

AUTOSPORT

AUGUST 30, 1957

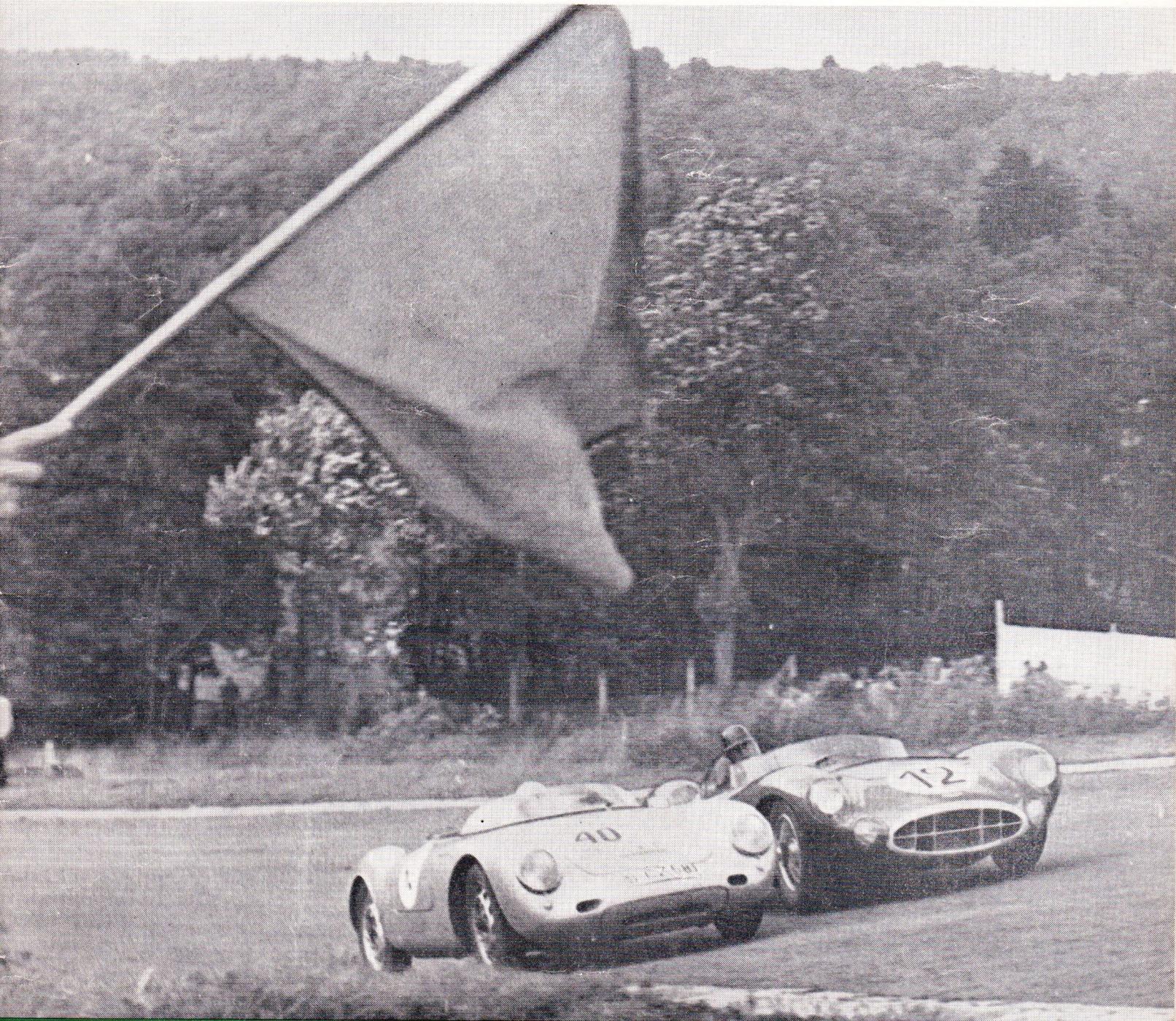
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EVERY FRIDAY

Vol. 15 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY

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

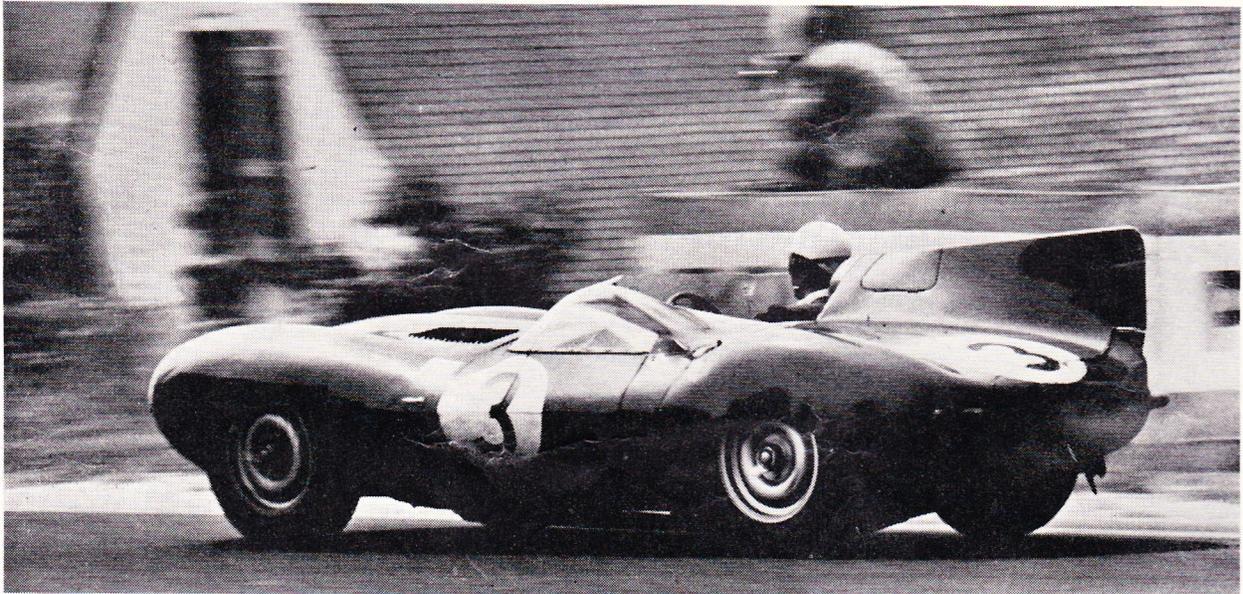


IN THIS ISSUE

ASTON MARTIN VICTORY AT SPA : M.G. STREAMLINER BREAKS RECORDS AT UTAH
RACING IN DENMARK : LIEGE-ROME-LIEGE RALLY PROSPECTS : PESCARA REVIEWED

Jaguar's greatest triumph

Grand Prix d'Endurance LE MANS 1957



1st ECURIE ECOSSE JAGUAR

—Ivor Bueb and Ron Flockhart—113.85 mph.

2nd ECURIE ECOSSE JAGUAR

—Ninian Sanderson and John Lawrence—111.05 mph.

3rd JAGUAR—Jean Lucas and Jean

Mary—110.16 mph.

4th JAGUAR—Paul Frere and

Freddy Rouselle—107.94 mph.

(subject to official confirmation)

All these cars were fitted with

MINTEX BRAKE LINERS

*This is the 11th occasion on which
MINTEX Brake Liners have been
fitted to the winning car at Le Mans.*

and what a
wonderful record
for

MINTEX
BRAKE LINERS

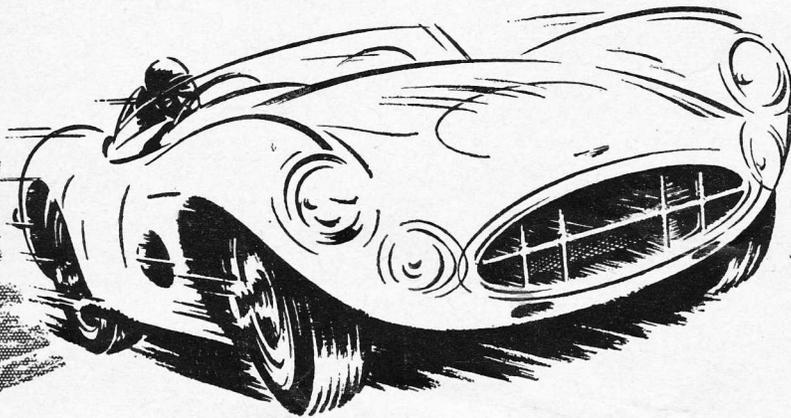
MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING & ASBESTOS LTD., AND ARE OBTAINABLE FROM MINTEX STOCKISTS THROUGHOUT THE COUNTRY.

SPA 25 AUGUST 1957

BELGIAN GRAND PRIX

FOR SPORTS CARS

(Organised by the Royal Automobile Club of Belgium)



1st ASTON MARTIN

TONY BROOKS

(Average speed 118.4 m.p.h.)

Won on

(Subject to official confirmation)

AVON

to-day's *leading* tyres

On your car — fit the Avon 'H.M.' for Higher Mileage

In 'AIRSEAL' (needs no tube), or REGULAR construction

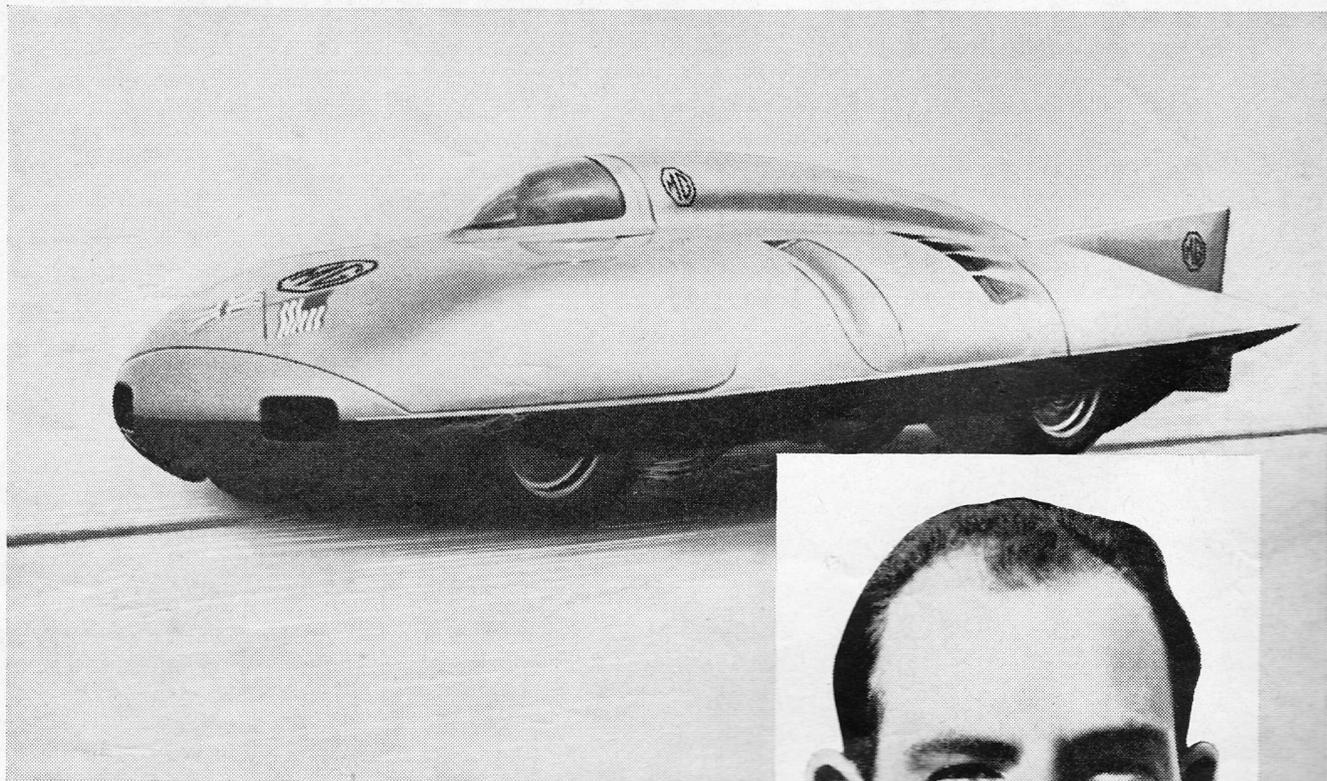


H.M. RIBBED
Maintains even wear and silence with all forms of modern suspension.



H.M. CENTRE GRIP
Gives extra traction and super grip under all conditions.

STIRLING MOSS BREAKS WORLD SPEED RECORDS



Driving a special M.G. on the Salt flats at Utah, Stirling Moss broke the following world class records for supercharged $1\frac{1}{2}$ litre cars:

1 KILOMETRE 245.64 M.P.H.

1 MILE 245.11 M.P.H.



HE ALSO BROKE THE PREVIOUS RECORDS FOR 5 KMS., 5 MILES AND 10 KMS.

He was driving

(Subject to official confirmation)

ON BP FUEL

And Stirling Moss's first choice for pleasure motoring is, of course, BP Super — the very same petrol that you can buy at your BP garage today.



THE BRITISH PETROLEUM COMPANY LIMITED

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

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EDITORIAL

A NOTABLE ACHIEVEMENT

IN recording a speed of over 245 m.p.h. with a 1½-litre M.G., Stirling Moss has struck yet another telling blow for the prestige of British automobile engineering. True, the car bears little relation to any B.M.C. production vehicle, but, regarded as a development project, it is bound to have an influence on M.G. machines of the future, particularly where the twin-o.h.c. engine is concerned. The remarkable performance of "EX 181" has once again focused attention on supercharging for small-capacity machines. A virtual ban on forced induction in sports car and formula racing, and also in rallies, has tended to push supercharging into the background. Nevertheless, on many small-capacity engines, with notably inefficient induction porting and cylinder head design, the addition of a low-pressure supercharger often results in complete transformation, not only from a performance angle, but also in general smoothness and tractability. The modern vane-type instrument is extremely quiet and completely reliable and, in view of the complete metamorphosis of certain vehicles, is not all that expensive to fit. Organizers might well consider a class for standard production machines in certain events fitted with superchargers not exceeding 5 p.s.i.

VICTORY IN BELGIUM

FOR the third time this year Tony Brooks has received the chequered flag on a 2.9-litre DBR-1 Aston Martin. At Nürburgring he and Noel Cunningham-Reid defeated the full might of Ferrari and Maserati. At Spa, although the factory teams were absent, Scuderia Ferrari supplied Olivier Gendebien with a 4.1-litre works car, and strong opposition was also forthcoming from Masten Gregory's 3.5-litre Ferrari, and the D-type Jaguars of Ecurie Ecosse, John Broadhead, the Murkett Bros. and Equipe Nationale Belge, and others. So coupled with Cliff Allison's win with the Lotus in the 1,500 c.c. category, it was indeed a grand day for British Racing Green. AUTOSPORT must, however, commiserate with Olivier Gendebien, who set up an absolute circuit lap record at nearly 127 m.p.h., and was almost certainly robbed of victory by tyre failure. It is also significant that Brooks's winning speed was faster than that of Peter Collins (Ferrari) when he won the 1956 Belgian Grand Prix. Although improvements to the Spa-Francorchamps circuit have obviously tended to raise speeds, few anticipated that such a high race average would be achieved by a sports car of under three litres running on pump fuel. As for Gendebien, he managed to equal Fangio's remarkable practice figures, and lower the existing lap record by no less than 4.9 secs. All of which seems to indicate that in 1958, many existing records on fast circuits may pass to the large-engined sports cars. To keep the balance of Grand Prix racing, it may be necessary either to permit supercharging, or raise engine sizes!

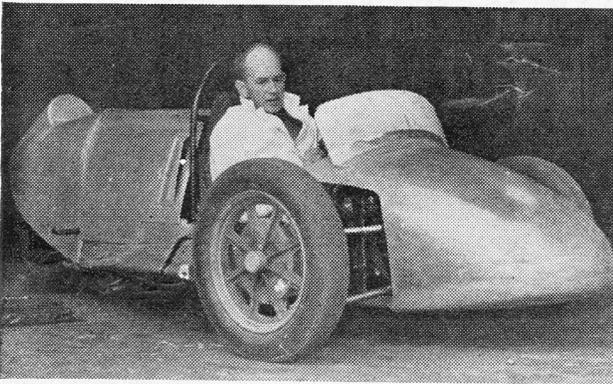
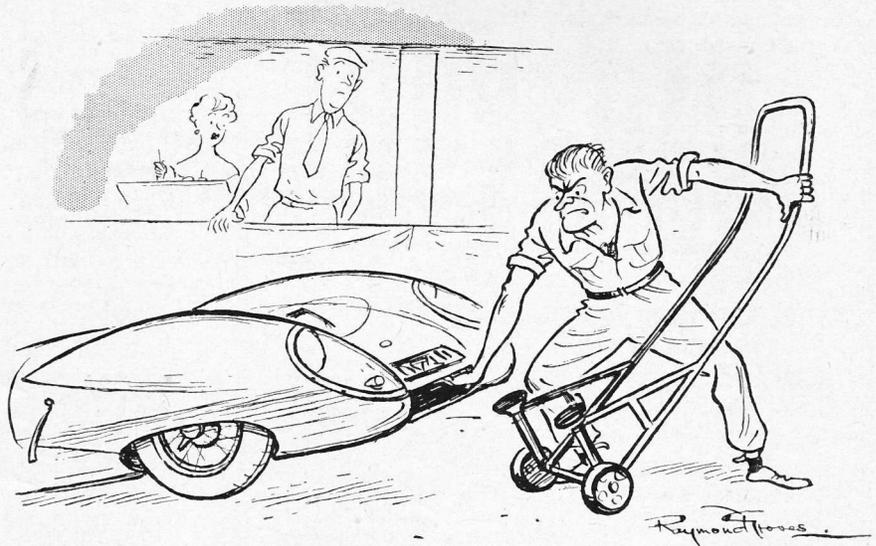
OUR COVER PICTURE

BLUE FLAG for a green car: Tony Brooks (Aston Martin DBR-1), winner of the Grand Prix of the Automobile Club of Belgium, overtakes Houdusse's Porsche at L'Eau Rouge.

