in his C-type Jaguar at 126.58 m.p.h.

Of the 20 entrants, other good times were those of W. E. Offley (fastest closed car) in an Austin-Healey with 102.04 m.p.h. H. M. Sinclair won the up to 1,500 c.c. sports class with his 1½-litre Connaught at 107.14 m.p.h. The racing class of similar capacity was taken at a considerably lower speed, 97.61 m.p.h., by G. H. Fisher, driving a s/c Amilcar.

# FIRST TIME

*Impressions of the 1957 Mille Miglia by Peter Simpson of the Fitzwilliam M.G. Team, in a Tape-recorded interview by Marcus Chambers*

MY first Mille Miglia was certainly exciting, both for John Blakesly and me. John drove as far as Rome, when I took over. Sole moment was when he struck a straw bale, causing the mudguard to be impaled on a tyre. This maybe took us a couple of minutes to sort out, and we then carried on. We had a little rain in the mountains, not an awful lot, but enough to make the roads extremely slippery—particularly on the Raticosa Pass, which I thought was the most arduous section of the route.

We called, without any trouble, at our final refuelling stop some 100 miles from Brescia. At one corner, a simple second gear affair, I must have hit the disc brakes a little too hard, and the front wheels locked. Although the road was perfectly dry, I shot straight on through a couple of straw bales, causing the crowds to scatter. Fortunately there was no damage, either to the car or the spectators.

The crowds of people were, to say the least of it, very disconcerting. Having experienced nothing like the Mille Miglia before I was not too happy finding people literally all over the road, and apparently wandering around without much in the way of control. However, in the towns, the police kept them back successfully. As for flag-marshalling, all I can say is that it was superb—no criticisms anywhere on that score.

Lacking full insulation, the car was rather hot in the cockpit. The engine did not seem to run hot, the water temperature never going above 175 deg. Centigrade or Fahrenheit, I don't know which, but I do know that it was well within the safety mark. Oil pressure was a constant 75 pounds per square inch, and dropped to 70 when we were climbing in the mountains. The car hardly used a scrap of oil, and we had absolutely no trouble at all with the engine.

I consider that the disc brakes were a real advantage, once we had got used to the different feeling of them as compared with drum brakes. There was absolutely no sign of fade, grab or pulling. In fact, without discs, we should have had to work that much harder.

We aimed at an approximate figure of 20 miles per gallon, knowing full well that the theoretical consumption would be much lower than that. Actually, we refuelled three times, putting in 60 litres on each occasion, and never once did we need more, as this filled the tank completely. Maximum revs. in our M.G. were held at 5,600 r.p.m. This we could hold effortlessly, without any sign of strain on the car at all.

Seating was extremely comfortable, mainly owing to the ideal driving posi-



ON THE RAMP at the start of the 1957 Mille Miglia is Peter Simpson, at the wheel of the disc-braked M.G.A which he shared with John Blakesly.

tion. Only real trouble was an annoying one; the steering column top bracket came adrift, and we had to stop and fix it with wire because the column was shaking about.

One does have dices with other cars in the Mille Miglia, and we had a couple of interesting ones with a pair of Alfa Romeo Sprint Veloces, passing and re-passing, and eventually the M.G. managed to get away from them. The Porsches we met, we passed quite easily, and I was most interested to find that in the Passes we could hold the bigger Ferraris. They were making absolutely nothing on us at all and, if anything, we closed up on them, which surprised me a lot. On the straights, of course, they just sailed away from us. It was gratifying and good for morale.

Our most amusing incident was at a level crossing. Our team manager, John Keeling, told us that if we did come to a crossing with the barrier down, we should at least have a shot at getting under it. We only met one with the barrier down, and discovered that the "A" would just go underneath if John and I both ducked our heads. We saw the train approaching rapidly, but scooted through very smartly indeed. That did create quite a laugh among the on-lookers. We didn't care who won, as long as it wasn't a dead heat!

It has been suggested that if the car had been painted red, the barrier would not have been down. Personally I don't think this makes any difference at all. There was plenty of enthusiasm for our green-painted machine. Anyway, the name M.G. certainly appears to be making an impact in Italy. Back in Brescia before the start, the M.G. agents were wonderfully kind and helpful. Nothing was too much trouble for them, and they are the sort of enthusiasts which one finds back home.

In all, it was a wonderful experience, and I believe our team, on the whole, did very well—especially Robin Carnegie who took fourth place in the 1,500 c.c.

class, and would probably have been third if he'd known that the Porsche which took that place was only a minute or so ahead. I believe that he had a certain amount of trouble passing a BMW, the driver of which wanted the Raticosa to himself; this may have lost him some time.

## TEXAS TOPICS

By Jim Hall

IN the 2nd June S.C.C.A. Sports Car Races (National event) held at Eagle Mountain National Guard Airport just north of Fort Worth, Texas, Paul O'Shea pulled one of the surprises of the day by winning the second race in which all the "hot" modified and special cars were entered. This was in spite of a down-pour of rain, a flooded course, many spins and amid considerable bashing of fenders, and so on. O'Shea was driving the new 300SLS Mercedes-Benz Roadster.

Dr. Richard Thompson, the Chevrolet Corvette "specialist", also surprised everyone by winning the feature race of the day in a Chevrolet Corvette Roadster, beating all of the big modifieds and specials—also in a heavy downpour of rain. This race also had its share of fender "bashing": O'Shea was eliminated before he reached the first turn.

Carroll Shelby, the current leading S.C.C.A. sports car driver, also had his share of trouble in his 300S Maserati, being eliminated by crashes in both events in which he was entered. Jack Hinkle, in another 300S Maserati, also was the victim of a pile-up before the first turn was reached in the second event, and while he led the race for a short time, he was forced to slacken his pace for the balance of the race and was not able to enter the final event.

Dr. Richard McGuire, of Fort Worth, Texas, did an outstanding job of driving his new Ace-Bristol in both events in which he entered and easily won his class. An illustrated report will follow shortly.

## A NEW NEW ZEALAND CIRCUIT

**Christchurch Club holds first meeting at Southbridge road circuit—Palmer (Cooper-Bristol) wins main event**

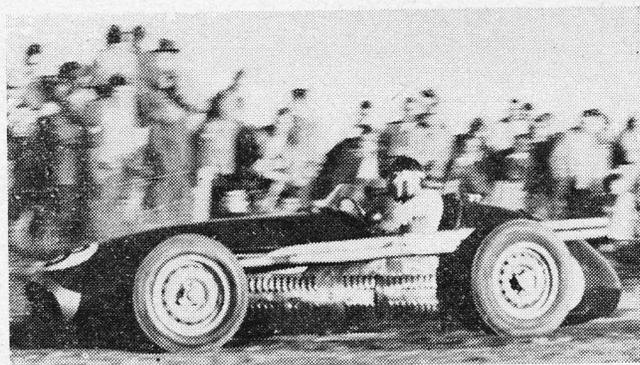
THE Christchurch Motor Racing Club held its first meeting on the new 4.2-mile Southbridge road circuit in brilliant winter sunshine on Queen's Birthday holiday, 3rd June. And it turned out to be one of the best day's racing seen in the South Island for a long time.

It this new circuit can be fully developed it will be the best in the country and should prove a great attraction for overseas drivers, for it is a venue admirably suitable for international racing. At the moment the longest straight is unsealed, and for the meeting about 100 volunteer workers swept it clear of shingle and rolled and oiled it. But it cracked up, particularly at the corners leading on to the sealing at each end, and this must have cut the lap speeds of the faster cars by anything up to 20 miles an hour.

As it was, George Palmer, of Hamilton, averaged about 78 m.p.h. in his Cooper-Bristol to win the main event, the "Southbridge Hundred" 100-mile handicap. Conceding starts up to 16 mins. 45 secs., Palmer moved to the front after 16 of the 24 laps, and thereafter ran untroubled, to win comfortably from a front-marker, Bob Blackburn, of Christchurch, who drove a Ford 10-engined Mistral. Palmer's time, including his handicap, was 88 mins. 0.8 secs. He also made the fastest lap in 2 mins. 48 secs.

Third place went to John McMillan, of Wellington, with the ex-Parnell Ferrari Super Squalo. McMillan was the back-marker and gave away starts up to 23 mins. He never looked a winner and was more than a lap back when Palmer crossed the finishing line. Of the 20 starters, only two others were running at the end. They were Gavin Quirk, of Te Awamutu, with the ex-Owen, ex-Brabham 250F Maserati who completed 22 laps to take fourth place, and world-ranking speedway rider Geoff Mardon, who completed 21 laps in a professionally built New Zealand rear-engined special—an R.A. Vanguard.

★  
EX-OWEN, ex-Brabham, this 250F Maserati is now raced in N.Z. by Gavin Quirk.  
★



The full-throttle straights, and badly cut-up surface at the corners in and out of the unsealed straight, put paid to the chances of most of the rest. Mechanical failures came early as drivers tried desperately to make up their handicaps and pressed their cars on the long straights. On the unsealed corners spin-ups were frequent occurrences, and many lost valuable seconds in vain attempts to get out of trouble.

Ron Roycroft, of Glen Murray, usually seen with a 4½-litre G.P. Ferrari, looked a potential race-winner with his Bugatti-Jaguar until he was forced to retire, when running third, after 10 laps. Pat Hoare, of Christchurch, with the ex-Parnell 4CLT Maserati, went better than he has ever gone before, but had to retire when lying fourth after 13 laps.

Quirk, accustomed to less potent machinery, never looked comfortable in the disc-braked 250F Maserati. He spun off several times, much to the enjoyment of the large crowd, and lost all chance of a major placing.

McMillan did not settle down as quickly as he might have done with the Ferrari and was, perhaps, over-cautious. In the latter stages he motored quickly but could make no impression on the flying Palmer, whose Cooper-Bristol ran like a clock and seemed to need only half the braking distance of the Ferrari.

The cars set off one after another—with 23 minutes separating the first from the last—and it was not until half distance that the field really began to sort itself out, and by then there had been 11 retirements.

At that stage Blackburn led, and he held on until the 15th lap, when Palmer passed him. At that stage A. McBeath in a Mark 9 Cooper lay third a lap back, and a lap behind him were Hoare and R. Levick (Mark 9 Cooper), and McMillan and D. Caldwell (2.9 Alfa Romeo) had completed 12 laps.

Changes now came quickly. McBeath overtook at a tricky fast bend, and was catapulted into a gorse fence to

escape with a severe shaking and a liberal sprinkling of prickles about his person. Hoare retired. So by the 17th lap the positions were Palmer, Blackburn, McMillan a lap back, Levick and Caldwell, with Quirk and Mardon bringing up the rear.

But next time round Levick dropped out with a puncture and Caldwell moved up to be fourth momentarily before retiring also. After that the positions did not change and Palmer went on to win easily.

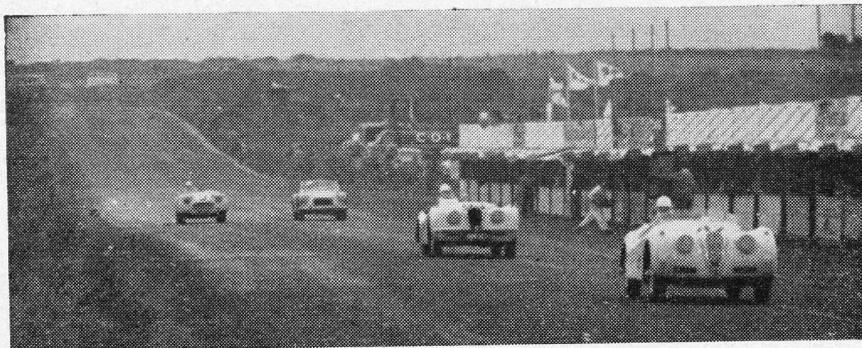
Earlier in the day a 42-mile sports car race developed into a terrific duel between two XK 140 Jaguars—a hard-top and a drophead coupé—with full C-type modifications, an XK 120 roadster similarly modified, and an 1,100 c.c. Cooper-Climax.

The winner was Frank Cantwell in the hard-top. He was followed in by Ian McKellar in the Cooper-Climax, and the back-marker, Ray Archibald in the Jaguar roadster.

