

AUTOSPORT

AUGUST 23, 1957

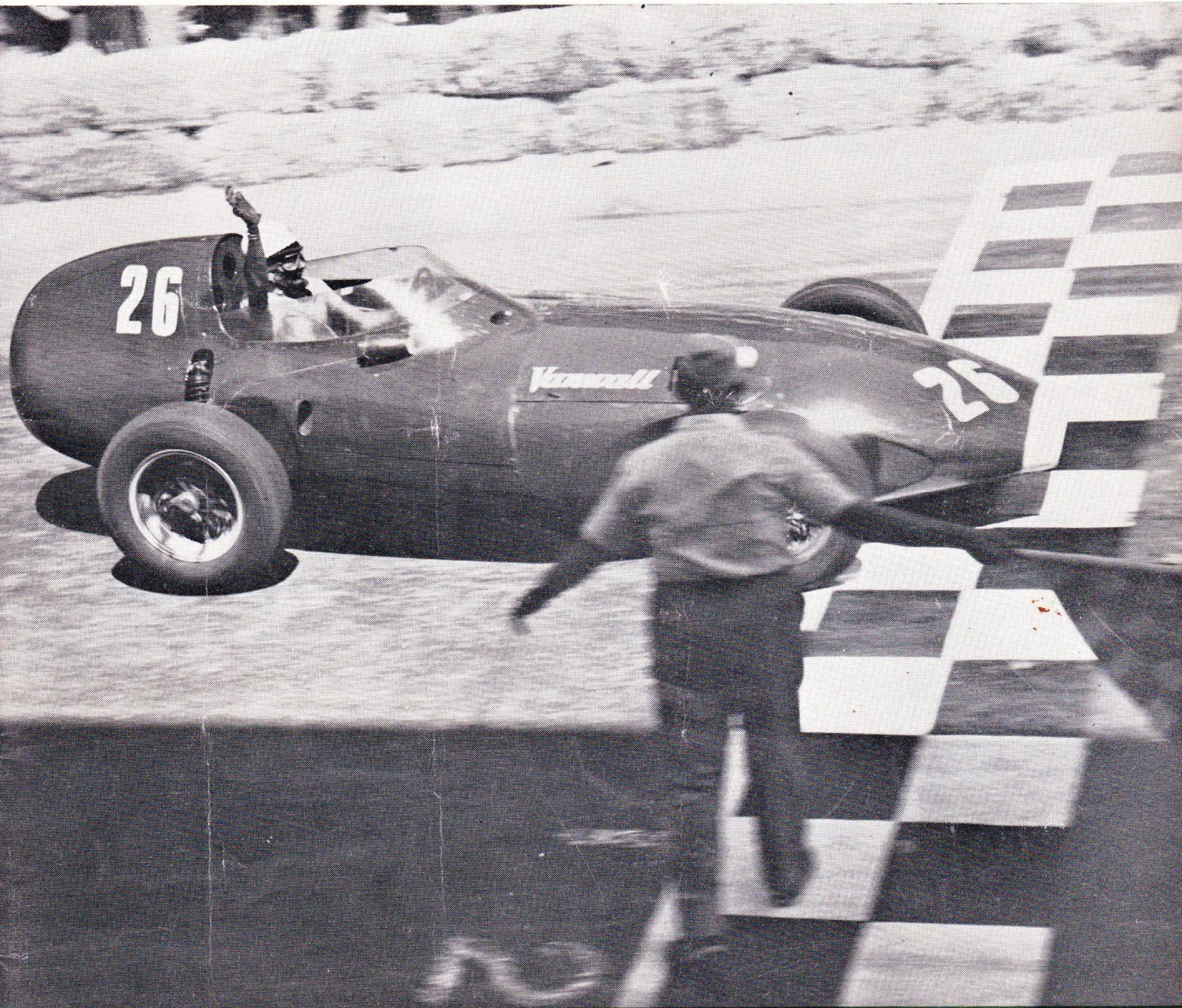
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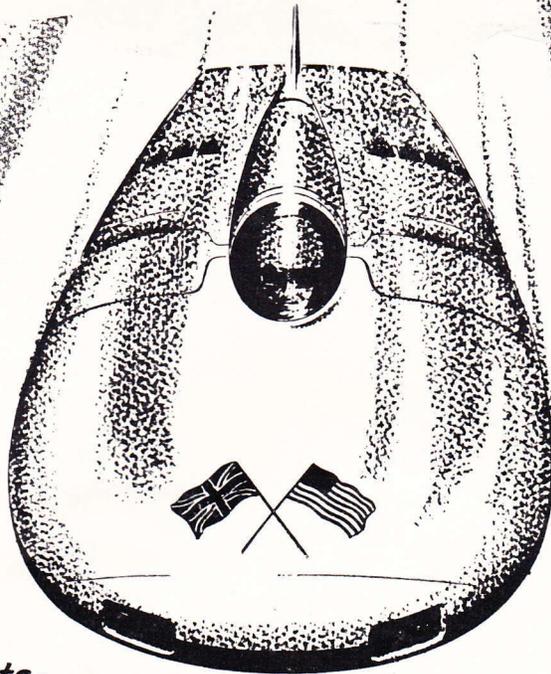
BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

VANWALL VICTORY AT PESCARA—FULL REPORT : SIX HOUR RELAY RACE AT SILVERSTONE
JOHN BOLSTER TRIES A COOPER-JAGUAR : CLUB RACING AT MALLORY PARK : HILL-CLIMBING IN IRELAND

**BRITISH MOTOR CORPORATION
CHOSE
CASTROL
TO BREAK 65 RECORDS**



Follow the experts

ALWAYS ASK FOR

At Utah a streamlined car using a B.M.C. "A" type engine as basically fitted to the Austin A.35 and Morris Minor 1000 broke 9 International Class G Records and 56 American national records. Speeds up to 118 m.p.h. for 12 hours were recorded.
(Subject to official confirmation)



BY NAME

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the G.P.O. as a Newspaper

Vol. 15 No. 8 August 23, 1957

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EDITORIAL

A CONVINCING VICTORY

IF Aintree was the turning-point in British Grand Prix fortunes, Pescara set the seal on the progress of Vanwall by Stirling Moss's near runaway win on the difficult Adriatic circuit. The prestige of British automobile engineering is ever on the upgrade, and, by defeating the Italians no less than twice in World Championship events, Mr. G. A. Vandervell has done a tremendous service for the entire motor industry in this country. Just as the Schneider Trophy performances many years ago brought fame to British aviation, the Vanwall achievements in the most advanced form of automobile technology have created a profound impression on all who are concerned with the distribution of motor vehicles. The term "Buy British" has certainly become one of real significance, and it is to be hoped that the people who direct the motor industry in Coventry, Oxford, Birmingham, Dagenham and Luton, realize that their ever-swelling order-books for export vehicles owe a great deal to the efforts of Mr. Vandervell, Sir William Lyons, Mr. David Brown, Mr. Colin Chapman and a few others. With such weapons as the sweeping successes at Aintree, Nürburgring, Le Mans and Pescara, the British Council could really justify its existence as an instrument of propaganda in every country in which it operates. Also, Mr. Vandervell's wonderful achievements must be recognized by Her Majesty's Government as having a direct influence on the reputation of this country as a producer of marketable commodities, not only in the motor industry, but in every branch of engineering.

THE STRANGE BEHAVIOUR OF SIGNOR FERRARI

THE Italian public is certainly puzzled by the behaviour of Enzo Ferrari. After announcing that his cars would never again race on any Italian road circuit, he authorized the loan of a car to Luigi Musso for the Pescara Grand Prix, which was staged owing to the lifting of the ban on road-racing by the Italian Government. The latter, of course, has made a very rapid switch-over, realizing the immense amount of finance which is spent annually on motor-racing in Italy, and the large number of persons whose continued employment depends on it. As Signor Ferrari has managed to obtain considerable sums of money from Fiat of Turin, and a present of the entire racing organization of Lancia, the public cannot understand his attitude, when the reasons behind these gifts were to maintain Italian prestige in Grands Prix. Musso, being the only Italian G.P. driver of note, is, of course, a great asset to Ferrari; but to pass over Mike Hawthorn and Peter Collins is incomprehensible to all concerned with G.P. racing. At the moment, these two great drivers do not know whether or not they will be required for Monza, as Ferrari is playing very hard to get.

OUR COVER PICTURE

VIVA VANWALL! Stirling Moss crosses the line to win the 25th Grand Prix of Pescara, by over three minutes from World Champion Fangio's Maserati, on one of the most difficult of all G.P. circuits.

PIT and PADDOCK

DRIVERS of the Ecurie Ecosse Jaguar team at Spa this week-end will be chosen from John Lawrence, Ron Flockhart, Ninian Sanderson and Jack Fairman. Ecurie Ecosse won the event last year at an average speed of 110 m.p.h. and the lap record for the circuit is held by Desmond Titterton in an Ecurie Ecosse Jaguar.

IT seems that John Dalton did, after all, do fastest lap in the over 1,500 c.c. class in the AUTOSPORT race at Snetterton, and not John Bekaert as published. This means that Dalton has 34 points to share leadership with Rudd/Jennings, and Bekaert has 16 points.

COLIN CHAPMAN was seen with a far from usual vehicle in the paddock at Silverstone on Saturday: he was pushing a perambulator. And it did not appear to be especially aerodynamic. . . .

ONE way to clear a traffic jam is to drive a Vanwall down the main street, as David Yorke did at Pescara after practice.

ROY SALVADORI, finding out Tony Brooks's full names, is calling him "Charlie". The latter has retaliated by referring to Roy as Francesco (his middle name). One gathers it will soon be Tony and Roy again!

THIS week-end AUTOSPORT celebrates its seventh birthday. First number appeared on 25th August, 1950, on the eve of the B.R.D.C. *Daily Express* Silverstone meeting.

THE disc brake used on the successful Vanwall was originally designed by the Aviation Division of the Goodyear Tyre and Rubber Co., Ltd., at the request of Mr. G. A. Vandervell. Plans and designs were completed at Goodyear's Wallasey aviation H.Q. for a single-spot component, and the drawings were turned over to Mr. Vandervell who built the Vanwall system in his own factory, developing it to its present highly efficient state.



"Promised his mother he'd never touch a drop. . . ."

IT appears that the disappointing withdrawal of Archie Scott-Brown's Lister-Jaguar from the Spa race this week-end was due initially to unreasonable insurance premium demands by the Belgian club, which Brian Lister was not prepared to accept, and therefore regretfully scratched the car. A few days later the club had second thoughts and agreed to accept the entry, but by then the preparation of the car had been halted and time was too short for it to be made ready. So Spa will not be seeing the Scott-Brown-Lister performance after all—a great pity.

CANADIAN correction: Following the report of the "Canadian Carrera" race meeting in our 5th July issue, S. R. Broady points out that in the third race, the Morgan class was won by his car, driven by A. Little, not A. Sands as published. Sorry!

MEMBERSHIP of the Automobile Association has topped the two million mark—an increase of a million in seven years. Daily cost of A.A. service to members is more than £12,000.

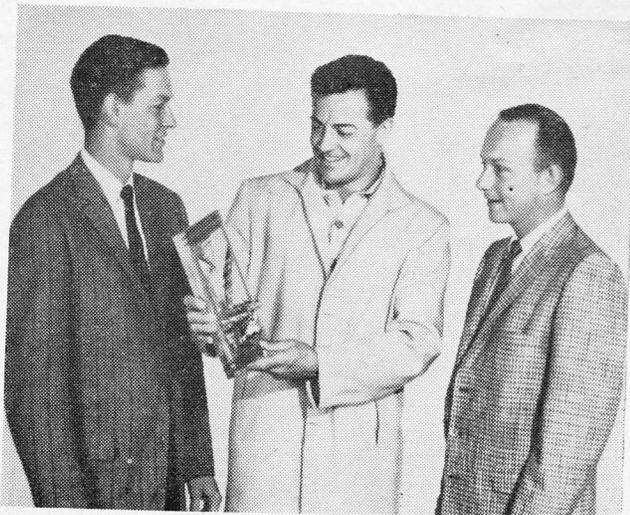
NO changes are planned in existing Rover specifications for 1958, it is stated. At a later date, however, duotone colour schemes are to be introduced and the prices went up as from last Monday. New prices are: 60, £1,325 17s.; 75, £1,445 17s.; 90, £1,499 17s.; 105S, £1,633 7s.; 105R, £1,687 7s.; 105R de luxe, £1,733 17s. All these prices are inclusive of purchase tax.

BM.C. entries for the Liège-Rome-Liège Rally, beginning on 28th August, are as follows: John Gott/Chris Tooley, Nancy Mitchell/Joan Johns, John Milne/Bill Shepherd, G. Harris/G. Hacquin; the last pair are Belgian competitors. All are driving M.G.A. hardtops. Pat Moss and Anne Wisdom will be in a Morris Minor 1000.

KING HUSSEIN of Jordan has placed a further order for three M.G.As. These are now under construction at Abingdon.

"DAILY EXPRESS" Trophy Meeting at Silverstone on 14th September will see a new challenge to the Lotus supremacy in the 1,500 c.c. sports car event. Archie Butterworth has nominated Archie Scott-Brown to drive his new Elva-A.J.B. This potent combination may well defeat the Lotus boys.

AT the same meeting Ivor Bueb has entered all five of the races on the programme. In the sports and touring car races he will be driving a D-type and a 3.4 Jaguar respectively. A Cooper-Norton, an 1,100 c.c. Lotus and the Gilby Maserati will occupy the rest of his time.



★
CORNEL WILDE, star, producer and director of the Paramount film, "The Devil's Hairpin"—described as a "sports car drama"—receives a plaque from Joe Weissman (right), of the California S.C.C., and Jim Peterson, of the S.C.C.A.

★

50 M.P.G. at 118 M.P.H.!

Unsupercharged 948 c.c. B.M.C. Streamliner Breaks 53 Records in 12 Hours at Utah

As a preliminary to the M.G. record attempts at Utah, which will probably have taken place by the time this is published, the British Motor Corporation has also made a highly successful attack on the International Class G speed records with a similar streamlined single-seater, powered by a modified, but unsupercharged, 948 c.c. Series A engine, similar to that which powers the Morris Minor 1000 and the Austin A35.

The car was driven in four-hour shifts from dawn to dusk on 13th August by Tommy Wisdom and American David Ash, over a 10-mile circuit on the Bonneville Salt Flats, Utah, and averaged 118.13 m.p.h. for the 12 hours, substantially breaking the previous record of 105.89 m.p.h., held by a Fiat-Abarth. Two other International records were broken: the 2,000 km., with an average of 117.87 m.p.h. (previously 105.8 m.p.h.) and the 1,000 miles at 117.48 m.p.h. (104.8). In addition 25 American standing start and 25 flying start records were taken. An amazing facet of this performance was the fuel consumption. For the total of 1,417.53 miles covered, only 29 Imperial gallons were consumed—an average of 49.8 m.p.g.

The car was EX179, built for earlier M.G. attempts, now resurrected and fitted with a Series A engine, the new hybrid being christened the "Morris Minor 1000 Streamliner". The engine had been modified to the extent of fitting special pistons to raise the compression ratio to 10.12:1, while a special manifold carried two 1½ in. S.U. carburettors. In this trim the engine gave 57 b.h.p. at 5,500 r.p.m., the car being geared to give 110 m.p.h. at 5,200 r.p.m.

A spare engine was also taken along, fitted with a small Shorrock supercharger giving a maximum boost of 4½ lb./sq. in. Using standard crankshaft and con-rods this unit delivered slightly better than 73 b.h.p. at 5,500 r.p.m., and as the unblown engine had proved so successful and completely reliable, a further run was made with the second engine installed to attack various shorter distance records—which again were conquered.

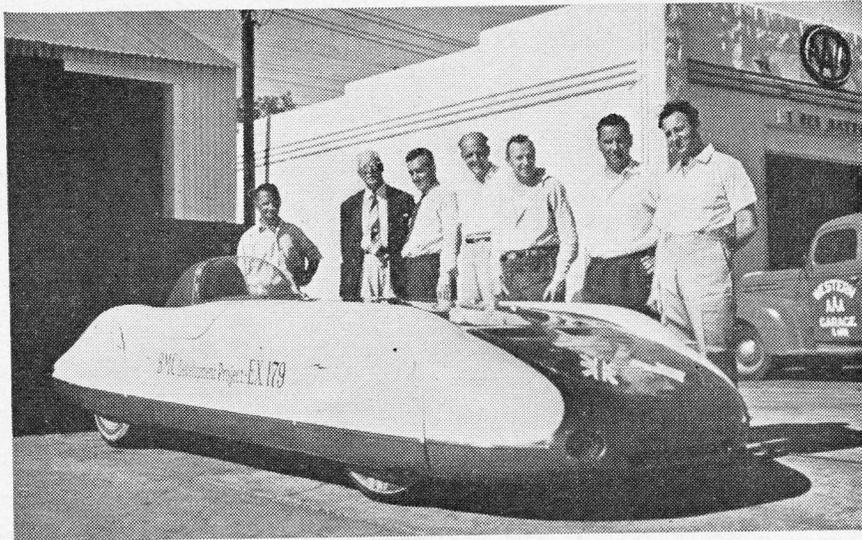
The attempt was observed and timed by officials of the F.I.A., and Capt. George Eyston, who supervised the runs on behalf of the B.M.C., stated that all the new figures have been submitted to the F.I.A. headquarters in Paris for confirmation.

SNETTERTON AUTUMN RACE MEETING, 1st SEPTEMBER

ARCHIE SCOTT-BROWN, Ivor Bueb, Innes Ireland, Brian Naylor and George Wicken are among the first to be received of the very large entry that is expected for this meeting. Two Lister-Jaguars, two Tojeiro-Jaguars, four D-types, Team Lotus, Lotuses with Maserati and Bristol engines, as well as the favourite Climax, are all represented.

The Formula 2 race also proves exciting, with Dennis Taylor's Lotus to challenge the present Cooper supremacy of Naylor, Wicken, Ireland and Nixon. The Formula 2 Connaught is to be driven by Ann Lacy.

A saloon car, according to the regula-



MINOR Streamliner: The EX179 record car which has just completed its successful attack on Class G speed records at Utah, powered by a 948 c.c. Series A B.M.C. engine. Capt. Eyston stands second from the left.

The full list of records broken is as follows; those up to 125 m.p.h. were made with the unblown engine, and for the higher speeds the supercharged engine was used.

Class "G" International Records, Standing Start			
200 miles	131.89 m.p.h.	1,000 mls.	117.48 m.p.h.
500 kms.	132.39 m.p.h.	2,000 kms.	117.87 m.p.h.
500 miles	131.38 m.p.h.	3 hours	132.62 m.p.h.
1,000 kms.	131.84 m.p.h.	6 hours	132.13 m.p.h.
12 hours 118.3 m.p.h.			

Class "G" American Flying Start Records			
1 km.	143.31 m.p.h.	250 kms.	132.67 m.p.h.
1 mile	143.47 m.p.h.	250 miles	132.92 m.p.h.
5 kms.	143.05 m.p.h.	300 kms.	132.72 m.p.h.
5 miles	142.30 m.p.h.	300 miles	132.95 m.p.h.
10 kms.	142.08 m.p.h.	400 kms.	132.92 m.p.h.
10 miles	138.33 m.p.h.	400 miles	133.05 m.p.h.
50 kms.	132.86 m.p.h.	500 kms.	132.95 m.p.h.
50 miles	132.98 m.p.h.	500 miles	131.74 m.p.h.
75 kms.	133.00 m.p.h.	1,000 kms.	132.11 m.p.h.
75 miles	132.69 m.p.h.	1,000 mls.	117.61 m.p.h.
100 kms.	132.74 m.p.h.	2,000 kms.	117.98 m.p.h.
100 miles	132.52 m.p.h.	1 hour	132.69 m.p.h.
200 kms.	132.67 m.p.h.	3 hours	133.05 m.p.h.
200 miles	132.80 m.p.h.	6 hours	132.38 m.p.h.
12 hours 118.25 m.p.h.			

Class "G" American Standing Start Records			
25 kms.	122.66 m.p.h.	300 kms.	131.78 m.p.h.
25 miles	126.30 m.p.h.	300 miles	132.38 m.p.h.
50 kms.	127.50 m.p.h.	400 kms.	132.31 m.p.h.
50 miles	129.65 m.p.h.	400 miles	132.62 m.p.h.
75 kms.	129.37 m.p.h.	500 kms.	132.39 m.p.h.
75 miles	130.52 m.p.h.	500 miles	131.38 m.p.h.
100 kms.	130.20 m.p.h.	1,000 kms.	131.84 m.p.h.
100 miles	130.84 m.p.h.	1,000 mls.	117.48 m.p.h.
200 kms.	131.27 m.p.h.	2,000 kms.	117.87 m.p.h.
200 miles	131.89 m.p.h.	1 hour	131.39 m.p.h.
250 kms.	131.59 m.p.h.	3 hours	132.62 m.p.h.
250 miles	132.62 m.p.h.	6 hours	132.13 m.p.h.
12 hours 118.13 m.p.h.			

tions for this meeting, is a car with wind-up windows; this should provide some very grand touring machinery with Porsche, A.C. and other saloons competing against the family saloon A105 Austin of Jack Sears. However, the classes have been carefully chosen and should provide some interesting comparative performances.