PIT and PADDOCK

IT seems that due to a rapid change of driver at the 750 M.C. Six-Hour Relay race at Silverstone we inadvertently credited P. H. Wolfe with the driving of a Goggomobil which was in fact handled by Tom Clarke, of Bristol. So sorry. Connaught Engineering, who entered the team, tell us that Geoff West, who drove another of the team, lapped consistently at just over 50 m.p.h. for 2½ hours—and was then called in only for refuelling. And that is reliability.

ALFRED OWEN has withdrawn the B.R.M. entry from Monza to concentrate on having three cars for Silverstone—Behra, Flockhart and Shell.



ENTERED for Shelsley Walsh hill-climb is this three-wheeler, designed and built by Morgan exponent Cyril Hale. Power unit is a J.A.P. 1,100 c.c. twin-cylinder motor.

with 7 mins. 4.6 secs. Sir Gawaine Baillie's Lotus was 10th with 8 mins. 5.2 secs.

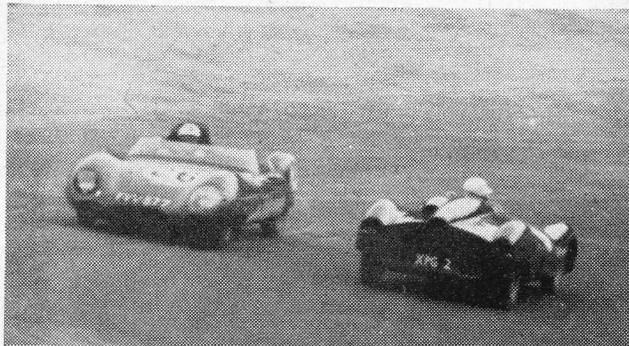
Championship positions are as follows:—

- 1. W. Daetwyler (2.0 Maserati) 16 pts.
- 2. E. Barth (Porsche) 12 "
- V. Maglioli (Porsche) 12 "
- 4. H. Herrmann (Borgward) 10 "
- 5. R. von Frankenberg (Porsche) 8 "
- 6. W. Von Trips (Porsche) 6 "
- 7. Cabianca (Osca) 5 "
- Buffa (Maserati) 5 "
- 9. Munaron (Maserati) 3 "

In the racing categories, Cooper were 1-2-3 in the F3 class, won the 1,100 c.c. section, and Tommy Sopwith (Cooper-Climax) took the 1,500 c.c. class with the excellent time of 3 mins. 35.2 secs.

Touring and G.T. successes were scored by George Berger (A.C. Ace), Walter Lambert (2.6 Aston Martin) and Alfred Lienhard (2.4 Jaguar). Best time in these classes was registered by Huschke von Hanstein (Porsche Carrera) with 3 mins. 57.4 secs.

OWING to the inability of the Bugatti O.C. to accept entrants in the AUTOSPORT Series Production Sports Car Championship, in classes already full, it has been decided not to include this event in the qualifying series. Bonus points will thus be confined to Shelsley Walsh and to the Brighton Speed Trials.



NO PRIZES for guessing which way the rest of them went. Ian Raby (Cooper) spins at Roskilde Ring as Peter Ashdown (Lotus) passes.

BRITISH entrants in the Tour de France include Stirling Moss/Peter Garnier (250 Ferrari), Peter Whitehead/Graham Whitehead (Jaguar XK 150) and Tommy Clarke/Tom Blockley (A.C. Aceca).

EUROPEAN HILL-CLIMB CHAMPIONSHIP

Willy Daetwyler (Maserati) in Lead—Von Trips Returns to Competitions with Victory in Switzerland

THE Lenzelheide hill-climb, between Tiefencastel and St. Cassian (6.1 kilometres and 25 corners) proved to be a surprise victory for Von Trips (Porsche 1500RS), making his reappearance after his injuries in the Nürburgring 1,000 kilometres event. His time was 6 mins. 57.4 secs. (106.13 k.p.h.). Runners-up were Willy Daetwyler (2-litre Maserati), Championship leader, and Dick von Frankenberg (Porsche) who recorded 7 mins. 3 secs. Next best was Hans Hermann in the new Borgward 1500RS

OUCH! Stirling Moss douches Juan Manuel Fangio with a bottle of mineral water after the Pescara Grand Prix.



MONZA—8th SEPTEMBER

Ferrari Participation Almost Certain

DESPITE Enzo Ferrari's statement regarding racing his cars in Italy, it is practically certain that a full team will appear at Monza on 8th September for the Italian Grand Prix, last of the World Championship series of 1957. Latest information indicates that the line-up will be as follows:—

Vanwall: Stirling Moss, Tony Brooks, Stuart Lewis-Evans.

Cooper: Roy Salvadori, Jack Brabham.
Ferrari: Peter Collins, Mike Hawthorn, Luigi Musso, Olivier Gendebien or Maurice Trintignant or Von Trips.

Maserati: Juan Manuel Fangio, Jean Behra, Harry Shell, Scarlatti or Carroll Shelby.

Centro-Sud: Masten Gregory (Maserati), Joakim Bonnier or Ivor Bueb (Maserati).

Other Independents: Gould (Maserati), Halford (Maserati), Godia (Maserati), Piotti (Maserati).

B.R.D.C. "DAILY EXPRESS"
SILVERSTONEVanwall versus B.R.M. Main Attraction
—Behra and Shell in Bourne Team

DESPITE the absence of works Maseratis and Ferraris owing to Monza, the International Trophy Race should see a close battle between three B.R.M.s and three Vanwalls, with Masten Gregory's Maserati a close contender. There are also several independent Maseratis, Rozier's Ferrari, Richardson's R.R.A. and Fairman's F1 Cooper and a couple of Bristol-engined Coopers. The F2 section has numerous Coopers, four Lotuses, a Willment, the desmodromic Osca, and Scott-Brown's Lister. Jean Behra and Harry Shell join Ron Flockhart in the Bourne team, whilst Vanwall have Stirling Moss, Tony Brooks and Stuart Lewis-Evans.

Sports car events have attracted the works Lotuses and Aston Martins, and also entries of Arnott, Elva, Lister, Porsche, Osca, Willment, Ferrari, Cooper-Bristol, Turner, Jaguar, H.W.M., Cooper-Jaguar and Tojeiro, including one from Ecurie Ecosse.

In the popular production event the smallest category includes Austin, Morris, Standard, DKW and Renault. In the 1½-litre category three Borgwards face five M.G. Magnettes, two Wolseleys,



★
NEW LINES from B.M.C. and Rootes, just announced, include the Morris Oxford Traveller Series IV (above), which has an all-steel body. The model in the background on the left is the 1958 Hillman Minx which has a new grille, and greater torque at low revs. The cheaper "Special" saloon is cut in price by £21 and now has separate front seats and floor gear change as standard.

SPORTS NEWS

a Minx and a Simca. A lone 2.4 Jaguar has opposition from Austin 105, Riley and Ford Zephyr in the 3-litre category, whilst Mike Hawthorn, Duncan Hamilton, Ivor Bueb and Archie Scott-Brown dispute the all-3.4-litre Jaguar class.

"DAILY EXPRESS" INTERNATIONAL TROPHY
(Formula 1 Cars)

Vanwall: Stirling Moss, Tony Brooks, Stuart Lewis-Evans.

B.R.M.: Jean Behra, Ron Flockhart, Harry Shell.

Maserati: Joakim Bonnier, Masten Gregory, Bruce Halford, Ivor Bueb, Horace Gould.

Ferrari: M. Z. Rozier.

R.R.A.: C. N. Richardson.

Cooper-Climax (2-litre): Jack Fairman.

Cooper-Bristol: J. T. Stuart.

Cooper-B.G.-Bristol: Bob Gerard.

(Formula 2 Cars)

Cooper-Climax (1½-litre): Les Leston, Ron Moore, R. W. Thackwell, P. T. England, Dick Gibson, Tony Marsh, Mike Anthony, Rob Walker, George Wicken, Brian Naylor, Ian Burgess, Jack Brabham or Roy Salvadori, John Cooper, Innes Ireland, Jim Russell, George Nixon.

Lotus-Climax: Dennis Taylor, Keith Hall, Colin Chapman, Cliff Allison.

Willment: Graham Hill.

Lister-Climax: Archie Scott-Brown.

Osca: Alessandro de Tomaso.

Sports Cars

Race 1

(1,100 c.c.)

Lotus-Climax: David Piper, Ivor Bueb, Len Gibbs, A. Zains or G. Jones, Keith Hall, Peter

Ashdown, Alan Stacey, Tom Dickson, D. Margulies, Hon. E. G. Greenall, Innes Ireland, Bruno Ferrari.

Lotus-Stanguellini: Alex McMillan.

Arnott: Jim Russell.

Turner: Bob Gerard.

Osca: Colin Davis, Alessandro de Tomaso.

Elva: Reg Bicknell.

(1,101-1,500 c.c.)

Lotus-Climax: Bill Frost, John Higham, Colin Chapman, Cliff Allison, Sir G. Baillie, Ron Flockhart.

Elva-A.J.B.: Archie Scott-Brown.

Willment: Graham Hill.

Osca: Jon Fast, P. H. Brolen, André Testut.

Porsche: George Hacquin or Yves Tassin.

Race 2

(1,501-2,700 c.c.)

Lotus-Bristol: Mike Anthony.

Lotus-Maserati: Brian Naylor.

Lister-Maserati: Allan Moore.

Lister-Bristol: John Horridge, Gil Baird.

Ferrari: George Harris or C. Dubois.

Bristol-Barb: N. Campbell-Blair.

Cooper-Bristol: Austin Nurse.

(Over 2,700 c.c.)

Jaguar (3.8): Ron Flockhart or Ninian Sanderson, Duncan Hamilton.

Lister-Jaguar (3.8): Archie Scott-Brown.

Jaguar: Ivor Bueb, Maurice Charles, I. B. Baillie, H. C. Taylor, F. Roussele or A. de Changy.

Ferrari: W. Mairesse or M. Ringoir, Masten Gregory.

H.W.M.: Peter Blond.

Cooper-Jaguar: D. S. Shale, Colin Murray or F. Lambert, Michael Head.

Tojeiro: Peter Gammon, Graham Hill.

Aston Martin: Tony Brooks, Roy Salvadori, N. Cunningham-Reid, Graham Whitehead, Jack Brabham or Peter Whitehead, X.

Production Touring Cars

(Up to 1,100 c.c.)

Austin A35: R. Richards, J. Sprinzel, P. D. Westley, Bob Gerard.

Morris Minor: W. G. Wright.

Standard: J. P. Baldam.

DKW: W. H. Aldington, Ian Scott-Watson.

Renault Dauphine: V. Wyndham Hatton, D. S. Boston.

(1,101-1,500 c.c.)

Borgward: Tom Bridger, A. Hind, John Wall-work.

Wolseley 1500: P. J. Simpson, E. Fenning.

Simca Aronde: Pat Melville.

Hillman Minx: J. M. Sparrowe.

M.G. Magnette: Alan Foster, J. R. Waller, V. W. Derrington, G. Gelberg, Gregor Grant or Ian Walker.

(2,000-3,000 c.c.)

Austin A105: A. J. Adler, Jack Sears.

Ford Zephyr: Cuth Harrison, Edward Harrison, Denis Scott, J. M. Uren, Ian Walker, Peter Riley.

Riley: Harold Grace.

Jaguar: Ron Flockhart.

(Over 3,000 c.c.)

Jaguar: Mike Hawthorn, Duncan Hamilton, Ivor Bueb, Archie Scott-Brown.

500 c.c.

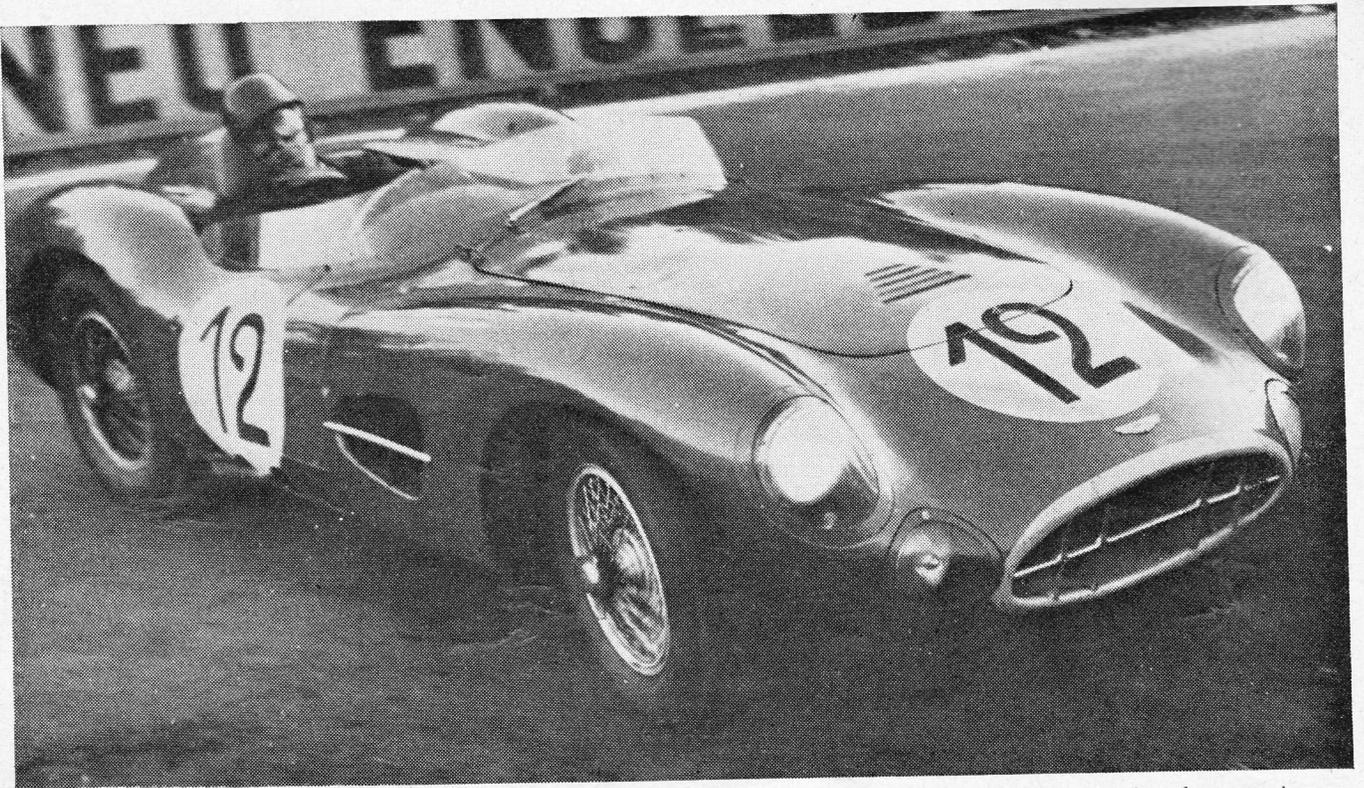
Cooper: Ivor Bueb, George Symonds, N. Bradley, Alan Eccles, H. S. Howlett, D. Boshier-Jones, D. Wagner, Scott Bloor, Trevor Taylor, W. A. Jones, Don Parker, D. H. Phillips, Derek Strange, Jim Russell, Tom Bridger, P. Robinson, R. J. Barrett, M. C. Brackenbury, A. J. C. Newton, R. T. Spreckley, G. M. Jones, R. H. R. Hett, T. H. Shaddick, Les Leston, John Brown, P. R. Ellis.

Kieft: R. Bayton.

Beart-Cooper: Stuart Lewis-Evans.

Flather-Norton: W. G. Harris.

Flash Special: A. Zains.