For more than half the race Peter Pinckney in the Jaguar drophead sat on Cantwell's tail, and they raced for miles with seldom more than a few yards separating them in a battle that had the crowd on its toes. Then Pinckney ran out of brakes and had to slacken right off. McKellar next threw out a challenge but he could not bridge the gap, and Archibald, who was quite unspectacular, cut his way through the slower cars to get up on McKellar in the last two laps. But it was not until the last lap that he was within striking distance and although he made it the fastest lap of the race—3 mins. 2½ secs.—McKellar just beat him to the finishing line. Cantwell's winning time was 33 mins. 57½ secs. including his handicap of 2 mins. 35 secs.

A 25-mile race for saloon cars resulted in a win for the front marker B. R. Blackburn (Ford Anglia) in 26 mins. 4 secs. Second place went to J. Mullins (Volkswagen) and third was D. Ransley (Skoda).

The club plans to hold another meeting on the circuit later in the year. In the meantime plans are afoot to improve the course and to see what can be done about surfacing the unsealed section.



AUSTRALIAN scene at the Philip Island circuit—and in the lead is author Nevil Shute Norway, who finished second in a handicap race in his XK 140 Jaguar. This was his first appearance on the racing scene.

*SUPER-SLIDE: The World Champion in a full "four-wheel drift"—repeated on every lap!*

Lotus-Climax, was fortunate to escape serious injury when his B.R.M. hit an oil patch and crashed.

De Tomaso's desmodromic-valve 950 c.c. Osca defeated the Lotuses in the 1,100 c.c. race, but Cliff Allison's "750" won convincingly against the French cars.

\* \* \*

Most unlucky man at Rouen was Tony Vandervell. Tony Brooks, not recovered from his Le Mans accident, had been replaced by Roy Salvadori. Then Stirling Moss took ill *en route* from Nice, and was taken to hospital suffering from sinusitis. Fortunately Stuart Lewis-Evans turned up, and, as he had to stand down in the Ferrari team for Trintignant, he was able to turn out for Vanwall. As forecast in AUTOSPORT, Mackay Fraser was in the second B.R.M. Jack Brabham had the "Alf Francis" 2-litre Cooper, and Mike MacDowell the "1500".

# 43<sup>e</sup> Grand Prix de l'A.C.F.

*Absolute Mastery of Juan Manuel Fangio; Cooper Sole British Finisher; Musso Sets Lap Record; Sports-car Successes for Osca and Lotus*

By **GREGOR GRANT**

Photography by GEORGE PHILLIPS

It was so easy for World Champion Juan Manuel Fangio (Maserati) in winning the 43rd Grand Prix de l'A.C.F. (French G.P.), held for the first time on the fine new Rouen-les-Essarts circuit. Fangio took the lead on the fourth lap, and remained there till the end, making Grand Prix racing look extremely simple. As has so often happened in the past, on the Argentinian rested the hopes of Officine Maserati, for the other three cars failed to last the pace, Shell creeping home with a very sick car, Menditeguy and Behra both having engine trouble. Behind the "old man" came the three Ferraris of Musso, Collins and Hawthorn, in a vain chase of the most accomplished racing driver of all time.

The British cars had a most unhappy day: of the two Vanwalls, two B.R.M.s and two Coopers, only the 1½-litre F2 machine was running at the end. Ron Flockhart, victor of an earlier sports-car race in John Coombs's 2-o.h.c.



**VICTOR:** (above) As Fangio crosses the line to win the 43rd Grand Prix de l'A.C.F., Behra starts to push his crippled Maserati into sixth place.

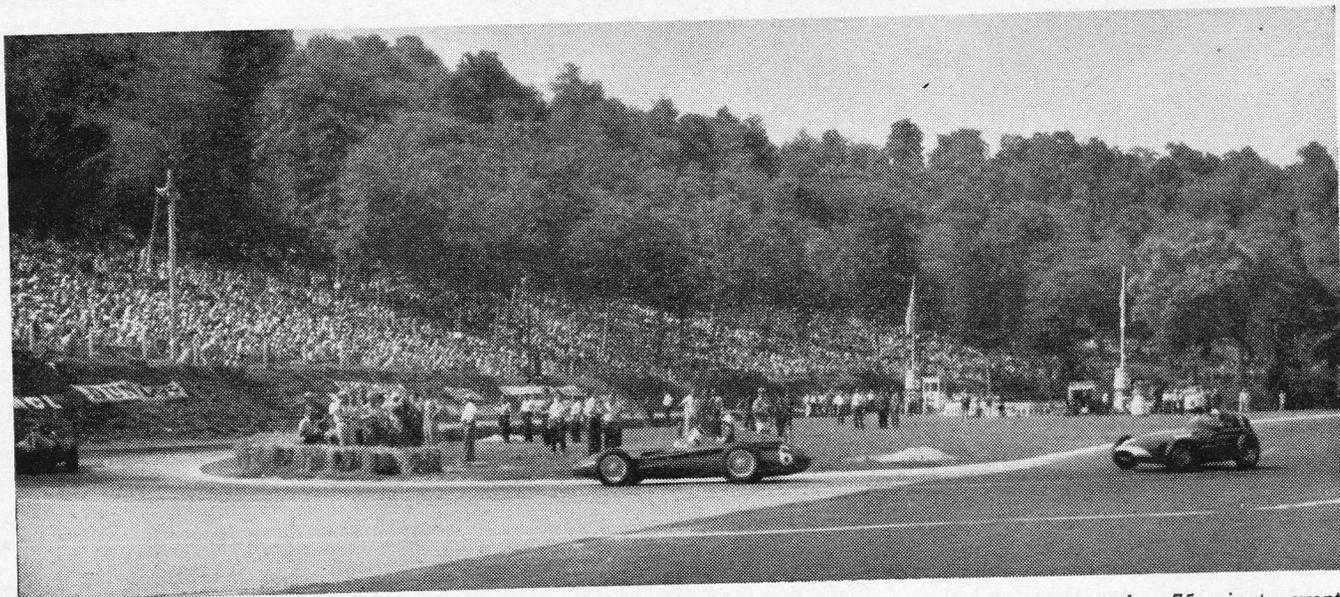


**NICE WORK, JUAN!** (left) Fangio's wife greets the World Champion after his decisive victory.

Incidentally the B.R.M. boys did a wonderful job in completely modifying the suspension of both cars in line with Chapman suggestions. Unfortunately delivery of certain vital transmission parts was not effected, and consequently engine r.p.m. had to be strictly controlled.

All Maserati pilots tried the V-12, but Ugolini decided that it should be kept for Rheims. Fangio did some very fast laps with the car—but not quite so quick as with the "six". The World Champion turned in a 2 mins. 21.5 secs., 166.439 k.p.h. (103.4 m.p.h.) lap; next best was Behra with 2 mins. 22.6 secs., just  $\frac{1}{10}$  sec. faster than Musso. Collins was best of the British drivers with 2 mins. 23.3 secs., and Salvadori did 2 mins. 25.1 secs. with the Vanwall.

It was an early start on race day, for the programme opened at 9 a.m. with



*HAIRPIN: Stuart Lewis-Evans (Vanwall) closing up on Harry Shell and Carlos Menditeguy (Maseratis) at Nouveau Monde.*

the second Delamare-Deboutteville Cup for sports-cars up to 750 c.c., and 751-1,100 c.c. In the smaller category, the Le Mans-winning "Index" Lotus of Cliff Allison faced a motley collection of D.B.-Panhards, Stanguellinis and so on, whilst the chief opponent to the Hornsey brigade was de Tomaso's new Osca.

The red Osca seized the lead, chased by Colin Chapman's green Lotus, and the Lotuses of Hicks, Margulies, Ross and Allison. For two laps, de Tomaso kept in front, but next time round Chapman had turned the tables, just as Chancel's Panhard-Monopole, chief hope of France in the 750 c.c. class, retired at the pits.

The Osca driver fought back gamely, and on lap 6 slammed his car ahead, the two leaders gradually drawing away from the battling Hicks and Margulies. Allison was well in front of his  $\frac{1}{4}$ -litre rivals, and was also leading Peter Ross's Lotus. The latter managed to get in front, but dropped back again after a "tête-à-queue".

It was real wheel-to-wheel stuff

between the two leaders, the Italian car preventing a complete Lotus benefit. Moreover it was very fast and extremely well driven by the little Argentinian. Ross stopped with a steaming radiator, dropping back behind the D.B.s of Vidilles and Laureau. On the 14th tour, the Osca retook the lead from Chapman, and five laps later the twain had lapped the entire field, with the Lotus once again in front.

Things were warming up to an exciting finish to this race, when Chapman began to slow. His engine "pinked" audibly and was obviously suffering from overheating. Sure enough the Lotus stopped to have the radiator topped up, and de Tomaso sailed on to an unassailable victory, followed by Chapman, Hicks, Margulies and Allison, easy victor in the smaller class.

Next came another 75 minute event, this time for 1,500 c.c. machinery. Ron Flockhart and Mackay Fraser, due to drive in the afternoon's G.P., were in Lotuses, the former's being finished in Ecurie Ecosse blue in tribute to the Le Mans winner.

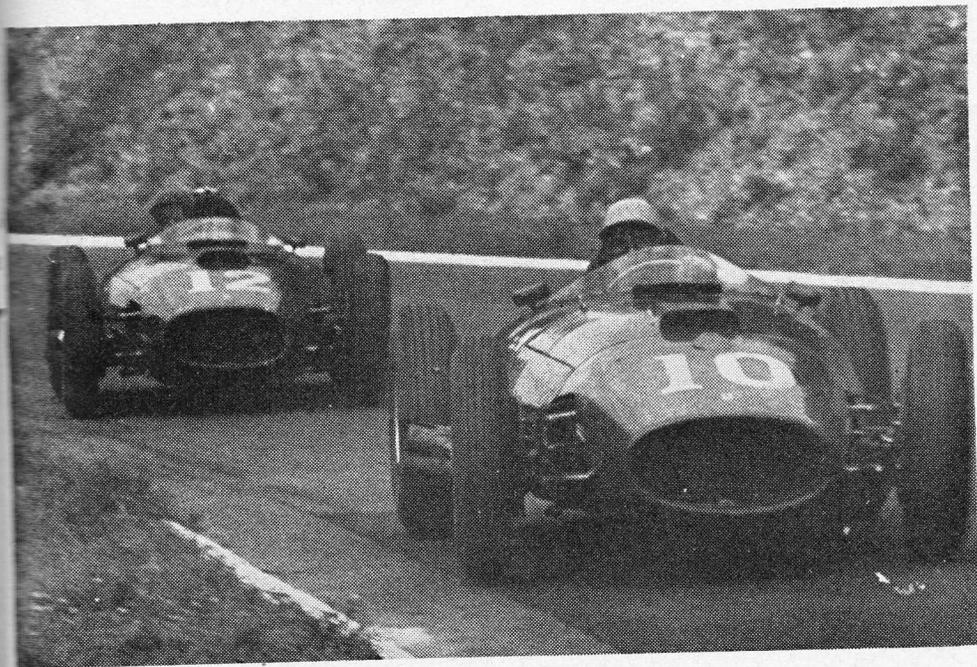
At flagfall, Flockhart streaked ahead as Fraser struggled to free his handbrake, and the blue car hummed through on the first lap followed by Jay Chamberlain (Lotus), Bill Frost (Lotus) with Fraser just taking Goethals (Porsche). Flockhart took command of the race, and Fraser moved up to second place, which he held for four laps, then dropped back to fourth after clouting a bank, just as Frost packed up with timing-wheel trouble. Ron Flockhart, travelling at a tremendous pace, set a new 1,500 c.c. sports-car circuit record with 2 mins. 37 secs. (92.68 m.p.h.), to beat Chapman's 1956 figures of 2 mins. 40.7 secs.

Then Mac Fraser, going all out to regain his lost places, had a wheel-hub fracture but luckily came to rest without incident. Such was Flockhart's lead, that the Edinburgh man was able to slow down at the Lotus pit and tell the boys that Mac was O.K. The race then became a solemn procession, with Belgium's Goethals trying vainly to overtake Jay Chamberlain, who had little difficulty in holding off the Porsche.

#### The Grand Prix

After a motor-cycle race, the stage was set for the 43rd Grand Prix of the Automobile Club of France, which, for surely the first time since its inception, had no French-built cars on the starting grid. Indeed there were only two Frenchmen, Jean Behra and Maurice Trintignant.