For those who have not been to this East Anglian circuit before, Snetterton is on the very fast and straight (almost Continental) A11, 92 miles from Marble Arch, roughly between Newmarket and Norwich. The meeting is organized by the Snetterton Motor Racing Club, and starts at 2 o'clock. Enquiries to S.M.R.C., East Harling, Norfolk. Tel.: East Harling 242.

SPORTS NEWS

GRAND PRIX COMMENTARY

Was "Autosport" Unfair to Mr. Cutler?

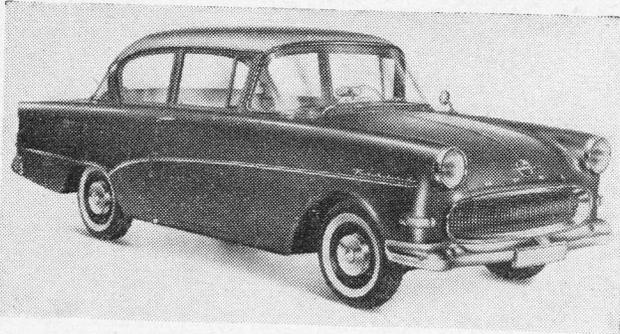
MR. ALAN CUTLER, whose letter on "Grand Prix Commentary" in our 9th August issue raised such a storm of comments, claims that his point-of-view was completely misconstrued owing to the fact that the latter part of his rather lengthy letter was cut out. This was owing to pressure on space so we append the following which should have followed on after the paragraph which concluded "... I also have a fair clue as to who it will be who will say that it is nonsense."

"I refer to the hard core of enthusiasts who are to be seen at every motor race meeting come sun, rain or snow. We as commentators have nothing to offer the enthusiast at all. He is a man of quite fantastic knowledge which is most impressive to behold and which, incidentally, both organizers and competitors would be well advised to listen to if only it were possible to get him into a corner. His knowledge and appreciation of an event is far, far ahead of anything we can offer. But whether we like it or not, he is not the man who decides the success of motor racing as either a public spectacle or a vehicle of successful entertainment. It is the unskilled man to whom our remarks are primarily directed.

"We can either deliberately, which is unlikely, or by accident, which is quite possible, make or break any motor race meeting, but so far have been unable to raise our status beyond that of a necessary evil. What we want to know is what you as the paying customers want from us? Few things to most of us are as dull as an unaccompanied tour of the National Gallery. Few things are so utterly absorbing as the same tour when it is conducted by an expert in art. Our function is to add colour and information to a motor race meeting. Do you like the way we do it or not? We just do not know. Let us know what you want and we will conform. For example, do you like us to talk about the cars themselves or about their drivers? Would you like us more or less than we do now to "set the scene" before the start of a race? Is it of interest to you to know in more or less detail how John Smith came to drive his nonsuch in this particular event? How much do you listen to us, if at all? How better, in fact, can we perform what seems to be an essential function?"

MOBILGAS "ROUND AUSTRALIA"

ON Wednesday 102 cars set out from Melbourne for this year's 10,500-mile Mobilgas Rally. The field included 26 VWs, 20 Holdens, 12 Fords, 1 Hillman, 3 Fiats, 7 Peugeots, 2 Morrises, 4 Standards, 5 Simcas, 4 Austins, 4 Porsches, 2 Renaults, 1 Plymouth, 1 Jaguar, 1 Skoda, 1 Goliath, 1 Citroën, 1 Toyopet (a Japanese entry) and 1 Chevrolet.



OPEL have just introduced in Germany a new 1½-litre Olympia (illustrated) and Rekord, which show a marked family resemblance to their British General Motors cousin, the Vauxhall Victor.

FANGIO CLEARS UP MISUNDERSTANDING

APPARENTLY Juan Manuel Fangio's offer of \$10,000, which was published in several Continental newspapers and also quoted in AUTOSPORT, was due entirely to a misunderstanding, not unconnected with language difficulties. The World Champion told me at Pescara that he did not make a direct offer, and that the figure quoted was not mentioned by him at all. Fangio is extremely upset about the Clymer challenge, although he realizes that it does not reflect the true opinion of the world's motor-racing public.

He is, of course, the Champion of the World, and does not have to treat these attacks seriously. Nevertheless he feels that he does not deserve to be the target of unfounded criticism. The F.I.A., ruling body of International motoring sport, has nominated certain races as counting towards the World's Drivers' Championship. Although Indianapolis is included in the series, it is the generally accepted practice to omit the results of that race from the tables published in the European press. After all the Americans do not race in the other events, and therefore cannot be seriously regarded as challengers for the title of World Champion.

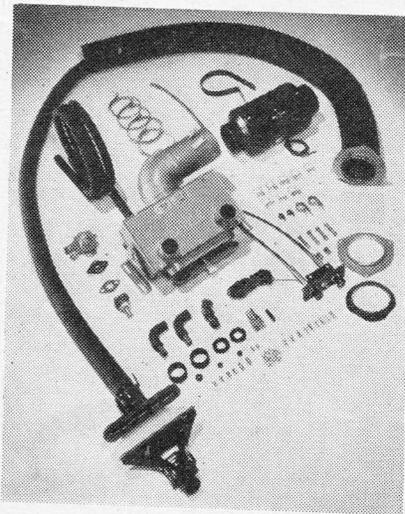
Juan Manuel Fangio has made it perfectly clear that he had accepted no engagement to take part in the Monza "500", as his programme was confined to the *grandes épreuves* counting for the Championship, and such sports-car events for which Officine Maserati might have trouble in fielding a representative team of drivers, such as occurred at Nürburgring when Jean Behra was unable to start owing to injuries.

Personally, I feel that the inclusion of Indianapolis, although it is the U.S.A.'s most important event, serves no useful purpose in the World Championship series, and it should therefore be omitted. It is rather like including a football match in the cricket Test Match series, as the conception of motor-racing on that circuit is entirely different to European-style events. All who were present at Monza had nothing but praise for American methods and the skill of their drivers on the speed circuit. Yet they arrived in Italy convinced that they would be faced by serious opposition from European teams, although the race had been organized to suit their cars, even to the extent of running it the opposite way round, and permitting major repairs to take place between heats. The U.P.P.I. statements were, of course, very unfortunate and were seized upon by certain journalists as an excuse not to race against the Americans. Jean Behra made abortive attempts with a

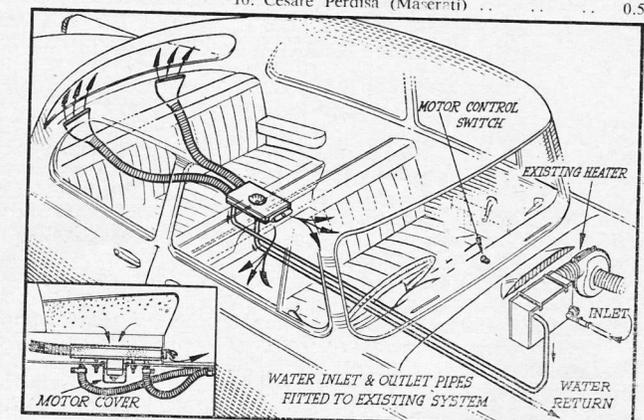
couple of Maseratis to qualify, but the cars were completely unsuitable and had not been specially prepared for the race.

I am quite sure that had factories taken the race seriously and produced machines specifically designed for track-racing, the present situation would never have arisen. If Fangio, Moss, Collins, and Co. had been truly convinced that suitable vehicles were being provided and that European tyre constructors were also making an effort, then there would have been no difficulty in staging the race as originally envisaged. Fortunately the intervention of Ecurie Ecosse saved the race from an International viewpoint, and it is practically certain that, had the event been of 500 miles continuous motoring, the Jaguars would have finished even higher, on the score of reliability alone.

One could foresee the tremendous interest that would be created by a definite U.S.A. versus Europe contest, with proper track cars on the speed circuit,



ADDITIONS to the range of Smiths car heaters include a new universal fresh air heater kit (above) at 15 gns., and an under-seat heater to supplement an existing installation (right), which warms the rear compartment and demists the rear window. This kit costs £16.



and G.P. machinery on the road course. To organize such a thing would require the co-operation of the European factories making G.P. cars, and the sponsors of the Indianapolis-type machines. It would then be a genuine "Two Worlds Trophy", and many arguments would be resolved.

GREGOR GRANT.

MERCEDES-BENZ AND RACING No Return for Two to Three Years

THE article "Will Mercedes Return to Racing?" in the 26th July issue of AUTOSPORT has brought the announcement from Mr. Artur Keser, Press and Publicity Director of Daimler-Benz A.G., that Mercedes-Benz do not contemplate a return to motor-racing for at least two to three years. Mr. Keser also points out that several successes were obtained by privately owned Mercedes-Benz machines, including the European Touring Championship in 1955 and 1956, a couple of outright victories in the Liège-Rome-Liège, and an outstanding performance by John Fitch (300SL) in the 1955 Mille Miglia, and also by other privately entered cars in 1956. He admits that the 1957 results of the Mille Miglia and Rheims were disappointing, but asks "But did this not occur to privately owned Jaguars in other events?"

Mr. Keser also says that certain private owners have come to take part in races, without ever having seen the course, nor having the slightest idea of preparation. In fact, at Nürburgring recently, one or two arrived with not a trace of lining on their brakes.

WORLD CHAMPION 1957—FANGIO

JUAN MANUEL FANGIO'S second place at Pescara has given him the title of World Champion for the fifth time. Musso's retirement meant that Fangio's total cannot be reached, as, in order to tie with the Argentinian, Musso would have had to win at both Pescara and Monza, making fastest lap in each event, and Fangio would have to have scored no points at all. Stirling Moss's victory lifts him up to second place in the table, one point ahead of Musso. Present placings are:—

1. Juan Manuel Fangio (Maserati)	40
2. Stirling Moss (Vanwall)	17
3. Luigi Musso (Ferrari)	16
4. Mike Hawthorn (Ferrari)	13
5. Peter Collins (Ferrari)	8.5
6. Jean Behra (Maserati)	8
Harry Shell (Maserati)	8
8. Masten Gregory (Ferrari/Maserati)	7
9. Tony Brooks (Vanwall)	6
10. Stuart Lewis-Evans (Connaught/Vanwall)	5
11. Carlos Menditeguy (Maserati)	4
12. Maurice Trintignant (Ferrari)	3.5
13. Roy Salvadori (Cooper)	2
14. Jack Brabham (Cooper)	1
Froilan Gonzalez (Maserati)	1
16. Cesare Perdisa (Maserati)	0.5

MICHAEL HEAD, in the Cooper-Jaguar, leads Peter Blond (Aston Martin DB3S) through the chicane at Goodwood. Competition successes of the car have been enviable.

WAY back in the distant past, the first 500 c.c. Cooper was built. It consisted of two secondhand Fiat 500 front ends, united by a simple, light frame. Soon afterwards, a new motor journal called AUTOSPORT tried an M.G.-engined sports Cooper for an early road test, and I still remember that little car with affection. If "Mr. Fiat" no longer made the bits, the suspension was still similar, with a transverse spring and wishbones at either end of the frame. The same design has been followed for all the Coopers built ever since.

The biggest car that the Surbiton firm has produced is the Cooper-Jaguar. There

JOHN BOLSTER TRIES

A Cooper-Jaguar

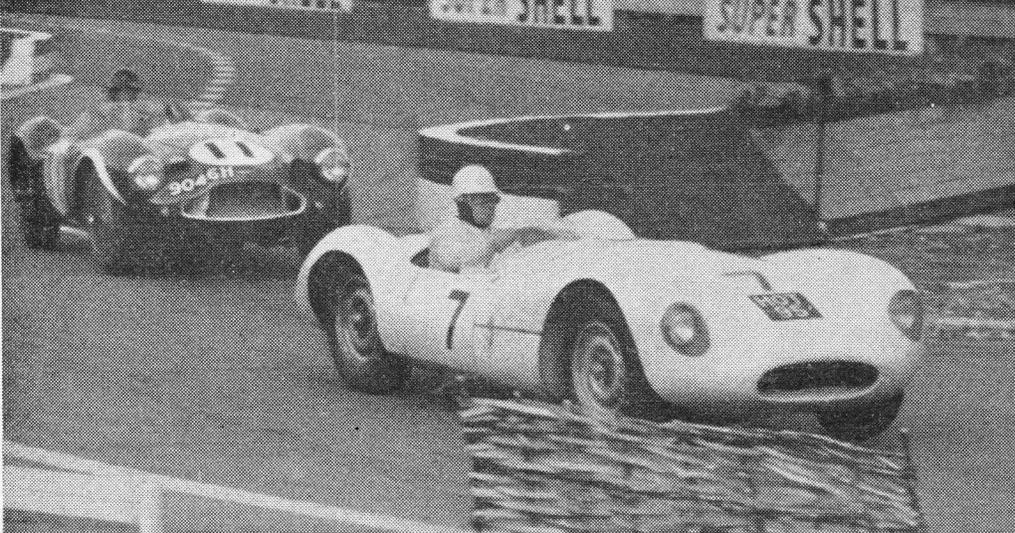
Michael Head's Successful Sports-Racing Car

were, in effect, two versions of this, and Colonel Head ordered one of the later-type chassis. He bought a D-type engine from Jaguar Cars, Ltd., and incorporated some of his own experience in the machine.

In brief, the original idea was that the car was to be driven to its races, both here and on the Continent. So, it has a large detachable luggage grid to which the metal cover for the passenger's seat can be clipped. The general standards of seating comfort, ease of entry and exit, and so forth, are of a much more practical nature than one generally finds in a "sports-racer".

The basis of the vehicle is a space frame, built up of 1½ ins. steel tubes of 14 or 16 s.w.g. A massive structure encloses the gearbox and propeller shaft and forms the main backbone. The two seats are separated to some extent by this member, but the driver does not sit "outboard" as he did in the first models. For this powerful machine, the well-known Cooper suspension is modified by having tubular wishbones top and bottom, but the suspension media are still transverse springs, though these have no locating duty to perform.

The differential unit is chassis mounted



and contains an E.N.V. nosepiece. There are short articulated half-shafts to the rear hubs, and the wheels are the racing Dunlop light alloy discs, with three-eared knock-on caps. The D-type engine is slightly inclined in the frame, and has three 45 mm. Weber twin-choke carburettors. The unit developed 252.5 b.h.p. at 6,000 r.p.m. on a 9 to 1 compression ratio, but this one now has a 10 to 1 ratio, on which it is still tractable provided that the new super-grade petrols are used.

Those of us who saw Michael Head's decisive victory at Goodwood, against very strong opposition, remarked on the roadholding of the Cooper-Jaguar. In fact, nothing very startling in the way of modifications has been carried out, but a great deal of thought and hard work has improved the handling out of all knowledge. The machine is not as light as some of its competitors, but the effective roadholding, coupled with the immense power of the servo-assisted Dunlop disc brakes, render it a highly effective racing instrument.

I collected the Cooper-Jaguar from Michael Head's charming house in Surrey. The big machine started at once on the starter, and burred happily off

through the country lanes. With a wheel-base of 7 ft. 7 ins. and a track of 4 ft. 3 ins., this is really a very small car. I found that a mere touch of the accelerator sent it flying past any opposition, and truly I had an easy mastery of literally anything on the road.

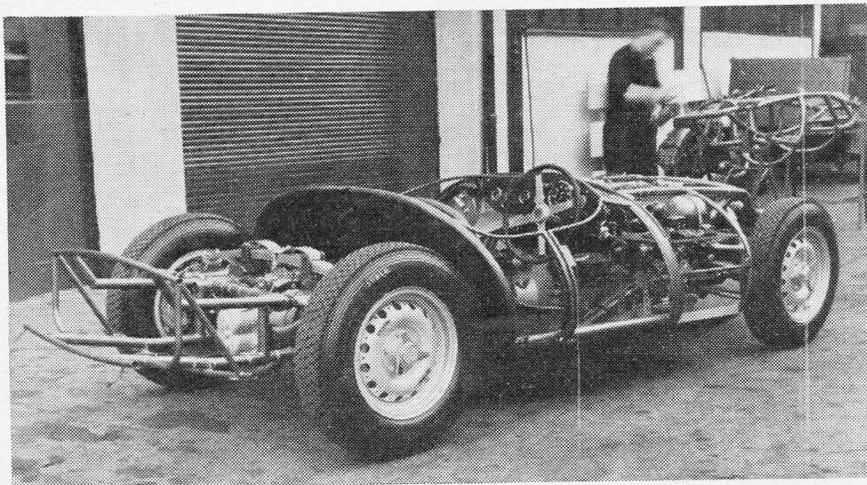
Multi-plate racing clutches are not intended for traffic work, but this one was by no means as fierce as some. The close-ratio Jaguar gearbox was delightfully easy to handle, though the very short lever called for a little muscular effort. These big machines may consume fuel at a rate of 10 m.p.g. or so during racing, but at fast touring speeds I was agreeably surprised at the quite reasonable consumption.

What a touring car this is! The acceleration bears no relationship to any normal experience, and a touch of third speed caused the seat back to give one a real kick in the spine as one rockets past the 100 m.p.h. mark. Once under way, the independent suspension permits the full power to be used without a trace of wheelspin. The Cooper-Jaguar is, however, a very difficult car to take cleanly off the mark.

This is because there is a normal differential instead of one of the limited-slip variety. Thus, unless the two wheels are on a road surface of completely uniform grip, one tyre may start to spin and the getaway is ruined. It is tricky to choose between too much wheelspin on the one hand, and too few revs for the Webers to pick up cleanly on the other. I covered a standing quarter-mile in 14.8 secs., but excellent though that time is, I could certainly beat it with a little more practice, I feel.

As regards maximum speed, this is largely a question of gear ratio in a car as powerful as this. The crown wheel and pinion fitted at the time of my test were unchanged after Goodwood and Aintree and gave a road racing ratio. I quickly found that, on a long straight, it was possible to over-rev, and in fact I had to take my foot off during the timed runs. As this was a privately owned car in the middle of a racing season, I decided that about 6,000 r.p.m. would be enough, though I momentarily touched 6,100 r.p.m. as I hurriedly eased the accelerator. The result was 136.3 m.p.h., but obviously

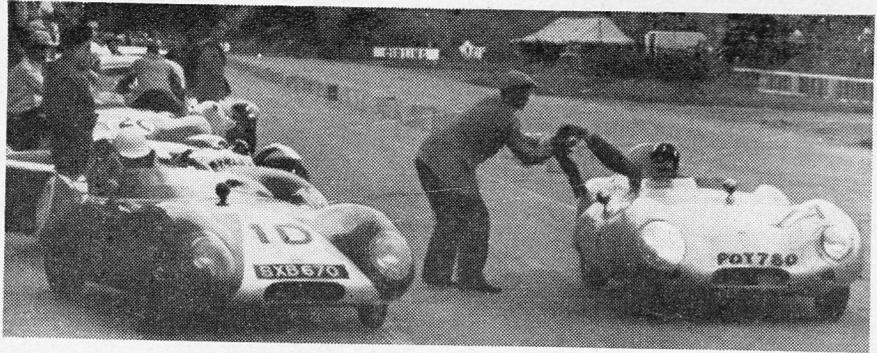
(Continued on page 234)



FUNCTIONAL layout of the Cooper space-frame is clearly visible here. The D-type Jaguar engine is slightly inclined in the frame.

THE SPIRIT OF THE THING: Graham Hill (Lotus) hands over the sash at an early pit stop to J. F. Westcott, of the Club Lotus "A" team.

THIS year's six-hour relay race for sports cars, organized at Silverstone over the week-end by the 750 Motor Club, as ever, will go down in the history of the event as the specialists' year. For the winning team—The Individualists—successfully fought off a fierce challenge by the "Wolves in Sheep's Clothing"—a team which included Archie Scott-



Six-Hour Specialists

"The Individualists" win 750 M.C.'s Relay event at Silverstone — A35s as runners-up

Brown in an Austin A35—to cover 189 laps in the six hours.

It was six hours of motor racing with all the thrills and tensions that one expects of the 750 Club's "little Le Mans". And the field ranged from Berkeleys and the Connaught Engineering Goggomobils—the latter with 60 credit laps—to the Jaguar C and D types of the Jaguar CD team. And what a lovely noise the D-type, driven by M. Charles, made as it shot past the pits each lap!

Sharing the scratch mark with the big Jaguars was the Club Lotus A team, one of three Club Lotus entries. This comprised a bunch of Mark XIs, while the second team, with two credit laps, consisted of "mixed marks": Elevens, Nines and F. W. Marriott's fantastically fast Mark VI, all with Climax motors. With 12 credit laps came the third string of the strong Club Lotus bid to win with a gaggle of Ford-engined machines.

Fastest by far of the many Austin-Healeys in the event was the 100S of John Dalton, running under the colours of the Multi "S" Team Healey in company with similar machines. Austin-Healeys and a brace of very fine Silverstone Healeys made up a "Mixed Healeys" team, presented with 17 credit laps by the hand-cappers.