BROOKS AGAIN: Continuing his highly successful association with Aston Martin, Tony Brooks for the second time this year drove the DBR-1 to victory at Spa.

Aston Martin wins at Spa

Tony Brooks Victor in Grand Prix of R.A.C.B.—Cliff Allison (Lotus) Takes 1,500 c.c. Class—Olivier Gendebien (Ferrari) Shatters Circuit Record at over 126 m.p.h.—de Tomaso does 114.9 m.p.h. with Desmodromic Osca

IMMACULATEDLY driven by Tony Brooks, David Brown's 2.9-litre Aston Martin won the Grand Prix of the Automobile Club of Belgium at the record speed of 118.56 m.p.h. It was a race of records, for Olivier Gendebien tore round the Spa-Francorchamps circuit with a 4.1-litre Ferrari in the fantastic time of 4 mins. 09.8 secs., 203.202 k.p.h. (126.27 m.p.h.), the highest speed ever recorded on the Ardennes circuit, beating Stirling Moss's Formula 1 figures

By GREGOR GRANT

Photography by Roger Piron, Brussels

with the Maserati by 4.6 secs., and also equalling Fangio's 1956 practice time with the G.P. Ferrari.

Gendebien's pace was too much for his tyres: twice he changed rear wheels, and then lost all chance of catching

Masten Gregory for second place, by having a puncture at Stavelot.

The finish of the 1,500 c.c. section was dramatic. Two laps to go, and de Tomaso in the new desmodromic-valve Osca, led Cliff Allison's Lotus by 5 seconds. The Osca blew up, and as it came into the pits, so did Allison. It was only to take on a gallon or so of fuel, but no one was more surprised than he was to find himself in the lead.

This was Brooks's third win for Aston Martin, the first being on the same circuit, the second at Nürburgring, and now Spa again.



RECORD-BREAKER and race-winner: Olivier Gendebien (left) who made fastest lap in his Ferrari at 126.27 m.p.h., congratulates Tony Brooks after the race.

THE Royal Automobile Club of Belgium have made a really wonderful job of the Spa-Francorchamps circuit. Installations have been improved out of all recognition; the pits area widened, and re-surfacing carried out for practically the entire length. It is a pity that the Formula 1 Grand Prix was cancelled, in view of the speeds being attained by sports cars. Actually, Olivier Gendebien, in a 4.1-litre Ferrari, took nearly 3 secs. in practice off Stirling Moss's absolute lap record by doing 4 mins. 11.7 secs. Brooks's best was 4 mins. 15.8 secs., and Gregory's 4 mins. 26.4 secs. Bueb and Naylor were best of the Jaguars with 4 mins. 27.9 secs. and 4 mins. 31.5 secs. respectively.

Ecurie Ecosse were in considerable

driver trouble when they arrived. Of the nominated pilots, Ron Flockhart was still not fit enough after his Rouen accident. Ever enterprising, David Murray asked the young German, Wolfgang Siedel, to try one of the cars, which he did, and was in consequence given a wheel for the race.

Aston Martin had the 3.7-litre car well and truly motoring, and it was unfortunate that Noel Cunningham-Reid pranged it rather severely during Friday's practice session. However, Noel himself was fortunate in escaping absolutely unhurt from what looked to be an extremely nasty accident. Belgian driver Milhoux had a most spectacular crash on the hill at l'Eau Rouge. His Ferrari inverted itself with the driver still in the seat, but, by an amazing piece of luck, the cockpit landed over a deep ditch. Milhoux crawled out of the wreckage dazed, but otherwise unhurt. On Saturday Goethals crashed his Porsche, escaping without serious injury.

Gendebien only received the Ferrari on Saturday, as it was held up at the Customs. Ivor Bueb was driving Johnny Broadhead's D-type, and the white Murkett car was in the hands of Brian Naylor. Jack Brabham was in Temple Buell's 2-litre Ferrari, a 3.5-litre of the same marque and stable being driven by Masten Gregory. Cliff Allison was easily fastest of the Lotus brigade with 4 mins. 45.9 secs., but de Tomaso in the new Osca with desmodromic valve gear returned 4 mins 41.3 secs.

Morning of race day was filthy wet, a cold, driving rain coming down from the Ardennes. This decided many people to have their tyres cut, and there was a general scramble to hunt out vizors. Entrants in the "Grand Prix des Ancêtres" had a very damp journey. This was a most amusing event and P. Schimp's 1903 Renault won the "ancestors" category at the prodigious average speed of 8.8 m.p.h., taking just under one hour to complete one lap of the circuit.

Amongst rare machines taking part were 1912 Th. Schneider, 1914 Scania-



RAPID progress by Gendebien took him from 27th position to fifth place by lap two. Here he leads Peter Whitehead (Aston Martin) at l'Eau Rouge.

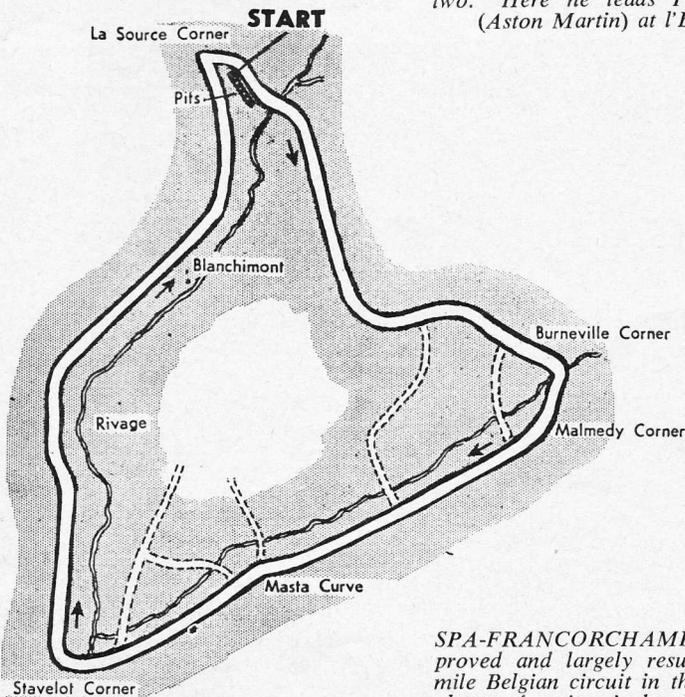
Vabis, 1908 Clément Bayard, 1910 Imperia, 1907 Metallurgique, 1924 Cime, 1922 Vermorel and 1925 Mercedes-Benz touring saloon. There were several examples of cloverleaf Citroëns and Grand Sport Amilcars.

Towards the finish of this event, the rain eased off and patches of blue sky appeared. Everyone crossed their fingers and "hope to be dry", for there were all the signs that a sports car would be the first to do a 200 k.p.h. lap during a race.

As this event did not have full International status, Grade I drivers could not be accepted. However, Grand Prix conductors included Brooks, Gregory, Salvadori, Brabham, Peter Whitehead, Fairman and Bueb.

The 28 cars were lined up, not according to practice speeds, but capacity, with Olivier Gendebien's yellow 4.1 Ferrari at the head. At the start, first away was Masten Gregory (3.5 Ferrari), followed by Ivor Bueb (Jaguar), Tony Brooks (Aston Martin) and Graham Whitehead (Aston Martin). Gendebien made a very slow getaway and moved off behind the small cars. Both Brian Naylor and Jock Lawrence had difficulty in starting their Jaguars, and left well behind the others.

Brooks soon began motoring and swept past Bueb and then Gregory. As the cars streamed past the tribunes, he led the Ferrari by 2 secs., then followed



SPA-FRANCORCHAMPS: Recently improved and largely resurfaced, the 8.8-mile Belgian circuit in the Ardennes has plenty of variety in bends and gradients.

THE START: Masten Gregory (Ferrari), who finished second to Brooks, gets away first, with Bueb (Jaguar) and Brooks coming through on the far side. Gendebien's Ferrari is still on the line, apparently reluctant to start.



Bueb, Fairman, Salvadori, Gendebien and Graham Whitehead in that order. Gendebien had come up through the field at a tremendous pace. Leading the 1,500 c.c. class was Allison, with de Beaufort's Porsche close behind.

Lap 2, and Brooks had increased his lead to 11.1 secs. Gendebien was now in third place, 22.3 secs. behind Gregory and 33.4 secs. behind the Aston Martin. Ecurie Ecosse was soon in trouble: Jack Fairman came into the pits to retire with a broken valve cotter, and Jock Lawrence failed to appear.

Tony Brooks was piling up his lead. After three laps he led Gregory by 20 secs., whilst Gendebien had picked up 3 secs. on the smaller-engined Ferrari. Ivor Bueb was dropping back, and de Beaufort and de Tomaso (Osca) had both overtaken Allison who was involved in a scrap involving Jack Brabham (Ferrari), Innes Ireland (Lotus) and John Campbell Jones (Lotus). Brooks ever increased his lead over Gregory, but Gendebien was drawing closer to the American. Already the Aston Martin was lapping the slower cars. It was now apparent that the big Ferrari was travelling faster and faster: on the fifth tour Gendebien lay just 4 secs. behind Masten, and hurtled past near Stavelot.

Closer and closer he came to Brooks, and it seemed only a matter of time before the Ferrari took the lead. On lap 7 the Belgian champion had snatched back 7 secs.: his was easily the fastest car on the circuit—if not the fastest ever to race in Belgium since the big super-charged German cars.

Then, a groan from the crowd. On lap 8 the Ferrari came in to the pits with chunks of tread missing: two rear wheels were changed, costing over a couple of minutes. He would now have to drive like one possessed to have any chance at all of catching the flying Brooks. Faster and faster he went: on lap 12 he circulated in 4 mins. 16.5 secs., again to threaten Gregory.

These three were out on their own. Behind came Ivor Bueb, Roy Salvadori, Graham Whitehead, de Changy (Ferrari) and Peter Whitehead. All the others

had been lapped, including Brian Naylor, Luciano Bianchi and Wolfgang Seidel, who were involved in a three-cornered battle. De Tomaso led the "fifteen hundreds", chased by Cliff Allison's Lotus.

Just as the first hour's racing was clocked, Gendebien came in again with rear tyres chewed to pieces, moving off just as Ivor Bueb appeared at the Source Hairpin. So he was still in third place—a long way behind Brooks. Jock Lawrence's Jaguar appeared at the pits; apparently the prop shaft had fouled the fuel pump. Off he went again, 18 laps behind, only to stop for good on l'Eau Rouge with the same trouble. De Changy (Ferrari) stopped to investigate a misfire. On his 20th tour, Brooks lapped team-mate Salvadori. Only Brooks, Gregory and Gendebien were on the same lap, as Ivor Bueb had retired the Broadhead Jaguar. Bianchi's Equipe Belge Jaguar went amissing and finally limped to the pits for attention.

Tony Brooks, driving with superb skill, was 1 min. 8.6 secs. ahead of Gregory, and 2 mins. 14.8 secs. in front

of Gendebien. Once again the yellow Ferrari began to overhaul the blue and white machine and with 23 laps covered, the race order was:—

1. Brooks (Aston Martin), 1 h. 42 m. 18.8 s. (190.180 k.p.h.).
2. Gregory (Ferrari), 1 h. 43 m. 36.4 s.
3. Gendebien (Ferrari), 1 h. 44 m. 15.3 s.
4. Salvadori (Aston Martin), 1 lap behind.
5. G. Whitehead (Aston Martin), 1 lap behind.
6. P. Whitehead (Aston Martin), 1 lap behind.
7. Naylor (Jaguar), 1 lap behind.
8. Seidel (Jaguar), 1 lap behind.

In the 1,500 c.c. class, de Tomaso had stopped for fuel, and Allison's Lotus now led but was rapidly being caught by the red Osca. Ireland was in third place, followed by the Beaufort. Isabelle Haskell (Mrs. de Tomaso) was going well with her Osca, but the Swede Tom was hardly living up to his name!

Next casualty was Innes Ireland who stopped with serious mechanical maladies. Just as the two hours came up, Tony Brooks made a very swift and well-ordered pit stop to refuel, the operation taking 28 secs. Gregory came through just 8 secs. in front of Gendebien. The Belgian was getting the most out of his powerful machine, but the question was "would his tyres take it?" The answer to that one was "no". After screaming past Gregory he tore a cover to ribbons at Malmedy, and toured slowly back to the pits to change wheels again. His speed had been tremendous. Time and time again he had beaten the lap record, and during his pursuit of Gregory, he had covered a lap in the extraordinary time of 4 mins. 10.4 secs. (202.715 k.p.h.).

This third tyre mishap made it most unlikely that he could do anything about Brooks and Gregory. With just over three-quarters of an hour to go, the Ferrari was 3 mins. 6 secs. behind the Aston, and 57 secs. from Gregory. The



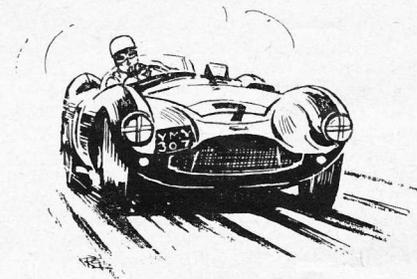
SMART WORK: Tony Brooks makes a pit stop for fuel, two-thirds of the way through the race. He was away again in 28 secs., without losing the lead.



ANCIENT: J. P. Vandercruyker and F. Fourquet in their 1909 Renault had wet weather for their run in the "Grand Prix des Ancêtres".

Apart from Gendebien's effort with his yellow-painted Ferrari, and the Osca-Lotus struggle in the 1,500 c.c. class, the race could scarcely be described as exciting. Purists, of course, could admire the perfect driving of Brooks and Gregory, but the general public could not have been exactly thrilled.

Nevertheless, the speed and reliability of the cars might well persuade the Royal Belgian A.C. to apply for a World's Sports Car Championship date for 1958. A "1,000 Kilometres" on this superb circuit might prove to be a better crowd-attracting proposition than was the late-lamented "24 Hours", which somehow or other never quite captured the atmosphere of Le Mans, nor the quality of the entries for the Sarthe classic.



lap before the flat tyre had been done in 4 mins. 09.8 secs. (203.202 k.p.h.).

De Tomaso caught and passed Allison, lapping at over 180 k.p.h. The single-o.h.c. Lotus was clearly outpaced by the latest creation of the Maserati brothers, and the South American looked as if he was going to repeat his Rouen victory.

It now remained to watch the progress of Tony Brooks. Round and round he came, as regular as clockwork, the Aston sounding like a dream. Brian Naylor, driving the Murkett Jaguar extremely well, had gradually come up to threaten the Whitehead brothers, whose production DB3S Astons were going fairly rapidly. Allison had begun to press the Osca again, making de Tomaso go faster than he cared to.

On the 33rd lap, Naylor came through in close company with Peter Whitehead, and took the Aston a few moments later. Graham Whitehead was worried about shortage of oil, and possibly petrol, but even so could not have been informed of the threat from Naylor. Allison began to drop back again with de Tomaso continually getting round under the existing class record.

Two laps to go and de Tomaso glided into the pits, and Allison also stopped. The Osca's race was run: mechanics took a hasty look at the engine, and quickly dropped the bonnet again. Allison restarted, now well in the lead. Just as Naylor passed Graham Whitehead into fifth place, brother Peter stopped to take on some petrol.

Then it was all over: Tony Brooks crossed the line, a most convincing winner. Masten Gregory came in next, after a well-driven race, followed by Gendebien, and then Roy Salvadori, Naylor, Whitehead G., and Whitehead P. It was a happy day for Astons, the four cars all giving a demonstration of complete reliability. Allison won the 1,500 c.c. class, and the steady driving of Isabelle Haskell earned her third place.

It was fine to hear "God Save the Queen" twice as Brooks and Allison received their garlands. The Belgian Ringoir also got one for winning the Grand Touring category, in which he was the sole entrant with his beautiful Ferrari 250.

Results

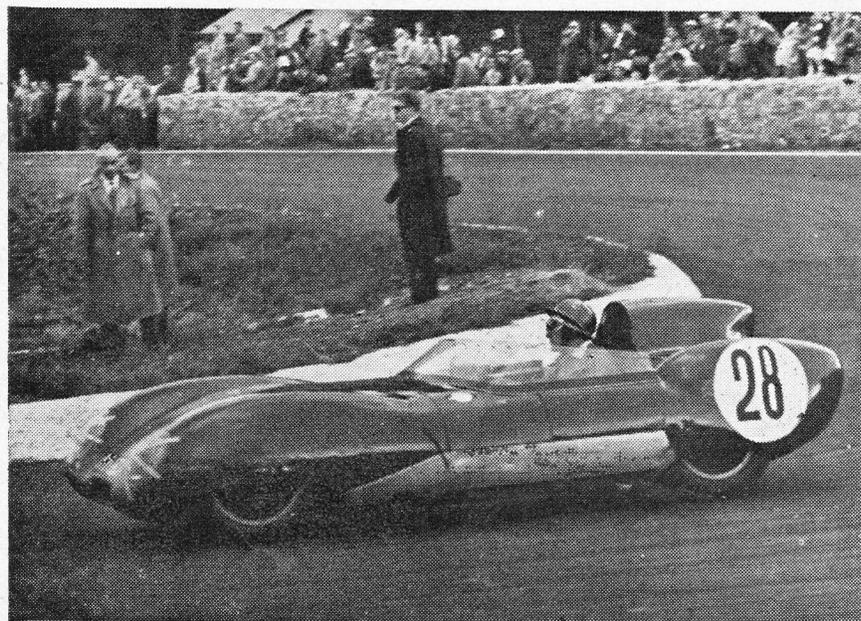
Over 1,500 c.c.