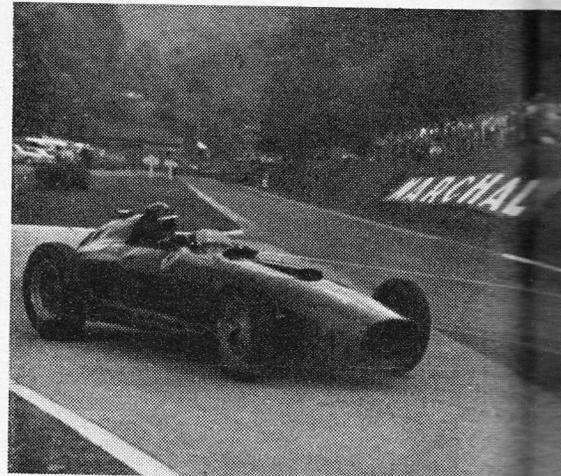
The start was delayed when, during a demonstration run by "Whistling Willie", or Renault's gas-turbine "Shooting Star", the bridge between tribunes and pits collapsed, depositing many unfortunates on the ground. Several people were injured, at least two fairly seriously. However there was no panic and the introduction of individual drivers continued. As each man was announced by Georges Fraichard, his national flag was



*DUEL: Musso and Collins (Ferraris) fighting it out for second place during the early stages of the race.*



**NEW BOY**—Stuart Lewis-Evans, who put up a fine display in the Vanwall until he retired on lap 31.



**MAC AND MIKE**—Mac Dowell leads Mike Hawthorn in the Maserati 160. (Below) Mike Hawthorn leads out with their Maserati.

unfurled—all very French and picturesque. However, we missed the Ruritanian band of Rheims—especially the fat man with the tuba!

A field of 15 was lined up on the grid, the layout being as follows:

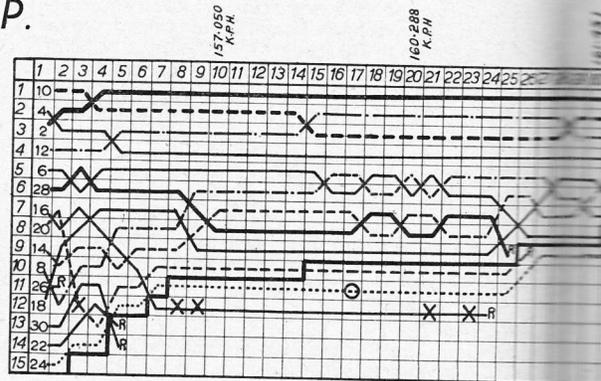
**STARTING GRID**

Musso (Ferrari) 2 m. 22.7 s.	Behra (Maserati) 2 m. 22.6 s.	Fangio (Maserati) 2 m. 21.5 s.
	Collins (Ferrari) 2 m. 23.3 s.	Shell (Maserati) 2 m. 23.2 s.
Trintignant (Ferrari) 2 m. 25.9 s.	Hawthorn (Ferrari) 2 m. 25.6 s.	Salvadori (Vanwall) 2 m. 25.1 s.
Lewis-Evans (Vanwall) 2 m. 27.6 s.	Menditeguy (Maserati) 2 m. 26.1 s.	
MacDowell (Cooper) 2 m. 30.9 s.	Mackay Fraser (B.R.M.) 2 m. 29.9 s.	Flockhart (B.R.M.) 2 m. 27.8 s.
Brabham (Cooper) 2 m. 38.6 s.	Gould (Maserati) 2 m. 35 s.	

Just to make it as difficult as possible, at least three men were concerned in dropping the flag, namely, M. Bonnefous, Secrétaire d'Etat aux Travaux Publics et au Transports, the official timekeeper and a man to indicate seconds to go with his fingers. Conse-

**LAP-BY-LAP SCOREBOARD OF THE FRENCH G.P.**

CAR	DRIVER	CAR NO.
FERRARI	L. MUSSO	10
MASERATI	J. BEHRA	4
MASERATI	J.M. FANGIO	2
FERRARI	P. COLLINS	12
MASERATI	H. SHELL	6
B.R.M.	H. MCKAY FRASER	28
FERRARI	M. TRINTIGNANT	16
VANWALL	R. SALVADORI	20
FERRARI	J.M. HAWTHORN	14
MASERATI	C. MENDITEGUY	8
B.R.M.	R. FLOCKHART	26
VANWALL	S. LEWIS-EVANS	18
MASERATI	H. GOULD	30
COOPER	J. BRABHAM	22
COOPER	MAC DOWELL	24

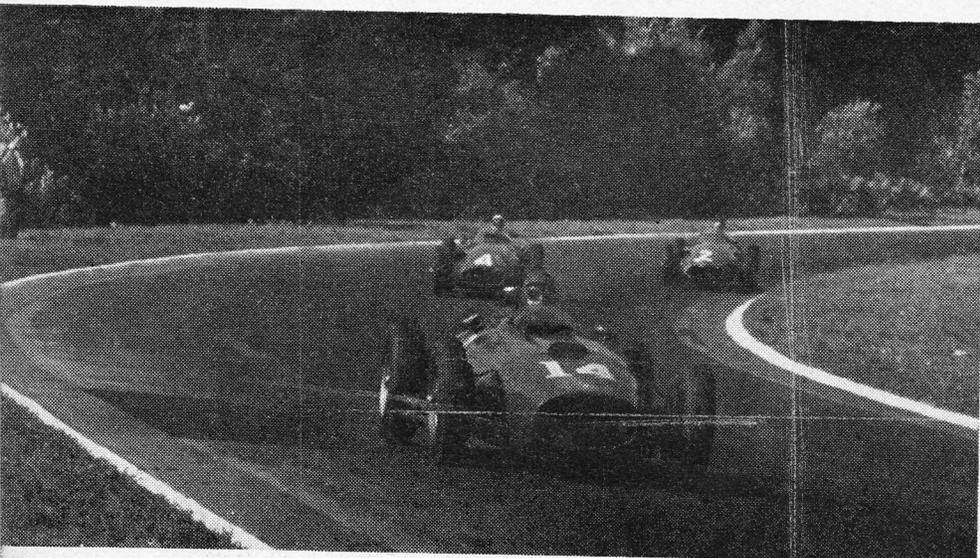


quently there was a great deal of creeping, even as mechanics worked desperately to start the engines of both Menditeguy and Trintignant. At last all 15 engines were roaring, the V.I.P. dropped the tricolour—at least 2 seconds after Behra had rocketed away.

Down to the hairpin the Frenchman led, but Musso was right on the tail of the Maserati and Fangio was deciding whether or not to take both of them.

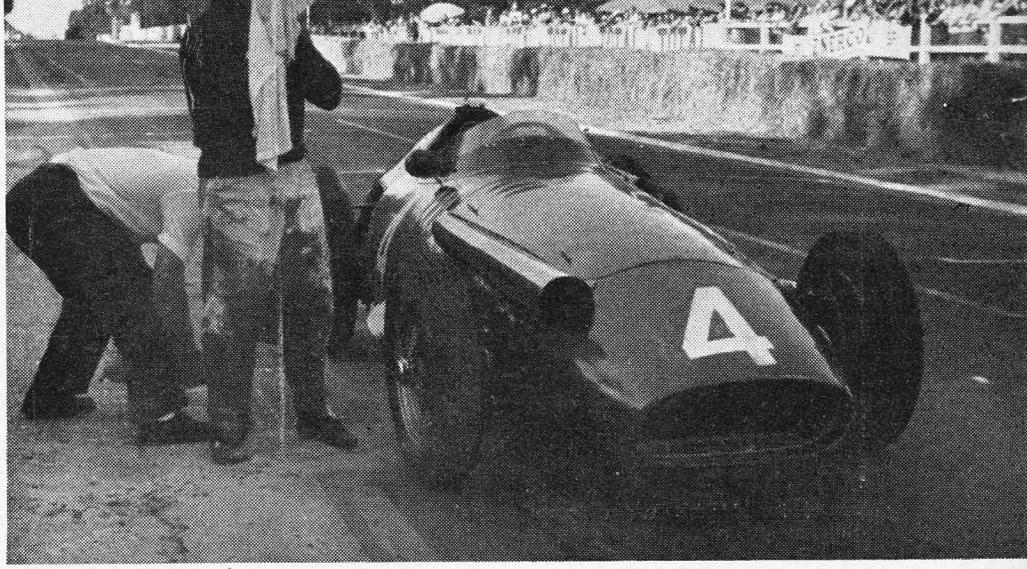
**PROTAGONISTS:**—Below, left) Hawthorn (Ferrari) and Behra (Maserati) about to be lapped by Fangio's Maserati.

**OVERTAKEN:** (Below, left) Hawthorn (Ferrari) and Behra (Maserati) about to be lapped by Fangio's Maserati.

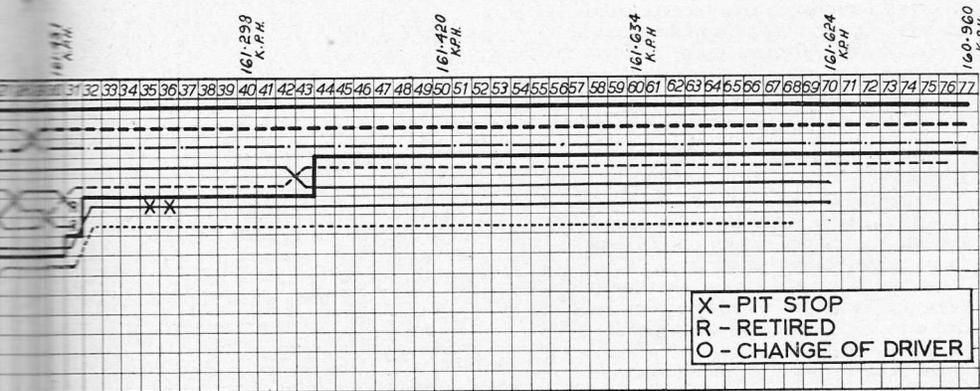




Mac Fraser (B.R.M.) (Ferrari) at Rouen.



SATURATED: Jean Behra tries to get rid of an overdose of lubricant whilst a marshal sands the track beside the Maserati.



Mac Fraser (centre) Car and Harry Shell fight it out at the hairpin.

START—of the 43rd French Grand Prix (G.P. de l'A.C.F.) at Rouen, showing cars passing under the bridge (below, right).



Anyway Musso popped in front, and as the cars shot past the tribune the Ferrari just led Behra, Fangio, Collins, Shell, Fraser, Trintignant and Salvadori in that order, with the two tiny Coopers bringing up the rear. Fangio shunted Behra at the hairpin, but moved up to second place. Then, with three laps gone, Horace Gould's Maserati had its transmission lock solid. The unfortunate Jack Brabham stood on everything to

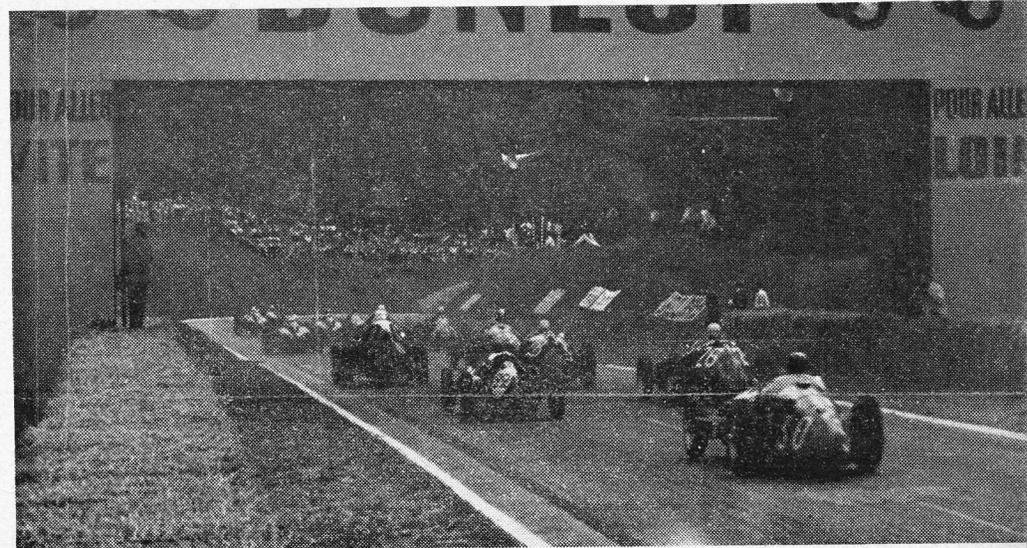
avoid the Maserati, but hit some straw bales, seriously bending the front suspension.