As is usual in these events, a wide and imaginative variety of what can best be described as "Q"-cars took the field. These included the "Powermasters", a quartette of very non-standard 100E Ford-engined cars with o.h.i.v. conversions; the "Enlightened Minority"—Alta- and Alexander-converted Morris Minors, who for all their enlightenment finished a long way behind their B.M.C. rivals, the

A35s; and the "L.M.B. Popsie" team—four 1172 Fords with Ballamy suspension modifications. Included here was Ballamy's own advertising campaign in the form of a 5 cwt. van with fully trade-decorated sides which went round corners at an astonishing speed.

First away as the starter dropped his flag were the drivers, in the Le Mans start. At least, that is the way it should have been, but very few of the drivers had anything but different ideas. When the cars began to move off the first into Copse was the "Individualist" Elva-M.G., with a Lotus 1100 right on its tail. But many things happened in the outback of the 2½-mile circuit and the first car past the pits at the end of the first lap was, by some odd chance, a very healthy looking and sounding D-type Jaguar, M. Charles, Esq., up. Behind him, and surely hanging on too well, was John Dalton's Austin-Healey 100S with F. W. Marriott, in the indecently fast Mark VI Lotus-Climax, in third place. Then came the first of the A.C.O.C. team, P. G. Fletcher (Ace-Bristol) with R. N. Prior's Lotus-Ford hard on his heels.

After 40 minutes of rapid motoring—very rapid motoring, in fact—Charles's D-type was still way out in front, and there were very few cars on the same lap. But Dalton was astonishing spectators and pit crews alike by hanging on to his tail. Lap after lap, and the Austin-Healey stayed there, right behind. But after a few more tours, Dalton didn't come round, and there were sinister rumours of Austin-Healeys lying deep in cornfields. Soon afterwards he came round, but slowly this time—with a rear tyre flapping disconsolately. This left

the Elva of B. J. Cox, still representing the "Individualists" and with 27 credit laps to help him, as the only car with the D-type still in its sights.

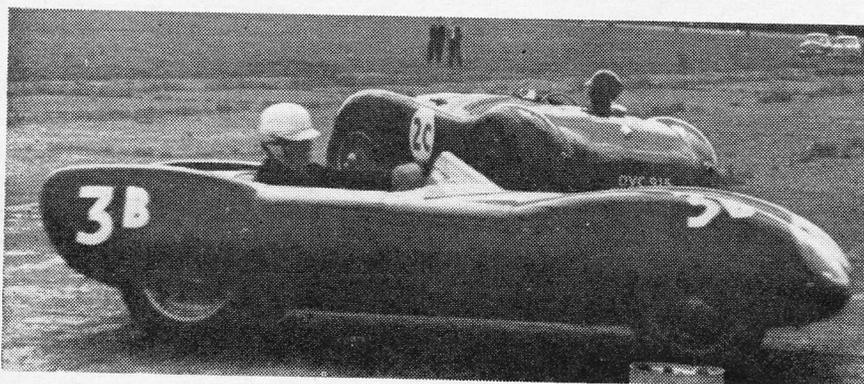
At the end of the first hour the sports-racing Jags were still ahead so far as actual lappery was concerned. Archie Scott-Brown, driving his "Sheep's Clothing" Austin A35, was lapping constantly at speeds far in excess of anything previously considered possible for such a car—and while doing so the bored expression on his face was a joy to see. The D-type's place on the circuit had been taken by a team-mate C-type, which went just as fast but did not make such a nice noise in doing so. P. Wolfe, in one of the Connaught Goggos, was bowling round apparently under the impression that he was taking a driving test: his direction indicators flashed dutifully on each and every corner.

After one hour and 15 minutes some of the early casualties began to trickle into the pits, some for adjustment, some for repair and some, alas, to race no more.

At about this time the Buckler 90 of R. W. Wickson had taken over from the Elva on behalf of the "Individualists" and was motoring rapidly round the track as few Bucklers have done before. It impressed particularly by its steadiness on corners. Mrs. Pauline Mayman's Morgan Plus Four, of the Morgan 4/4 Club Team, was wagging its exhaust tail pipe rather naughtily as it went over bumps while J. Willment, in a Ford Anglia o.h.i.v. conversion for the "Powermasters" team, was beginning to be bored by all this week-end motoring business, and had begun to lap in the most nonchalant fashion with his elbow resting on the garnish rail of the driver's door! But nonchalance gave place to stronger feelings as, just after 2.30 p.m., his exhaust system detached itself and officials took exception.

The "Individualists" had established a lead after the first hour, with the A.C.O.C. team in second place and the Ford-engined Lotuses third. In fourth place were the hosts, the 750 Formula brigade with a N.W. centre team. There was thus only an indication of what was yet to happen in the final score.

Just after 3 p.m. Archie Scott-Brown lost a front wheel from his A35, which completed the lap behind a breakdown truck. Archie, who seemed to appreciate that his rapid motoring of the poor little car had imposed unusual stresses, was philosophical about the whole incident and was later again doing some high-



TIGHT SQUEEZE as B. T. Thomas (Lotus) passes the spinning C-type Jaguar of P. Mould at the hairpin.

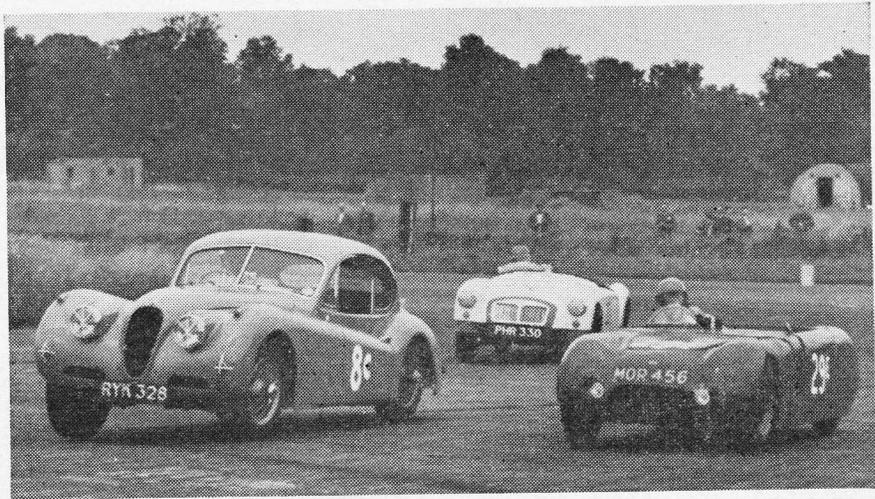
MIXED BAG: R. W. Wickson (Buckler 90) for the Individualists team chases G. Howard-Sorrell (Jaguar XK 140 f.h.c) at Becketts. Behind them is G. N. Dear (M.G.A.).

speed lappery in another similar car from the same stable.

By three o'clock, the "Individualists" had still further consolidated their lead. But things had changed behind them. In second place now were the 750s, having displaced the A.C.s to third spot. But a few minutes later came the first blow: Rees (750) stopped out on the circuit, and Lee's car was being pushed from pits to paddock.

Three-quarters of an hour later and it was the "Powermasters" that formed the challenge, and the "Individualists" found themselves forced to gain around nine seconds a lap to keep their lead. Half-past three and things had changed again. "Powermasters" lay second, 2.3 laps behind the "Individualists". The A.C.s had been displaced from third place by the "L.M.B. Popsies" who were only 0.4 of a lap in arrears.

Came four o'clock, and out went the D-type once more to replace the current C-type Jag, making a most impressive noise as it spun its rear wheels accelerating out of Woodcote and leaving much black rubber on the road. From the Four A's team a very pretty Alfa Romeo Giulietta Sprint Veloce replaced an R.G.S.-Atalanta, which had loosened its exhaust pipe to the dismay of official ruling and began immediately to impress by lapping at around 76 m.p.h. Willment's Ford came back on the course, having effected hasty but apparently permanent repairs to the exhaust system. The D-type was now lapping consistently at over 80 miles an hour while R. W. Jacobs's team, "Les Coupes Emgee", a bunch of M.G.A. hardtops, was putting in some very fine if unspectacular work in the not too distant background.



The Alfa was meanwhile doing very impressive things at Tower, giving a fine display of high-speed cornering in a Grand Touring car, while Willment's Ford became mixed up with a large number of motor cars at the same spot and was left undecided as to which side of the yellow marker tubs he should go. He chose the outside and then appeared to think he was competing in a driving test meeting, weaving from tub to tub at high speed. Wickson's Buckler was still out, and was still impressing with its steadiness on corners.

At ten to five one of the Lotus-Fords coasted gently home, trailing an ugly looking cloud of smoke, and an Austin-Healey came along soon afterwards with apparent front suspension bothers, its front wheels at an angle never intended by the designers. By five o'clock the "Individualists" were still out in front with the "Powermasters" maintaining second spot. But the A.C.s had done some rapid motoring as a result of frantic mathematics by the pit staff and were now jointly holding third place again with—wait for it—the Austin A35s.

"Les Coupes Emgee" held fifth place, a little ahead of the Fitzwilliam Team of M.G.As.

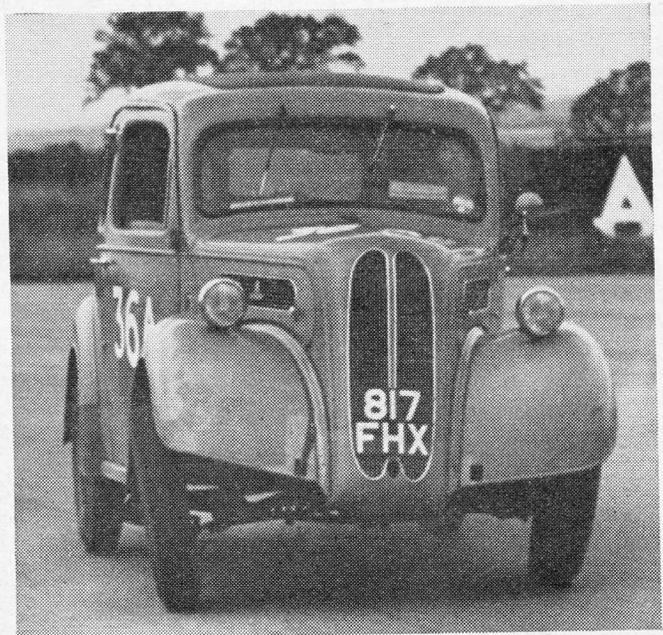
The Alfa was now cornering so fast that something just had to go and after 1½ hours or so of what seemed to the spectators as certain disaster he rocketed into Tower, lost it, caught it again and then spun five times in various directions before, slightly chastened, he set out again.

By 6 p.m. came another surprise. The "Sheep's Clothing" A35s, headed by Archie, had moved up to second place, a couple of laps behind the "Individualists". Nearest challenge to them came from the "Powermasters", a further two laps down, while the A.C.s had dropped back to fourth place again. "Les Coupes Emgee", still putting in a sound performance, maintained fifth position.

At 6.20 the Buckler came in, and the "Individualists" Jowett Jupiter driven by K. Brierley, took over. But after two laps, with the A35s gaining steadily, the Jupiter came back in and out went the Buckler. Scott-Brown was now gaining six seconds per lap on handicap on the



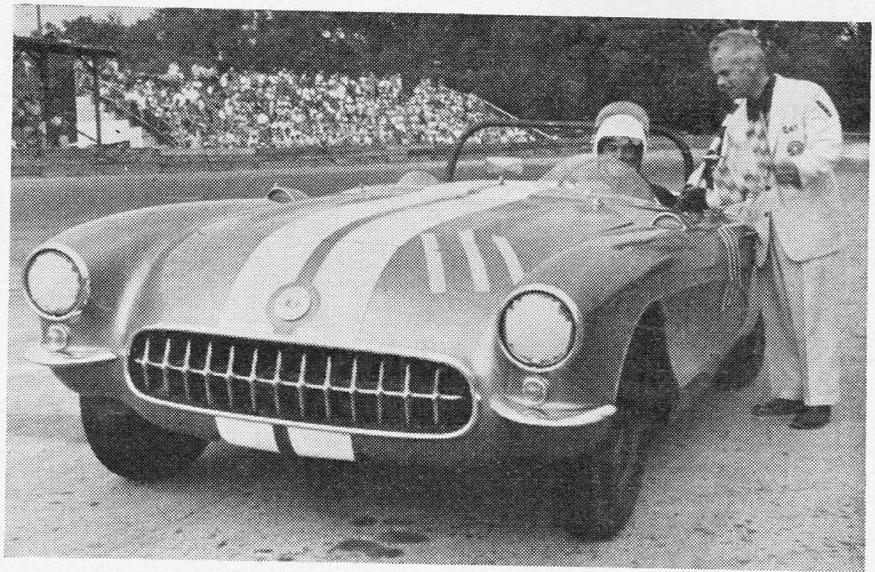
TO YOU, TOO! Archie Scott-Brown thumbs his nose as he takes his A35 through Copse. Towards the end of the six hours he was lapping consistently at around 64 m.p.h.



FRONT WHEELS perform odd antics on the L.M.B. super-sprung Ford Popular driven by Peter Gammon for the L.M.B. "Popsie" team.

LAVENDER HILL MOB member Dick Thompson (Corvette) receives a lavender and black chequered flag from lavender-suited starter Tex Hopkins, after he won from 25 cars in the ninth race.

THE National event of the Sports Car Club of America took place on 14th July at the Marlboro Motor Raceway in Upper Marlboro, Maryland, just a short distance from Tobacco Road. Sponsored by the Washington, D.C., Region of S.C.C.A., the lavender cars and sports clothes of that region's renowned Lavender Hill Mob were very much in evidence; and Chief Starter Tex Hopkins—the high-jumping flag waver—also sported the lilac shade. Motoring journalists could see the entire two-mile course from their shelter atop the grandstand, and were grateful indeed to Lenny Woronoff, the genial press chief, who spent every moment of the day looking after their needs and whose releases were forthcoming at the end of each race.



Mixed Bag at Marlboro

Hansgen (D-type Jaguar) Wins Main Event at S.C.C.A. National Meeting

Sweltering from intense heat all day while awaiting the 11th race, 10,000 spectators were sorely disappointed when Carroll Shelby's Maserati retired on the first lap of the 25-lap main event because of fuel-line trouble. The anticipated battle between Shelby and Walt Hansgen thus failed to materialize, and Hansgen's D-type Jaguar went on to easy victory with Dick Kessler's Jaguar XKSS in second position.

It must take a great deal of courage to drive the Marlboro course at speed. At the drop of the flag, the cars make one lap around the inner oval before exiting on the road leading to the chicane, which is composed of a left bend, a right bend, a hairpin and another right and left bend. Next is the three-quarter-mile straight terminating in a fast left sweeping turn, where a sandbank keeps spinning cars from rolling. There's another straight leading into the boot—a large hairpin bordered with grandstands. Then on to a sweeping road paralleling the inner oval, which ends in a third hairpin before turning back into the oval. There are seven turns per lap.

The first five races on Sunday were ten-lap warm-up sessions for the feature races to follow, and in most instances the winners of the shorter races repeated their

performances later in the day. The sixth race, 20 laps for modified cars in Classes F, G and H, featured a gruelling duel between Chuck Wallace and Bob Holbert, each in a Porsche RS. Lake Underwood, in another Porsche RS, was running a secure third, never interfering with the two leaders and never being approached by his followers; the Lotus of Frank Baptista was leading Class G and Dolph Vilardi's PBX was first in Class H. Wallace staved off Holbert through 16 laps, but felt too much pressure midway through his 17th tour as Holbert breezed past on a speedy 1 min. 38.8 secs. lap. Underwood's Porsche was the only unlapped car when Holbert crossed the finish line 7½ secs. ahead of Wallace. In the earlier 10-lap race for Classes F, G and H Modified, Wallace reversed the order by crossing the line 150 yards ahead of Holbert.

The seventh race, for production cars in Classes F and G, attracted seven Porsches, six M.G.As, a TC, a TD, two Fairthorpes, and eight Alfas. Pole-positioned Nash (Porsche) moved quickly into the lead and seventh-place Underwood (Porsche) overtook three cars on the back straight. By lap two Underwood, driving his fourth race of the day, had reached second place. On lap three,

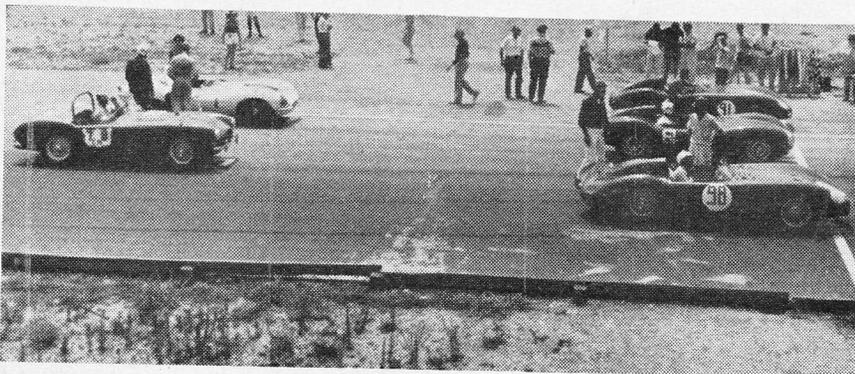
distaff driver Tony Charuhas spun her lavender M.G.A into the sandbank on the fast bend. The only real dice in the seventh race was a three-way one for third place between Tweedale (Porsche), Holmes (Porsche) and Beck (M.G.A), the latter starting in 15th place and running away from all other M.G.s. Tweedale emerged the victor of the private duel for third spot, with Beck ahead of Holmes when Nash won the race from Underwood by 11 secs.

Kuhn (A.C.-Bristol) led for most of the first nine laps of the eighth race, a 20-lap event for E Production cars. There were five A.C.-Bristols, one Arnolt-Bristol, five Triumphs and five Morgans, making it an all-British-marque race. In his tenth lap, Kuhn left the road at one of the hairpins, giving Sarle, in another A.C.-Bristol, just time to pass. Hurlley (Triumph), who started in 14th spot, was moving up fast and driving beautifully. Sarle, lapping in 1 min. 49.4 secs., pulled away from Kuhn, winning by 12 secs. Hurlley was third, and Jim Robinson (Arnolt-Bristol) fourth.

The funniest finish of the day occurred when Jordan (A.C.-Bristol) literally pushed fifth-place Kolb's Morgan across the line. Their bumpers were so close that no light showed between!

The ninth race—for Production cars in Classes B, C and D—brought 13 Austin-Healeys, seven Corvettes and five Jaguars to the grid, for a strong field of 25 cars. Thompson (Corvette) moved briskly to the lead with Henry (Corvette) in pursuit. The boot lid of Mouat's Corvette came open, blocking his rear view and necessitating a quick pit stop which moved him back from fifth to 22nd position. This was a costly pit stop, for at the end of 20 laps the Corvette coupé was back in fifth place!

By lap four the first four places were Corvettes. Grossman (Jaguar XK 140 MC) was leading the Class C contingent, and Moore (Austin-Healey) was not only leading Class D but was ahead of some Class B and C cars. The leading cars in each class sounded crisp and were being well driven.



SHELBY (Maserati), Hansgen (D-type) and Fitch (Maserati) share the front row of the grid for the start of the fifth race, which Hansgen won.

On lap five Rubin (XK 120M) took over the Class C lead from Grossman with Robinson (XK 140MC) third in that category. (Jim Robinson, incidentally, co-drove a Jaguar XKSS to victory with Duncan Black in the six-hour race at Marlboro in June.) By lap eight Thompson had a six-second lead over Henry, and Windridge (Corvette) was third; but fate had planned a spin into a tree trunk for Windridge, which spelt *finis* to his day's dicing. There was no catching Thompson, who finished his 20th lap 5½ secs. ahead of Henry.

Overall	
Dick Thompson	Corvette
Elapsed time: 35 m. 31.0 s.	
Bark Henry	Corvette
Bob Rubin	Jaguar XK 120M
Class B	
Dick Thompson	Corvette
Bark Henry	Corvette
Bob Mouat	Corvette
Class C	
Bob Rubin	Jaguar XK 120M
Bob Grossman	Jaguar XK 140MC
Jim Robinson	XK 140MC
Class D	
Fred Moore	Austin-Healey 100
Bob Simm	Austin-Healey 100
Gil Geitner	Austin-Healey 100

The seven-lap Formula 3 event brought 11 Coopers and one Revis to the line. Because of the push start, the midjets went around the inner oval three times before roaring away with Keith (Cooper) and Ryder (Cooper) in the lead. Lex duPont, starting in fourth place, caught the leader by lap two, the two Coopers chasing past the official stand in extremely close company. Richards (Cooper) was third, but lost ground to the leaders as Keith and duPont quickened their pace in a race for the chequered flag. DuPont almost dispossessed Keith of first place on the very last turn of the race.