1. **Tony Brooks** (2.9 Aston Martin), 41 laps, 578.100 kiloms., 3 h. 01 m. 47.5 s., 190.800 k.p.h. (118.56 m.p.h.).
 2. Masten Gregory (3.5 Ferrari), 3 h. 03 m. 14.9 s.
 3. Olivier Gendebien (4.1 Ferrari), 3 h. 03 m. 39.1 s.
 4. **Roy Salvadori** (2.9 Aston Martin), 40 laps.
 5. **Brian Naylor** (3.5 Jaguar), 39 laps.
 6. **Graham Whitehead** (2.9 Aston Martin), 39 laps.
 7. **Peter Whitehead** (2.9 Aston Martin), 39 laps.
 8. Wolfgang Seidel (3.5 Jaguar), 39 laps.
 9. **Jack Brabham** (2.0 Ferrari), 38 laps.
 10. Luciano Bianchi (3.5 Ferrari).
 11. A. de Changy (3.5 Jaguar).
- Fastest lap:** Gendebien, 4 m. 09.8 s., 203.202 k.p.h. (126.27 m.p.h.). Absolute circuit record.

Retirements: Jack Fairman (Jaguar); John Lawrence (Jaguar); André Loens (Maserati); Ivor Bueb (Jaguar).

Under 1,500 c.c.

1. **Cliff Allison** (1.5 Lotus), 38 laps, 535.800 kiloms., 3 h. 03 m. 43.4 s., 174.98 k.p.h. (108.83 m.p.h.).
 2. Godin de Beaufort (1.5 Porsche), 37 laps.
 3. Isabelle Haskell (1.5 Osca), 35 laps.
 4. Tassin (1.5 Porsche), 35 laps.
 5. **David Piper** (1.1 Lotus), 35 laps.
 6. Fast (Osca). 7. **Hicks** (1.1 Lotus). 8. Houdusse (Porsche). 9. Moran (1.1 Lotus).
- Fastest lap:** De Tomaso (Osca), 4 m. 33.4 s., 185.662 k.p.h. (111.5 m.p.h.). Class record.
- Retirements:** Berger (Maserati), Innes Ireland (Lotus), de Tomaso (Osca).



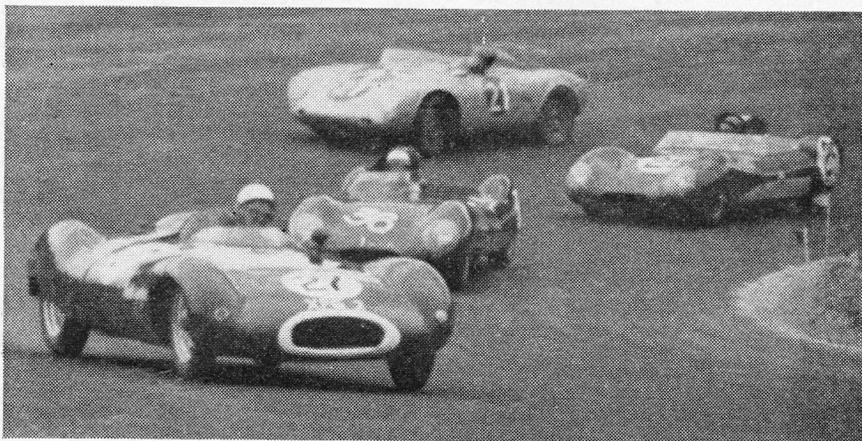
... AND MODERN: Cliff Allison, winner of the 1,500 c.c. category at an average of 108.83 m.p.h., takes his Lotus-Climax round the hairpin at La Source.

BUNCHED: Vetter (Holland) leads Elmhorn (Sweden) and behind the two M.G.As lies Sid Hurrell (TR3). Hurrell won the event for series-production cars.



Two Days at Roskilde

Strong British Entry at Danish Meeting



In the series-production event S. Hurrell led with 40 points at the end of the first day's racing. These production races had been enlivened by numerous M.G.As circulating in close company throughout the event. Second was I. Vetter (Holland) in one of the M.G.As, and third Jan Liljeros (Sweden) in an Austin-Healey 100.

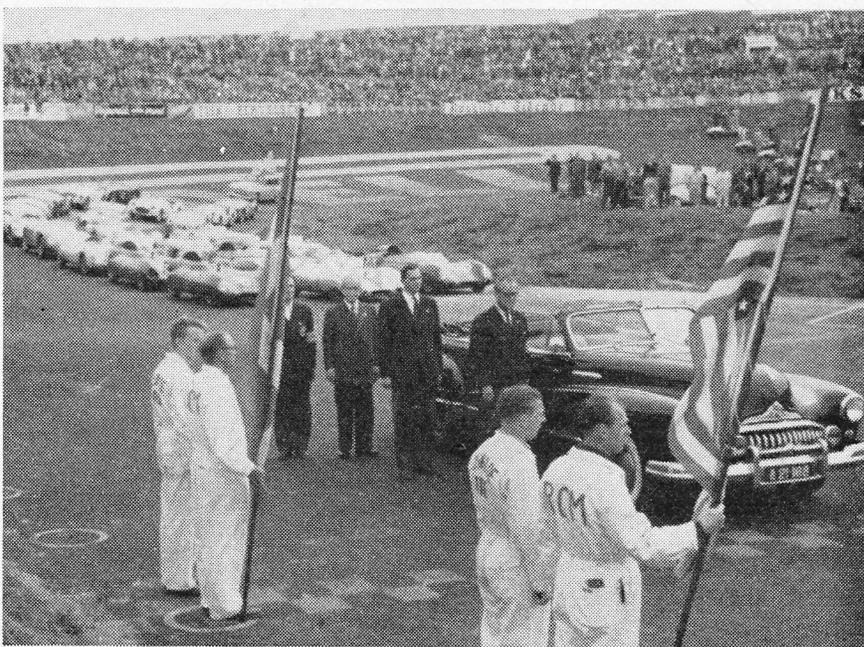
The 14 cars that started in the first heat of the sports-racing car event were representative of current models in this class and Lotus, Cooper, Osca and Porsches started. This first heat was won by the local star, J. Voigt-Nielsen, in his Porsche with Raby second and Stacey, who was driving his own Lotus, third. The second heat started with a monumental shunt with about five cars involved; Alex MacMillan in his Lotus-Stanguellini fared the worst and was next seen racing with the front off his car. During this race, Nielsen spun, and Raby emerged the winner with Stacey second and Allison third. Cars were entering the paddock after this race looking rather as if they had been in a stock car race; this trend continued in the next heat when Michael Anthony, driving Peter Asdown's Lotus (Asdown being busy driving a Team Lotus car) rammed a spinning Porsche. The third heat was won by Alan Stacey who was driving exceptionally well with Allison second and Nielsen third. At the end of the day the overall placings were: Stacey, 42 points; Allison, 39; Raby, 37; Asdown, 35; Nielsen, 29 and Frost 29.

A Formula 3 race that had been held with only two heats was led by Sven Andersson (Sweden) from Poul Rasmussen (Denmark), J. Nordell (Finland), G. Henriksen (Denmark) and with the highest British competitor, T. Wagner, fifth.

The second day's racing was preceded by the same awe inspiring trooping of the colours that started the meeting. Once again the Swede, Sven Andersson, carried off the 500 c.c. award but this

THE ceremony that preceded the opening of the new longer track at Roskilde Ring in Denmark on the 17th-18th of this month would have done justice to a full scale Grand Prix, and was well appreciated by the large crowd that attended the two day meeting.

A surprisingly large British contingent, many *en route* from the Swedish Grand Prix to Spa and other tracks, numbered amongst others Cliff Allison, Ian Raby and Bill Frost in the sports-racing class, and S. Hurrell and M. Kellet in series-production cars. The racing was stretched to the limit by the use of numerous heats and an overall points system; this seemed to work quite well but was not particularly welcomed by the competitors who did not really know where they were at any given time. On each of the two days all competitors did two six-lap heats and a 16-lap final, the points for these three races being exactly the same.



IMPRESSIVE colour-trooping ceremonies preceded the racing on both days. Here Prince Jacques de Bourbon de Parma opens the circuit.

time he was harried by Gordon Jones driving his Cooper-Norton. The series sports cars were really able to take advantage of the banked corners and the antics of the Dutch drivers in their M.G.As had to be seen to be believed; surprisingly no one came unstuck and all ended happily with Hurrell a comfortable winner.

With the points standing as close as they were in the 1,500 c.c. event, the racing was expected to be close, and it certainly was. The first heat evolved into a three-cornered battle between Raby in the Cooper and Allison and Stacey in Lotuses. After much in-fighting Raby came out on top with Stacey and Allison close behind.

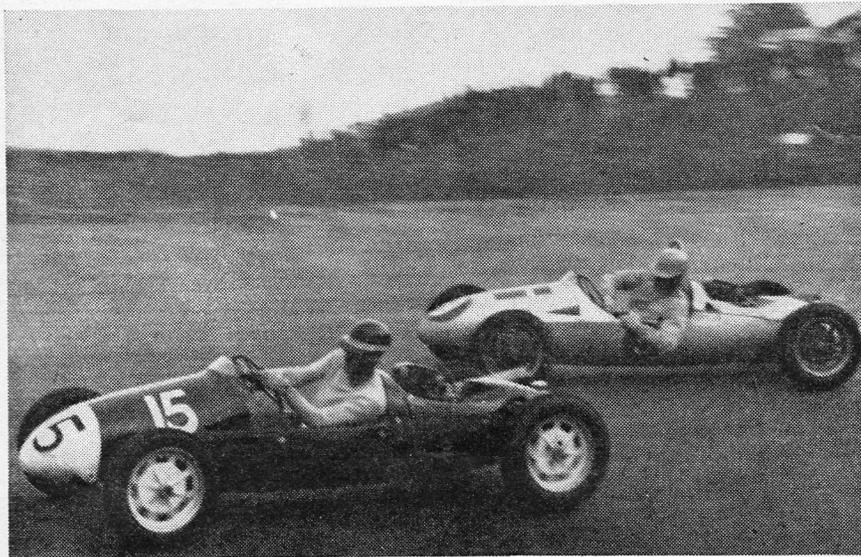
The second heat closely followed the pattern of the first with the intervention of Nielsen in his Porsche, the order being Allison, Raby, Nielsen, with Stacey

fourth. This now made the points position: Stacey, one ahead of Allison, who was, in turn, one ahead of Raby.

The final was most exciting with the three leaders tightly bunched, towards the end Stacey was unlucky to have his clutch pack up and was forced to retire, leaving the outcome between the other two. The matter was convincingly resolved by Allison, who won the final to win the event overall. Raby had the con-

DANISH VICTORY (right) for Cliff Allison, who scored 82 points in his Lotus 1500 to win the sports-racing car event from Ian Raby and Alan Stacey. Here he receives the K.D.A.K. Cup.

FORMULA 3: Donald Wagner (Cooper-Norton) takes local boy Gunnar Henriksen, driving a similar car, as both machines negotiate the hairpin.



solution of winning the award for the first 1,100 c.c. car. During the final, Alex MacMillan, who was racing without his bonnet which had been badly damaged by a revolving Porsche, was unlucky enough to throw a rod in his very expensive Stanguellini engine.

In the evening, all the drivers were entertained to dinner in the Tivoli gardens, Copenhagen.

K. B. RASMUSSEN.

Results

Formula 3: 1, Sven Andersson (Cooper-Norton), 95 points; 2, Poul Rasmussen (Cooper-Norton), 86; 3, Jouko Nordell (Cooper-Norton), 77.

Series-Production Cars, up to 3,000 c.c.: 1, S. Hurrell (TR3), 82; 2, I. Vetter (M.G.A.), 71; 3, Jan Liljeros (Austin-Healey 100), 65.

Racing Sports Cars, up to 1,500 c.c.: 1, Cliff Allison (Lotus 1500), 82; 2, Ian Raby (Cooper 1100), 80; 3, Alan Stacey (Lotus 1100), 68.

**M.G. CAR CLUB
SILVERSTONE RACE MEETING
24th August**

Results

Novices' Handicap, 5-lap, Heat A: 1, J. D. Davis (Lotus-Climax); 2, G. I. Beedie (M.G.A.); 3, N. Hillwood (Lister-Jaguar); 4, Mrs. M. A. Hayward (M.G.A.).

Heat B: 1, R. H. E. Butler (M.G. TC); 2, A. S. Cresswell (M.G.-Ford); 3, W. J. Bedder (M.G. TF); 4, L. V. Mills (M.G.A.).

Heat C: 1, R. P. Stassieri (Austin-Healey); 2, J. K. Fish (M.G.A.); 3, B. Cox (Healey Silverstone); 4, J. N. Turvey (TR2).

5-lap Novices' Handicap, Final: 1, J. D. Davis (Lotus-Climax); 2, G. I. Beedie (M.G.A.); 3, R. P. Stassieri (Austin-Healey); 4, J. J. Palmes (M.G. TD).

15-lap Handicap Relay Race, Inter-Centre Championship: 1, Midlands (P. Simpson, W. S. Wright, W. J. Bedder); 2, South-Eastern (J. G. Cobban, R. Randall, C. Shove); 3, North-Western (J. C. Miller, J. P. Hacking, E. Lund). **Mixed Teams:** 1, D. G. Dixon, M. Bond, M. J. Brown; 2, D. B. Baker, G. A. Lawrence, E. P. Foden.

5-lap Handicap, Closed M.G. Cars: 1, K. D. Fraser (M.G.A. Coupé); 2, P. G. Paxton (ZB Magnette); 3, D. G. A. Overall (ZA Magnette). **Other Closed Cars:** 1, E. P. Foden (Fiat 1100 TV); 2, C. M. Tremlett (Porsche 1500 Super); 3, P. J. Simpson (Wolseley 1500).

5-lap Handicap, Open M.G. Cars, excluding M.G.A.: 1, J. P. Hacking (M.G. TF); 2, G. V. Coles (M.G. J4); 3, J. J. Palmes (M.G. TD). **Open Cars, excluding M.G.:** 1, J. D. Davis (Lotus-Climax); 2, R. P. Stassieri (Austin-Healey); 3, B. Cox (Healey Silverstone).

5-lap Scratch, M.G.A. Cars: 1, P. Simpson; 2, A. T. Foster; 3, C. Shove; 4, R. J. Randall; 5, M. J. Reid.

10-lap M.G. Handicap Final: 1, K. D. Fraser (M.G.A. Coupé); 2, P. Simpson (M.G.A.); 3, P. G. Paxton (ZB Magnette).

(A full report will be published next week.)

MORGAN PRICES INCREASE

THE Morgan Motor Co. announce that due to recent substantial wage increases and increases in the cost of raw materials and components, the prices of all Morgan models will have to be raised, with effect from 31st August. Retail prices, including purchase tax, will be as follows:—

Plus Four, two-seater, Vanguard engine, £892 7s.; TR engine, £968 17s.; four-seater, Vanguard engine, £914 17s.; TR engine, £991 7s.; coupé, Vanguard engine, £962 17s.; TR engine, £1,040 17s.; 4/4 Series II, two-seater, £748 7s.; competition model, £826 7s.

MOBILGAS RALLY ROUND AUSTRALIA

THE 10,500-mile marathon was scheduled to start from Melbourne on 21st August. Although 102 entries were received, withdrawals drew the actual starters down to 80. The organizers went to a lot of effort to attract overseas entries, which resulted in two cars from New Zealand, a Volkswagen and a Ford Prefect; a Citroën DS19 Goddess from New Caledonia, and, of special interest, a Toyopet from Japan. Due to

the recently concluded trade negotiations with Japan, one of Australia's largest wool buyers, import licences for a limited number of these cars will shortly be issued. The importers are hoping, therefore, that the Toyopet will show up favourably in this gruelling event. Two Japanese service experts flew out to drive the car, which will be navigated by Australian Lindsay Hedley. Only one of the drivers understands any English at all, and only if it is written down, so Mr. Hedley is in for quite a time.

Most popular entry was for Volkswagen, heading the list with 25. Next was the Australian General Motors Holden with 17, Ford 13, then a drop back to Peugeot, Standard and Simca, five each. Due to the extraordinary success of the VW in events of this type, organizers are hard pressed to offer an event which is attractive to other makes. By placing a greater emphasis on navigation, it is hoped to trap some of the Volkswagens, but with the odds as they are prospects cannot be anything but bright.