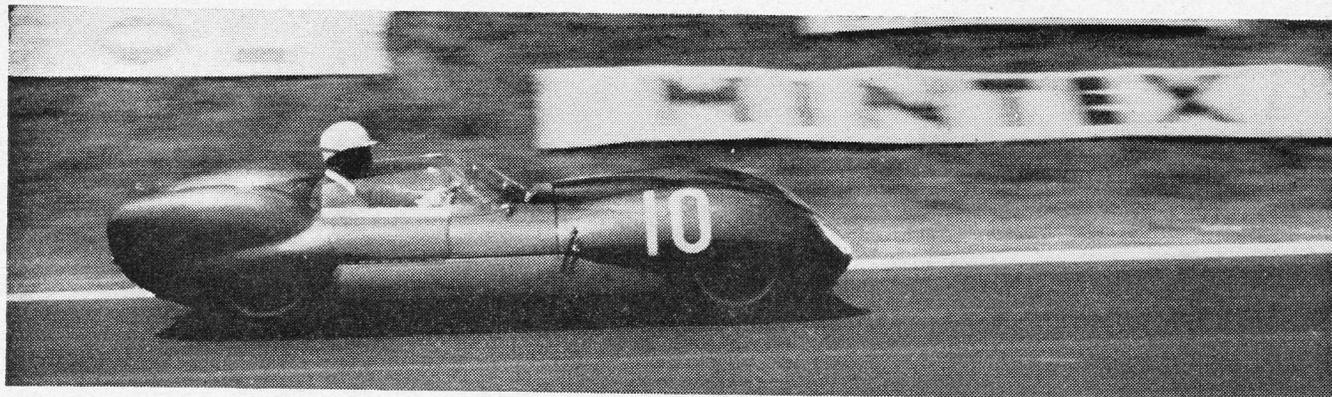
Flockhart failed to come round with his B.R.M., and there were many anxious moments. Apparently oil had been dropped at l'Etoile; Peter Collins got amongst it, but kept his Ferrari on the road, but poor Flockhart spun violently, tipped a wheel on the grass, and the car rolled over. Ron was flung out, and was taken to hospital with severe bruises and a possible cracked pelvis bone.

Brabham's Cooper was pushed to the dead car park, as was Gould's Maserati. Salvadori's Vanwall stopped at the pits to have a loose oil-filler cap replaced. Thus, with only some 10 minutes of racing, a mere dozen cars were circulating!

The order in front remained unchanged, with Mac Fraser (B.R.M.) and Lewis-Evans (Vanwall) in sixth and seventh places—the "new boys" were certainly doing their bit. Trintignant started the first of a series of pit-stops to change plugs, and MacDowell's 1½-litre Cooper came in for some attention. Fraser dropped back behind Hawthorn, whilst Collins began to close on Musso. Meanwhile Fangio forged ahead—in a league of his own. All watching him saw the consummate artist: never a wheel wrong, never a moment's anxiety!

Mac Fraser was giving Hawthorn no





peace, for Mike's car did not sound quite as potent as those of Musso and Collins. Nevertheless the wiry little American was doing fine in his first F1 race, and the B.R.M. seemed to have plenty of road-holding—and speed for that matter! Close behind, Stuart Lewis-Evans was settling down comfortably in the Vanwall, his lap times decreasing with every circuit.

So, after 10 of the 77 laps had been recorded, the race order was as follows:

- 1, Fangio (Maserati), 24 m. 49.6 s. 157.050 k.p.h.
- 2, Musso (Ferrari), 24 m. 57.2 s.
- 3, Collins (Ferrari), 24 m. 57.9 s.
- 4, Behra (Maserati), 25 m. 04.6 s.
- 5, Shell (Maserati), 25 m. 18.9 s.
- 6, Menditeguy (Maserati); 7, Hawthorn (Ferrari);
- 8, Fraser (B.R.M.); 9, Lewis-Evans (Vanwall); 10, Salvadori (Vanwall); 11, MacDowell (Cooper);
- 12, Trintignant (Ferrari).

Fangio was now getting in the groove, reeling off record laps in quick succession. His eighth tour had been accomplished in 2 mins. 25.3 secs. (162.087 k.p.h.), and he was the first to do an 100 m.p.h. lap on the Rouen-les-Essarts circuit. On lap 15 Collins dislodged Musso from second place whilst behind Behra, Shell and Menditeguy were chopping and changing, with engines screaming as they tried to out-do each other away from the hairpin. It was noticeable here that whilst the Ferraris fluffed and banged before going on to

*EASY WINNER of the 1,500 c.c. sports car race was Ron Flockhart in John Coombs's 2-o.h.c. Lotus-Climax.*

all eight, Fangio's Maserati, the B.R.M. and the Vanwall got away cleanly with no sign of hesitation.

Behind Shell and Menditeguy, the Hawthorn-Fraser-Evans trio was steadily advancing. On lap 17, Brabham took over MacDowell's Cooper, and Trintignant stopped yet again. The 18th lap, and Fraser's B.R.M. shot past Hawthorn's Ferrari. Two tours later, and Mike repassed only to have to give way once more to the Bourne machine. Now Mac was rapidly closing on the Shell-Menditeguy duel, his face as black as night. Alas for B.R.M. hopes, the car tumbled into the pits to be retired with a not-unexpected transmission fault. One lap later and Salvadori was a spectator, the Vanwall breaking a valve spring.

This certainly wasn't a day for the green cars, and hopes now centred on the man from Sidcup, Stuart Lewis-Evans. The little man was now circulating around the 2 mins. 24 secs. mark. On lap 27 he took Hawthorn, and then hurtled past Menditeguy at a tremendous rate of knots—much to the amazement of the Argentinian who saw a green projectile come apparently from nowhere.

Behind Fangio, Collins seemed to be slowing after turning a new record lap of 2 mins. 23.5 secs. Shutting off early down to the hairpin could mean only one thing—failing brakes, and it was no surprise when Musso went back into second place. With 30 laps gone, the race order was:

- 1, Fangio, 1 h. 12 m. 56.7 s., 161.431 k.p.h.
- 2, Musso, 1 h. 13 m. 15 s.
- 3, Collins, 1 h. 13 m. 21.9 s.
- 4, Behra, 1 h. 14 m. 16.4 s.
- 5, Lewis-Evans, 1 h. 14 m. 36.5 s.
- 6, Hawthorn; 7, Menditeguy; 8, Shell, 9, Brabham.

Just as folk were calculating how many laps it would take for Lewis-Evans to catch Behra, the Vanwall came into the pits with tightened-up steering and overheating engine. A nod from Tony Vandervell, and David Yorke signalled mechanics to push it away. This left only eight cars to dispute the issue, as Trintignant had at last given up the struggle to keep going between pit-stops. The number was reduced even more when Menditeguy went out in a cloud of smoke near the hairpin.

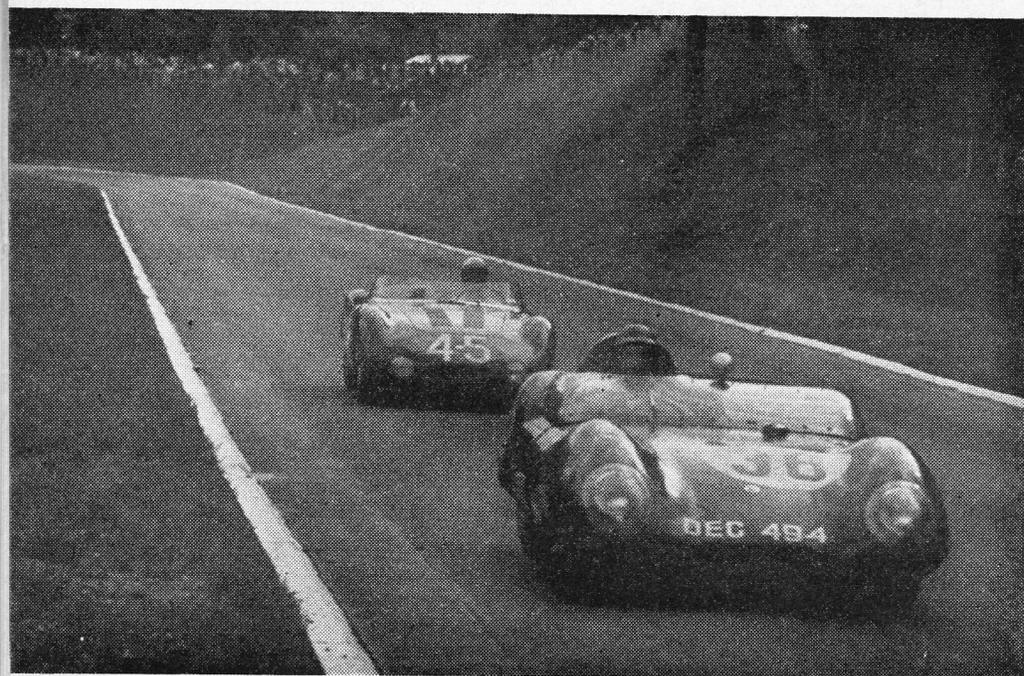
Fangio continued to wear the same pieces of road on every round, in an exhibition of superb driving never seen before in Northern France. Collins dropped back all the time from Musso, whilst Hawthorn was steadily gaining ground on Behra, whose Maserati sounded peculiar owing to a broken exhaust pipe.

Then Harry Shell occupied the stage in front of the pits, doing a one-man pantomime act as his radiator was re-filled. Overheating was diagnosed as water-pump failure, and Shell went off again at an extremely gentle pace, stopped again, and then rejoined the race determined to finish.

By 44 laps, Juan Manuel had lapped both Hawthorn and Behra, Mike having moved up to fourth place behind Collins. For several laps Hawthorn tailed Fangio, but the race itself was purely processional. Of the seven survivors, Shell was coasting as much as possible to keep his engine temperature down; Collins had to "gang warily" so as not to overtax his gearbox owing to dodgy brakes; Behra's Maserati sounded dreadful; Hawthorn's Ferrari emitted a very flat exhaust note. Fangio and Musso were quite happy, as was Brabham in the tiny Cooper!

Behra came into his pit and a wheel was changed. The Frenchman was anything but happy, and one gathered that his remarks in his own language referred

*LOTUS v. OSCA: Colin Chapman leads de Tomaso during the sports car race which was eventually won by the Osca.*



**VICTORY AGAIN FOR**



**Energol**



**FRENCH GRAND PRIX**

**1st Maserati**

**J. M. FANGIO**

**(Also using BP Fuel)**

*(Subject to official confirmation)*

**THE BRITISH PETROLEUM COMPANY LIMITED**





750 CHAMP: Cliff Allison (above) repeating his success at Le Mans, with the remarkable 750 c.c. Lotus-Climax.

to "Wouldn't pull the skin off a rice pudding!" Anyway he restarted, still in fifth place, and Shell continued his "tour des Essarts", his engine popping and banging whenever he risked giving it the gun.

Fortunately there is always a wee spot of drama in motor-racing. People began to wake up to the fact that young Luigi Musso was taking 2-3 secs. a lap from Fangio. The "faster" signal had been hung on the line and this was Ferrari's bid for victory.

Fangio himself could not have been too happy about the business, for he pointed to his rear tyres when he went past his pit. Bertocchi had spares lying against the pit counter, but the Argentinian dared not risk a halt. Down came Fangio's lead from 26 secs. to 16 secs., and with three Ferraris lined up behind the World Champion, all was not perfect in the Maserati équipe.

Ten laps to go, and anything might happen: it did, but not to Ferrari's advantage for Musso revolved at the hairpin and so lost his chance of winning the Grand Prix of France. One reflects

SPEEDY MODS.: B.R.M.s appeared at Rouen with this revised suspension (right) after some hectic work on the part of the Bourne mechanics.



that had Luigi been given the signal a few laps earlier, Fangio might have risked a rapid pit-stop, and we would have witnessed some pretty terrific motor-racing.

More drama was to come. Silently a Maserati glided towards the pits, to stop within a few feet of the finishing line. Out climbed Jean Behra, nearly

asphyxiated by exhaust fumes, and completely bathed in oil. Lubricant poured out of a burst oil radiator, and marshals quickly emptied a sack of sand on the track.

As Fangio swept past to win his umpteenth motor race, the gallant little Frenchman pushed his crippled car over the line. Many a driver would have given up long before, but not Behra!

Actually Musso, in his effort to catch Juan Manuel, set up a new circuit record of 2 mins. 22.45 secs., 165.388 k.p.h.—102.87 m.p.h.