Overall	
Rowland Keith	Cooper
Elapsed time: 13 m. 49.7 s.	
Lex duPont	Cooper
Paul Richards	Cooper

And now the big cars lined up for The Lavender Hill Mob Trophy Race, 25 laps for modified cars in Classes E, D, C and B. The grid for the main event was:

Walt Hansgen (Jaguar)	E. P. Lunken (Ferrari)	John Fitch (Maserati)
Carroll Shelby (Maserati)		Paul O'Shea (Mercedes-Benz)
Duncan Black (Ferrari)	J. R. Johnston (Ferrari)	Dick Kessler (Jaguar)
John Quackenbush (Ferrari)		Dick Thompson (Jaguar)
Rod Carveth (Aston Martin)	Don Forbes (Motto)	Charlie Sarle (A.C.-Jaguar)
Charles Wilkin (Siata)		Chester Flynn (Ferrari)

Fitch (2-litre Maserati) started going straight instead of taking the inner oval at the drop of the flag, losing much ground. Hansgen's D-type Jaguar got off to a flying start, but Shelby's 3-litre Maserati (the one wrecked in Texas) went fast only briefly and then started slowing, making one tour of the course and retiring with fuel-line trouble.

At the end of the first lap the leaders were: Hansgen (D-Jaguar), Lunken (4.5 Ferrari), O'Shea (Mercedes 300SL Roadster), Kessler (Jaguar XKSS) and Fitch (2-litre Maserati). Thompson (Jaguar XKSS), who started in 10th place, was moving up and by lap two began harassing Black (Ferrari) for eighth position.

Hansgen made his fourth tour in 1 min. 40.5 secs.; Thompson still threatened

Black; and Fitch was getting ready to displace Lunken for second place, which he did next time around. On lap seven, Kessler—handling the Jaguar XKSS with finesse—moved into third place by overtaking Lunken; but Lunken refused to be displaced and a tremendous battle ensued for two laps. Then Kessler forged ahead and kept going. I remember Kessler's first race some three years ago; he turned up at Thompson with a white Jaguar and was completely serious about racing. He studied other drivers and kept improving each time out. Today he must be reckoned one of America's finest.

By lap nine Hansgen had a 10½ secs. lead over Fitch and Fitch was 26.8 secs. ahead of Kessler. On lap 13 O'Shea (Mercedes) passed Lunken (Ferrari) to reach fourth place, and the race seemed to have settled down into its finishing order when Shelby, finding the mechanic through with the fuel-line repair job, hopped back into the Maserati for a few more laps. And he had fun, roaring past drivers who looked twice to make sure they were seeing correctly! But his lark was short-lived when the Texan spun off two laps later.

On lap 19, and still in second place, John Fitch retired Mrs. Boden's Maserati because of illness. Fitch, who had an extremely bad cold, began seeing spots

before his eyes. The retirement moved Kessler to second place and O'Shea to third. On Lap 21 Hansgen lapped Thompson, the fast-driving dentist who had never before driven a right-hand-drive car. Shifting the XKSS had made his hand so sore he wondered how he would be able to take care of his patients next day!

Hansgen, who drove Hansen McFee's Jaguar fast but in a completely relaxed manner throughout the 25 laps, got the flag 55 secs. ahead of Kessler, 1 min. 6 secs. ahead of O'Shea, and 1 min. 58 secs. ahead of Lunken, who were the only drivers on the same lap.

RUTH SANDS BENTLEY.

Overall	
Walt Hansgen	D Jaguar
Elapsed time: 42 m. 41.0 s. or 70.28 m.p.h.	
Dick Kessler	Jaguar XKSS
Paul O'Shea	Mercedes 300SL Roadster
Class C	
Walter Hansgen	D Jaguar
Dick Kessler	Jaguar XKSS
Dick Thompson	Jaguar XKSS
Class D	
Paul O'Shea	Mercedes 300SL Roadster
J. Johnston	Ferrari
Rod Carveth	Aston Martin
Class E	
E. P. Lunken	Ferrari
John Quackenbush	Ferrari
Chet Flynn	Ferrari

In Occasione Della Passaporte

by LESLIE BROOKE

I LOST my passport. For more than 30 years I have had a passport but, still, I suppose there is always a first time.

I wrote and told the good people at Passport House and asked them to tell me what to do. They wrote and explained and I went to London with all the nonsense and 30s. I cautiously approached the commissioner who listened carefully to what I had to say, and then directed me to Room 234, where I was ushered in with almost ferocious efficiency by a porter, who informed me that the matter would be dealt with with the utmost dispatch.

I waited for some 15 minutes, after which I became aware of a dull and cod-fishy stare gazing at me—rather like that of a long dead, but still unburied, Cheshire cat. The gentleman to whom it belonged looked as though he had been there all morning. However, this turned out to be untrue. He had been there not only all morning, but all yesterday too. At this point a young lady wearing a shapeless woolly thing strode efficiently into the room and asked the Cod-type if he is me. Unfortunately he said, "I beg your pardon?" and the whole thing started all over again.

Once identities were established she turned her back on the Cod-type and asked who had sent me to Room 234. I replied, "The commissioner". "The commissioner?" she said. "Yes", I said, and was just about to explain what a commissioner is, when she swiftly disappeared, throwing the remark over her shoulder that she would be back in a few seconds.

After a quarter of an hour a silent friendship sprung up between the Cod-type and myself.

Once more we heard the efficient

stride, once more the shapeless woolly. This time the charm had disappeared and was replaced by a manner of extreme irritation. "You have come to the wrong room", said the efficient one. "Go to the Main Hall". Feeling rather like, I imagine, Napoleon did after his defeat at Waterloo, I took myself off to the Main Hall where I sat in a queue and watched the lady behind the counter sending members of the public here, there and everywhere. "Thank goodness", I thought, "I only want a passport renewed". Eventually I was at the front of the queue and I approached the kiosk with what I fondly believed was a winning smile. As soon as the lady noticed it, she became instantly suspicious. "Yes?" she said, and I stated my case. Straight away a pleasant expression covered the suspicious one's face. "Oh", she says with obvious pleasure, "you have come to the wrong place. Room 126".

Still trying to convince myself that I was a privileged person I went to Room 126 where, I found to my surprise, I saw everyone I had seen during my stay at Passport House that morning. Not one single victim had escaped.

By this time the patient looks had gone and the pack were in full cry. Indeed, when the porter allocated to that department entered the room, he left it again within two or three seconds—presumably in the interests of self-preservation.

However, on one occasion I was quick enough to asked him if anyone really wanted to see me, whereupon he informed me that it would be imperative. I explained some of my morning's troubles to him. "Give me those papers you have there, please, sir", he says, "and

(Continued overleaf)

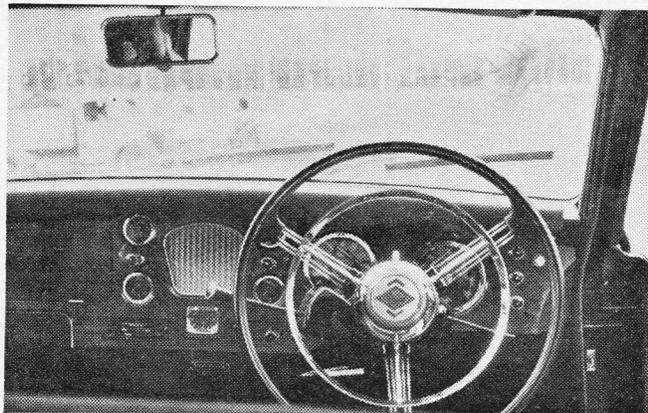
RILEY RETURNS TO THE "SIX"

Over 100 b.h.p. and m.p.h. from new Pathfinder, now with 6-cylinder engine

REPLACING the two-camshaft Riley is the new Pathfinder, with six-cylinder, push-rod engine of 2.6 litres (79.375 mm. x 88.9 mm.) developing 101 b.h.p. at 4,500 r.p.m. with 8.3 compression ratio. Twin S.U. carburettors draw fuel through a high-pressure pump from a 13-gallon rear tank. Maximum speed of the Pathfinder exceeds 100 m.p.h.

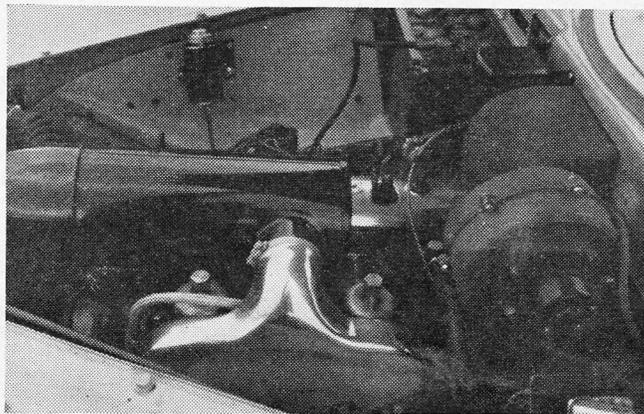
Both overdrive and automatic transmission are offered as optional extras, the standard gear ratios of the four-speed synchromesh box being 14.928, 8.034, 5.595 and 3.9 to 1. Reverse is 17.522 to 1. The Borg and Beck single-plate dry clutch is employed.

Independent front suspension is by



wishbones and torsion bars, and the helical rear springs of the earlier Pathfinder have been replaced by long semi-elliptic springs. Dampers are of the telescopic hydraulic type.

Careful attention has been paid to braking, and the Riley is fitted with the very powerful Lockheed HF2 system with servo assistance. Tyres are 6.70 x 15



SLEEKER than of yore, a simple two-tone colour scheme enhances the Pathfinder's good lines. Cowled headlamps, a neater grille, lower rear springs and less decorative wheel discs are improvements of note. Cockpit layout includes a rev-counter amongst the full range of instruments. The automatic transmission model is illustrated; the manual change, when fitted, is on the floor to the driver's right.

Dunlop Road Speed and cam and lever steering is used.

The rigid chassis carries the type of body used on the 6/90 Wolseley. A great many colour schemes are available and the car is notable for the high quality of its finish and lavish equipment. Riley enthusiasts will rejoice in the provision of a rev-counter.

As on the earlier car, luggage accommodation is generous, the compartment having a carrying capacity exceeding 13 cu. ft. Weight (dry) is 3,609 lbs. and overall length 15 ft. 5 ins. Radio is an optional extra, but heating, dash ventilation and windscreen washers are standard.

Price: £940 plus £471 7s. purchase tax—same cost as the model it replaces.

Cooper-Jaguar—continued

well over 150 m.p.h. could be achieved with a higher "cog".

I came to the conclusion that the Cooper-Jaguar, as modified by Micheal Head, is an extremely potent and effective sports-racing car yet has sufficient tractability and comfort to be quite acceptable for road use. I have, in the past, written many paragraphs on the superb Jaguar engine. Here, it is allied with effective four-wheel independent suspension and immensely powerful disc brakes. The result is a foregone conclusion.

ROAD-WORKS near the Channel ports have been known to cause motorists to miss their boat home. The A.A. have therefore just published the first of a series of news bulletins, available free to members leaving for the Continent, detailing current diversions.

Leslie Brooke—continued

I will see that they are dealt with immediately". Then, "please take a seat, sir". Looks of sympathy passed between the older inhabitants. After half an hour I approached the porter once more and he said he would see what he could do for me. He came back immediately. That is, after some ten minutes, as during the morning my values of time have completely altered. "Follow me", he says in a hushed voice. I felt quite excited as he led me to a Civil Servant with glasses and a red nose. No messing here. "Yes?" he says, apparently puce with rage. I hastily moved my chair back an inch or two.

"I only wanted to know if anyone wanted to see me about getting a new passport—I have lost my old one".

"I wish you people wouldn't all come at lunch time", he said. I forebore to

tell him that London was only just clearing away its breakfast things when I first appeared on the scene.

"Well, you can't possibly have it straight away and—anyway, where's your birth certificate?"

There was no disguising the insinuation. Apologetically I pointed out that they had had it some 30 years previously. "Well", he said, "You won't get a new one for at least four or five days".

I said I did not want it for about 10 days anyway. "Well, why did you come to see me at all?" he asked. "Take these papers to the cash desk in the Main Hall".

The cash desk. "Good morning, sir. Thirty shillings for a replacement passport, sir? Certainly, your receipt. Bon voyage".

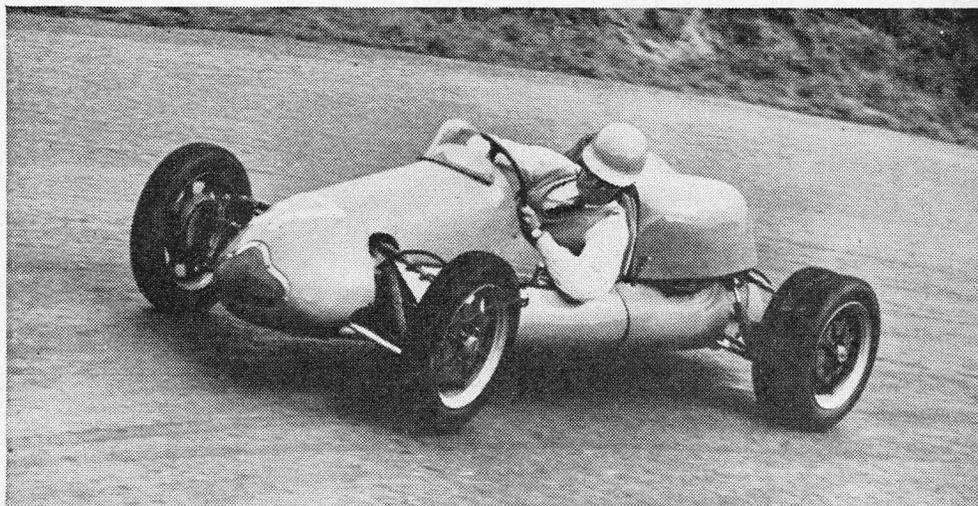
Who ever said money does not matter?

WHAT started off as a fairly mediocre Craigantlet hill-climb, organized by the Ulster A.C. on Saturday, 17th August, was suddenly electrified by a new hill record by D. Henderson, the Staffordshire driver and one of the only two cross-Channel drivers to take part in this major Irish event, which figures in the British Hill-Climb Championship.

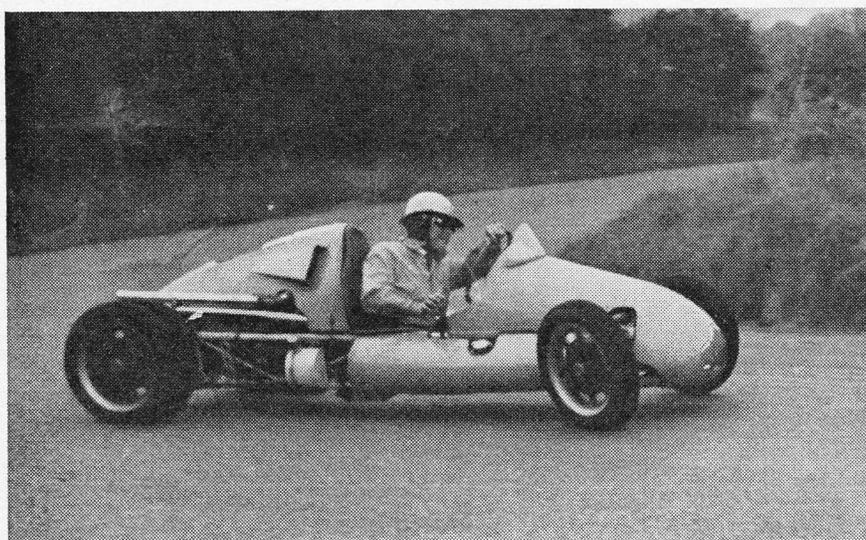
Henderson, driving a blown 1,100 c.c. Cooper, set a new figure for the climb of 1,833 yards in 69.26 secs., eclipsing the existing record held by the late Ken Wharton since 1954 of 70.11 secs. That Henderson's co-national, J. Berry (1,980 E.R.A.), had second b.t.d. in 74.42 secs. was sufficient to cause the Ulstermen to issue me with a warning that I must not report this meeting as another defeat of the Irish by the English—so I will content myself with letting the figures speak for themselves, adding only that the chief timekeeper and his staff were Irishmen.

Climbing Craigantlet

New Hill Record at Ulster Hill-Climb by D. Henderson (Cooper)



D. Henderson (Cooper 1,100) climbs faultlessly (above) to set a new record for the Ulster hill. Below, things don't seem so happy in practice as he corrects a slide with one hand and searches for another cog with the other!



Simple truth requires that I report that there was not a great deal of interest shown in this year's Craigantlet, when one recalls the great meetings of the past. There was, of course, considerable satisfaction when entries were received from the two Englishmen, but this writer recalls when it would have been a more astonishing piece of news had it been announced that two Ulstermen were taking part at Craigantlet.

The entry totalled 39 in all, reduced to 35 by four non-starters and when this total was segregated into their respective classes, some of these looked thin in the extreme. Still, there were sufficient to make the meeting possible.

Practice was held on the evening before the meeting and at this both Henderson and Berry had fastest climbs. On race day the weather was extremely dull, with more than a hint of rain which eventually brought wet roads for some of the second climbs.

The non-appearance of P. Smyth (DKW) left only Ronnie Martin's 750 Renault and Jack McMichael's 850 Renault Dauphine to contest the class for production closed cars up to 1,000 c.c.

Martin's first climb was made in 104.82 secs. which beat McMichael's 109.54 secs. Martin was slightly slower on his second run but McMichael's 108.50 secs. was not enough to beat Martin's first attempt.

There was livelier competition in the class for saloons from 1,001 c.c. to 1,500 c.c. with such exponents as Paddy Hopkirk (Ford Anglia), Wilbert Todd (Ford Prefect), a 1½-litre Borgward driven by W. H. McAllister, an Austin A50 by A. Magee, the fast Ford Prefect of R. Draper, Ronnie Martin, this time in a Javelin, and Esdale Dowling's Alexanderized 1,390 Hillman.

Dowling's first run settled the issue. It was made in 96.36 secs. and was to remain unbeaten. Oddly enough, as well as being the best of the first climbs, it was the only climb not to be improved upon during the second runs in this class. McAllister got the Borgward to the top in 100.04 secs. second time up and Todd in 101.76 secs., but even these two climbs were not enough to win second place to Dowling, this going to Martin's Javelin in 100 secs., made in his first and only climb.

There were only three runners in the

large saloon class, but of especial interest, since they were making first appearances at Craigantlet, were Stanley Porter's 1,600 c.c. Porsche and Ted McGuire's 541 Jensen, these being opposed by J. K. McNinch's Ford Zephyr. McGuire's first climb, in 91.47 secs., was a creditable effort in a car whose gearing was far from suitable for this kind of motoring. Porter replied by climbing in 88.62 secs. and these two climbs were to decide the class, both drivers being a little slower next time up.

Malcolm Templeton's Lotus-Climax dominated the class for production sports cars up to 1,500 c.c., the only other contenders being M.G.As driven by J. R. Pringle and H. R. Gomes and an elderly Frazer-Nash driven by Lord Dunleath. Templeton's first climb in 78.88 secs. settled the class, the others leaving their big effort until the second climbs. Lord Dunleath's time of 93.02 secs. gave him second place in the class.

Four Triumphs, an Austin-Healey and a Bristol-engined A.C. contested the class for production sports cars over 1,500 c.c. and on each of the two climbs Ulsterman David Henderson's TR3 was the fastest, his first climb in 86.56 secs. being later improved by a climb in 86.38 secs. McWhirr's A.C.-Bristol took second place with a second run in 87.43 secs.

Templeton's earlier climb in 78.88 secs. placed him well at the top of the "open to all, unblown, under 1,300 c.c. category", two secondary runs by Pringle's 1,098 Cooper and Draper's 1,172 Ford Special failing to equal Templeton. Draper, however, made a fine second climb in 82.44 which gave him second place and was to win for him the open handicap.

Up to this point the climb in 86.38 secs. by David Henderson's TR3 placed him in the lead for the class for non-racing cars over 1,300 c.c. It was to be a short-term tenancy, however, for out came Charles Maunsell with his handsome 1,495 Stubai and, on his first ascent, took the class with a climb in 84.03 secs. His second climb was fractionally slower, taking

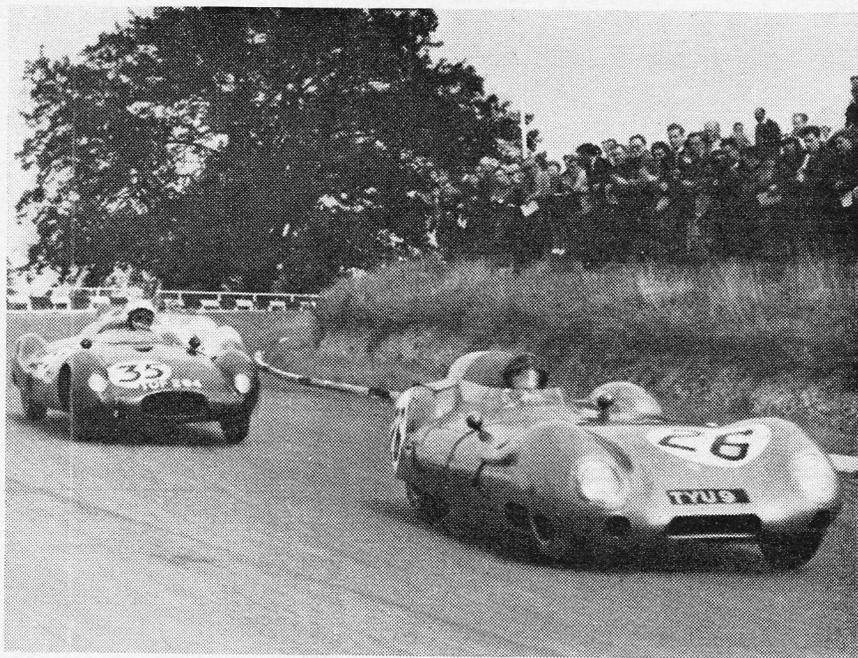
(Continued on page 246)

LOTUS and COOPER again. R. Campbell-Jones (Lotus), winner of the first race, leads R. H. Parnell (Cooper) at Devil's Elbow.