It had been hoped to attract a team of Fiats to be led by Prince Bira of Siam, a team of German driven Porsches and American star Ray Crawford. None of these eventuated, although the local representative of Porsche has fielded

(Continued on page 280)



★
STARTING POINT:
Cars line up in the courtyard of the Palace of the Prince Bishops at Liège. By tradition they are driven in procession from here to the actual start at Spa. This is a scene at the 1956 Rally.

★

rally where a team manager can sit in a Club H.Q. and watch the progress of his cars hour by hour. In one room at Liège a gigantic series of blackboards shows the ideal times and the actual times at which each car passed through the controls, and from these the exact position of the cars can be calculated. All too often, however, appear the sad little letters "h.c." (hors course), for the finishing/starting ratio in the Marathon is always about 50 per cent. and sometimes lower than that; in 1956 only 35 crews finished out of 85 starters; in 1955 only 56 out of 126.

Although, owing to road damage, the XXVII^{me} Marathon (28th August to 1st September) is, on paper, slightly less tough than some of its predecessors, it is by far the most difficult rally likely to be run in Europe this year. It can roughly be divided into the following four stages (the times quoted are for the first car).

Stage 1. Prelude to Battle. Spa to Trieste, 1,974 kms./1,230 miles, from 11 p.m. 28th to 8.20 a.m. 29th August.

This great eastern sweep out through Belgium, Germany, Austria, Northern Italy and Yugoslavia back to the Italian border is best considered as an introduction to the real tests ahead. Nevertheless, it contains some very tough sections; notably the passage through the Black Forest, which always seems to be fog-ridden; the passage of the Dolomite foothills—the short section of 12 miles from Pelos to Forni di Sopra over the Passo Mauria is difficult—and particularly the crossing of the Julian Alps, where the section from Predil to Kranjska Gora, over the Predil and Moistrococca Passes, defeated everyone but the winners, Mairesse/Genin (Mercedes 300SL), last year. Yugoslavia, however, with its roads varying from immaculate concrete to dusty, pot-holed monstrosities, is always a tough proposition, although the extreme friendliness of the inhabitants more than compensates for the difficulty of the terrain.

Stage 2. The Dolomites and the Italian Alps. Trieste to Sestriere, 2,225 kms./1,370 miles, from 8.20 a.m. 29th to 8.50 a.m., 31st August.

Here the heat really starts, for this stage includes not only the infamously well-known Stelvio (9,042 ft.), Gavia

A Marathon by Way of Zagreb

An Appraisal of the Liege-Rome-Liege Rally

by JOHN GOTT

LIÈGE-ROME-LIÈGE is an unique event in every way. Its very title is unusual, for it starts and finishes at Spa and recently has not run through Rome!

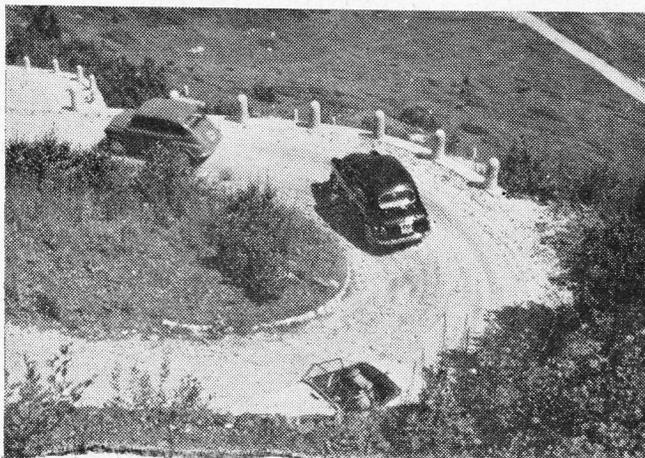
At a time when rallies are being watered down to mere high-speed demonstrations in hill-climbs and on closed circuits, linked together by easy road sections, the "Marathon de la Route" is one of the few remaining events really "won on the road", in which planning, determination and guts of the crews are often more important elements in success than sheer brute b.h.p.

In what other rally for instance could a 750 c.c. Renault finish ahead of a Mercedes 300SL, although both had to average the same speed over the same tough course and neither suffered from mechanical derangements?

The recipe of M. Garot and his men of the Royal Motor-Union of Liège for

bringing about this most desirable state of affairs is perfectly simple. Refuse to be put off by officialdom—the Marathon has twice been run when the Alpine, over part of the same route, has been cancelled—and set crews to cover a 3,000-mile course through Belgium, Germany, Austria, Yugoslavia and France, over the toughest passes in the Dolomites and the Alps, in one continuous stage of around 90 hours at average speeds which no one, whatever they drive, is likely to succeed in maintaining. Add some tricky route-finding in the Black Forest and in the Italian and French backwoods, in weather conditions varying from burning heat, through torrential rain to snow and fog, and the result is the toughest rally of them all, which has only once been done "clean" in the history of the event.

The organization and *panache* is superb, and the Marathon is the only



TYPICAL hazards which competitors will find on the 1957 route include innumerable hairpin bends, on narrow, unmetalled roads. Maurice Gatsonides, on a survey for this year's event, also found two trees across the road one night.

MOUNTAIN PASSES, dirt roads and hair-raising corkscrew turns form regular scenery for the 3,000-mile route as Gatto found on the "reccy" with his TR3.

(8,599 ft.), Vivione and Mendola passes, but also a series of lesser-known but even more difficult passes in the Marmolada group of the Dolomites, west of Cortina d'Ampezzo. Extremely difficult will be the Giau and Cereda passes, which are little more than mule tracks. After two nights on the road over this sort of going, crews will be glad indeed to see the curious concrete hotels of Sestriere, where there may be a chance of a quick bite of breakfast before they have to press on for the yet more difficult French section.

So difficult do the organizers regard the Stelvio, Gavia, Vivione and Giau passes that they will be timed to seconds, whereas the penalty for failing elsewhere to hold the average speed of 60 k.p.h./37 m.p.h. (respectively 50 k.p.h./32 m.p.h. in Italy) is 60 marks a minute.

Stage 3. The French Alps. Sestriere to Annecy, 836 kms./520 miles, from 8.50 a.m. to 11 p.m., 31st August.

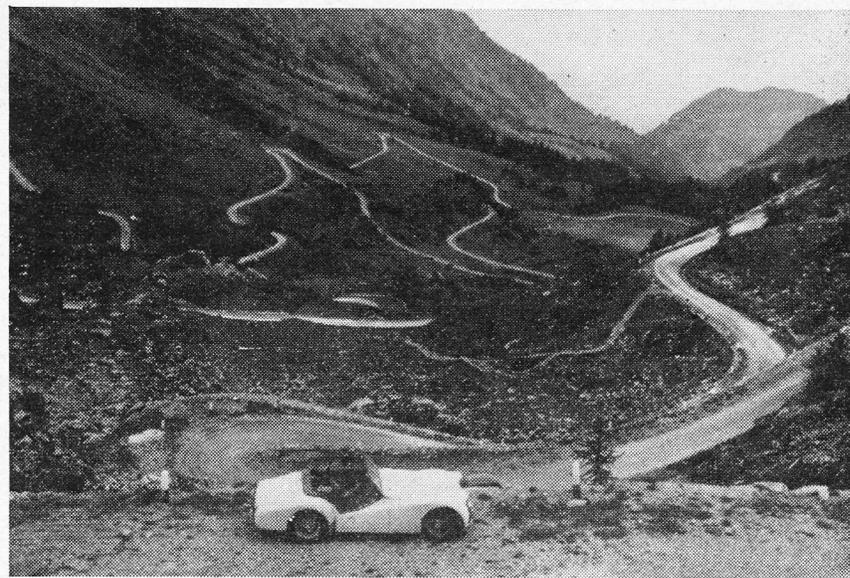
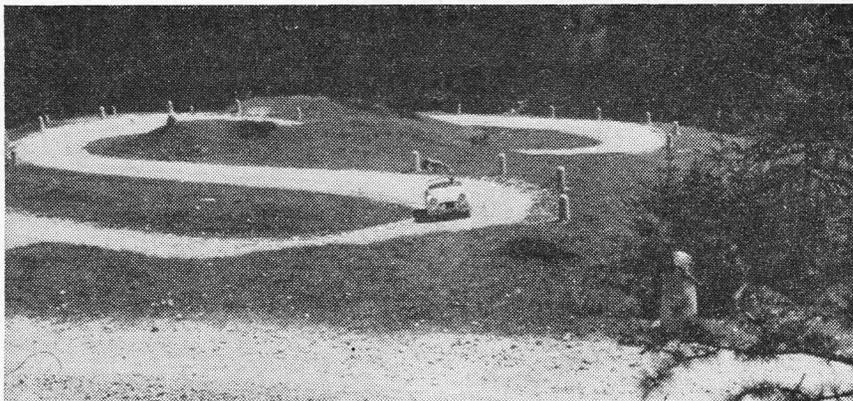
Although owing to flood damage the Izoard, Vars and Galibier passes have been cut out of the original route, this stage, short though it is, really piles on the agony at a time when cars and crews are fatigued and when in easier rallies they would just about be finishing and looking forward to some well-earned rest. The series of tight little cols in the foothills of the Dauphine Alps around Forcalquier, such as the Soubeyrand, Rossas, Perty and Fay, defeated the entire entry last year, and will probably do so again, although most of them should cope with the Mt. Genevre (6,082 ft.), if not the Col d'Allos (7,382 ft.).

Stage 4. The Long Grind Home. Annecy to Spa, 884 kms./550 miles, from 11 p.m., 31st August, to 2.15 p.m., 1st September.

On this stage, grit and guts really come into their own, for this is the fourth consecutive night on the road, with little rest and little food, and deadly reaction to fight against. Traditionally also the weather is at its worst, with torrential rain and mist. In addition crews will have to cope with fairly intricate timekeeping for no one may book in more than two minutes early and in France there will assuredly be secret checks. In some cases there will be a grim battle against time disqualification, which is gradually decreasing from a maximum of two hours to but half that, with a time schedule raised to 60 k.p.h. But once the plains of Champagne are reached, tiredness seems magically to melt away as crews roll on, conscious of finishing certainly the most testing of all European motoring events.

It is perhaps not surprising that a rally which combines the need for expert driving with qualities of extreme determination and physical fitness has always attracted top-flight crews.

Amongst well-known racing drivers who have appeared in the entry list of the Marathon are the late Johnnie Claes and J. P. Wimille, Carriere, Chinetti, Chiron, Cotton, Gendebien, von Hantstein, Houel, Maglioli, Polensky, Rouselle and Storez, to name but a few, whilst, at one time or another, most of



the top rally drivers have figured in the "palmares".

But in the annals of the Marathon the names of Trasenter, Johnnie Claes and Olivier Gendebien will always be writ large. Trasenter has five times been the winner, his last and greatest victory being that epic of 1953 with Johnnie Claes when Trasenter, a very sick man who should have been in hospital, lay almost unconscious whilst Claes drove single-handed for over 50 hours to keep their Lancia in the lead.

Johnnie Claes it was too who with Jacques Ickx in a Jaguar in 1951 became the first crew to cover the course "clean". This record will take some beating for the average speed was promptly raised from 50 to 60 k.p.h. and in 1956 even the winners on a 300SL were nine minutes late. Gendebien also has an outstanding record. Second with Fraikin in 1953 and 1954, he was the winner with Stasse in 1955 and third with him last year.

(Continued on page 274)

against Moss, Hawthorn, Fangio, Collins and Co.? Great he indeed was. If at times he erred on the side of recklessness it was because it was in his nature to give of his best at all times. Until his car was actually out of the race, he would never give up. If he handed his car over to another driver, it was because he felt that either he was off form, or that he was too far back to make any difference to the finishing order.

As for his skill in comparison with the stars of today, there is little doubt that he would have quickly adapted himself to the technique of driving modern G.P. cars. He mastered the almost impossible task of power-sliding the tricky Auto-

the methods of Nuvolari to others. Our own Stirling Moss, when he had the role of following Fangio around with Mercedes-Benz, unconsciously absorbed the technique. Villoresi learned from Tazio, and passed his knowledge on to Ascari, who also instructed Castellotti. Mike Hawthorn and Peter Collins have also indirectly benefited from the great little man.

Still, unless a driver has the natural skill, no amount of Nuvolari-teaching will do any good whatsoever. Luigi Musso has the necessary skill, and that is why he has become such a national figure.

The great Vanwall victory has shattered the illusions of many Italian tech-

LOOKING BACK ON PESCARA

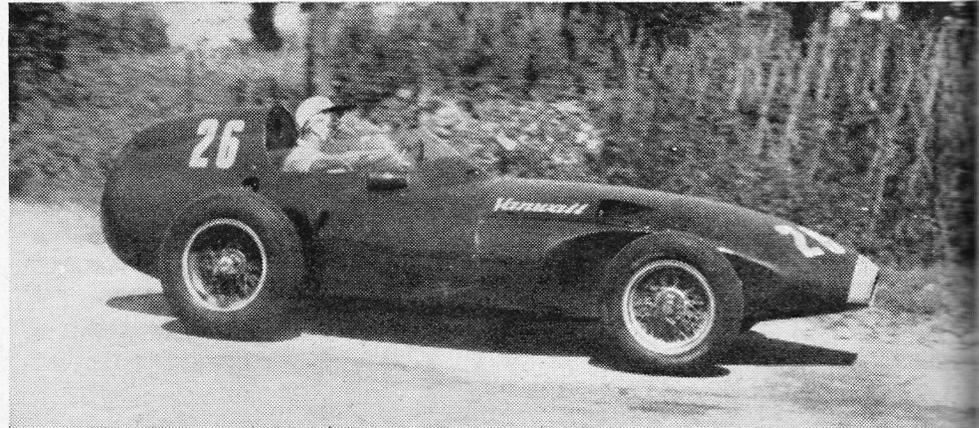
Legend of Tazio Nuvolari—Reaction to Vanwall Victory—A New Italian Hero

By Gregor Grant

POPULAR hero of the Italian enthusiasts is now Luigi Musso (above) who held second place for many laps in his "borrowed" works Ferrari, ahead of Fangio and behind Moss (right), until oil tank failure put him out of the race.

THE tumultuous reception accorded Luigi Musso at Pescara is evidence that the young Roman is the new Italian hero, replacing the late Alberto Ascari and the late Eugenio Castellotti in the hearts of the multitude. However, no matter how great any driver of today is, he will never quite match Tazio Nuvolari for popularity. The highest compliment paid to Stirling Moss and Juan Manuel Fangio was that they "are as good as Nuvolari". The "Mantovano Volante" is a legend, and when he was at the height of his fame he was easily the most popular person in the whole of Italy. Wherever he went the little man was followed by hundreds of hero-worshippers; photographs of him sold in their thousands, and it was the ambition of all garage and café proprietors to have a signed picture of him on their walls.

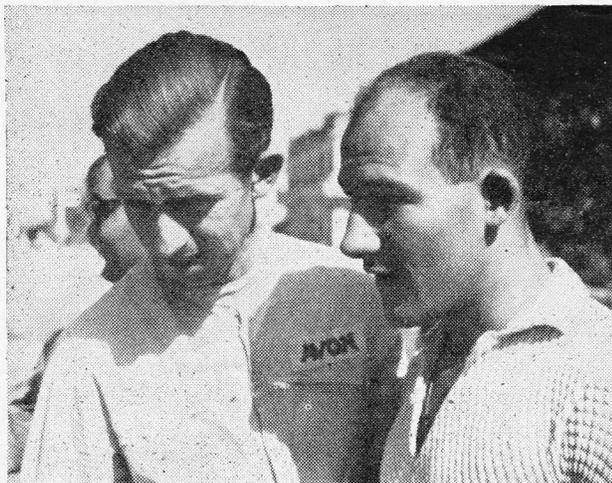
What makes for the legend of Nuvolari? Was he as great as all Italians insist? How would he fare



Union, a feat which only that genius Berndt Rosemeyer could emulate. It is true to say that Nuvolari's influence on Grand Prix driving technique survives at the present time. Fangio, after a few weeks with the little man, improved his driving out of all recognition, and was shown the most difficult of all motor racing manœuvres, the high-speed power-slide, or "four-wheel drift" as it is generally called. In turn, Fangio passed on

nicians. Those who direct the fortunes of Maserati and Ferrari insisted that the day of the four-cylinder engine was done. To ask a 2½-litre "four" to rev. at the speeds essential in G.P. racing was considered to be asking too much. On the score of engine stresses alone, it was argued that the "four" must suffer as compared with sixes or eights. Also, Italian efforts to adapt fuel-injection to their racing engines have not met with success; again, they have brought the drum brake to its highest-ever pitch of efficiency in their efforts to match the disc units of the British cars.