Thus ended the 1957 French Grand Prix, probably the least exciting of the series for many years—but that probably due to the virtuosity of a gentleman from Buenos Aires.

Jean Behra, convinced that his push over the line had earned him fifth place, discovered that he was not credited with his final lap. A G.P. de l'A.C.F. regulation stipulated that, in order to qualify, the last lap must be covered under 7

**RESULTS**

**GRAND PRIX DE L'A.C.F.**

1. Juan Manuel Fangio (Maserati), 3 h. 7 m. 46.4 s., 160.960 k.p.h. (100.2 m.p.h.).
2. Luigi Musso (Ferrari), 3 h. 26 m. 07.2 s.
3. Peter Collins (Ferrari), 3 h. 27 m. 08.6 s.
4. Mike Hawthorn (Ferrari), 1 lap behind.
5. Harry Shell (Maserati), 7 laps behind.
6. Jean Behra (Maserati), 8 laps behind.
7. Jack Brabham/Mike MacDowell (L.S. Cooper), 9 laps behind.

Fastest lap: Musso, 2 m. 22.45 s., 165.388 k.p.h. (102.87 m.p.h.)

Retirements: Flockhart (B.R.M.), accident, 3 laps. Brabham (Cooper), damaged suspension, 5 laps. Gould (Maserati), seized transmission, 5 laps. Trintignant (Ferrari), ignition trouble, 24. Fraser (B.R.M.), transmission failure, 25. Salvadori (Vanwall), broken valve spring, 26. Lewis-Evans (Vanwall), steering and overheating, 31. Menditeguy (Maserati), burst oil radiator, 32.

**Record Laps Progression**

- Fangio: 2 m. 27.1 s., 2 m. 26.9 s., 2 m. 26.5 s., 2 m. 25.8 s., 2 m. 25.3 s., 2 m. 24.8 s., 2 m. 24 s.  
 Collins: 2 m. 23.5 s.  
 Fangio: 2 m. 23.1 s., 2 m. 23 s., 2 m. 22.8 s.  
 Musso: 2 m. 22.45 s.

**COUPE DELAMERE-DEBOUTTEVILLE (75 mins.)**

- Up to 750 and 751-1,100 c.c.
1. De Tomaso (Osca), 173.938 kms., 139.150 k.p.h. (86.47 m.p.h.).
  2. Colin Chapman (Lotus), 171.542 kms.
  3. Hicks (Lotus), 163.049 kms.
  4. Margulies (Lotus), 162.563 kms.
  5. Allison (Lotus)\*, 157.528 kms., 126.022 k.p.h. (78.31 m.p.h.).
  6. Laureau (D. Bonnet)\*, 157.160 kms.
  7. Vidilles (D. Bonnet)\*, 156.087 kms.
  8. Rotz (Osca), 152.046 kms.
  9. Faure (Stanguellini), 150.411 kms.
  10. Boucharde (D. Bonnet), 145.435 kms.
- Fastest lap: De Tomaso, 2 m. 45.5 s. (142.303 k.p.h.). Class record.  
 \*750 c.c. class.

**1,500 c.c.**

1. Ron Flockhart (Lotus), 179.706 kms., 143.828 k.p.h. (89.43 m.p.h.).
  2. Jay Chamberlain (Lotus), 177.788 kms., 142.230 k.p.h.
  3. Goethals (Porsche), 177.232 kms., 141.785 k.p.h.
  4. Testut (Osca); 5. Harris (Porsche); 6. Lang (Alfa Romeo).
- Fastest lap: Flockhart, 2 m. 37 s. 149.153 k.p.h. (92.68 m.p.h.). Class record.

mins. 30 secs. Behra waited on the line over 10 minutes before Fangio received the chequered flag, so Harry Shell actually pipped him for fifth place—and a point in the World Championship!

Anyway as we wended our way back to Rouen, it was noticeable that the usual post-race Grand Prix des Routes did not take place. With petrol at around nine bob a gallon, even Frenchmen are apt to become feather-footed!

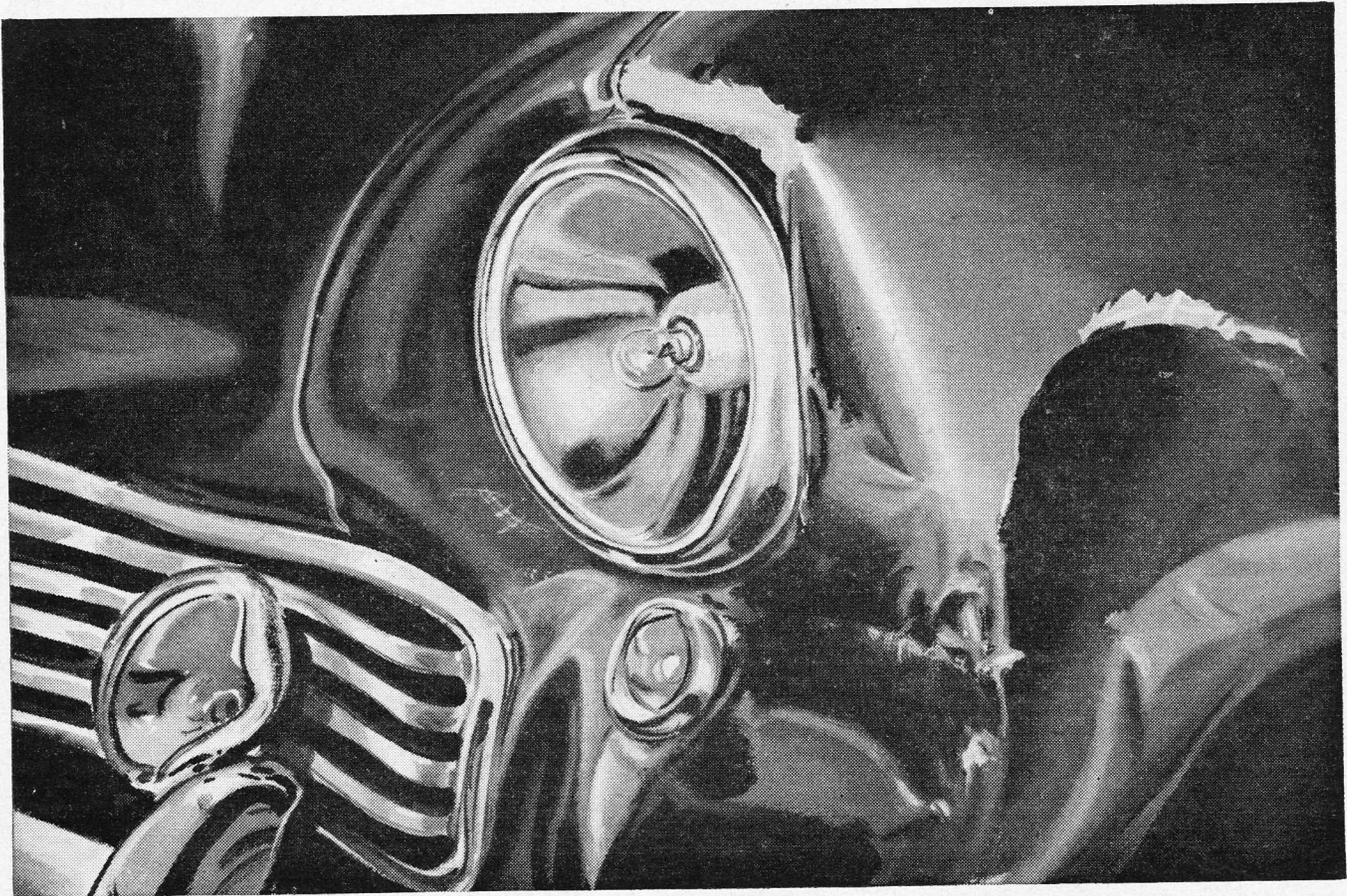
**THE WORLD CHAMPIONSHIP (After G.P. de l'A.C.F.)**

	Pts.
1. Juan Manuel Fangio (Maserati)	25
2. Jean Behra (Maserati) ...	7
Luigi Musso (Ferrari) ...	7
4. Tony Brooks (Vanwall) ...	6
5. Harry Shell (Maserati) ...	5
6. Peter Collins (Ferrari) ...	4.5
7. Carlos Menditeguy (Maserati)	4
Masten Gregory (Ferrari) ...	4
9. Stuart Lewis-Evans (Connaught)	3
Mike Hawthorn (Ferrari) ...	3
11. Maurice Trintignant (Ferrari)	2
12. Gonzalez, Brabham, Moss ...	1
15. Perdisa ...	0.5



# Bang!

goes another no claims bonus



Present-day traffic conditions and modern trends of car body manufacture have brought an inevitable rise in many insurance premiums. This increase makes your 'no claims bonus' even more precious, gives you even more reason to maintain an accident-free record. Extra care on the road is the best way, of course, but you can't be sure other motorists will be as careful.

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MAY SAVE YOUR LIFE**

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Brake Testing Station



# A Minor Transformation

*Competition impressions of the Morris Minor 1000*

WHILE the road-tests in AUTOSPORT are normally concentrated upon the many desirable high performance vehicles at present in production, we felt that readers would be interested in an assessment of a comparatively proletarian conveyance, which has yet a considerable appeal for the less affluent sporting motorist—the Morris Minor 1000.

The Morris Minor, originally designed by Alec Issigonis, first went into production back in 1949, and was an immediate success. At first it was fitted with a side-valve engine of 918 c.c., a fairly close-ratio four-speed gearbox and an axle ratio of 4.55:1, components similar to those of the earlier Morris Eights. Provided with light and precise rack-and-pinion steering and firm torsion bar i.f.s., it endeared itself to hundreds of keen drivers and was a very popular car indeed for club rallies, lending itself to the rapid negotiation of twisty country lanes, the high third gear being particularly valuable. When the British Motor Corporation absorbed both Austin and Morris in 1952, production of their respective smallest cars was simplified by the installation of the then new Austin A30 engine and transmission in the Minor. The promise of more power from this o.h.v. unit, although of only 803 c.c., was attractive, but Minor enthusiasts were horrified to find that the new gear ratios were more suited to the local shopping centre than any rally route, the axle ratio and particularly the indirect gears being so low as to take all the fun out of enterprising driving. Allegiance of the "keen types" quickly strayed to other makes.

The unveiling of the Morris Minor 1000 a few months ago revealed a quite amazing change of design policy. A new o.h.v. engine of 948 c.c. had been installed in the same chassis/body structure, and in addition to this considerable increase in power, the axle ratio had been raised and a real close-ratio gearbox fitted, with a short "sports car" remote-control gear-stick. It was in one of these, in standard trim, that we had the considerable pleasure of covering more than 2,000 miles on the International Tulip Rally in May; and we can confidently say that the dear old Minor has been rejuvenated and is now far better than it ever was.

As before, the steering is so light and accurate as to make the conducting of almost any other car seem like hard work, and the laterally stiff suspension means that corners can be negotiated without lurching, discomfort or drama at much higher speeds than one might expect. A true maximum of 75 m.p.h. means that a speedometer 70 m.p.h. became normal for *Autobahn* motoring, with little fuss from the engine, while 40 in second and 65 in third were readily indicated before valve-bounce set in, if one was really "trying". The



IN ACTION in the Zandvoort "races" during the Tulip Rally is John Walker's privately entered Minor 1000. On the last lap he had just passed the "works" Austin A35 of last year's outright winner, Ray Brookes.

brakes, admittedly, had been fitted with "hard" Ferodo linings, but after bedding in, they were fully up to the performance and gave no trouble at all. They were given one token adjustment at half-distance, but it was not really necessary. A 100-mile stretch of cross-country main road near the Czech frontier, of 2½-lane width, by no means straight and of poor surface, was covered by skipper John Walker in almost exactly 100 minutes—little further comment on the performance is necessary! This excursion was assisted by the Continental habit of having main roads slightly raised from the surrounding plain, with no view-obstructing kerbs, banks or hedges to deter one from making use of all the road in complete safety. In addition there are scarcely any side-turnings and practically no other traffic! Sheer bliss to a frustrated English motorist!

The poor surface referred to above drew attention to the one serious shortcoming of the Minor (although it applies equally to all British small cars): the rear suspension. British highway authorities spend considerable sums of money on preserving a billiard-table surface on our tortuous, hedged-in roads. The Continentals spend their money on straightening, widening, removing obstructions and building safe fly-over junctions. They let the surface largely look after itself, considering that it is far cheaper for the car designer to cope with that problem. And, over there, he does—with independent rear suspension. Consequently our pampered British cars take an awful pounding on Continental roads of less than *Autobahn* standard, the rear wheels being airborne much of the time when one is hurrying. The Minor in particular also suffers from severe axle tramp, which manifests itself greatly when climbing a zig-zag mountain road. The inside rear wheel bounces painfully unless one eases the throttle and sacrifices valuable seconds in a hill-climb test.