THE British Automobile Racing Club held its first Members' Meeting at Mallory Park on Saturday, 17th August. Fine weather, a good entry, a programme of eight varied events each over seven laps, split-second timing and impeccable organization ably controlled by Jeff Sykes, drew a far larger crowd than was expected; so much so, that the programmes ran out ere the meeting started!

There must be a "bad" spot on Stebbe Straight which is not apparent to the naked eye, as cars seem to spin there for no orthodox reason. In practice, T. M. Jopling driving an XK 120 soft top found it, rolled over and retired from further proceedings, uninjured, but somewhat unhappy.

The meeting started with a 1,200 c.c. scratch race which produced the usual collection of Lotus, Cooper, Elva, etc., all powered by Climax, plus one rather outclassed Ford. From the start R. H. Parnell, Cooper, went into the lead, but was quickly taken on lap two by



Incidental Mallory

Lively B.A.R.C. Members Meeting

J. Campbell-Jones (Lotus), who stayed out in front to win by some four secs. Third man home was J. Blumer (Cooper), who though on Parnell's tail could not pass.

This race was not without incident, however. Lap four saw T. G. Payne's Lotus overturn, on Stebbe Straight again, to escape with slight grazes, whilst up at Shaw's, M. G. Graham (Lotus) spun and M. B. Baring (Lotus) drove right over one of the large white marker barrels, his car leaping high into the air during this somewhat complicated act!

Next came a 500 c.c. event in which, contrary to expectations, the lead was quickly taken by Don Parker from T. Taylor and R. H. Hett. Lap four saw

Hett into second spot and, try as he did, he could not catch Parker who ran out a winner by three secs. Taylor's Norton engine did not sound as crisp as usual, the car never performing in the manner expected of this very polished young driver.

The third race was for "Marque" sports cars and brought out a gaggle of TR2s and Austin-Healeys with one M.G.A and one Morgan for makeweight. This latter, beautifully driven by J. Looker, who had lost none of his verve after his Crystal Palace crash, ran right away from the field, accompanied only by I. W. McCulloch (TR2) to win by an easy two secs. The Austin-Healeys were rather outclassed, the best they could do

was a fifth in the hands of D. T. Jackson.

Event four was for unlimited capacity cars and was reported from up at Shaw's Corner, and can only be described as a mixture of Dodgem or Stock Car racing at its worst. Into the lead went L. V. Rainwater (Cooper) with E. G. Greenall hard on his tail. On lap five, just as Rainwater was on full lock for the hairpin, Greenall's Lotus bumped the Cooper's tail. The effect was completely stock car, the Cooper spinning off and Greenall's Lotus neatly slipping round on the outside to take a lead he never lost! Rainwater, naturally upset by this unrehearsed manoeuvre, very naughtily reversed into the centre of the oncoming pack which scattered in all directions. There is no doubt whatever in my mind that this was a complete accident, however it might have appeared to the enthralled spectators!

Not so the second bump and bore party which was in progress, consisting of Parnell, Shale, Blumer and Campbell-Jones. The latter three were in self-defence forced into these tactics by the antics of Parnell who, coming up far too fast into Shaw's, on every occasion tried to bulldoze through on the inside—a most unsafe procedure. Second man home was Sir Gawaine Baillie who, neatly avoiding friction, was home some 10 secs. after Greenall.

Next came the second half of the unlimited race, which was a great deal nicer to watch. M. G. Graham (Lotus) and J. C. Brierley (Victoria-Climax) both went motor racing, the former leading for the first five laps, after which the position reversed. Third man home was B. Ferrari (Lotus).

Event six was a handicap for closed cars and introduced, on the limit, a 300 T.S. "Goggo" driven by P. Coleby. On scratch was Mrs. Jean Bloxam in her very "hot" Aston. In these races, a handicapper's lot is not a very happy one, but on this occasion he earned full marks. J. P. Baldam's Standard 10 was



GRAN TURISMO GOGGO, driven in the closed car handicap by P. Coleby. Owner of the car is Rob Walker.

THE WEE ONES: Don Parker, T. Taylor and R. H. Hett in their Coopers at Shaws.

first, next came Jean Bloxam, on scratch, who only failed by 23 secs., with H. Brierley's Anglia in third spot less than a second later. The little Goggomobil, sounding very healthy, was "frightened" into fifth place.

The next race was again for standard sports cars and produced a great battle for first place between P. H. Sutcliffe's well-raced Nash and J. Lawry's Lotus-Ford. These two, nose to tail, circulated as if strung together, the superior power of the Nash just holding the lead over the line. Third, but some distance behind, came P. J. Arundell in his amazing TC.

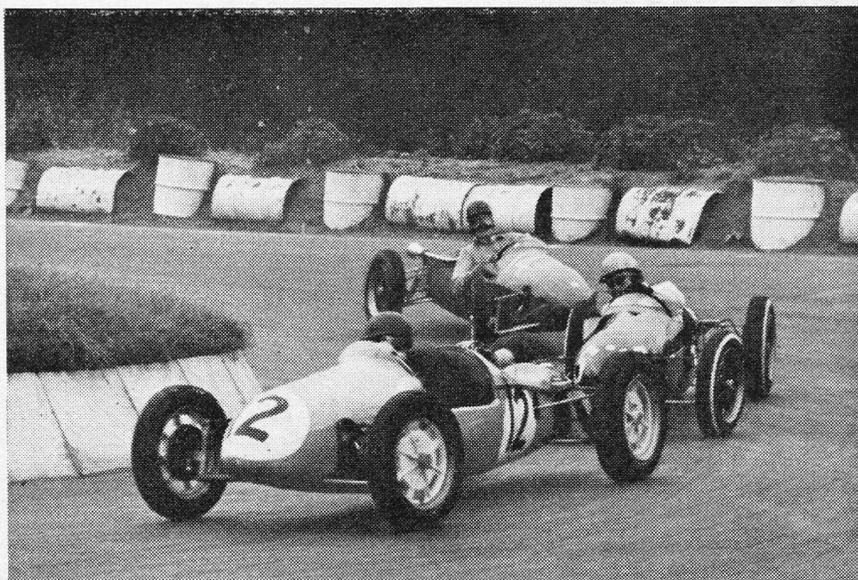
The last race of the day again brought out the heavy metal but was deservedly won by L. V. Rainwater whose Cooper-Climax took the flag some three secs. before R. B. Schofield's Lotus-Bristol, with D. S. Shale (Cooper-Jaguar) third. Again another driver "bought it" on Stebbe: J. Sieff, driving a D-type, went into a lurid spin and finished, neatly parked, facing the wrong way round in a deep ditch.

Thanks are due to Mac and "Girl Friday" for providing a Press information service equal to that of any Grand Prix—other clubs, please, please copy.

FRANCIS PENN.

Results

7 lap Scratch, up to 1,200 c.c.: 1, J. Campbell-Jones (Lotus-Climax), 77.04 m.p.h.; 2, R. H. H. Parnell (Cooper-Climax); 3, J. Blumer (Cooper-Climax); 4, B. Ferrari (Lotus-Climax). **Fastest lap:** Campbell-Jones and M. G. D. Graham (Lotus-Climax), 78.90 m.p.h.



7 lap Scratch, Formula 3: 1, D. Parker (Cooper-Norton), 79.15 m.p.h.; 2, R. H. R. Hett (Cooper-Norton); 3, T. Taylor (Cooper-Norton); 4, M. C. Brackenbury (Cooper-Norton). **Fastest laps:** Parker and Taylor, 80.73 m.p.h.

7 lap Marque Scratch Race: 1, J. Looker (Morgan), 71.77 m.p.h.; 2, I. W. McCulloch (TR2); 3, P. D. Anders (TR2); 4, K. Raiphs (TR2). **Fastest laps:** Looker and McCulloch, 72.97 m.p.h.

7 lap Scratch Race (A): 1, Hon. E. G. Greenall (Lotus-Climax), 79.39 m.p.h.; 2, Sir Gawaine Baillie (Lotus-Climax); 3, R. H. H. Parnell (Cooper-Climax); 4, D. S. Shale (Cooper-Jaguar). **Fastest laps:** L. V. Rainwater (Cooper) and Greenall, 81.82 m.p.h.

7 lap Scratch Race (B): 1, J. C. Brierley (Victoria-Climax), 77.49 m.p.h.; 2, M. G. D. Graham

(Lotus-Climax); 3, B. Ferrari (Lotus-Climax); 4, B. Harpin (Lotus-Climax). **Fastest laps:** Graham, 79.41 m.p.h.

7 lap Handicap Race, Closed Cars: 1, J. P. Baldam (Standard 10), 73.41 m.p.h.; 2, Mrs. J. Bloxam (Aston Martin DB2); 3, H. Brierley (Ford Anglia s/c); 4, J. R. D. Ruston (Standard 10). **Fastest lap:** Mrs. Bloxam, 73.41 m.p.h.

7 lap Scratch Race (C), over 1,200 c.c.: 1, P. H. Sutcliffe (Frazer-Nash), 73.45 m.p.h.; 2, J. Lawry (Lotus-Ford); 3, P. J. Arundell (M.G. TC); 4, I. H. S. Smith (M.G. Wisp). **Fastest lap:** Sutcliffe and Lawry, 75.00 m.p.h.

7 lap Scratch Race (D), over 1,200 c.c.: 1, L. V. Rainwater (Cooper-Climax), 77.74 m.p.h.; 2, R. B. Schofield (Lotus-Bristol); 3, D. S. Shale (Cooper-Jaguar); 4, Sir Gawaine Baillie (Lotus-Climax). **Fastest lap:** Rainwater, 81.00 m.p.h.

VICTORY LAURELS for the Individualists team, seen here with Mrs. Hazel Chapman. Car in the picture is the Elva-M.G. which helped the team establish its early lead.

Six Hours Relay—continued

Buckler, and excitement rose in the respective pits.

Just after half-past six came a spot of humour as John Webb's Goggo, one of the rather pretty Gran Turismo versions which had lapped in practice with remarkable rapidity on behalf of Connaught Engineering's team, was reported as stationary way out back. Off went a team-mate to pick up the sash, but scarcely had the second car left when Webb came steaming past with sash and without stopping. And so the two cars circulated for several tours before one or the other realized what was going on and matters were rectified.

A quarter to seven—15 minutes to go—and high drama as Scott-Brown shot into Woodcote ahead of the Buckler. The two cars left the corner together, the Buckler drawing away slightly by virtue of superior acceleration as they shot along the start and finish straight in very close company. For several laps the Austin had been entering Cope as the Buckler passed under the bridge, Archie enjoying himself hugely and grinning broadly in the little saloon, lapping steadily at 64 m.p.h.

And that was how it finished, with the Buckler and the "Individualists" team just two laps ahead of Archie and the "Wolves in Sheep's Clothing".

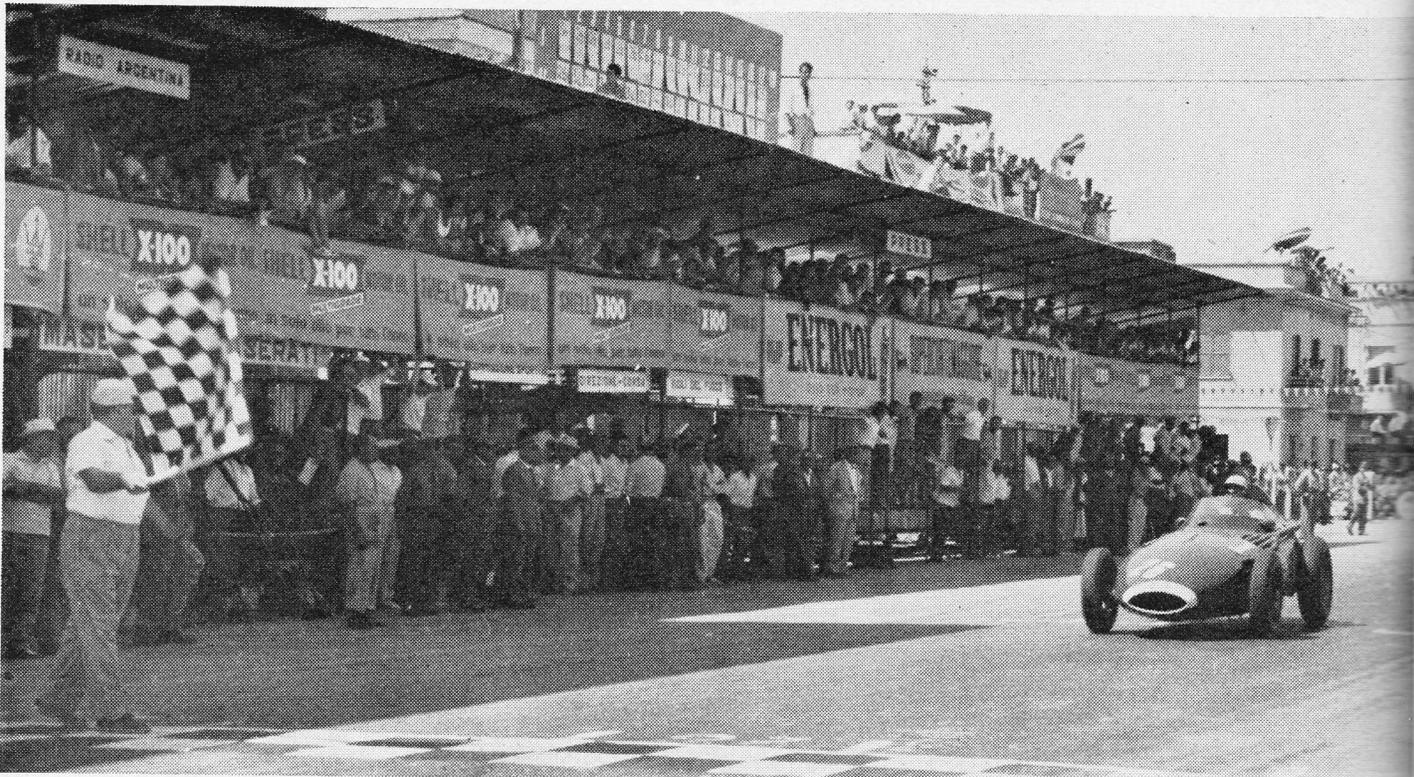
MARTYN WATKINS.



Provisional Results

1, "The Individualists" (R. W. Wickson (Buckler 90), K. Brierley (Jupiter), B. J. Cox (Elva-M.G.), L. R. Moore (Riley Spl.), H. Cocker (A40 Spl.), K. Vernon (Morgan Spl.)), 189 laps; 2, "Sheep's Clothing" (Dr. G. C. Shepherd, W. A. Scott-Brown, Robin Richards and S. J. Digby (A35s)), 187 laps; 3, "The Powermasters" (J. MacAndrew-Uren (Ford Prefect o.h.i.v.), A. J. C. Mackay (Ford Thames), J. Willment (Ford Anglia o.h.i.v.), I. Walker (Ford Thames)), 187 laps; 4, A.C. Owners' Club, 186 laps; 5, "Les Coupes Emgee", 184 laps; 6, Club Lotus Team A, 184 laps; 7, DKW, 184 laps; 8, West Hants and Dorset C.C. M.G.As, 183 laps; 9,

Fi.zwilliam Team M.G.As, 183 laps; 10, "Tiaras" (Triumph TRs), 182 laps; 11, Club Lotus Ford Team, 182 laps; 12, Jaguar C D Team, 182 laps; 13, "L.M.B. Popsie Team" (L.M.B. Fords), 182 laps; 14, Berkeley, 182 laps; 15, 750 N.W. Centre, 180 laps; 16, Frazer-Nash, 180 laps; 17, "Mixed Healeys", 180 laps; 18, Morgan 4/4 Club, 179 laps; 19, "Multi S Team Healey", 179 laps; 20, Club Lotus Team B, 179 laps; 21, "The Four A.s." (Accca-Bristol, Alfa Romeo G.S.V., R.G.S.-Atalantas), 177 laps; 22, Connaught Goggomobils, 176 laps; 23, "The Enlightened Minority" (Morris Minors), 175 laps; 24, Jaguar XK Team, 171 laps; 25 "Old Rivals" (Lagondas, Alvis), 104 laps.



VITTORIA DELLA VANWALL

Stirling Moss's Brilliant Win at Pescara: British Car Finishes Over 3 Minutes Ahead of Fangio's Maserati

FOLLOWING the success at Aintree in the Grand Prix of Europe, Mr. G. A. Vandervell's Vanwall, driven superbly by Stirling Moss, won the World Championship event at Pescara last Sunday by more than three minutes from Juan Manuel Fangio. This is the first time that a British car has won two *grandes épreuves* in the same season and is the very first victory by a British car in Italy in a Grand Prix.

Moss was challenged only by Luigi Musso in the singleton Ferrari which led for the first lap: soon after Stirling took a lead which he was never to relinquish, and Musso retired with a split oil tank. Juan Manuel Fangio was really never in the picture, and had to stop to change a damaged wheel. Moss also made a stop—to take on some oil.

The race, part of which is run on a very twisty and bumpy road in the mountains behind Pescara, showed that Tony Vandervell had speedily rectified the suspension bothers experienced at Nürburgring. All three cars were notably steady. Tony Brooks went out after one lap with suspected piston failure, and Stuart Lewis-Evans, who finished fifth, threw a couple of tyre treads and also experienced a stuck throttle near the end. Jack Brabham brought his Cooper to the finish, but Roy Salvadori retired with a bent chassis after damper trouble. Third place went to Harry Shell (Maserati), followed by Masten Gregory in the Scuderia Centro-Sud Maserati. Out of the 16 starters, only seven finished the race. Stirling Moss set up a new lap record

By **GREGOR GRANT**

Photography by Publifoto, Milano

in 9 mins. 44.6 secs.—a speed of 97.87 m.p.h. This record has stood for 24 years, when Tazio Nuvolari (Alfa Romeo) circulated at 89.14 m.p.h. on the same course.

THE circuit of Pescara is a sort of miniature Targa Florio: it starts in the town itself, winds its way up to the mountainous regions of Spoltore and Cappelle, then swoops down on a 5 kilo-

metres straight to a sharp right-hand bend at Montesilvano, which is immediately followed by a straight of similar length, interrupted by a chicane just before the pits.

Total length of the circuit is 25.579 kilometres (15.9 miles) which makes it the longest in use at the present time for full-scale Grand Prix racing. Parts of the road are very narrow and exceedingly bumpy, and when one realizes that during the race about 160 miles consist of a series of twists and turns, up and down hill, and including at least three hairpins, the relief afforded by the long straights is fairly necessary.

I went round the circuit a couple of times with Roy Salvadori and Tony Brooks in the former's Hillman Minx. That day every peasant in Pescara seemed to be out with donkeys, mules and oxen.

Stirling Moss was going round in a Fiat "1100", Horace Gould in a Lancia, Scarlatti in a G.T. Lancia and Jean Behra in a very battered Porsche—the result of an argument with a couple of lorries near Modena. Fangio did several circuits in a borrowed Lancia.

Luigi Musso, of the "unemployed" Ferrari team, tried hard to beg, borrow or steal an F1 machine in between telephoning Enzo Ferrari to please let him have a car.

Late on Friday evening a Ferrari did arrive for Musso, but Enzo Ferrari insisted it was a private entry. Rather a slap in the face for Mike Hawthorn and Pete Collins one would think!

The fuel injection pump on Lewis-

STARTING GRID

Musso (Ferrari) 10 m. 00 s.	Moss (Vanwall) 9 m. 54.7 s.	Fangio (Maserati) 9 m. 44.6 s.
Shell (Maserati) 10 m. 04.6 s.	Behra (Maserati) 10 m. 03.1 s.	
Lewis-Evans (Vanwall) 10 m. 29.6 s.	Gregory (Maserati) 10 m. 26.1 s.	Brooks (Vanwall) 10 m. 08.8 s.
Scarlatti (Maserati) 10 m. 36.6 s.	Bonnier (Maserati) 10 m. 36.2 s.	
Piotti (Maserati) 11 m. 10.6 s.	Godia (Maserati) 11 m. 09.8 s.	Gould (Maserati) 10 m. 49.6 s.
Salvadori (Cooper) 11 m. 24.2 s.	Halford (Maserati) 11 m. 16.3 s.	
Brabham (Cooper) 11 m. 35.2 s.		