Admittedly, much of the Vanwall success is owed to the use of C.A.V.-Bosch fuel injection equipment, and American-inspired brakes. Nevertheless, it is development work that counts, and countless hours have been put in by Tony Vandervell and his technicians in making these things work in accordance with their ideas. The chassis is entirely British, being designed by Colin Chapman; the five-speed gearbox owes a lot to Ferrari and Porsche; the engine was influenced by the wonderfully efficient Norton motor-cycle unit. In fact, the story of Vanwall is one of patient research, using every possible item of information gleaned from the study of German and Italian racing cars—which is, after all, the successful method of producing a race-winner!



★
FORTUNES varied for Vanwall teammates Tony Brooks and Stirling Moss. Brooks retired after only one lap, while Moss went on to chalk up another fine victory for British Formula 1 cars.

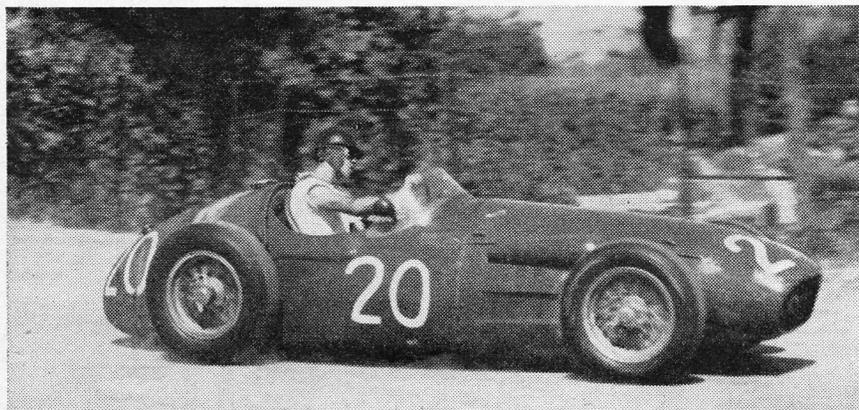
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Tony Vandervell's next step will undoubtedly be desmodromic valve gear. As he himself says; "Think of the perfect combustion shape possible when you don't have to bother about the valve hitting the piston!" I am sure that if Mr. Vandervell puts his mind to it, he will solve that particular problem. In any case he does not appear to be unduly worried about the change-over to petrol for 1958. His engine, with its Norton ancestry, should not be too difficult to convert, and, with the fuel-injection equipment, he may not have the carburation problems which will face others. Incidentally, the C.A.V.-Bosch fuel-injection pump is an exquisite piece of engineering, and even has dry-sump lubrication.

As regards drivers, the present team has been really successful. Stirling Moss and Tony Brooks are amongst the world's greatest, whilst Stuart Lewis-Evans has done remarkably well in his first season of Formula 1 racing. Possibly Tony Vandervell would like Fangio—after all, who wouldn't? Stories that Moss would not drive in the same team as Juan Manuel can be dismissed as nonsense. Stirling has no illusions concerning the ability of the World Champion, and the presence of the Argentinian in the same team would not necessarily



INDEPENDENTS: The privately entered Maseratis of Horace Gould (above) and Bruce Halford (below) both suffered misfortune. Gould's car clouted straw bales, while Halford's differential failed.



mean that he would have to play second fiddle to him, as he had to do with Mercedes-Benz. Take it from me, Fangio would have to work harder than ever before to keep in front of either Moss or Brooks—which Juan fully realizes.

The Pescara circuit is a survival of the great road courses of the past. Its 15.9 miles contain every possible hazard there is to be found; tricky bends, sharp hair-pins, up hill and down hill sections, bumps, village streets, narrow bottlenecks and, above all, long engine-bursting straights all combine to make it a tremendous test of driver and machine. The Italians introduced a chicane in each of the straights in 1935, not so much to reduce the speed of the cars, but to give Alfa Romeo and Maserati a reasonable chance against the much faster Mercedes-Benz and Auto-Union projectiles. This year, the original plan was to have three chicanes, but this was scrapped in favour of a single chicane on the approach to the tribunes—much to the disappointment of Roy Salvadori and Jack Brabham whose Coopers had the wrong axle ratios for the high-speed sections.

When Fagioli won in 1933 at 88.03 m.p.h., the circuit was virtually the same as was in use this year. The same driver won in 1934 with a Mercedes at a much

reduced speed (80.51 m.p.h.) owing to a series of incidents causing delays. It was in this race that Guy Moll tragically lost his life. The following three years saw Auto-Union victories by Varzi, Rosemeyer and Rosemeyer again, the latter averaging 87.62 m.p.h. despite the three chicanes. In 1938 Caracciola won for Mercedes at 83.69 m.p.h.—the only German car to finish at all. In 1939 the

race was reserved for 1,500 c.c. cars, the Alfettes finishing 1-2-3, headed by Biondetti at 81.41 m.p.h.

In 1947, 1948 and 1949, the event (Coppa Acerbo) was for sports cars, victories being registered by Franco Cortese (Ferrari) at 70.20 m.p.h., Alberto Ascari (Maserati) at 83.26 m.p.h., and by Franco Rol (Alfa Romeo) at 75.20 m.p.h. respectively.

Full-scale Grand Prix racing returned in 1950, when Fangio (Alfa Romeo) won at 84.65 m.p.h. The following year, Gonzalez (Ferrari) won at 85.50 m.p.h. (there were no Alfas). No race was held in 1952. . . . Musso (Maserati) won at 86.69 m.p.h. in 1954, and no return to G.P. racing was made until this year. It is worth recording that in pre-war days, "voiturette" events, victories were scored by Whitney Straight (M.G.), Hugh Hamilton (M.G.), Dick Seaman (Delage and E.R.A.).

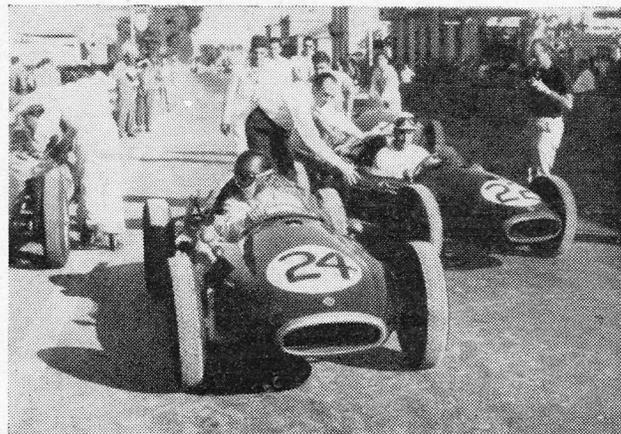
It is a circuit steeped in tradition ever since Enzo Ferrari won there in 1924. No one has begrudged it the status of "World Championship" in 1957, as it is a type of event which must be permitted to continue. Even although the cars come round only 18 times, it must have a great attraction for spectators, for at least 200,000 of them saw Stirling Moss win in the Vanwall.

True, it looked very dangerous in the pits area, and no British race organizer would have got away with the "safety" precautions, which permitted hundreds of people to crowd in front of the pits, and
(Continued on page 274)

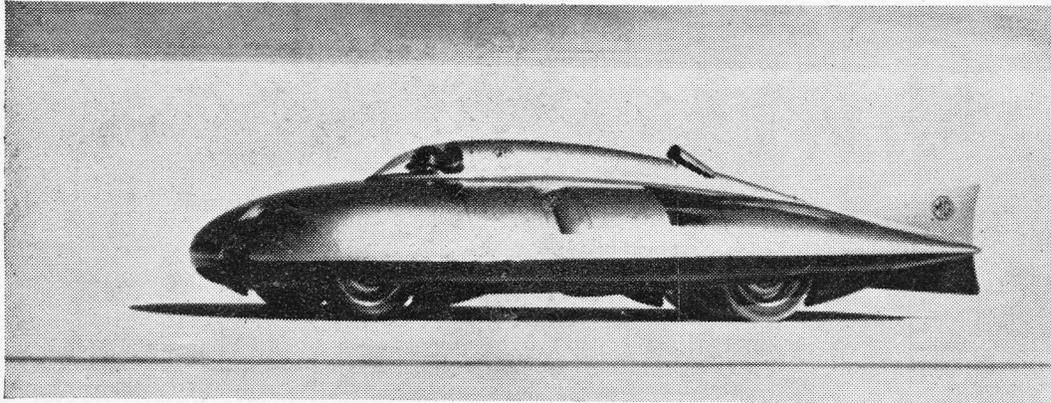
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COOPERS tried again in a G.P., and Brabham (24) finished seventh. The road surface was not kind to the little cars and Salvadori (seen being pushed to the starting grid by John Eason Gibson) retired with suspension trouble.

★



EX. 181—The M.G. Record



A Theo Page drawn and charged M.G. with the last week broke 5 International Class F records, including the flying kilometer at 245.64 m.p.h.

LAST Friday, on the Bonneville Salt Flats, Utah, Stirling Moss set up five new International Class F speed records in the 1½-litre supercharged M.G. experimental streamliner EX.181. The records taken were as follows:—

- 1 kilometre: 245.64 m.p.h.
- 1 mile: 245.11 m.p.h.
- 5 kilometres: 243.08 m.p.h.
- 5 miles: 235.69 m.p.h.
- 10 kilometres: 224.70 m.p.h.

The M.G. Car Company made its first official—and successful—attempt on an International Class record in December, 1930, when the car officially designated EX.120, and popularly known as the Magic Midget, covered 50 miles at Monthéry in the hands of Capt. G. E. T. Eyston at a speed of 86 m.p.h.

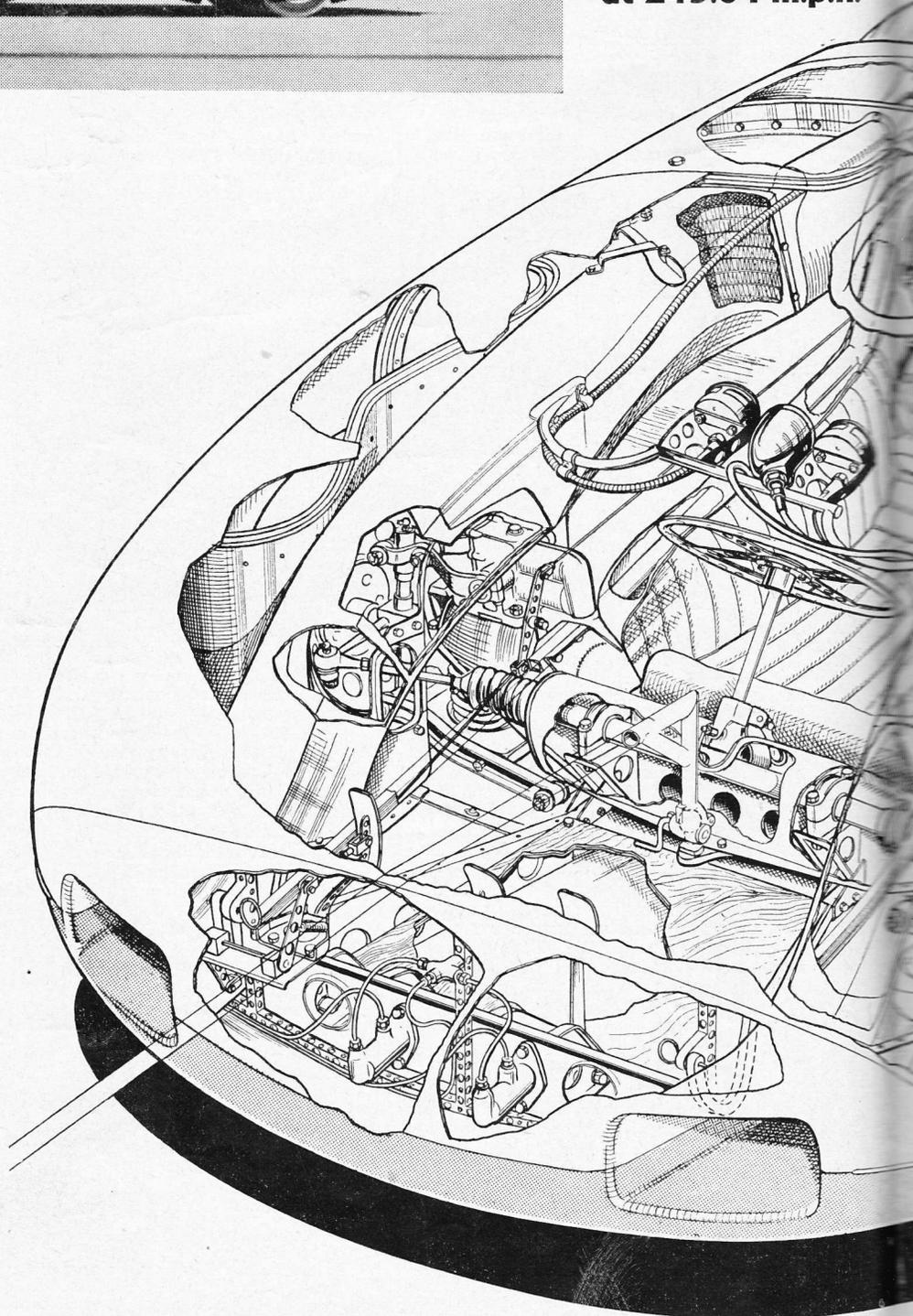
In June, 1931, in what was then popularly known as the “baby” car class (with engines up to 750 c.c.), M.G. were the first car of this size to break a record at 100 m.p.h., this over five miles, again at Monthéry and again in the hands of Capt. Eyston. In December, 1932, 120 m.p.h. was achieved, and in October, 1946, Lt.-Col. “Goldie” Gardner drove his 750 c.c. M.G. record-breaker EX.135 at Jabbeke at 159 m.p.h.

In the next larger capacity class, International Class G (up to 1,100 c.c.), Capt. Eyston exceeded 120 m.p.h. for the first time in October, 1934, and Col. Gardner covered one mile at 187 m.p.h. in November, 1938. In January of the following year Col. Gardner’s M.G. was the first car in Class G to exceed 200 m.p.h.

On this occasion too the engine was enlarged slightly, subsequent to the Class G record, so as to bring it into the next larger class, Class F (up to 1,500 c.c.), and with this the car reached 203 m.p.h. over the Flying Mile on the Autobahn at Dessau in Germany in 1939.

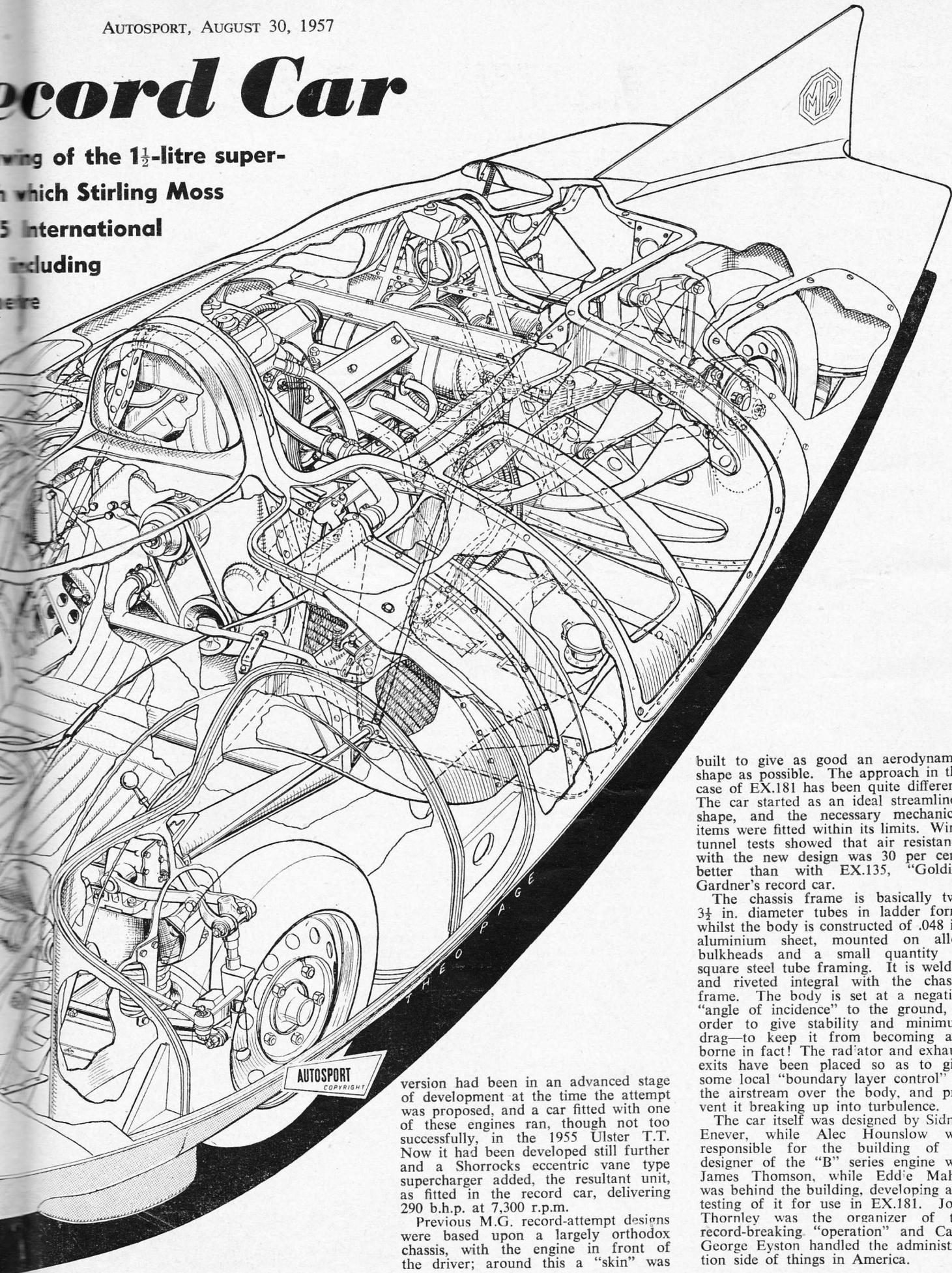
This last record has remained unbroken ever since, and all this time the next milestone—four miles a minute—has beckoned, with, just beyond it, the 250 m.p.h. mark. The target of this new attempt was the former objective—240 m.p.h.—and this has been substantially beaten.