A secondary fault is the angle of the steering wheel. The column is raked so steeply downwards that with the seat adjusted comfortably well back, it is a distinct stretch to reach the top half of

the wheel. The light and high-g geared steering would normally not require the hands to be moved on the rim, half a turn being ample for the tightest hairpin. However, one almost has to stand up to adopt this desirable technique, and we are sorry to see that the same layout is adopted in the generally excellent new Wolseley 1500.

The control that operates the horn is exasperating. A convenient little lever projects from the steering column to operate the direction indicators, but to operate the powerful wind-horn, the end of this lever has to be pressed inwards—quite hard. A light touch with the finger tips is insufficient, the only effective means of operation being to clout it with the palm of the hand, when it is all too easy to flip out a trafficator at the same time! A curious device. The otherwise admirable gear-lever has been found by a number of drivers to be a fraction too far forward, but this is easily correctible by one of the cranked extensions now on the market. Incidentally, as reverse is diagonally opposite to first gear position, and engaged against a spring, this new gearbox lends itself admirably to rapid forward-and-reverse driving test manoeuvres.

When a car is generally very good indeed, such faults as it has stand out in irritating relief. For the motorist with sporting tastes but a limited pocket, the Minor 1000 has fewer faults than most and represents, in our estimation, a lot of fun for the money.

STUART SEAGER.

## SOUTH AFRICA'S OWN— THE PROTEA

PRODUCTION of the Ford-engined South African sports car, known as the Protea, started recently. The rather good-looking, fibreglass-bodied, two-seater can be pushed along at something like 80 m.p.h. by its modified Anglia/Prefect engine, while, under good conditions, 50 m.p.g. can be maintained. The 1,150 lb. car, named after the national flower of its country of origin, will sell for about £600. The intended initial production rate is 50 cars per year.

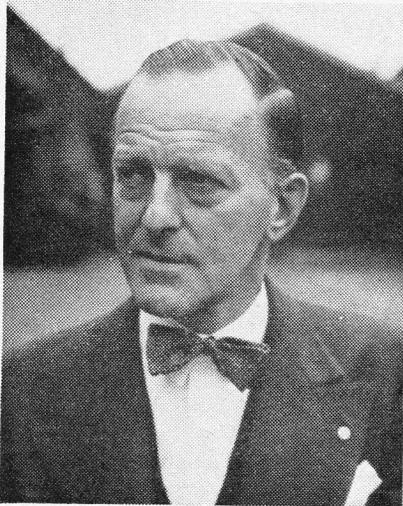
# 74 m.p.h. for 7 DAYS 7 NIGHTS AUSTIN A35 USING CASTROL



## THE MASTERPIECE IN OILS

At Montlhéry, 5 Cambridge undergraduates, led by Mr. G. Horrocks, drove an Austin A.35 Saloon for 7 days and 7 nights at an average speed of 74.9 m.p.h. They covered a distance of 12,783 miles from July 1st to July 8th. This enthusiastic team of private motorists chose Castrol for this endurance test.

(Subject to Official Confirmation)



## PENN PORTRAITS of NORTHERN SPORTING PERSONALITIES

### No. 27—DENIS FLATHER

**D**URING his career Denis Flather has tackled with success practically every aspect of our sport, from trials to racing, from special building to the Chairmanship of the B.R.M. Project, from secretaryship of the B.T.D.A. to membership of the R.A.C. Competitions Committee.

Born in 1910, he commenced in the 'thirties with a 2-litre Lagonda which was used in the sporting trials of that era. This was followed by a 1½-litre Aston Martin into which went Bira's dry-sump Le Mans engine. This was entered for the Torquay, Scottish and Hastings Rallies of 1937, and then was raced at Rushmere.

Trials being beyond this type of vehicle, a '21 Brescia Bugatti was acquired and converted for mud-plugging with Salmson front and rear axles. In 1938, Denis and the Crystal Palace Bug (so named due to its enormous "wrap-around" windscreen) did all the National Trials, and raced at Wetherby and Prescott with some fair measure of success. At the same time the stable contained a 328 G.P. BMW with which the best performance was made in the Blackpool Rally of 1939.

During the war years, Denis Flather, exempt, as a large steel manufacturer, used for personal transport and for his A.R.P. duties as O.C. Battalion Transport, a Vauxhall 25, which he converted to run exclusively on sawdust, averaging 50 miles to the bag; it covered 26,000 miles without using a single gallon of petrol. Denis said, "It looked a little odd, having a superstructure

*KEYSTONE SPECIAL: Denis Flather in the Morecambe Rally of 1950 with the BMW-based special, incorporating Mk. V Jaguar independent front suspension and Girling brakes.*

some eight feet high, and weighing 23 cwt., but the whole affair could do 50 m.p.h.

Nineteen-forty-six saw the BMW in action again, at Prescott where it took a class win in the up to 3,000 c.c. sports class, and at Redcar where wins were taken in both sprint and handicap events. Next came a left-hand-drive Rover Special which was fitted with a perspex roof, which ran in all the local trials, with successes in the Colmore and Hagley. In '47 Denis Flather bought from A. S. Pearce a Type 325 BMW and for the next three years ran in such events as the M.C.C. Sporting, Jeans, Cockshoot, High Peak, R.A.C. Experts, Gloucester, Colmore, 4/44 and Kichen, plus periodic excursions into rallies such as the Blackpool of '47 where he put up the fastest aggregate time.

In 1950 the BMW was rebuilt to fall in line with the proposed new trials formula. It was lightened by some 2 cwt. and then fitted with independent front suspension from a Mk. V Jaguar, plus Girling brakes, and renamed the Keystone Special. In this Denis made best performance in the Morecambe Rally of '51, ran in all the main trials and was a member of the English team at Anney in the International against France.

For 1952, Denis built a new Keystone Special, using Ford power in an all-independent chassis based on Cooper principles. This ran up till '54 when it was shortened to comply with the new formula. With this car he represented the North against the Midlands and South for two years.

Denis Flather was one of the first to see possibilities in the 500 c.c. racing car, and to this day builds his own cars although he no longer drives. He started in 1948 with a Marot Special, which was driven by a Scott water-cooled twin, the whole weighing some 5½ cwt., and it was raced at Brough and Silverstone.

For 1949 Lockheed brakes were fitted, the radiator moved behind the seat and in the 100-mile race at Silverstone Denis took fourth place although plagued with cooling troubles. This car, altered every year, ran on till '51, when Spike Rhiando was the pilot. From then till '54 Denis, due to business pressure, gave it a miss. Acquiring the services of W. G. Harris, ex the Wharton Stable, as driver/mechanic, Denis Flather started

again from scratch to build an entirely new chassis using de Dion rear suspension principles and a long-stroke Norton D.K. engine.

Harris took a second at Cadwell Park and ran at Aintree, Brands and Goodwood. With a short-stroke motor he got to within a second of the lap record at Mallory in '56. This year has seen a further new chassis which is much stiffer and lighter and employs an anti-roll bar. So far Harris has won a consolation race at Mallory and a fourth against the works drivers at the Maidstone and Mid-Kent Silverstone meeting, its best performance so far.

Denis Flather has four children, is married to Joan, who is just as keen on the sport; indeed, in the '47 period she made quite a name for herself as an M.G. trials driver.

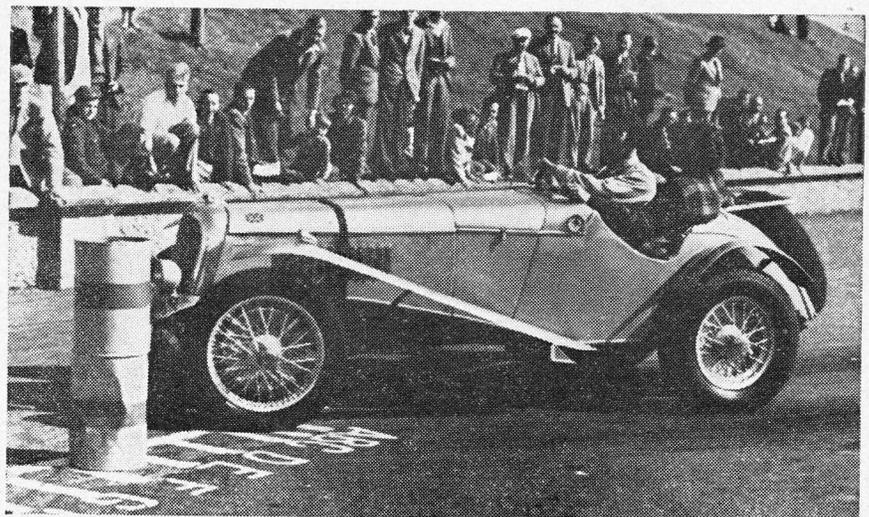
In business he is the Managing Director of the Flather Steel Co. and some five other companies. His hobbies are sailing and golf, interspersed with the driving of his beautiful 1897 Daimler, reputed to be the oldest active British car, and bearing the registration number W 95 as issued to Denis's father in 1899.

Favourite personal transport is anything as long as it's a Jaguar, and favourite courses are Oulton Park and Prescott. His wish is to maintain the closest practical interest as a competitor in order to serve the sport better, as either R.A.C. Steward or Member of the Competitions Committee. His own personal ambition is twofold: firstly, whilst observing the speed regulations, to be the first car at Brighton on the Veteran Run and, secondly, to build a 500 capable of beating the works cars.

Denis Flather's suggestion for improving the sport is that rigid qualification for International or National Rallies should be imposed. Only after a period of participation in minor events, coupled with proof of capabilities, should competitors be accepted.

Lastly, the "incident" questions brought (a) funniest—in the 1947 Sheffield and Hallamshire Test Team Trial, when partnered by Ken Wharton and Reg Phillips, two cars went "u/s", so all three of them played musical chairs with Phillips's trials special, and this in an event lasting only 60 secs. was quite something! (b) Most disappointing—in his first 500 race when his own lovingly prepared car boiled itself to a standstill.

FRANCIS PENN.



# Club News

By STUART SEAGER

As this is what is known as "the Height of the Season", it will have been noticed that Club News has been somewhat curtailed for space. This is an annual misfortune, but because submitted material has not been published, it does not mean that it has not been read and noted—I have always liked to keep in touch with the activities of the clubs, and journeyed around as much as possible to club events. Due to recent staff changes on AUTOSPORT, however, I find myself engaged in other duties and unfortunately will from now on not be so directly concerned with Club News. It is therefore my pleasure this week to introduce a new member of our staff, Martyn Watkins, who has already largely taken over the handling of the club columns, and I am sure Hon. Press Secs. will keep him as well posted about club activities as I have been over the past year or so.