Evans's Vanwall gave trouble, but the tricky setting of this delicate piece of machinery was accomplished by Tony Vandervell himself—with the aid of a (borrowed) half-crown. The Vanwall chief admitted that it was a 1,000-to-1 shot, and no one was more astonished than he was that the setting was right first go.

Practice on Saturday morning saw Fangio make best time in 9 mins. 47.7 secs. (156.486 k.p.h.). It was frightening to watch him in the mountains, and roaring through the village streets in a cloud of dust. Yes, there is certainly nothing like real road-racing!

Next best was Stirling Moss who took his Vanwall round in 9 mins. 54.7 secs. (154.642 k.p.h.)—not nearly so scary to watch as the Champion, and decidedly neater. Juan Manuel clipped grass verges and bushes—anything to save seconds, but Moss was, if anything, just as fast without being spectacular. None of the others broke 10 mins., Musso's quickest being 10 mins. 3.5 secs., and Tony Brooks returned 10 mins. 8.8 secs. Both Coopers seemed to be taking a great deal of punishment on the bumpy road, Jack Brabham in particular grounding several times.

The afternoon training resulted in Fangio getting down to 9 mins. 44.6 secs., and Musso just failed to break the half-score by recording 10 mins. dead. Still, this put him on the front row of the starting grid with Fangio and Moss.

Race day dawned with a cloudless blue sky. With a starting time set for 9.30 a.m. it meant an early rise, and from

dawn hundreds of cars deposited spectators at favourite vantage points on the 15.9-mile circuit. The stands were packed to capacity and several free fights broke out amongst the crowd after noisy arguments concerning seats.

Safety arrangements for spectators were not exactly impressive, the main arrangements comprising straw bales behind which those unable to find seats stood. It was all so slap-dash and so typically Italian. The start itself was pure Crazy Gang. Just when everyone was least

expecting it, the flag fell. Mechanics dodged accelerating machines—all except one who was collected by Horace Gould's Maserati and finished up on the bonnet. Gould had to brake hard and off fell a badly shaken Italian.

Both Musso and Moss set off with smoking tyres, leaving black lines for several yards, in direct contrast to Fangio who made a most leisurely getaway. He was carrying about 70 gallons of fuel.

The crowd then settled down for a wait of over 10 minutes before the leaders

CHAMP AND CHALLENGER: Juan Manuel Fangio congratulating Stirling Moss after the Vanwall win.

★

OWNER AND DRIVER: Tony Vandervell and Stirling Moss after the magnificent Vanwall victory.



were due round again—one of the disadvantages of a long lap. Another fight broke out in the stand and this time the police restored law and order.

At Villa Montani, Jean Behra was in the lead, followed closely by Fangio, Musso and Moss. Musso went in front at Spoltore, and just before the hairpin at Cappelle, Moss's Vanwall screamed past both Fangio and Behra, and Brooks also took the Frenchman. Fangio's heavy load of fuel was obviously losing him time up the mountains.

Musso was really trying, and on the long straight after Cappelle he let the Ferrari have its head—but the long-nosed Vanwall was always there. Moss was biding his time. Brooks was also closing up, and Fangio and Behra were dropping back.

As the 10 minutes came up on our watches, there was a roar from the crowd "Musso—Musso". Sure enough out of the chicane came the Ferrari, and then Moss—just 3 secs. behind. Fangio in third place was already 16.8 secs. adrift, and Behra over 21 secs. Then British faces went glum; into the pits came Brooks to retire. At the chicane, Horace Gould collected the straw bales and finished up in a vineyard with his radiator hanging from a tree. Piotti failed to appear, having had engine trouble in the mountains.

Fastest of all down the straight seemed to be Lewis-Evans, who went past Masten Gregory as if the blue and white Maserati were standing still. The Vanwall was probably travelling at well over 180 m.p.h.!

Then a thrill for the crowds lining the banks on the mountains! Just before Villa Montani, Stirling Moss took the lead from Musso, and it was nose to tail all the way to Spoltore. Fangio con-



JUAN MANUEL FANGIO, Champion of the World, on the section of the straight leading to the chicane. His Maserati finished second.

tinued to lose ground. On the straight from Cappelle, the long-snouted, high-tailed Vanwall held its lead. At the sharp right-hander on to the pits straight,

Musso had closed right up, but Stirling made a neater job of the chicane and howled past the tribunes 1.9 secs. in front. The race average speed had now shot up to over 95 m.p.h. Fangio came through, over 26 secs. behind the Vanwall. The Argentinian didn't appear to be hurrying unduly, and was obviously awaiting the outcome of the Musso-Moss battle. In fourth place came Jean Behra, then



SAME STABLE: Masten Gregory and Joakim Bonnier in the chicane with their Scuderia Centro-Sud Maseratis.

Lewis-Evans, Masten Gregory, Joakim Bonnier, Harry Shell, Scarlatti, Godia, Salvadori, Brabham and then Halford. Moss had covered his second lap in 9 mins. 47.7 secs. (156.692 k.p.h.).

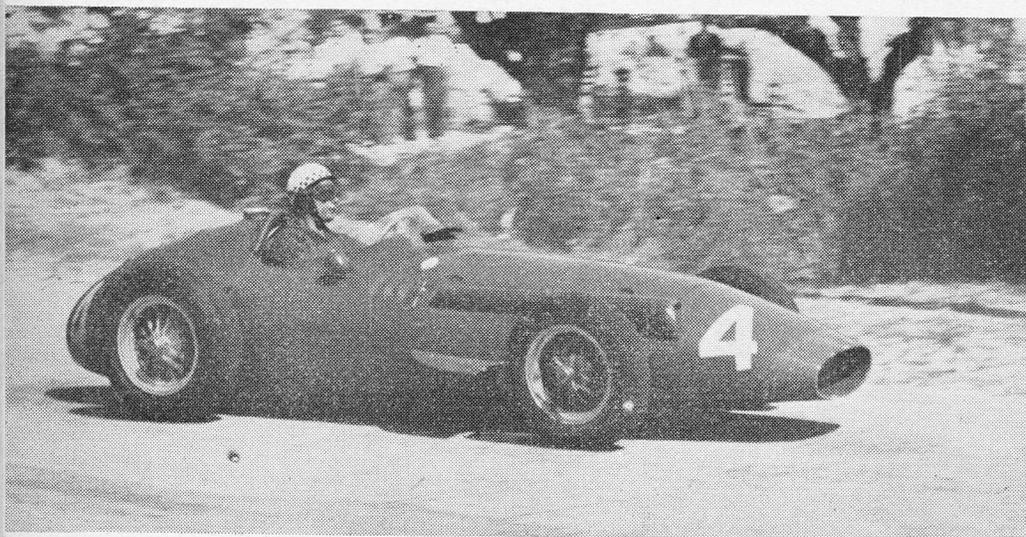
As the last car swept past, an even bigger and better fight broke out in the stands, with a strapping young Italian matron stopping a stiff uppercut, and following it up with a slashing attack on her assailant with the back of a seat. In next to no time fists were flying; then peace reigned again as the "polizia" interfered.

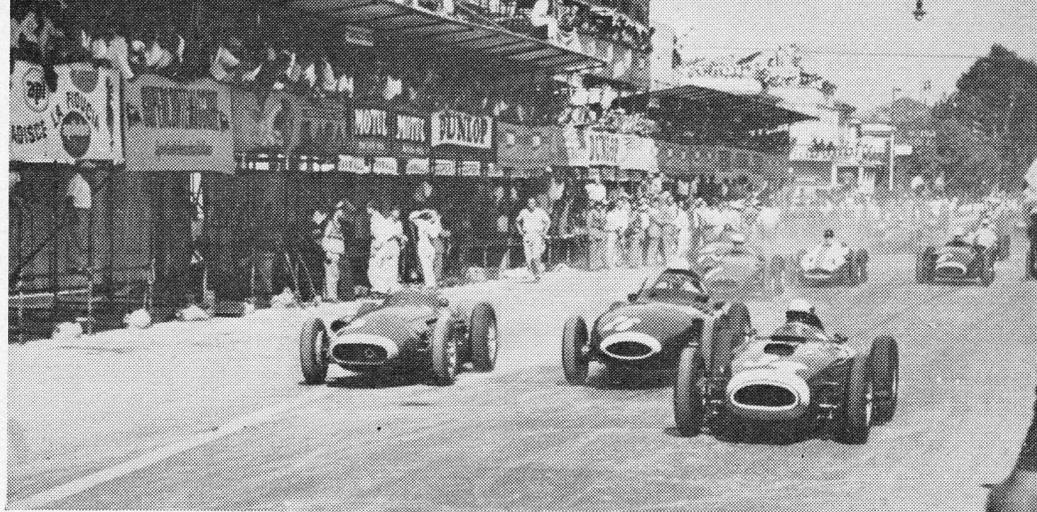
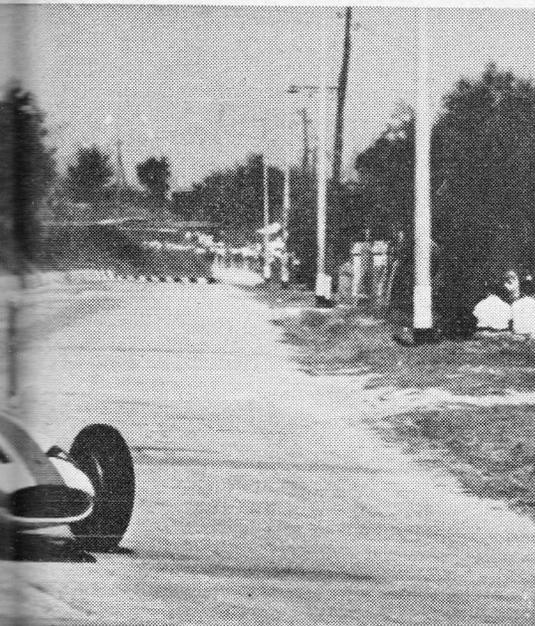
Moss was not getting away from Musso, but seemingly had plenty up his sleeve. When they appeared to complete three laps, Stirling had pulled out a 3.3 secs. advantage, and was then 23.3 secs. in front of Fangio. Behra went through—but no Lewis-Evans. Anxious eyes looked down the road towards the chicane. Gregory, Shell, Bonnier, Scarlatti, Godia, Halford—but no Vanwall. Jack Brabham came in and shouted something to his pit: presumably he was telling them that Salvadori had stopped somewhere.

Then Lewis-Evans limped in with no tread on his near-side rear tyre. Apparently it had come off at around three miles a minute. The wheel was changed and off went Stuart—now at the end of the procession. Salvadori toured in with a slightly bent motor-car. A damper had gone completely over centre, and the Cooper slewed round and walloped a kilometre stone, doing the suspension and chassis not a bit of good.

Thus before a fifth of the race had been covered, three of the 16 starters were out. Stirling was now travelling even faster, with Musso doing all he knew to get to grips with the green projectile. There were now seven seconds separating them, and the speed of the race had increased to 154.912 k.p.h. Juan

JEAN BEHRA, who retired with engine trouble on his Maserati after four laps, when in third place.





START of the 25th Pescara G.P., with Musso (Ferrari, No. 34), Moss (Vanwall, No. 26) and Fangio (Maserati, No. 2) getting away from the front row of the grid.

Manuel was steadily dropping back, and had lost 41.1 secs. to the Vanwall.

Jean Behra stopped and mechanics quickly lifted the bonnet. What they saw was most discouraging: anyway the Frenchman took off his crash-hat whilst not very hopeful efforts were made to get the Maserati going again. The engine burst into life, but loud clanking noises were evidence that Behra's race was run. This put Masten Gregory into fourth place but the American was rapidly being overtaken by Harry Shell.

Five laps, and Moss was 8.8 secs. in front—not a great lead on a circuit of such length. Fangio had fallen back even farther, and was now 46 secs. in arrears. Sure enough Shell had taken Gregory, who was now over a minute in front of Scarlatti. Bonnier went through with part of the bodywork flapping on his Maserati—not looking particularly happy. Jack Brabham, hopelessly out-

paced by the bigger cars, was not exactly hanging about.

Lap six and Moss had increased his lead to 10.6 secs. over Musso, and 53.6 secs. over Fangio. His time for the lap was 9 mins. 48.2 secs., and the average speed of the race had gone up to 155.311 k.p.h. Just as the leaders went off on their seventh lap, in came Lewis-Evans again—this time with the offside rear tyre in ribbons. Large chunks of tread had been flying in all directions; Stuart was definitely not amused. Bonnier also stopped to fix several things and took off again not looking very optimistic.

Apparently Stirling Moss's second lap was done in 9 mins. 46.4 secs. (157.035 k.p.h.). With seven laps clocked, the Vanwall was 13.8 secs. ahead of the Ferrari, whilst Fangio had dropped to 1 min. 1.4 secs. behind. Shell was steadily getting away from Gregory, while both Scarlatti and Godia were falling farther and farther behind.

On the eighth circuit Moss's lead had

stretched to 16 secs., and Fangio was 1 min. 7.3 secs. behind the green car. Musso's oil filler cap was flapping, and the Ferrari pit signalled him to stop next time round. When Moss appeared again he was 19.8 secs. in advance. The Ferrari pit, getting ready for Musso, looked pretty foolish when the Roman roared past non-stop. Then some excitement: in came Fangio with his near-side rear wheel wobbling violently—obviously the result of close contact with some solid object, which turned out to be a wall near Cappelle. Over 36 secs. were lost whilst the wheel was changed, and when the World Champion restarted he was 2 mins. 44.6 secs. behind Stirling Moss.

Bruce Halford, who had worked himself up to seventh place, retired with a seizing differential. Musso's refusal to stop did not get him very far. Just past Montani he stopped with a split oil-tank and a burst engine. There was oil all over the road. Masten Gregory nearly spun round, and just missed hitting the No. 6 kilometre post. Bonnier packed up the Maserati with serious overheating.

With Musso out of the race, and Fangio so far behind, it merely remained for Moss to keep going. With memories of Fangio's incredible chase of Hawthorn and Collins at Nürburgring, neither Moss

LAP-BY-LAP SCORE CHART

FOLLOW THE FORTUNES OF EACH CAR FROM ITS POSITION AT THE END OF THE FIRST LAP

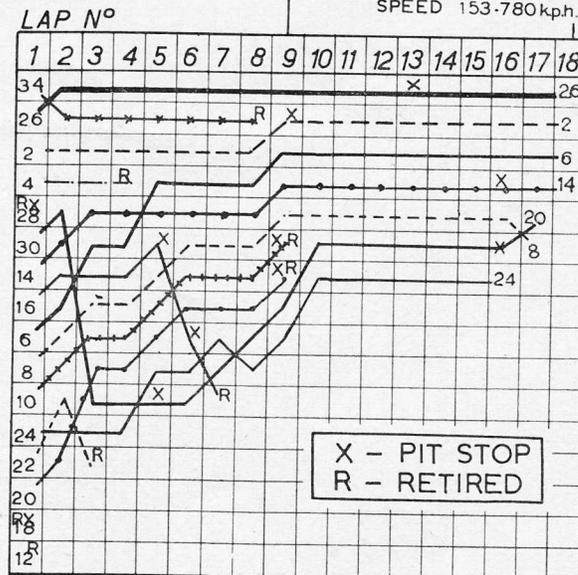
SPEED 155-845 k.p.h.

RACE TIME

2 h. 59 m. 22.7 sec.

SPEED 153-780 k.p.h.

DRIVER	NO	CAR
L. MUSSO	34	FERRARI
S. MOSS	26	VANWALL
J. M. FANGIO	2	MASERATI
J. BEHRA	4	MASERATI
C. A. S. BROOKS	28	VANWALL
S. LEWIS-EVANS	30	VANWALL
M. GREGORY	4	MASERATI
J. BONNIER	16	MASERATI
H. SHELL	6	MASERATI
L. SCARLATTI	8	MASERATI
F. GODIA	10	MASERATI
J. BRABHAM	24	COOPER
R. SALVADORI	22	COOPER
B. HALFORD	20	MASERATI
H. GOULD	18	MASERATI
L. PIOTTI	12	MASERATI





THIRD MAN, Harry Shell, in the chicane with his Maserati.

nor team manager David Yorke had any intentions of slackening off. After all, the race was only half-run, and there was no knowing what the "old man" could pull out of the bag. So Stirl's reply was to cover his ninth lap in 9 mins. 44.6 secs., to equal Fangio's best practice time.

Godia retired with a very tired engine, and Lewis-Evans had managed to overtake Brabham after his two stops for tyres. There was now an awful lot of time between cars, with only seven still running. Not even a fight to liven things up, although the crowd cheered like mad when Musso walked in, accom-

STUART LEWIS - EVANS (Vanwall), who lost two tyre treads in quick succession, one of them at around 180 m.p.h.

JACK BRABHAM (below), who drove his Cooper into seventh place.



Results

1. **Stirling Moss (Vanwall)**, 2 h. 59 m. 22.7 s., 153.780 k.p.h. (95.55 m.p.h.).
2. **Juan Manuel Fangio (Maserati)**, 3 h. 2 m. 36.6 s., 151.478 k.p.h.
3. **Harry Shell (Maserati)**, 3 h. 6 m. 9.5 s.
4. **Masten Gregory (Maserati)**, 3 h. 7 m. 39.2 s.
5. **Stuart Lewis-Evans (Vanwall)**, one lap behind, 3 h. 7 m. 27.8 s.
6. **Giorgio Scarlatti (Maserati)**, one lap behind, 3 h. 9 m. 51.1.
7. **Jack Brabham (Cooper)**, three laps behind.

Fastest lap: Moss, 9 m. 44.6 s., 157.5 k.p.h. (97.87 m.p.h.). New circuit record.

Retirements: Tony Brooks (Vanwall), one lap, engine; **Luigi Piotti (Maserati)**, one lap, transmission; **Horace Gould (Maserati)**, one lap, crash; **Roy Salvadori (Cooper)**, four laps, suspension; **Jean Behra (Maserati)**, three laps, engine; **Joakim Bonnier (Maserati)**, seven laps, overheating; **Bruce Halford (Maserati)**, nine laps, differential; **Luigi Musso (Ferrari)**, nine laps, burst oil tank; **Francesco Godia (Maserati)**, nine laps, engine.

panied by Godia who had abandoned his Maserati with various broken pieces in the engine.

Round and round went Moss: a masterly driver in a great car. Lap 11, and he led Fangio by 3 mins. 7.2 secs., Shell by 5 mins. 18 secs., Gregory by 5 mins. 41.5 secs., and Scarlatti by 8 mins. 50.5 secs. A dozen tours and Fangio was 3 mins. 24.3 secs. behind. All he could possibly hope for was Moss to have trouble.

Then on lap 13 the Vanwall folk had a shock. In came Stirling complaining of fluctuating oil pressure. Oil was quickly added, and the Vanwall roared off after a 54 secs. delay. So with four laps to go, Juan Manuel had 2 mins. 34 secs. to take from Stirling. Lewis-Evans, with a sticking throttle, was having to use the ignition switch for the bends.

As the Argentinian acknowledged his pit signal, he shook his head as if to tell Ugolini that it was hopeless. Stirling, in fact, began increasing his lead again, and when he set off on his 18th and last

(Continued on page 244)

A Great British Victory
 for **VANWALL** using
 **Energol**



PESCARA GRAND PRIX

1st STIRLING MOSS

who set up a new lap record of 97.8 m.p.h.

ALSO USING BP FUEL

(Subject to Official Confirmation)

This brilliant combination of a British car, British driver and British fuel and oil have followed their great success at Aintree by achieving the most convincing win by a British racing car since motor racing began in 1904.



THE BRITISH PETROLEUM COMPANY LIMITED



★

LUIGI MUSSO, whose Ferrari led for the first lap, was eliminated with a burst oil tank when second to Moss.

★

lap, he was 3 mins. 12.8 secs. in front of Fangio. Gregory came in for a drink of water, locking his front brakes as he stopped and making a mechanic do an Olympic high jump. Scarlatti was entertaining the crowd by his efforts to start without a clutch. Four times the engine stalled, and finally about half a dozen mechanics pushed him away.

Out came the chequered flag and a very happy-looking Stirling Moss acknowledged it. Fangio came in, looking extremely tired but he was out of his car in no time to congratulate his rival. Being a real World Champion, he also went to the Vanwall pit to shake hands with Tony Vandervell, David Yorke, Tony's 10-year-old son Colin, and all the Acton mechanics.

For the British party it was something to hear "God Save the Queen" played at the end of an Italian Grand Prix. It was a great day for Stirling Moss and Tony Vandervell—and didn't the Italians realize it!

PESCARA POINTS: A crowd estimated at over 200,000 watched the race; Rodney Walkerley of *The Motor* maintains that they all took the same train as he did to Milan on Monday. . . . Gigi Villorosi, new President of the C.S.I. of the A.C. di Milano, was lobbying for top-line entries at Monza on 8th September. . . . Every evening was enlivened by a spectacular fireworks display. . . . Strange drivers quoted in the local press included Hasten Gregori, Sturt Levis-Ewans, Joaki Bonnier; but best of all was Mister Vandervandervell whose cars were also described as Wanwalls.