The engine of the record car is basically a B.M.C. “B” series power unit—such as is currently used, in varying stages of tune, in the Austin A55, M.G. Magnette and M.G.A., Morris Oxford, Nash Metropolitan and Wolseley 1500 and 15/50. A twin overhead camshaft



Record Car

wing of the 1½-litre super-
 which Stirling Moss
 5 International
 including
 litre



built to give as good an aerodynamic shape as possible. The approach in the case of EX.181 has been quite different. The car started as an ideal streamlined shape, and the necessary mechanical items were fitted within its limits. Wind tunnel tests showed that air resistance with the new design was 30 per cent. better than with EX.135, "Goldie" Gardner's record car.

The chassis frame is basically two 3½ in. diameter tubes in ladder form, whilst the body is constructed of .048 in. aluminium sheet, mounted on alloy bulkheads and a small quantity of square steel tube framing. It is welded and riveted integral with the chassis frame. The body is set at a negative "angle of incidence" to the ground, in order to give stability and minimum drag—to keep it from becoming airborne in fact! The radiator and exhaust exits have been placed so as to give some local "boundary layer control" of the airstream over the body, and prevent it breaking up into turbulence.

The car itself was designed by Sidney Enever, while Alec Hounslow was responsible for the building of it; designer of the "B" series engine was James Thomson, while Eddie Maher was behind the building, developing and testing of it for use in EX.181. John Thornley was the organizer of the record-breaking "operation" and Capt. George Eyston handled the administration side of things in America.

version had been in an advanced stage of development at the time the attempt was proposed, and a car fitted with one of these engines ran, though not too successfully, in the 1955 Ulster T.T. Now it had been developed still further and a Shorrocks eccentric vane type supercharger added, the resultant unit, as fitted in the record car, delivering 290 b.h.p. at 7,300 r.p.m.

Previous M.G. record-attempt designs were based upon a largely orthodox chassis, with the engine in front of the driver; around this a "skin" was

AUTOSPORT
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A Marathon—continued

Equally excellent is the record of Mme. Terray, who since 1952 has four times won the Coupe des Dames, twice finishing 12th in General Classification, usually driving with Mme. Gordine and always on a Peugeot.

British entries, although small in numbers, have always left their mark.

Riley and Lamb finished eighth in a Healey Silverstone in 1951, the same position being taken by Slater/Bolton on a Jaguar in 1953. 1955 was, however, Britain's best year when Ken Richardson/Kit Heathcote finished fifth in a Triumph, which also won its class, and Triumphs took the "marque" team prize whilst a mixed R.A.C. team of two Austins and a Jaguar won the Club team prize from strong opposition in all cases.

In 1956 a team of "works" M.G.A. hardtops just missed the team double, but their crews were consoled with the highest British placing (Gott/Tooley), almost £200 for the Best Newcomers' Prize (Milne/Bensted Smith), and runners-up for the Coupe des Dames (Nancy Mitchell/Anne Hall).

There are 110 entries this year, drawn from the crack rally drivers of nine nations, mounted, as is usual in the Marathon, mainly upon some magnificent machines in the true Grand Touring tradition.

The unlimited class comprises 15 cars, including Mercedes 300SL, Ferrari, Lancia and Salmons. In this class is last year's winner, Willy Mairesse (300SL) and Georges Houel on a similar car. De Lannoy of Belgium drives a Ferrari Europa, probably a better car, but he is less experienced than the Mercedes drivers. Against this heavy metal three British crews, Anne Hall/Pat Ozanne (works), Burgess/Croft Pearson and Bennett/Pitts, drive Ford Zephyrs, albeit with all "mod. cons."

The 1,300-2,000 c.c. class is the toughest of all, as it contains no less than 51 crews, mounted upon 19 Porsches, 11 Triumphs, 6 M.G.s, 6 Alfa Romeos, 6 Peugeots and sundry Fords, Borgwards and BMWs.

The Porsche Carreras, disposing of around 125 b.h.p. for 17 cwt., are the most likely victors, especially when driven by such men as Storez/Buchet, second last year, Strahle/Linge, runners-up for the 1956 Touring Championship, and Laroche/Radix, veterans of the Marathon. Gatsonides and Leidgens are the Triumph drivers with the best chance, but the Alfas of Cotton and Bertoglio dispose of almost as good power/weight figures as the Porsche Carreras.

In this class is the largest British contingent, with 4 M.G.As, Gott/Tooley, Milne/Shepherd, Nancy Mitchell/Joan Johns and Boulton/Clapham (the first three being "works" cars), an M.G. Magnette, Harper/Wright, and three Triumphs, Kat/Kat, Griffiths/Blockley and Shanley/Dalkin.

The 1,000-1,300 c.c. class has no British crews, the 21 competitors being on Alfa Giuliettas in various degrees of tune, Peugeots, Porsches, Simcas and a Denzel. Prominent in this class are Guiraud/Beau, Condillier, Lauga, and Turri, to say nothing of the fabulous Mme. Terray.

The class up to 1,000 c.c. probably contains the bravest and most optimistic souls of all, for not one car in this category finished last year. However, the

22 cars represent the finest machines of their type, such as DKW, D.B., Panhard, Renault and SAAB, crewed by the leading Continental small car drivers. Estager/Foulgoc and Monraisse/Feret (Renault) and Manzel/Hopfen (SAAB) are but a few of these stars.

Against them are Sprinzel/Hulbert (A35) and Pat Moss/Anne Wisdom (Minor 1000), both members of the official B.M.C. team. If they succeed in finishing, it will be a great achievement indeed, in view of the fact that so many foreign "babies" have failed to stay the course.

Captain Butler and Laing should also have driven a Minor 1000, but had to scratch when the former's naval duties called him elsewhere.

To forecast the winner of the Marathon is a high impossible task, but Mairesse, Storez, Strahle, Cotton, Houel and Laroche dispose both of the machines, the crew and the experience to carry off the victors' laurels.

Quite frankly, none of the British crews operate a machine potent enough to menace seriously this leading group and of the No. 1 drivers only Gott and Milne have ever succeeded in finishing in the coveted first 15 places.

The main objective of the male works' drivers is to give a demonstration of high-speed reliability under the most testing possible conditions and to pit determination and the most careful preparation against b.h.p. If the conditions

are bad, these factors may well produce some unexpected results.

The official R.A.C. team is Gott/Tooley and Milne/Shepherd, M.G.As, Griffiths/Blockley and Kat/Kat, Triumphs, and Burgess/Croft Pearson, Ford. Three of the crews were the highest-placed Britishers in 1956 and four of the drivers were in the winning 1955 team.

Both M.G.As and Fords are in for the "marque" team prize, the former being strengthened by the Ecurie Belge crew of Harris/Hacquin, well known in sports car racing this year.

By far the brightest chances of individual British successes will be in the struggle for the Coupe des Dames, which will be contested by no less than six crews; this is an unusually large number and in marked contrast to most rallies this year where ladies have been conspicuous by their absence.

Now that Gilberte Thirion has retired, Anne Hall, Nancy Mitchell and Yvonne Terray are probably the three best women "mountain" drivers in the world. Each disposes of a most suitable car and a first-rate co-driver, and this will be a struggle of real "aces" in which either of the British girls might, for the first time, break the French lady's near-monopoly of this trophy.

But, win or lose, one thing is certain: any crew, whatever its placing, which survives the Marathon, is a top-flight rally crew driving an outstanding car.

Pescara—continued

to stand behind straw bales in front of the packed grandstands. Despite stringent police measures, folk continually crossed the roads in all sorts of places. Still, the ambulance was called out once only and that was for an unfortunate spectator who had set fire to a box of matches in his hip pocket!

The information service was excellent, and race bulletins were issued showing not only the positions of each car at the end of each lap, but the difference between the leader and placemen. Our Press Box was fortuitously situated above a bar which dispensed gallons of ice-cold beer and orange squash. It was also so slap-happy and so Italian The crowd came to watch motor racing and to enjoy themselves, even if it meant promoting free fights for the edification of everyone else.

Pescara may have grown from the former small Adriatic fishing town to its present position as a popular holiday resort. Attractive modern buildings are springing up everywhere, but as for the

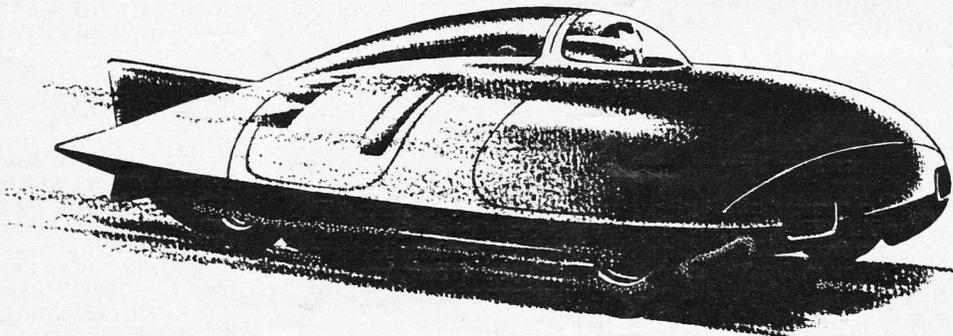
hotels—the less said about them the better. In my "three star" affair, the water (cold) came on only at 7.30 a.m.

VICTOR AROUND THE CLOCK

AT 7 p.m. on 16th August, a Vauxhall Victor began a 24-hour run on the Snetterton Circuit, organized by the Goodyear Tyre and Rubber Company to prove the quality of their new All-Weather tyre. The drivers of the car were Jim Russell and Dennis Taylor. In the hands of these two the car circled steadily until 3.49 a.m. on Saturday when the distributor packed up. It was replaced in 32 minutes and the car continued on its way, untroubled, for the rest of the 24 hours. The car lapped consistently at around 56 m.p.h. The actual average speed for the 24 hours was 56.55 m.p.h. The drivers were both immensely impressed by the new tyres, particularly in the wet. Only one set was used for the trial, these being swapped round at various intervals, since the nearside front tyre received the most wear.



TAKING a look at the tyres before the start of the 24-hour trial at Snetterton is Jim Russell (in dark sweater), who, with Dennis Taylor, shared the driving



Fastest ever

B.M.C. DEVELOPMENT PROJECT EX 179

Co-drivers: T. H. Wisdom and David Ash

118 M.P.H. for 12 HOURS!

Eleven International Class G Records achieved with B.M.C. 'A' type engine basically as fitted to the

AUSTIN A35

and

MORRIS MINOR 1000

New records include

12 HOURS AVERAGING 118.13 m.p.h.

1,000 miles AVERAGING 117.48 m.p.h.

2,000 kms. AVERAGING 117.87 m.p.h.

(Subject to official confirmation)



STIRLING MOSS GAINS 5 NEW INTERNATIONAL CLASS F RECORDS



Driving a 1½ litre M.G. Special at Utah, Stirling Moss has established the following five International Class F Records.

245.64 m.p.h.

IN 1500 c.c. M.G. SPECIAL!

1 KILOMETRE . . 245.64 m.p.h.

1 MILE 245.11 m.p.h.

5 KILOMETRES . 243.08 m.p.h.

5 MILES 235.69 m.p.h.

10 KILOMETRES. 224.70 m.p.h.

(Subject to official confirmation)

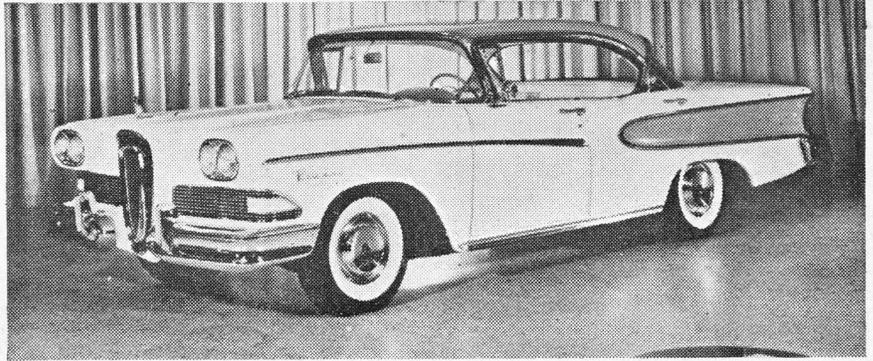
Safety fast!

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD

London Showrooms: Stratton House, 80 Piccadilly, London, W.1

Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W.1

ONLY ONE of a series of four models is the Edsel Pacer shown here, a four-door pillarless hard-top. Altogether there are 18 different models in the range, including five station wagons.



FROM the dearth of racing that existed after the Strategic Air Command withdrew its support a few years ago to the deluge that now exists in America, one wonders how long the trend can keep snowballing. Unless a driver is fortunate enough to be sponsored by a wealthy devotee—and few are—he not only has to pay his own expenses but has to pay to enter the races. If he is trying to accumulate points towards the

American Angle

By RUTH SANDS BENTLEY

national championship, he must race in as many national events as possible, and usually these do not take place near his home base.

August started off with the opening of the new course in Danville, Virginia. Danville is across the country from California and just short of 500 miles from New York City. This week-end New York City will be luckier (but California will still be 2,840 miles away) when national races are run at Montgomery, New York. Because Montgomery is the closest course to metropolitan New York, a large group of spectators is expected to see the 195 cars in action. Carroll Shelby is favoured to win the main event; but the hottest race will undoubtedly be for Class F Modified when a 21-car field including six Porsche 550RSs and a lot of Lotuses will be tangling.

September will have four national races with some national rallies thrown in for those who have too much time. The races are scheduled for Thompson Raceway on 1st-2nd September, the Elkhart Lake 500 on 7th-8th September, the Watkins Glen Grand Prix on 21st September, and the Bridgehampton Road Races on 28th-29th September. The two traditional races, Watkins Glen and Bridgehampton, used to be run four months apart; now they are one week

apart; and the boys who lunch at Sardi's and Le Chanteclair feel they are being served too much of their favourite dish—sports car racing. And that too much of a good thing is a bad thing. They are talking about the strain on their time and on their pocket books and remind us that you cannot pay hotel, food, and transportation bills with a trophy.

Manufacturers for Mountains

MEMBERS of the Automobile Manufacturers' Association have been invited to enter the Great American Mountain Rallye, 27th November to 1st December. Bob Grier, president of the sponsoring club and chief steward of the Rallye, believes that with the manufacturers no longer participating officially in automobile racing they might find rallying profitable publicity-wise.

Nassau News

MORE cars have been entered for Bahamas Speed Week than can possibly be accepted. Speaking to the Madison Avenue Sports Car Driving and Chowder Society, Red Crise said the cream of the racing world had entered and the new course is shaping up well. Stirling Moss will be "coming home" when he arrives in Nassau, for his new

home should be completed in the British Resort Colony by race time, 1st-9th December.

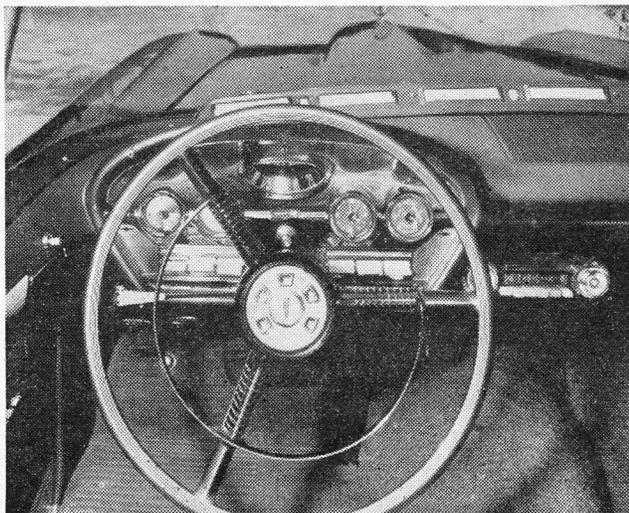
Edsel Entrance

THE long-awaited Edsel cars will make their American debut on 4th September, nine years from the date Henry Ford II proposed that his company should design a new car line with separate independent dealer organization. Studies were continued through the Korean conflict, and in 1954 the anticipated programme was given to stylists for long-range planning. In March, 1956, the final blueprints were given to toolmakers, and in October of the same year 24 district sales managers were announced. Mechanical and engineering prototypes have been driven more than 1,500,000 miles in the thorough, comprehensive test programme.