\* \* \*

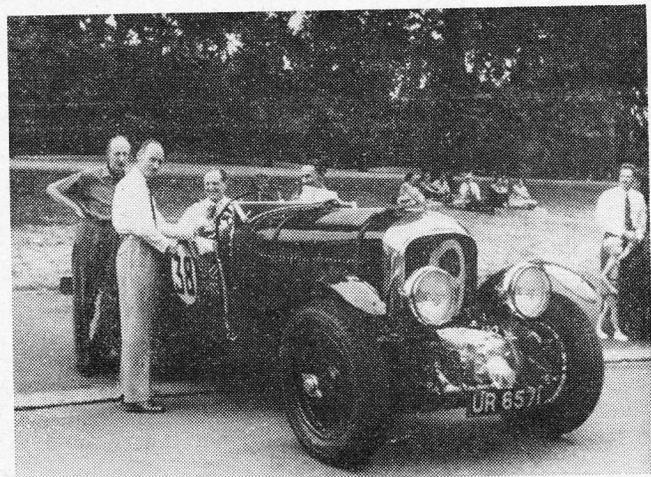
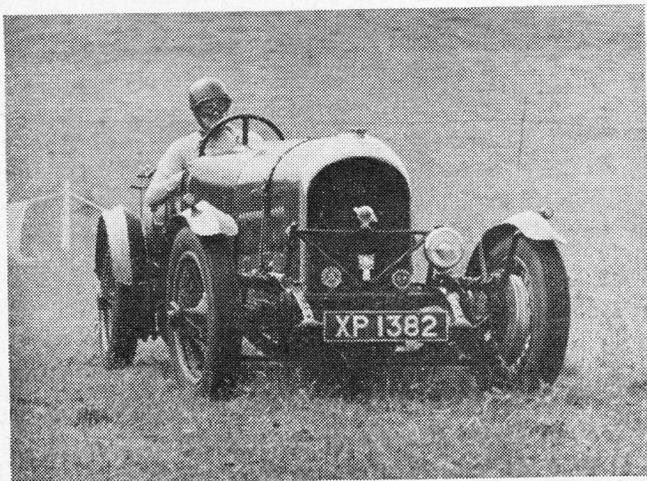
MAJOR problems are being caused in the realms of rallying by the lack of entries. **Morecambe C.C.** is making what it feels—and we are inclined to agree with them—to be a serious attempt on a long-term basis, to draw into the circle many of those motorists who are at present not of a sporting turn of mind. To this end, what the Club has decided to call the "maiden rally series" opens with its first event on 23rd July. Basically, the organizers, Arthur Senior and R. M. Baxter, hope to attract the man who has never before done a rally. They assure him that he will not be made to look a fool, that he will not wreck his car—apart from normal road risks—and that it will not cost him a lot of money. The series is to consist of six short and easy road rallies, and one of the necessary "qualifications" for intending competitors is that they do not hold an award won in a rally. Now here at last is a down-to-earth approach to this problem. No



WILTSHIRE sunshine paints the scene as H. J. Rose's Lancia heads for the top during the B.A.R.C. Brunton hill-climb on 23rd June.

sport can survive without support from competitors, and it is possibly peculiar to rallying that spectators cannot help—except by taking an active part. The only people who can solve the problem of the dearth of rallyists are the folk who will have a go, and the Morecambe people are doing their best to encourage more people to do just that. Start of the first event is at 7.30 p.m. on 23rd July at Shaw's Garage, Torrisholme, and regulations for the whole series are available from R. M. Baxter, 338 Marine Road, Morecambe. . . . The magazine of the **Special Builders' C.C.** is now available to John Public by arrangement with Motor Books, Ltd.: the news is coincident with the announcement that Donald Snoad has become editor, secretary and has become engaged to be married. A brave man indeed, to take on all three at once! His fiancée is Miss Johanna Dolby, of Lower Bourne, Farnham, Surrey. . . . Entries closed on 29th June for the **Veteran Car Club's** Blenheim Palace

Rally which is to be held on 28th July. For those who like to see a sight worth seeing, the cars are scheduled to arrive at Blenheim Palace, Woodstock, Oxon, from 10.30 a.m. to 12 noon. . . . Regulations and entry forms for the Shelsley Walsh national open hill-climb on 31st August are now ready for distribution. The event is the only Shelsley meeting this year, and applications should be sent to the Secretary, **Midland A.C.**, 184 Bath Row, Birmingham 15. Entries are limited to 100 cars and the list closes on 7th August. The Ken Wharton Memorial Trophy will be awarded for the best aggregate of two runs at this meeting. . . . **Thames Estuary A.C.** has announced that regulations and entry forms are available for the Southend "300" rally, 20th/21st July. Starting points are at Southend, Ipswich and in London, and a distance of about 250 miles is involved. Details and, of course, regulations can be obtained from Mr. S. L. Offord, 68 Exford Avenue, (Continued overleaf)



DIVERSE ways of using your Vintage Bentley: On the left is M. G. Pacey's car in action during the West Hants & Dorset C.C.'s autocross, while on the right is Stanley Sears receiving the congratulations of Stanley Sedgwick upon his winning the championship at the Bentley D.C. Kensington Gardens concours d'élégance.

### Club News—continued

Westcliff-on-Sea. Invited clubs include Anglia and Prefect O.C., Brighton and Hove M.C., B.A.R.C., Bugatti O.C., Cemian M.C., East Anglian M.C., Eastern Counties M.C., Falcon M.C., Ford Sports M.C., Gt. Yarmouth and Lowestoft M.C., Hants and Berks M.C., Harrow C.C., Healey O.C., London M.C., M.G.C.C., Marconi A.C., North London E.C.C., Old Culfordians M.C., Peterborough M.C., Riley M.C., Sevenoaks and District M.C., Sporting Owner D.C., Sporting Car Club of Norfolk, West Essex C.C.

### MALAYAN HILL-CLIMB

ORGANIZED by the Perak Motor Club, a hill-climb was held on 26th May at Simpang Pulai, over a half-mile course which has recently been resurfaced. The improved conditions resulted in a number of new class records being set up, plus a new absolute car record for the hill, made by Bill Wyllie in a TR3. Wyllie also drove a Cooper-J.A.P. in the racing car class and is a most promising driver.

J. G. M. F.

#### Results

**Saloons and Tourers up to 1,000 c.c.:** S. R. Priest (Renault 750 Mille Miglia), 38.57 s. **Up to 1,250 c.c.:** R. A. Wilton (Fiat 1,100 TV), 41 s. **Up to 2,000 c.c.:** Chong Swee Wah (Borgward Isabella TS), 38.38 s. **Unlimited:** 1, R. A. Wilton (Ford Zephyr), 37.67 s.; 2, W. R. A. Wyllie (Zephyr Aquaplane), 38 s.; 3, F. C. B. Marshall (Zephyr Aquaplane), 38.02 s.

**Sports Cars up to 1,500 c.c.:** 1, F. A. Johns (M.G.A.), 36.83 s.; 2, W. H. Davis (Fiat Spl.), 36.90 s.; H. Elston (M.G.A.), 37.92 s. **Up to 2,500 c.c.:** 1, W. R. A. Wyllie (TR3), 34.20 s.; 2, Saw Kim Thiat (TR2), 34.33 s.; 3, F. C. B. Marshall (TR3), 36.87 s. **Unlimited:** 1, W. R. A. Wyllie (TR3); 2, J. G. M. Ferguson (XK 120), 34.51 s.; 3, Saw Kim Thiat (TR3), 35 s.

**Racing Cars:** 1, Saw Kim Thiat (TR3), 34.30 s.; 2, P. M. Todd (XK 140), 34.66 s.; 3, W. R. A. Wyllie (Cooper-J.A.P.), 34.95 s.

### MIDSUMMER SPRINT

PRACTICALLY in the shadow of the Leeds Town Hall stand the Hudson Road Mills of Messrs. Montague Burton, Ltd., by whose courtesy the entrance road and perimeter track of which form the nucleus of the sprint course adapted by the Yorks Centre of the B.A.R.C.

Measuring half a mile in length, the course begins with an uphill run, in which the faster metal reaches 80 miles an hour, an acute left hand bend, downhill to a chicane, another righthander

★  
*ONE MAN—two girls—and a Singer Gazelle set off on the Chester M.C. Bernie Rally. The driver was Miss A. R. Williams and also in the picture are club officials Geo. Milton, Arthur Evans and Jack Smith.*



★  
and then uphill to a sharp left hand turn alongside a wall to a flying finish. Surface is concrete and tarmac with ample width. The four corners are guarded with stone walls protected by straw bales, the shaving of which was the accepted form of driving at the event held by the centre on 30th June.

The meeting started in glorious weather which, however, gradually deteriorated, and during the last runs rain fell. This rather put paid to any chance of a new course record, but even so three new class times were made.

Each driver was allowed three runs, the faster time to count.

In the class for touring cars (open and closed) up to 920 c.c., a gaggle of Minors faced two Dauphines and a DKW Sonderklasse. The latter, strange to say, was "outclassed", its driver, N. J. O'Connor-Rourke, only managing a third place to A. Staniforth's well-known Minor, who with a run of 54.9 secs. established a new class record. Second was K. Lee (Dauphine).

In class two, for similar cars, up to 1,300 c.c. two touring Minor 1000s

### Coming Attractions

**July 13th-14th. Rheims G.P. Meeting (F1, S).**

**July 13th. Leinster Trophy National Race Meeting, Wicklow, Eire.**

**Herts County A. and Ae. C. National Hill-Climb, Westbrook Hay, near Hemel Hempstead, Herts. Start, 2.45 p.m.**

**Aston Martin O.C. St. John Horsfall Race Meeting, Silverstone, near Towcester, Northants. Start, 11.30 a.m.**

**Fiat 500 Club Concours, Thorney Hall, Newark. Start, 5 p.m.**

**July 14th. Circle C.C./Chiltern C.C./Harrow C.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 12 noon.**

**Renault O.C. Gymkhana, Heston Airport, Middx. Start, 2.30 p.m.**

**Midlands M.E.C. Driving Tests, Honeybourne Airport, near Evesham. Start, 2.30 p.m.**

**Veteran C.C. Birmingham to Coventry Run.**

**Southsea M.C. Concours, Castle Field, Southsea. Start, 3 p.m.**

**Aston Martin O.C. Concours, Banbury, Oxon. Start, 10.30 a.m.**

**July 18th. Bouley Bay National Hill-Climb, Jersey.**

**July 20th. Grand Prix d'Europe Meeting, Aintree (F1, S). Start, noon.**

**Thames Estuary A.C. Southend "300" Rally.**

**July 21st. Southsea M.C. Sprint, Thorney Island, near Emsworth, Sussex. Start, 2 p.m.**

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challenged a Fiat 1100, with first place going to the 1000 of B. W. Moss, who just pipped F. Smith's 1100 by .06 sec.

The third class (up to 1,900 c.c.), saw a wild and furious drive by A. Silcox in a Commer van in which the car assumed alarming angles yet annihilated the opposition, consisting of Magnette and Rapier. His run resulted in a new class record of 54.9 secs. On his second run this intrepid driver lost the lot, reached a new high on the last corner, clouted the straw bales hard, and continued over the line in a flurry of dust. For the third run, he did not appear—"wise man".

In the unlimited touring cars class a "C" type-engined saloon Jaguar, ably driven by M. E. Moss, could not hold E. D. Clark's Zodiac, both cars rather too large for the tight corners. Nevertheless, they showed impressive road-holding.

Among the sports cars (up to 1,510 c.c.) the trials specials came into their own. Young Gordon Gartside, driving beautifully, beat father by some 5 secs. and set up a new class record with a run of 48.09 secs. Second was "Fur" Coates whose front wheels canted inwards to the nth degree when power was applied.

The up to 2,701 c.c. class saw five

*VARIOUS WAYS of taking a corner, demonstrated by (right) B. Harpin (Lotus) who made B.T.D.; the Coates trials special (below) and the acrobatic Commer van of A. Silcox.*

TRs against an Austin-Healey, B.M.W. and an A.C. Ken Lee (TR2) took this class with a storming run to which I. H. Smith's Ace was second, while in third place, showing pre-war class, was the 328 B.M.W. of J. Brown. W. E. Offley, in an Austin-Healey, smote the straw bales on corner one on his last run.

Class seven, for sports cars of 2,701 c.c. and over, produced only two entries, both XK 140 coupés. Victory went to D. Butterwick by .01 sec. over G. R. Remfrey.

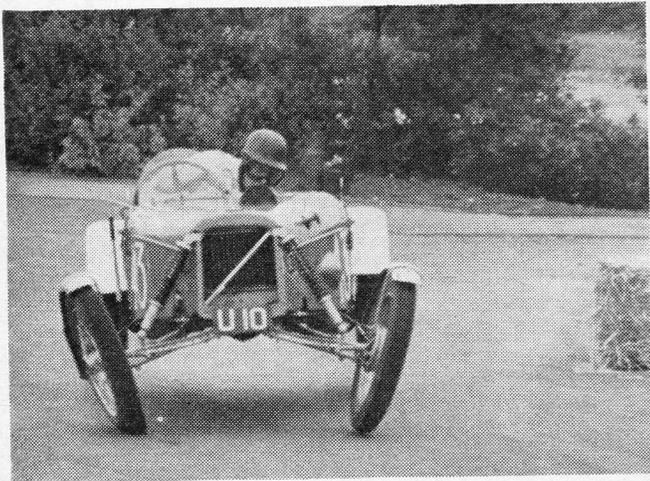
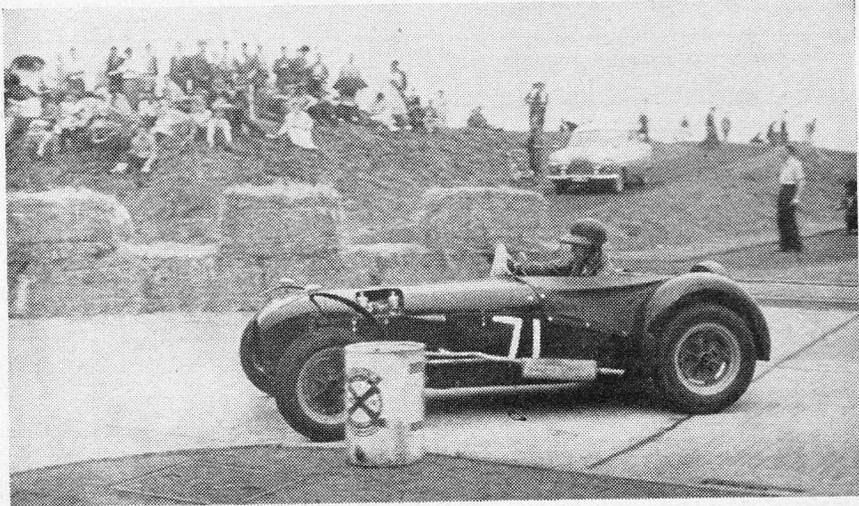
Class eight, for sports-racing cars (up

to 1,500 c.c.), saw Barry Harpin's Mk. 6 Lotus-Climax win from J. B. Brierley's Cooper-M.G. with a run of 45.13 secs., a second outside the all-time record but still the best time of the day.