South African Commentary

JENNINGS WINS GOLD STAR

AT a recent meeting of the Amateur Automobile Racing Club in Cape Town, D. E. Jennings, current Union champion, was presented with his second gold star, for 1956 achievements. The system of scoring for this annual award is as follows: there are eight national events in South Africa each year. In calculating gold star positions, the A.A.R.C. considers only the driver's three best performances and a maximum of 48 points is set. "Bill" Jennings, who drives the formidable silver Riley Special, collected 44 points in races at the Gunner's Circle venue (near Cape Town), East London and Pietermaritzburg, Natal. There is little doubt that Jennings will emerge as this year's top performer in the national championship. There have been suggestions that he should be sent to represent his country on the European tracks—not, of course, in the 1934 Riley! But there seems to be a stronger and more sensible section of the racing fraternity which realizes that South African racing does not breed men suitable for 110 m.p.h. laps in Grand Prix machinery.

EAST LONDON FINDS NEW TRACK

THE East London Grand Prix organizers, who recently abandoned the Esplanade Circuit on account of the high number of fatal accidents it has seen, have been scouting around for a new track, with satisfactory results. And they will not have to build an entire circuit, as was originally thought. The organizers

had in mind a £30,000 project, but with the discovery of a usable portion of the original, pre-war G.P. circuit, the proposed expenditure figure will be reduced by more than half. 3.3 miles will be the length of one lap. This is slightly shorter than the Palmietfontein circuit in Johannesburg and is longer than any of the popular tracks in use at present. Half of the circuit is ready now. The Mayor is giving his full support and all the city councillors have inspected the proposed track. So East London should be back on the map sooner than she expected.

1934 ALFA v. M.G. SPECIAL AT PALMIETFONTEIN

A TERRIFIC battle between Hugh Gearing's immaculate 1934 Alfa Romeo sports and Harry Peirce's up-to-the-minute M.G. Special was the most exciting event of the Sports Car Club of South Africa's club day at the Palmietfontein Aerodrome venue, on Saturday, 10th August. The course, no longer used for public meetings, saw the running of nine races. The main race, in which the Alfa and the racing car fought it out, was the so-called "racing car handicap". Throughout this event, Gearing, a real lover of classic cars, was forced to approach his 115 m.p.h. maximum in order to keep up with the swift and streamlined Peirce-M.G. Both cornering on the limit, they were rarely more than a few feet apart. Only on the last lap did the bigger supercharged car manage to draw away to a four-second victory.

Later in the day, however, Peirce took the All-comers' Handicap by way of consolation. The Novices' Handicap was won by a Standard 10 driver and the six-lap open handicap by popular "Bill" Smith, an old hand at the game, in his TR2. Tucker, owner of the club's "most sporting" American saloon, a Nash Rambler (1956), has competed in many trials and rallies and even in a hill-climb, but no one ever expected to see the big car on the track! But he won the saloon handicap. The rapid Aukema DKW was the fastest small car present, as the Krugersdorp driver demonstrated in the saloon scratch event for the smaller "buggies". P. Theobald (Riley) won the event for bigger cars and Fergusson took the now rarely raced Austin-Healey into foremost place in the scratch race for sports cars. What team could be expected to challenge one containing Aukema and Tucker? They carried off the Relay Race Handicap, assisted by the other member, D. Clapham (Citroën, about 1950).

Gearing's 2.65-litre Alfa is a most interesting member of South Africa's brigade of worthier cars. It was, originally, a 2.3-litre Monza job, modified for Scuderia Ferrari. It was later further altered to its present engine dimensions, again for the Ferrari drivers. Only five cars were given this treatment and the Gearing powerhouse on wheels is one of the two which were given sports car bodies. The machine was rebuilt after being found in disuse. The rebuild even took in eight new pistons and a replica of the body. Biggest surprises about this car: It has overhead camshafts! and "60" is reached in just under 7 seconds!

N. R. WHITEHEAD.



the winning

VANWALL

again relied on

K.L.G.

plugs

K.L.G. *The plug with the proved performance*

Craigantlet—continued

84.20 secs., but the class issue was already settled.

That left only the "blown brigade" to show their paces. Berry took the E.R.A. up the hill in 74.42 secs., to hold, temporarily, b.t.d. until Henderson's Cooper was despatched. Climbing cleanly and using virtually the Wharton line, Henderson came within half-a-second of the hill record by registering 70.58 secs. On the second climbs, Berry was slower in 76.27 secs. but Henderson put in a classic piece of mountaineering by climbing in 69.26 secs.—and that was that.

Other good climbs in this class were by

Gerry Kinnane (J.P.-Norton) in 82.14 secs. and Alec Jameson (J.P.-J.A.P.) in 81.31 secs.

W. A. McMASTER.

Results

B.T.D.: *Belfast News Letter* Trophy—Dick Henderson, Shenstone (1,100 c.c. Cooper), 69.26 s. (Hill record.)

Unblown closed cars up to 1,000 c.c.: 1, Ronnie Martin (750 Renault), 104.82 s.; 2, Jack McMichael (850 Renault), 108.50 s.

1,001 c.c.-1,500 c.c.: 1, Esdale Dowling (1,390 Hillman), 96.36 s.; 2, Ronnie Martin (1,486 Jowett), 100 s.; 3, W. H. McAllister (1,493 Borgward), 100.04 s. **Over 1,500 c.c.:** 1, Stanley Porter (1,600 Porsche), 88.62 s.; 2, Ted McGuire (3,993 Jensen), 91.47 s.

Production sports cars, unsupercharged, up to

1,500 c.c.: Malcolm Templeton (Lotus-Climax), 78.88 s.; 2, Lord Dunleath (1,496 Frazer-Nash), 93.02 s.; 3, John Pringle (1,489 M.G.A.), 93.07 s. **Over 1,500 c.c.:** 1, D. Henderson, Belfast (1,991 Triumph TR3), 86.38 s.; 2, Harvey McWhirr (1,991 A.C.), 87.43 s.; 3, Desmond Sloane (1,991 Triumph TR2), 89.82 s.

Open to all, non-racing, up to 1,300 c.c.: 1, Templeton (Lotus), 78.88 s.; 2, R. Draper (1,172 Ford Special), 82.44 s.; 3, John Pringle (1,100 Cooper), 82.85 s. **Over 1,300 c.c.:** 1, Charles Maunsell (1,495 Stuba), 84.03 s.; 2, D. A. Henderson (Triumph), 86.38 s.; 3, Harvey McWhirr (A.C.), 87.43 s.

Open to all: 1, Dick Henderson, Shenstone (1,100 Cooper), 69.26 s.; 2, J. Berry, Rochdale (1,980 E.R.A.), 74.42 s.; 3, M. Templeton (Lotus), 78.88 s.

Open handicap: 1, R. Draper (1,172 Ford Special), net time 64.44 s.; 2, C. W. E. Maunsell (Stuba), net 66.03 s.; 3, J. E. Dowling (Hillman), 66.36 s.

LOUIS BESHOFF rounded off the hill-climb season in the Republic of Ireland on Sunday, 11th August, with another b.t.d. in the bag at the Limerick club's meeting on the infamous Corkscrew Hill, near Lisdoonvarna, County Clare.

After bad weather on the previous days, it looked as though the rain would hold off but just near the end of the first runs, the clouds rolled in from the Atlantic and the whole area was enveloped in very wet low clouds which made the road surface so treacherous that no competitor managed to even equal his first time on subsequent attempts.

The first class to go was the 1,000 c.c. saloons which comprised six DKWs, an Austin A35 and a Morris 1000, and this was virtually a DKW benefit. Frank Keane was at his best and with a first climb of 77 secs. was 1.2 sec. better than Redmond and Scott. Keane's second and



Corkscrew in County Clare

Louis Beshoff (TR3) Makes B.T.D. at Limerick Club's Hill-climb



third ascents were 78.2 secs. and 78.4 secs. while all the others dropped to over the 80-second mark.

In the bigger saloon class Paddy Hopkirk (Ford Anglia) was best by over four seconds and his masterly control as he lifted his inside rear wheel on the corners and slid round was a treat to watch. The next class up the hill was the 1,500 c.c. open cars in which Vincent Hennessy in the 1200 Austin Special and Billy Lacy tied with times of 72 secs. On the second run Lacy dropped to 76 secs. but Hennessy was slower at 79.2 secs. On their final attempts Hennessy improved to 78.8 secs. but Lacy was still better with 76.6

secs., despite a couple of broadsides on the final corner.

In the over 1,500 c.c. class, Beshoff (Triumph TR3) returned 71.2 secs. on the first climb to the 72.2 secs. of Anto Coleman (Austin-Healey) and Len Earl in the Jaguar-engined Jirano. Earl was unfortunate in that the rain had just started falling as he was commencing his first climb of the hill and he had to fight hard to keep the Jirano pointing in the right direction. Under the wet conditions Beshoff slowed to 77.2 secs. and 77.8 secs. while Coleman only dropped to 74.8 secs. and 75.2 secs.

BARRY MASON.

Results

Adare Trophy (B.t.d.): L. Beshoff (Triumph), 71.2 secs. **Imperial Hotel Trophy (best on handicap):** V. Hennessy (Austin Spl.), 7 secs. handicap, 65 secs.

Saloons up to 1,000 c.c. (scratch): 1, F. A. Keane (DKW), 77 secs.; 2, R. Redmond (DKW), and J. W. Scott (DKW), 78.2 s.

Over 1,000 c.c. (scratch): 1, P. B. Hopkirk (Ford Anglia), 81 s.; 2, J. D. Garry (Volkswagen), 85.4 s.; 3, R. Dubsy (M.G. Magnette), 86.2 s.

Saloons Handicap: 1, F. A. Keane (DKW), handicap 9 s., 68 s.; 2, R. Redmond (DKW), and J. W. Scott (DKW), 10 s., 68.2 s.

Open cars up to 1,500 c.c. (scratch): 1, V. G. Hennessy (Austin Spl.) and W. D. Lacy (M.G. TD), 72 s.; 3, J. A. Burke (Buckler-M.G.), 73.2 s.

Open cars over 1,500 c.c. (scratch): 1, L. Beshoff (Triumph TR3), 71.2 s.; 2, A. Coleman (Austin-Healey) and L. Earl (Jirano), 72.2 s.

Open cars (Handicap): 1, V. Hennessy (Austin Spl.), handicap 7 s., 65 s.; 2, W. D. Lacy (M.G.), 5 s., 67 s.; 3, J. A. Burke (Buckler-M.G.), 6 s., 67.2 s.

R.A.C. JUBILEE

THE R.A.C.'s Cavalcade of motoring history, "The Age of the Motor Car," will take place on 1st September. This will feature a procession of the widest representation of British cars ever seen. All the British manufacturers are supporting the event and among the historic cars to be seen will be the very first M.G. and one of the earliest "Baby" Austins. The procession will start from Battersea Park.

Stuart Lewis-Evans will be seen in something rather less formidable than his customary Vanwall, to wit, an A.C. "Social" of pre-1914-18 war vintage.

Continuing its provincial tour, the R.A.C.'s Diamond Jubilee Exhibition, which carries the same title, will be on show next month in Yorkshire. From 11th September until the 24th it will be at Scarborough. From 30th September until 5th October, at Leeds, after which it goes on to Leicester, Birmingham, Bristol, Plymouth and Hull.

FURTHER PROOF THAT

they build durability
at Fort Dunlop

**9 INTERNATIONAL
CLASS 'G' RECORDS**

**and 56 American
national records**

Achieved by B.M.C.

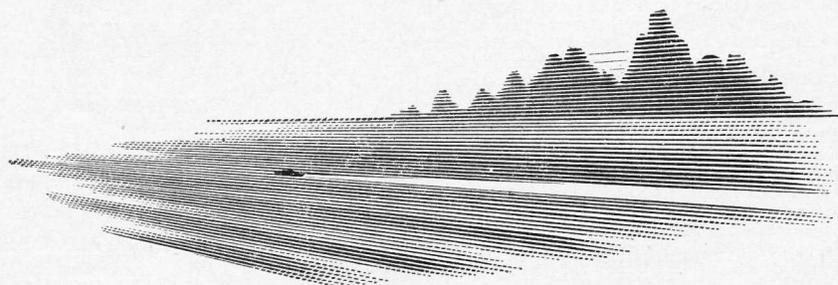
**'A' TYPE ENGINE (B.M.C. DEVELOPMENT PROJECT EX 179)
AS BASICALLY FITTED TO AUSTIN A35 & MORRIS MINOR 1000**

on

DUNLOP TYRES

Wheels and Dunlopillo seating

(Subject to official confirmation)



CORRESPONDENCE

Do We Want Mercedes Back?

FIRSTLY, I should like to commend you on your attempt to induce Daimler-Benz to build and re-enter their Formula 1 cars in Grand Prix racing. I, for one, will be only too glad to see a larger field during the coming seasons.

Secondly, I would point out, however, that during the two seasons Mercedes-Benz competed with their type W196s, Grand Prix racing became, for the most part, rather processional, and only occasionally did Mercedes-Benz not dominate the scene. Although I enjoyed watching the masterly driving of Fangio and Moss, I do think that since Mercedes have withdrawn, the competition has been fiercer and more interesting, particularly recently, as witnessed in the British and German G.P.s. Surely, these two meetings were two of the most exciting post-war races held, and on a par with the 1953 Hawthorn-Fangio battle at Rheims.

With Vanwall now apparently on its peak form, we have at last a real competitor for the G.P.s and each meeting is eagerly awaited, with the knowledge that a British success is more than likely.

Let us be satisfied with the present entrants who, although sparse, are providing keen racing, and let Mercedes-Benz enter when they are ready, or when they think the competition is sufficiently good.

ANTONY J. K. ROWSE.

COLWALL, NR. MALVERN.

American View

AS an enthusiast and a subscriber I'd like to congratulate Stirling Moss, Vanwall and all English enthusiasts on your magnificent victory in the Grand Prix of Europe. Having no cars from my country to root for I wish Vanwall all the luck in the world. (I was sadly disappointed when Chevrolet quit.)

BUTCH DARBY.

LOUISIANA, U.S.A.

Italian View

WHILE joining in the toast to J. M. Fangio, I would like to propose a toast to that wonderful and successful new trio in Grand Prix racing, "Vandervell-Vanwall-Moss". I also wish to toast Behra and in particular Moss (see Swedish G.P.) for their great job in giving Maserati a chance to win at last the World Sports Car Championship.

I also hope that the "thunderous ovation" of the Italian crowd at Pescara for Moss and the Vanwall will teach a good lesson to that large portion of the Aintree crowd (was it a crowd?) for the way in which they welcomed the news of Behra's breakdown.

UMBERTO PERELLI.

LONDON, S.W.9.

Rexette and Bedelia

I WOULD be very grateful if any readers could help me with information regarding two Edwardian cars which I am starting to renovate.

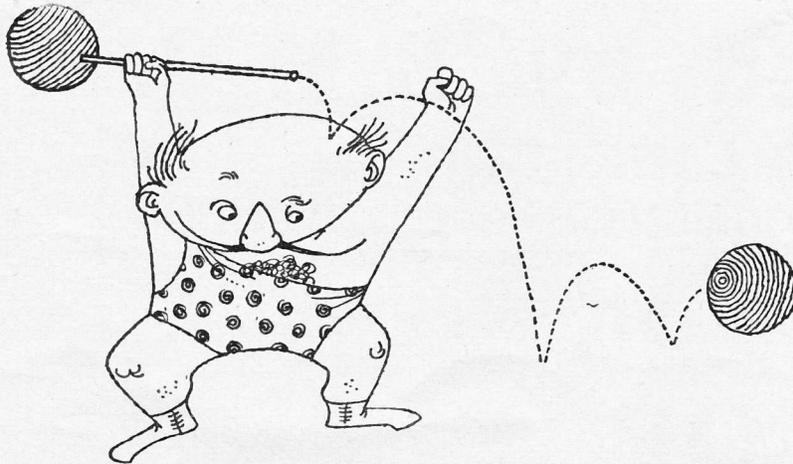
One is a 1905 Rexette 8 h.p., V-twin three-wheeler. My only query here is regarding the back half of the body. In advertisements of the times that I have seen the driver's seat is a single one with the radiator wrapped round it. On my car it is a double seat, and the radiator is right out in front of the car. I would like to know if this was also a standard design as it does not appear to be an amateur's modification.

The other car is a 1910/12 Bedelia. In all the literature that I can find about the Bedelia the driver sat behind the passenger. In my car the driver sits in front, the body being, of course, single width. Here again this does not look like a conversion, and I cannot imagine anyone ever going to such lengths to move the driving position and all that it entails. It is possibly a prototype or a later model, but it is certainly a Bedelia although fitted with an English engine—a Blumfield. This, I believe, was not uncommon.

Any information, however slight, that anyone can pass on to me will be very much appreciated.

E. D. WOOLLEY.

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Threat of Formula 2 to G.P.

IN your Editorial of 26th July you said that the Vanwall win at Aintree had given Grand Prix racing a shot in the arm. This is quite true, but I can also see it as being one of the nails in the coffin of Formula 1 as we know it today.

Earlier this season Signor Ferrari said he would give up F1 racing next year and concentrate on F2, a statement he has backed up by producing a very formidable car for this Formula. The Vanwall win coupled with the fact that a Ferrari has not won a *grand epreuve* this year will, I am afraid, only make Signor Ferrari more keen to leave F1 at the end of the season.

What will happen if Ferrari's decide to leave F1 is only too obvious. Maserati, whose new 2½ V12 does not appear to be very successful and who have just announced an F2 car, will follow suit and B.R.M. and Vanwall will be left with no opposition and no races, for next year's *grands epreuves*.

Granted we have Cooper and Lotus to challenge the Italians but have they the money to engage the Fangios and Mosses of this world and compete in a full season of *grands epreuves*? I doubt it, and so we will be left with the familiar situation of Signor Ferrari dictating his terms to the motor racing world while men like Mr. G. A. Vandervell are left high and dry with cars costing hundreds of thousands of pounds. During the past few years Grand Prix racing has benefited greatly from the ever increasing participation of British cars and a return to the old days of Maserati and Ferrari would be a bad thing for the sport, but how is it to be stopped?

W. D. BERTRAM.

EDINBURGH 10.

[At the present time, F2 is considered very secondary to full-scale Grand Prix racing. Signor Ferrari is given to making pronouncements which are invariably reversed.—Ed.]

Indianapolis and World Championship

I THINK it would be a very good idea if Indianapolis was dropped from the World Championship. It is not to be compared favourably with any other circuit and all the skill of road racing must surely be wasted on it. I would also suggest that Fangio ignores the pointless challenge by Floyd Clymer. Juan Manuel showed the world in the German Grand Prix at Nürburgring that he is a worthy World Champion. If he races at Indianapolis he will be wasting both his skill and his time.

JOHN H. FARRAR.

NORTHWRAM, NR. HALIFAX.

Ambulance Service at Brands Hatch

IN AUTOSPORT'S report of the August Bank Holiday race meeting organized by the British Racing and Sports Car Club at Brands Hatch, I was rather distressed to read the Editor's comments on the operations of the St. John Ambulance. The driver of the ambulance and members of the Brigade with the course doctor acted with such speed and efficiency that the unfortunate driver had received all the first-aid treatment that could be given at the scene of the accident within seven minutes of its occurrence. Meanwhile, the ambulance stood by awaiting instructions. As, however, the driver was suffering from shock the medical officer considered it inadvisable that he should be moved hurriedly, so that he was not transferred to the ambulance until the race ended.

From experience of dealing with incidents of this nature at Brands Hatch it has been found that there is seldom any advantage to be gained by rushing the ambulance on to the course while a race is in progress, although this can obviously be done in a grave emergency. Unhurried efficiency is more to be desired and better serves the interests of general safety.

Perhaps it may be possible through AUTOSPORT to take the opportunity of thanking those members of the St. John Ambulance Brigade who freely give very many of their leisure hours in the service of our sport. We are most thankful for their support.

R. M. CARTER,
(Clerk of the Course).

SIDCUP.

[Comments were made by other competitors in the race as to the length of time before the ambulance arrived.—Ed.]

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

INGRAM



cool

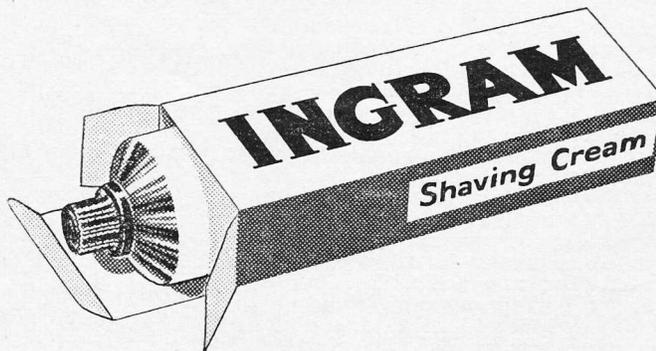
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Club News

By MARTYN WATKINS

OPENING up a new field of motor sport for Sports Car Club of America members—I know it's a long way away, but it's still a club, isn't it?—is the establishment by that most august body of a National Rally Board. The Board is to have equal rank with the Contest Board and Activities Committee, which means that it will be important.