This meeting has a great deal to recommend it, and providing its organizers do not again clash with a major event, should double or triple its programme, which would guarantee both spectators and entrants a very good day's sport.

FRANCIS PENN.

Recent Results on page 64



**Yes, but have you seen the new M.G.A. Coupé at UNIVERSITY MOTORS ?**

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## AUTOSPORT

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TOULMIN MOTORS.—The most comprehensive range of M.G. spares in the country for every model M.G. Order your new car or spares from the Specialists.—343 Staines Road, Hounslow, Middx. HOUUnslow 2238-3456.

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1955 MORGAN PLUS FOUR, first registered October, 1954, in showroom condition, available for sale August, fitted Halda Speed Pilot, Marchal head and Twin fog lamps, heater, etc. Price £625, o.n.o.—Reply Box 2485.

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BREAKING up Morris Isis 18 h.p. 1935 six-cylinder. All parts.—96 Wilkes Avenue, Bentley, Walsall, Staffs.

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BUYING, SELLING, EXCHANGE.—500s, sports, engines.—Showrooms, Car Exchange (Brighton), Ltd., 18 Church Road, Hove 38595.

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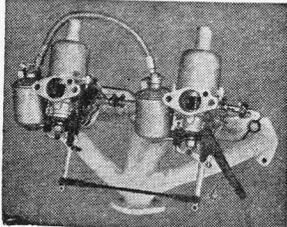
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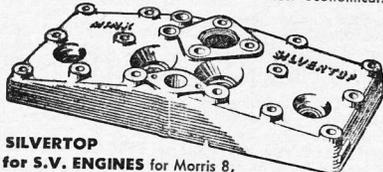
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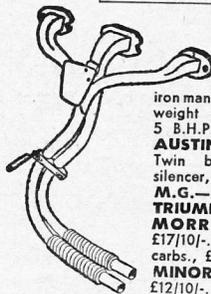
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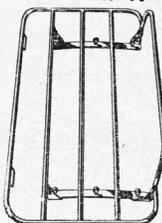
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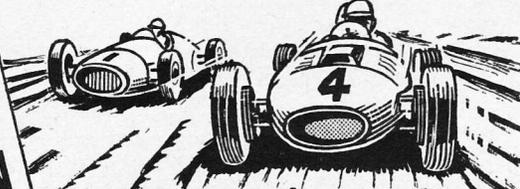
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**23/6**

**STANDARD ROLL (POST FREE)**

**Recent Results****PEMBROKESHIRE M.C.**

Rally, 5th June

**Best Performance:** 1, J. F. Thomas/A. L. Bennett (TR3); 2, S. P. Lewis/H. T. McClements (Ford Anglia); 3 and Novices' Award, Mrs. C. Jones/W. Walters (Minor). **Novices:** 2, Lt.-Cmdr. W. G. Calvert/Mrs. Calvert (A40); 3, E. C. Phillips/J. C. Thomas (M.G.).

**WEST ESSEX C.C.**

Chilton Rally

**Best Performance:** 1, K. Butcher (M.G. TD); 2, S. P. A. Freeman (M.G. TA). **Navigators' Award:** Miss Geraldine Shepherd. **First Class Awards:** K. Elliott (Ford Prefect), B. White (Ford), D. Greenwood (M.G. TD).

**HAGLEY & DISTRICT L.C.C.**

Driving Tests, 30th June

**Special Sports Cars:** 1, J. D. Hollingworth (TMS2); 2, F. R. Heydon (Sleeman); 3, E. J. P. Reynolds (Dellow). **Sports Cars:** 1, J. F. Livingston (Morgan); 2, H. L. Livingston (TR2); 3, G. S. Foster (TR2). **Saloons:** 1, H. Foster (Anglia); 2, R. A. G. Foster (Anglia); 3, J. F. Livingston (Standard). **Novices, Sports Cars:** G. S. Foster (TR2). **Novices, Saloons:** M. Chambers (Standard). **Ladies' Award:** Mrs. Mucklow (Anglia).

**SHEFFIELD AND HALLAMSHIRE M.C.**

Driving Tests, 2nd June

**Wimble Trophy:** Sheffield and Hallamshire M.C. team. **Best Performance, Open Class:** L. Hurt. **Closed Class:** J. Baigent. **Team Award:** A. D. Alldred and E. S. Sneath.

**CHELMSFORD M.C.**

Driving Tests, 30th June

**Best Performance:** A. Westwood (Dellow); 2, C. Udall; 3, J. Syster and T. Hatchett. **Class 2:** 1, L. Ellerker; 2, D. Robinson; 3, J. Mitchell.

**EXETER M.C.**

Midsummer Rally, 23rd June

**Best Performance:** P. J. Smith (M.G. TC). **Best Novice:** R. L. Goffe (Renault Dauphine). **First Class Awards:** P. J. Smith; W. J. Westlake (M.G.A.); R. K. Rand (Morris Minor 1000). **Navigators' Awards:** Mesdames P. J. Smith and R. L. Goffe.

**R.A.F.A.M.C.**

Midsummer Rally, 22nd/23rd June

**Best Performance:** B. Whiteway/D. J. McNaught. **Class Winners:** A. Shinn/C. Wilkinson; Whiteway/McNaught; H. Watson/Miss D. Watson. **Novices:** B. Cross/A. Clarke. **Team Prize:** Whiteway, McNaught, K. Mudie and L. Page.

**MID-THAMES C.C.**

Rally, 29th-30th June

**Best Performance:** V. Lovett (A30). **Best Mid-Thames C.C.:** R. A. Sanson (M.G. Magnette). **First Class Awards:** N. Veronique (Ford Anglia); W. Rosson (M.G. Magnette); R. E. Roberts (M.G. Magnette); F. L. Hine (Morris Minor); L. N. Needham (TR2). **Novice Awards:** 1, L. H. Styles (Morris Minor); 2, J. Stidwill (Ford Consul). **Team Award:** L. N. Needham, F. E. Still and Mrs. P. Forster.

**HARROW C.C.**

Evening Rally, 6th July

**Best Performance:** A. M. B. Piggott (Volkswagen). **First Class Awards:** P. F. Steiner (Fiat 1100TV); G. Wilkins (Ford Thames). **Second Class Awards:** F. E. Still (TR3); P. B. Jones (Ford Anglia).

**CHESTER M.C.**

Bernie Rally, 29th/30th June

**Best Performance:** K. C. Walker (TR3). **Navigator Cup:** M. Sutcliffe. **Best Saloon:** M. J. Monks (Standard 10). **Best Open Car:** J. Bullough (TR2). **Class Awards:** T. A. Astbury (Ford Popular); C. K. Angus (M.G.A.); C. C. Bethell (Vauxhall). **Team Prize:** Chester M.C. No. 2 (Astbury, G. W. John (Anglia) and J. M. Jones (Anglia)). **First Class Awards:** J. N. H. Hood (VW); W. A. Smith (Standard); J. M. Jones (Ford Anglia); J. Peters (VW); Miss E. Eatock (Renault Dauphine).

**Classified Advertisements—continued****TUNING SERVICE**

**A** DA tuning kits are now available for Ford Anglia and Prefect 100E, o.h.v., A30 and Morris Minor, 1954 onwards Standard 8 and 10 h.p. Others to follow. Price complete, including special gaskets, valve springs, choke tubes or jets and special air cleaner, £4 4s. We supply and recommend Bardahl.—Rally Equipment, 279 Edgware Road, N.W.9. COLIndale 3840.

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**C** AMERAS, binoculars, tape recorders, cine equipment in first-class condition always required.—Charles Dunn, The Camera Exchange, 8 and 9 Tunsgate (off High Street), Guildford. Tel. 4040.

**C** OOPER or J.P.—one pair front hubs and front brake back plates.—Graham, Maharg, Thornhill, Dumfriesshire.

**F** IVE E93A FORD 13-in. wheels.—N'chols, Cobdown Lodge, Ditton, Kent. West Malling 2057.

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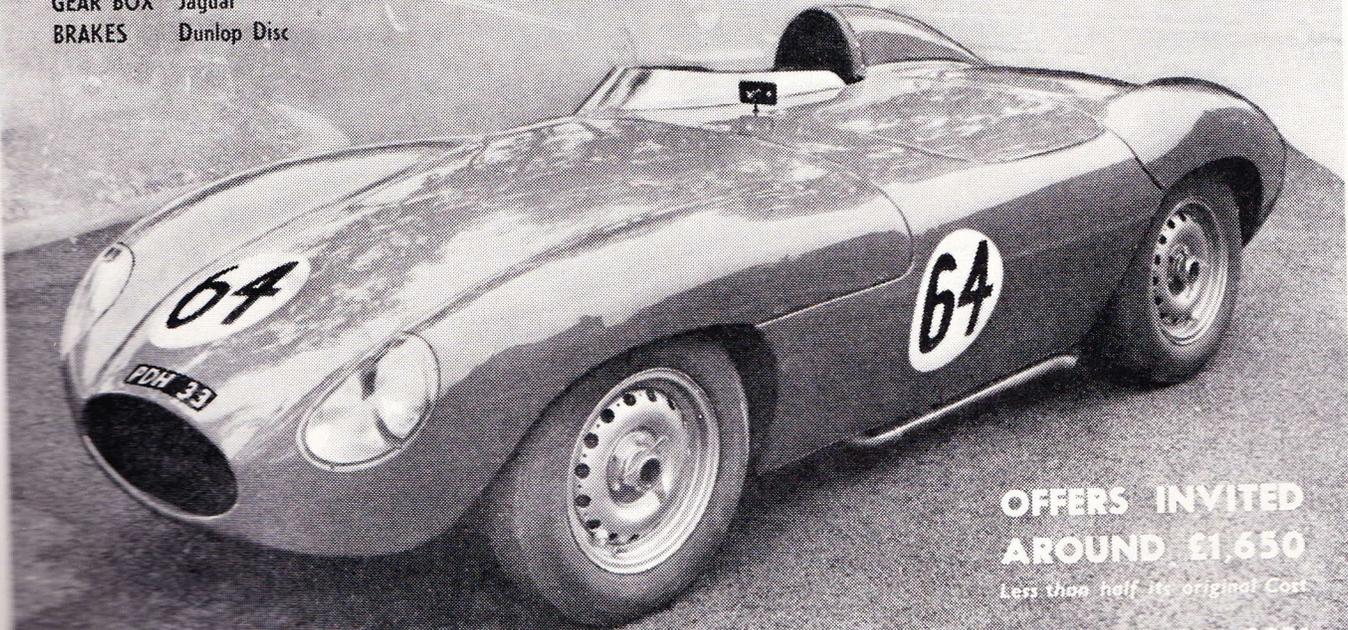
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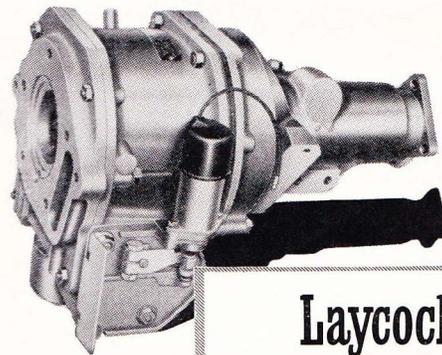
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