The new Committee represents the culmination of two years of thinking, planning and codifying rally standards—yes, they have standards over there, too. In the opinion of the members of the S.C.C.A. who nurtured the plan, I'm told, it finally gives to S.C.C.A. rally activities the stature they deserve.

The objective behind the idea for the National Rally Board is to make it possible for more Club members to have a go in activities which carry national status: thus it is hoped that members who don't race will be able to be as active in their own sphere as those who do.

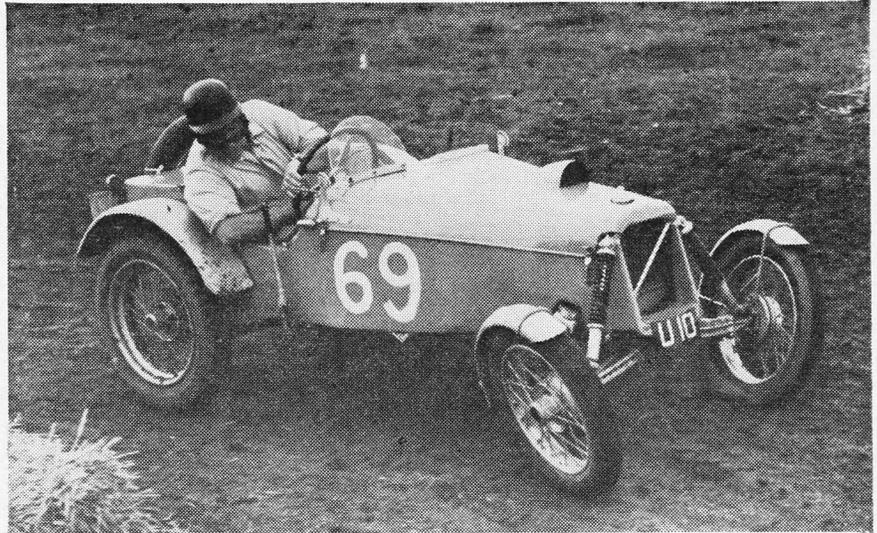
A National Rally Code Book is to be issued later this year and will be divided into two main sections. It will cover an overall total of 56 basic points, including obligations of the Board, objectives, personnel, and method of selection as well as sanctioning, minimum driving requirements, qualifications for entries, method of announcing an event to club members. Safety procedures, types of checkpoints, timing and scoring, awards and national points systems which are to be established, handling of protests and other matters are to be covered by the book which would appear to be something on the lines of a rallyman's R.A.C. Year Book, if you follow.

The Board selected to administer the regulations and the rest of the matters dealt with under the rally heading will be made up of a minimum of six persons. To be nominated, a Board member must have served as a National Rally chairman or have worked in a national rally, or have participated in at least three such events—so that all the gentlemen concerned will have a good idea of what it's all about.

The National Rally Board is already functioning with supervision over all national rallies to be run in the States for the rest of this year. And in 1958 it comes fully into action.

That little matter of "clubmanship" and road courtesy that I mentioned a few weeks back has, I see, been taken up and elaborated by the editor of the Peterborough M.C. magazine, *Exhaust Notes*, and I'm glad to see that he agrees with me. Seriously, I do think that it matters a great deal, this business of improving the lay public's attitude to motoring, both as a sport and generally. After all, we rely a good deal on John Citizen to support our race meetings and give his permission for the use of his land for autocross and trials. And as has been pointed out before by a good many people, those who disapprove can win more support—and win it more easily—than those who approve.

I've had a letter from a man who signs himself "Cockney Xile" which



BENDING THE TYRES as Norman Coates corners in the Harewood autocross in his odd but effective N.H.C.-Ford Spl. He made B.T.D. at the Yorkshire event.

takes me up on a matter of grammar. Or as the Xile puts it, a "Grammar Korrection". Some time ago I mentioned a club magazine which was to follow our lead in putting on a green cover for a British victory—just as we are today in honour of Pescara—and said, "It fair does yer 'art good, doesn't it". That, my Cockney friend points out, should have read, "doan it". To all my friends born within the sound of Bow bells, my humble apologies. I know better now. . . .

* * *

FIRST off this week is a cancellation, which comes from the **B.A.R.C.** They announce that the members' sports car meeting, originally scheduled to be held at Aintree on 14th September, has had to be cancelled. It had been hoped to transfer this meeting to 7th September, but to no avail, and so it's all off. Remaining B.A.R.C. meetings this year are both at Goodwood, on 31st August and 28th September. . . . Main event at the **500 Motor Racing Club of Ireland** meeting at Kirkistown on 24th August will be the Baird Memorial Trophy race. A ladies' race is scheduled, if enough ladies want to race. . . . "Members should note that within reasonable limits, the performance of the vehicle will have little bearing on the results." That is the grim warning given in the announcement of a treasure hunt to be organized on 31st August by the **Shenstone and D.C.C.** . . . This year's Jeans "Gold Cup" rally, a B.T.R.D.A. silver star event, is to be

organized by the **Liverpool M.C.** from 31st August to 1st September, and entries close on 26th August and go to Jeffrey Dixon, 51 Green Lane, Allerton, Liverpool, 18. . . . The **Per Ardua M.C.** is promoting a road safety rally on 8th September as part of the Northwood-Ruislip road safety week. It is to be an open event with navigation and driving tests, with, of course, the accent firmly on safety. The Club is running a night navigational rally from R.A.F. Duxford on 28th-29th September. . . . **Vintage S.C.C.** holds a hill-climb at Prescott on Sunday, starting at 1.30 p.m., and the event is a closed one. . . . **Falcon M.C.** hold a meeting of what are described as "experimental" driving tests at Prescott Springs, Six Hills Way, Stevenage, on Sunday. I'm not quite clear about that experimental business, but the whole thing sounds most interesting. The start is at 3.15 p.m. . . . At Marston Moor, Yorkshire, on 21st September, the **British Racing and S.C.C.** promotes a speed trial to which B.A.R.C., M.G.C.C., Middlesbrough and D.C.C., De Lacy M.C., Yorkshire S.C.C., Newcastle and D.C.C., Ilkley and D.C.C., Darlington and D.M.C., and the Sheffield and Hallamshire M.C. have been invited. There will be seven events for saloon cars, sports cars, racing and sports-racing cars. . . . The **M.C.C.** holds its third Derbyshire Trial over 250 miles on 4th and 5th October. It is a closed event for cars and entries close on 16th September, and go to Mr. W. T. F. Kelland, 29 Great Bushey Drive, London, N.20. . . . Supplementary regulations are available for the **Peterborough M.C./Northampton C.C.** race meeting at Silverstone on 28th September. Invited clubs include B.A.R.C., B.R.S.C.C., Leicester C.C., Northampton and D.C.C., London M.C., Bentley D.C., Vintage S.C.C., 750

Coming Attractions

August 24th. *M.G.C.C. Race Meeting, Silverstone, near Towcester, Northants.*

Vintage S.C.C. Hill-Climb, Prescott. Start, 1.30 p.m.

August 25th. *West Hants and Dorset M.C. Autocross, Roke Down, Bere Regis, Dorset. Start, 2 p.m.*

Harrow C.C. Driving Tests, Heston Aerodrome, start 11 a.m.

August 30th-September 1st. *Mobilgas International Economy Run.*

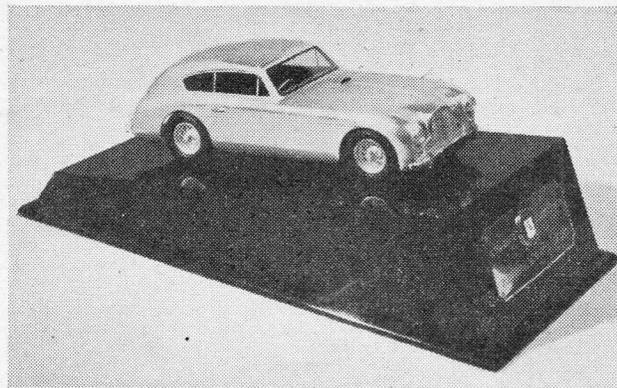
August 31st. *B.A.R.C. Goodwood Members' Race Meeting. Shelsley Walsh Hill-Climb. Liverpool M.C. Jeans Rally.*

September 1st. *Coventry and Warwickshire M.C. Hill-Climb.*

Railton O.C. Driving Tests and Concours, Heston Aerodrome, Middx. Start, 11 a.m.

M.C., S.O.D.C., Sunbac, M.G.C.C., Bugatti O.C., Kings Lynn and D.M.C., M.M.E.C., M.C.C., Hants and Berks M.C., Nottingham S.C.C., Maidstone and Mid-Kent M.C., A.M.O.C., Thames Estuary A.C., Sheffield and Hallamshire M.C., and the Mid-Cheshire C.C., and there will be 12 scratch and handicap events. . . . After only a couple of years of life, the **Chester M.C.** Martini Rally is becoming one of the north's premier rallies. This year's event in the series takes place on 15th September over 180 miles of north Wales roads and is open to invited clubs. Entries to Miss V. Seal, 57 Brook Lane, Chester, please, and the closing date is 11th September. . . . The veterans are out again on 21st September, this time for the Hog's Back-Box Hill rally and timed run organized by the **Veteran C.C.'s** south-eastern section. Entries close on Saturday and go—in a hurry—to R. L. Bennett, "Ormidale", 7 Denbridge Road, Bickley, Kent. . . . **Newry and D.M.C.** holds a closed-to-club Mourne race meeting at Cranfield Airfield, near Kilkeel, Northern Ireland, on 7th September. . . . **Railton O.C.** holds a *concours d'élégance* and driving test meeting on 1st September at Heston Aerodrome, Middlesex, starting at 11 a.m. Programme includes an exhibition of typical Railton models and demonstration runs by club members. . . . **Southsea M.C.** Autosport Gymkhana takes place on 7th September at the Lumps Fort Car Park, Esplanade, Southsea. Invited clubs are the Esso (Fawley) M.C. and C.C., B.A.R.C., London M.C., Gosport M.C., Chichester M.C., Bognor Regis M.C., Brighton M.C., West Hants and Dorset M.C., and the Haslemere M.C., and entries will be accepted on the day or before by C. J. Plummer, Ruby Lodge, 5 Wallis Road, Waterlooville, Hants. . . . Secretary of the **Nottingham S.C.C.** is Mr. A. Knowles, of Leen Valley Dye-works, Bulwell. . . . **Herefordshire M.C.** holds its annual Little Rally on 22nd September, and members are asked to apply for supplementary regulations and entry forms to W. W. Legge, 25 Lichfield Avenue, Hereford. Like many other clubs, marshals are needed by the club for this event. . . . The **R.A.F.A.M.C.** holds its annual Battle of Britain rally over around 265 miles of what is described to me as "the wilds of north and central Wales". It is open to all members of the R.A.F.A. who may join the Motor Club—for a small fee, that is, and can then have a go. The event takes place on 7th-8th September, and entries

HANDSOME is the Peter Reece—Barry Davies perpetual memorial trophy, to be awarded annually for the driving test section of the Liverpool M.C. Jeans Gold Cup Rally, in memory of the Liverpool drivers who died in 1955. The model, a DB2-4 Aston in silver-plated bronze, was made by Cyril Posthumus.



close on the 4th. Full details will be supplied by K. Pickett, Alton House, Shrewsbury Road, Birkenhead. . . . **Romford Enthusiasts C.C.** has recovered from its Cinquanta Miglia Rally and is now concentrating on the organization of an "all fools hunt" on 31st August and a restricted sprint meeting to be held on 15th September. Invited clubs to the latter are M.G.C.C., West Essex C.C., 250 M.R.C., East Anglian C.C. and Peterborough. . . . On an Admiralty road at Eastney the **Gosport A.C.** is holding a restricted invitation speed trial on 8th September. Invited clubs include the B.R.S.C.C., B.A.R.C., 750 M.C., West Hants and Dorset C.C., Hants and Berks M.C., Guildford M.C., Vintage S.C.C., Club Lotus, London M.C., 250 M.R.C., Aston Martin O.C., Bognor Regis M.C., Brighton and Hove M.C., Chichester M.C., Midland A.C. and Worthing M.C. There are classes for saloons, sports cars, racing and sports-racing machines and—an interesting inclusion, although presumably it refers to the 250s—a class for miniature cars up to 400 c.c. . . . We are asked by Mr. Redvers J. Rice to say that the M.G. TF, of which we published a very pretty picture, was driven by him in the Taunton M.C. autocross and not by Mr. D. Hockey—to whom Mr. Rice gives full credit, of course. . . . **Harrow C.C.** is organizing a point-to-point social event on 8th September, a closed-to-club event of around 40 miles which starts at Edgware at 1.30 p.m. . . . The **Lothian C.C.** (Edinburgh) tells me that it is arranging the date of its annual dinner, dance and presentation of awards—the summer is, it seems, nearly over. . . . **Coventry and Warwickshire M.C.** hold a hill-climb at Mancetter, near Atherstone,

on 1st September. Principal awards will be the Newsome Cup gold and silver goblets. This is the first meeting at which the club has included a class for Formula 3 racing cars and is the club's last main event of the year. . . . Thanks to petrol rationing—yes, we still have hangovers from that black period—and the consequent lack of time in which to organize a large-scale road event, **East Anglian M.C.** have regretfully decided to run this year's Clacton Rally as a one-day event, taking place on 29th September. It will have what is described as an easy road section and a series of interesting driving tests. This modified version is being retained in the Silver Star competition by the B.T.R.D.A. Next year's Clacton, it is promised, will go back to its old form and the driving test rally may be retained as a separate event.

Recent Results

HARTLEPOOLS AND DISTRICT M.C.

Driving Test Meeting

Best Performance: R. W. S. Bell (TR2) (Cumberland S.C.C.).
Second Best: J. S. Rae (TR2) (Hartlepoons and D.M.C.).
Closed, up to 1,300 c.c.: G. Glen (Ford Escort).
Closed, over 1,300 c.c.: A. T. Miles (M.G. TA) (Darlington and D.M.C.).
Open, up to 1,300 c.c.: P. G. Paulson (M.G.A) (Hartlepoons and D.M.C.).
Open, over 1,300 c.c.: T. G. F. Wilson (TR2) (Cumberland S.C.C.).
Team Award: Hartlepoons and D.M.C.; P. G. Paulson, J. S. Rae and J. E. Atkinson (M.G. TD).

BRISTOL M.C. & L.C.C.

Mendip Petit Prix, 11th August

1. C. M. Seward (Morris 8), 138 marks lost;
2. C. L. Read (Triumph Renown), 161; 3. E. P. Harris (Ford Anglia), 197. **Team Prize:** Burnham-on-Sea M.C., 692.

More Club News on page 256

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1956 BN2 AUSTIN-HEALEY, cream/red, not raced or rallied, good specimen. Best offer.—Bailey, c/o 61 Church Road, Urmston, Lancs. URM 3665.

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D.K.W.

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JAGUAR XK 120, 1953, blue, soft and hard top, many mods., excellent condition. £695 o.n.o.—Atkinson, 10 Leinster Gardens, W.2. AMB 9749.

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1951 JAGUAR XK 120, metallic blue, spot/fog lights, radio, luggage grid, seven good tyres, other extras. £550.—Hills, Shellingford House, Nr. Farringdon, Berks.

LOTUS

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(Continued overleaf)

YORKSHIRE SYNDICATE AUTOCROSS

FOR their last autocross meeting of the season, the Yorkshire syndicate specialising in the promotion of these events—the Yorkshire Centre of the B.A.R.C., the Yorkshire S.C.C. and the East Yorkshire C.C.—found a new course much nearer to Leeds and in consequence a crowd of over 2,000 people watched the event.

The new course, which will also be used next year, is at Harewood Bridge, about nine miles from Leeds. The half-mile course laid out there on Sunday, 18th August, was in a pleasant field alongside the River Wharfe and included three sharp turns in addition to several fast bends. The organizers had provided some interesting "wall of death" bends—the whole making for very exciting spectating.

Forty-four drivers took part in the event, driving just about everything from a Mark VII Jaguar—in the enthusiastic hands of "Gonzales of the North" Maurice Marsh to light and nippy Ford trials specials.

The twisting nature of the course made acceleration and manoeuvrability necessary rather than power and the specials were faster than even the most powerful sports cars.

Jimmy Blumer, driving A. Ensoll's Jaguar XK 120 got the time down to 62.68 secs. on his final run after trying hard on every run to beat the owner's time and a burst of applause greeted the announcement of the best time.

Small touring cars found wheel grip

short and in an attempt to overcome this Gordon Gartside loaded two bales into the back of his Morris Minor pick-up—only to return a slower time.

Hardest-fought class was that for the big saloons. Derek Clark and Ted Booth in Raymond Mays-converted Mk. II Zephyrs both started trying really hard after Maurice Marsh in his Jaguar did the fastest of the first runs. Each improved his time on each successive run, but in a tremendous, storming, sliding wallowing effort Clark got his time on the last of the four runs down to 65.89 secs.—a time faster than many sports cars. Afterwards in the paddock Derek was asked if he would be starting an autocross driving school!

In the small saloons Bob Monkman found Continental weight distribution in the Fiat an advantage and Barry Clements the extra power of his Elva-headed Prefect an embarrassment, although less than four seconds covered the whole class.

Fastest time of day was made by Norman Coates in his now well-known very fast N.H.C. special. Only a tenth of a second behind was Geoffrey Gartside driving a Ford Consul-powered car and another tenth of a second after him was Roland Wilson in his R.J.S.

Provisional Results

Best Time of Day: N. H. Coates (N.H.C. 80), 60.16 s. **Touring Cars, up to 950 c.c.:** M. A. Lanfranchi (Morris 1000), 951-1,300 c.c.: G. R. Monkman (Fiat 1100TV), 1,301-1,900 c.c.: G. R. Booth (Riley Kestrel), 1,901 c.c. and over: E. D. Clark (Ford Zephyr IIM).

Sports Cars, up to 1,500 c.c.: G. Hoyle (Morgan 4/4), 1,501-2,700 c.c.: D. J. Brown (Triumph TR2), 2,701 c.c. and over: J. Blumer (Jaguar XK 120). **Non-series produced cars:** G. Gartside (Garford II).

EAST ANGLIAN MOTOR CLUB AUTOCROSS

WHEN other autocross meetings are being cancelled through lack of entries the E.A.M.C., originators of autocross, but more recently converts to "smooth" autocross, held a most successful event at Wolves Hall, Tendring. Part of the success was that of the 34 entries, 23 were members of the promoting club, and, incidentally, 10 drove Fords, and four Ford-engined cars.

The course, run singly, was slightly over half-a-mile long. From the greasy start a 300-yard straight led to a 360 deg. left turn on a wide radius, then followed a series of left- and right-handers, a short straight, and a sharp left to the finish line.

A. C. Westwood, most experienced of autocrossers, in both H. J. Bone's Morgan Plus 4 and his own Healey Silverstone, tied at 51 secs. for best time with a newcomer to this branch of the sport, R. F. Taylor, in his Jaguar XK 120, with J. M. C. Shand, Triumph TR3 hardtop, and H. J. Bone, Morgan Plus 4, equal only 0.4 secs. slower. Best saloon was D. J. Morley in his Jaguar 2.4 in a brilliant 53.2 secs., with Keith Wood, Mercury-Allard, K. C. Truscott, owner of this Allard, and R. S. Pawsey, Ford Zephyr II, Robin Richards's modified Austin A35, and J. C. Smith, Zephyr II, all within 2 secs. of the Jag's time.

Perhaps the most interesting autocross car ever seen was J. O. C. Alexander's Cooper-Ford; a 500 c.c. Cooper with 1,172 c.c. engine which managed 52.4 secs. and with more development should be a most potent vehicle for autocross.

Classified Advertisements—continued

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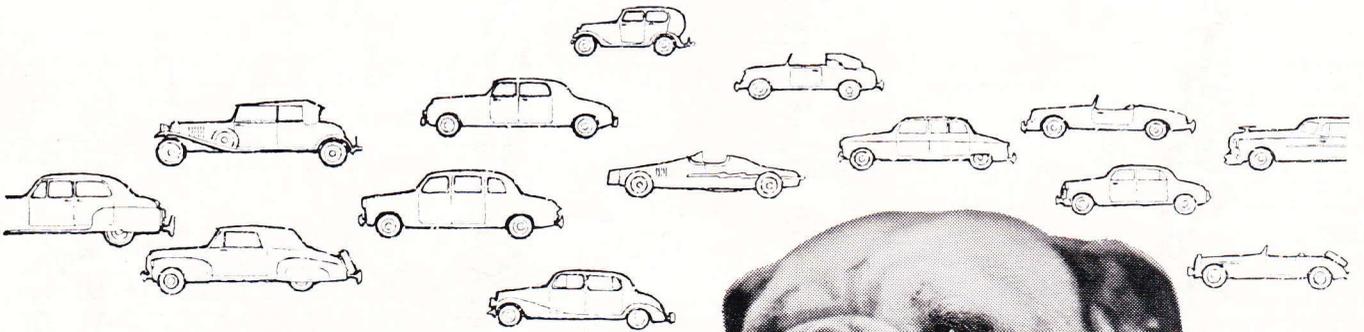
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