There will be 18 models in the five series—Ranger, Pacer, Corsair, Citation and Wagons—and two newly engineered overhead-valve V-8 engines have been designed for them and designated the E-400 and E-475 to indicate torque ratings. Both have 10.5:1 compression ratios, four-barrel carburettors, a new and easily accessible throwaway oil filter, 18 mm. spark plugs and 12-volt electrical systems.

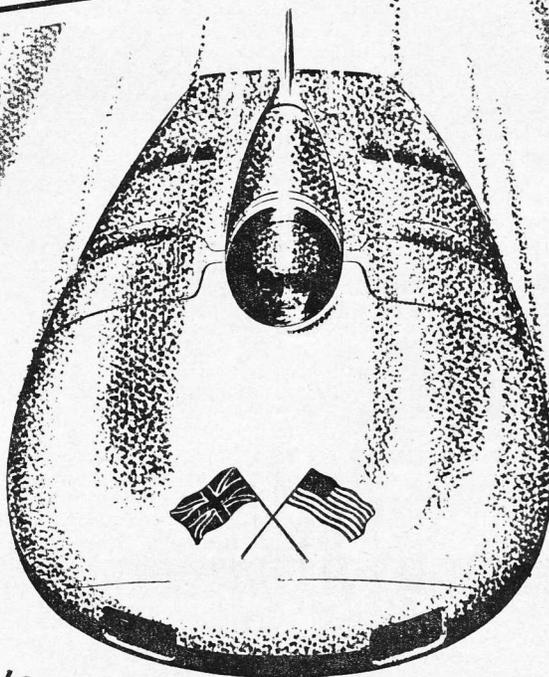
The Ranger and Pacer series and the five station wagons will have the E-400 engine, developing 303 h.p. and of 361 cu. in. displacement. While prices are not yet announced, it is believed the Ranger will be in the price range of the Ford Fairlane with the Pacer somewhat higher. The Ranger and Pacer models will include two- and four-door sedans and hardtops, plus a Pacer convertible, and the station wagons can be purchased with either standard, overdrive or automatic transmissions. The Ranger and Pacer series have 118 ins. wheelbase, are 213.1 ins. in length including bumpers, 56.4 ins. high and 78.8 ins. wide.

The Corsair and Citation models employ the E-475 engine with 410 cu. in. displacement rated at 345 h.p. Only automatic transmissions are available with this engine which features an entirely new three-stage cooling system, permitting faster cold-weather warm-up. Stage one allows coolant to circulate only within the cylinder heads and intake manifold. The second stage includes the block as well, and the third functions when the intake manifold thermostat opens, allowing coolant to flow through the radiator core and turning the three stages into one complete circulation system. The Corsair and Citation models are 56.8 ins. high, 79.8 ins. wide, 218.8 ins. long including bumpers, and have a wheelbase of 124 ins.



★
DRIVER'S EYE-VIEW of the instrument lay-out and "Teletouch" push-button transmission controls, mounted in the steering wheel "hub" on the new Edsel range.
★

245 M.P.H!
MG **CHOSE**
CASTROL



Follow the experts

ALWAYS ASK FOR

At Utah, U.S.A., a special streamlined M.G. fitted with a 1,500 c.c. engine achieved a speed of 245.6 m.p.h. and set up 5 new World Records for this class. This follows closely the series of records broken by the B.M.C. car Ex. 179 when no less than 11 International and 56 American national records were established. Castrol was used for both these successful attempts.

(Subject to official confirmation.)

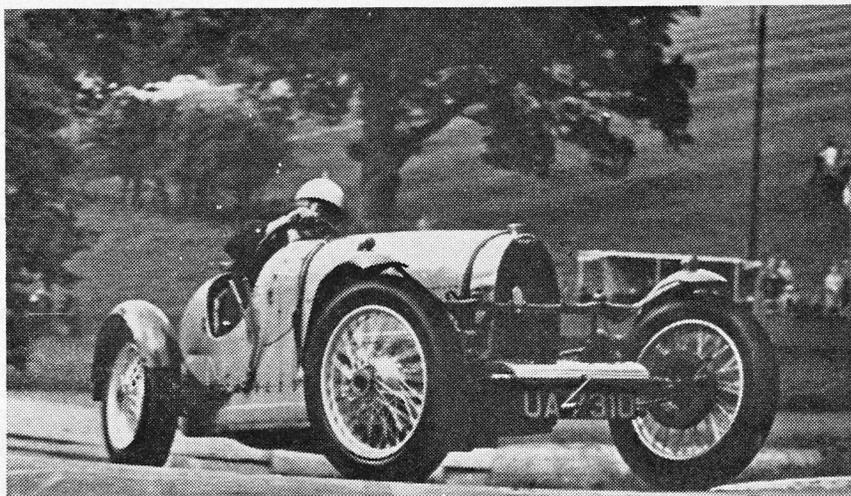


BY NAME

BUGATTI AT HOME: M. Halton at Pardon in his 1929 unblown 1½-litre model. He made his first run in 56.55 secs. and bettered it by almost a second in his second attempt to finish well up in his class.

VINTAGERY reigned supreme on Sunday afternoon at Prescott, when the Vintage S.C.C. carried off a closed hill-climb with the Club's usual quiet, successful manner. Wintry temperatures and gusty winds didn't spoil it; the sounds, sights and smells only served to enhance the splendid atmosphere.

Battle of the day raged between Peter Stubberfield's blown 2.3-litre Bugatti and W. F. Moss in the handsome ex-Prince Bira E.R.A. Moss appeared unbeatable after his first run, accomplished in a smooth and seemingly effortless 46.8 secs., a clear four seconds better than his nearest rival.



Vintage Prescott

Stubberfield (Bugatti) wins V.S.C.C. Climb
Despite Challenge from Moss (E.R.A.)

But the Bugatti had not yet been up. And when it did climb, on its home ground, so to speak, it proved that it was faster—though not so much faster, after all. Stubberfield recorded 46.38 secs., and lo, the battle was on.

Fastest climb almost until the racing classes had a go was J. A. R. Grice's 1921/30 G.N., a 1½-litre machine which bowled up on its first run in 50.67 secs., far more rapid than anything which had climbed before it. And this time remained the best of the first runs until G. H. G. Burton's 1927 4½-litre Bentley stormed up, a tenth of a second faster.

Fastest of the smaller sports cars was J. S. French's "Simplicity" (750 Austin 1929). Climbing first of all, the car went up in a shade over 54 secs., nearest class challenger being W. S. Bader's 1929 Brooklands Riley, six seconds in arrears. Another good climb was made in this class by E. J. Lisle's 1927 Amilcar, in 67.14 secs.

The 1½-litre class was dominated by Grice's G.N., which defeated a gaggle of Frazer-Nashes, an Alvis or two, a Lea-Francis and an Aston Martin, and two pretty Bugattis, one, driven by V. Dewhurst, with Brescia modifications—"Brescia modifiée" as the saying goes.

Second fastest in the class was R. W. Ashley's 1930 Fraser-Nash which climbed in 53.34 secs. H. Spence, in the "Leaf", made an impressively courageous effort but could only manage 55.2 secs. in his first attempt.

One of the afternoon's liveliest sights was that of Miss S. M. Taylor, driving a 1927 3-litre Bentley, who "rowed" the car up the hill, leaping backwards and forwards in the driving seat! A comparatively sedate climb in a very pretty motor car was made by G. S. Sanders, in a blown 1½-litre Alfa Romeo, who got to the top in just over the 60 second mark.

There was some disappointment in the Edwardian class when D. Fitzpatrick in his huge 21-litre Metallurgique failed to appear. But Sam Clutton made up for it in the Itala of 1908, climbing in 57.15 secs. from a 57 secs. handicap. He was closely matched by K. Neve (1914 T.T. Humber) who, with the benefit of an extra second on handicap, climbed in 57.29 secs.

Exciting indeed was the line-up of racing machinery for the climb. Included in the list were a trio of E.R.A.s, Lieut.-Col. C. P. Vaughan's Frazer-Nash, built to break the Shelsley record and

fitted with two eccentric superchargers, and W. A. Taylor's very fast A.C.-engined Caesar Spl. The Shelsley car, driven for the occasion by G. N. Richardson, was disappointing on its first run, a missed gear accounting largely for the time of 52.55 secs. Moss, of course, romped up in Remus, but Taylor pressed him closely with a time of 47.95 secs.

Second runs were made on a surface which was damp in places from fitful showers. But this worried none of the competitors, and in most cases there were significant improvements.

Moss, determined to beat Stubberfield, improved to 46.29 secs., a run faster by almost a tenth of a second than Stubberfield's best so far and one which temporarily regained for the E.R.A. the fastest climb. But the lead was temporary only, for Stubberfield rocketed up in a storming but well-controlled 45.63 secs.—and that was that.

J. S. French, in "Simplicity", improved by a tenth of a second and Grice's remarkable G.N. bettered his time to 49.61 secs.

MARTYN WATKINS.

Results

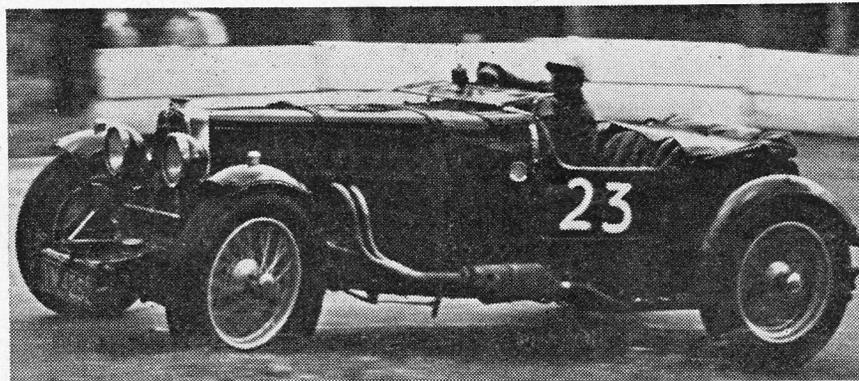
B.T.D.: P. J. Stubberfield (1926 Bugatti), 45.63 s.; W. F. Moss (1936 E.R.A.), 46.29 s.

Class Winners: J. S. French (1929 Austin 750 c.c.), 54.3 s.; J. A. R. Grice (1921/30 G.N. 1,496 c.c.), 49.61 s.; D. Allen (1928 A.C.-Nash 1,991 c.c.), 54.08 s.; G. H. G. Burton (1927 Bentley 4,398 c.c.), 50.00 s.; C. Clutton (1908 Itala 12,000 c.c.), 56.33 s.; D. F. H. Wood (1923 Riley 1,498 c.c.), 57.75 s.; W. F. Moss (1936 E.R.A. 1,488 c.c. (S)), 46.29 s.; P. J. Stubberfield (1926 Bugatti 2,261 c.c. (S)), 45.63 s.

DOWN UNDER NOVEMBER/DECEMBER

PROMOTERS of the International Albert Park meetings on 24th November and 1st December have joined forces with Auckland Grand Prix Inc. to sponsor overseas entries. Organizing secretary of the New Zealand body, "Buzz" Perkins, spent two days in Melbourne recently discussing the project with representatives of the Light Car Club of Australia, the Albert Park Trust and the Shell Company of Australia.

As a result, offers have been made to Fangio, Moss, Behra, Musso, von Trips and Carrol Shelby. Every effort will be made to present a truly international grid.



VINTAGE SPLENDOUR: D. Elwell Smith turns on the power in his 1928 1½-litre Aston Martin as he comes out of Pardon. He made two clean runs, both consistent to one-tenth of a second.

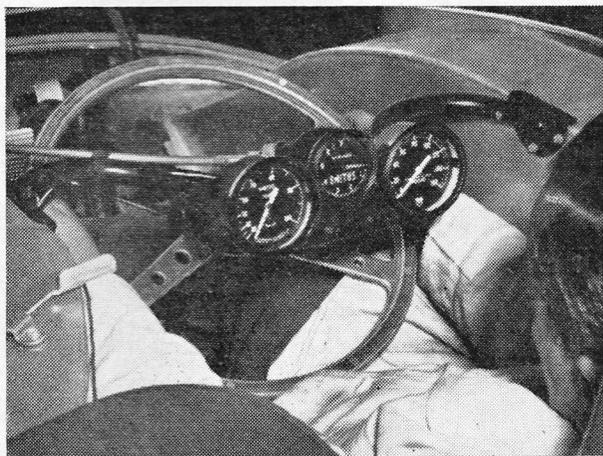
CONGRATULATIONS

to the two

B.M.C. RECORD-BREAKERS

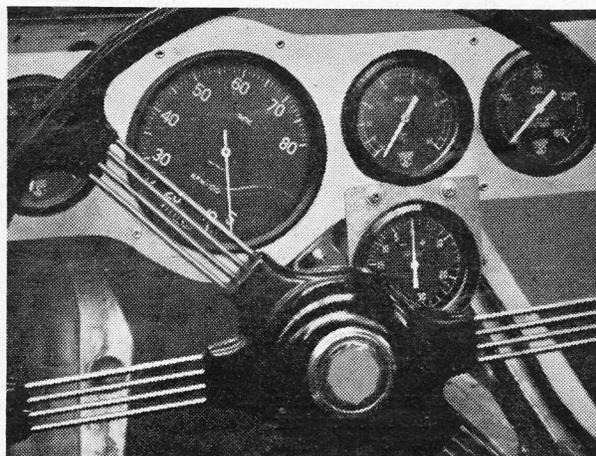
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The M.G. driven by Stirling Moss: International Class F record at 245.64 m.p.h.

Immediately in front of Moss were (l. to r.) water temperature gauge, revolution indicator, and oil pressure gauge. Their dominant position clearly indicates the importance of instruments at world record breaking speeds.



The EX179 driven by Tommy Wisdom and David Ash: 3 International Class G records and 50 American national records.

The EX 179 instruments: revolution indicator, oil pressure gauge, boost gauge, oil and water thermometers. The revolution indicator was mounted askew to give the driver a clear view of the business part of the scale.

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FASTEST M.G. driver and third fastest in the up to 2-litre sports class was Mike Reid, seen sliding his "A"-type through a bend.

ON Sunday, 25th August, the West Hants & Dorset Car Club held another of their popular Autocross meetings, on the Roke Down circuit, at Bere Regis, in Dorset. For this particular meeting, a longer and much faster circuit was used, some of the faster boys getting up in the 60s. Clubs invited were Bristol, Taunton, Yeovil, 750 and B.A.R.C.

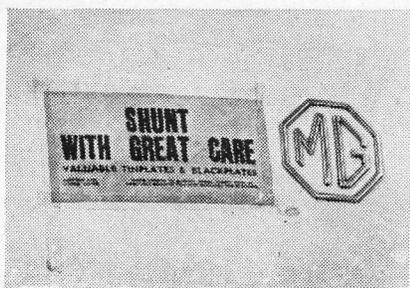
Fortunately, weather conditions were just right for drivers, without the rain that has marred so many Autocrosses of late. During second runs the course became a trifle cut-up in places, and this affected quite a few times.

The first half started off with a smart run by R. Waters's Renault, in 2 mins. 30 secs. This was soon eclipsed by L. I. Atyeo's similar car, which circulated three times in 2 mins. 26.16 secs. Others who drove smartly were Des Silverthorne and Mrs. Frazer, who



Speed Up at Roke Down

Faster Circuit for West Hants and Dorset C.C. Autocross



MORE ORIGINAL than "running in, please pass". This instruction was observed on the back of an M.G. owned by a well-known West Countryman—no names, please!

pushed their Dauphines round with great firmness in the 2 mins. 30 secs. mark.

J. J. Macklin's familiar Volkswagen had a close thing with C. Manifold, 2 mins. 26.2 secs. against 2 mins 26.6 secs. being the respective times. Amongst the others, J. Ashworth's much breathed-on Minor reached tremendous revs., and H. Rose's Minor Utility belied its appearance by fairly tearing round in 2 mins. 34.2 secs. A brace of Wolseley 1500s did battle, with honours going to W. H. Wadham, in 2 mins. 27.9 secs. S. Hunter's blue Borgward was excellently handled, doing some rousing power slides, while George Hartwell's Singer Gazelle started rapidly, but made some gloomy noises in the small-end department, and called it a day. T. Pascoe's Porsche "went up" a class but still won, with 2 mins. 17.2 secs., though Rose's Lancia tried mightily.

Of the sports cars up to 1,300 c.c., W. A. Walters's blown Dellow got going very smartly to the tune of 2 mins. 13.1 secs., the driver finding it rather a rough ride in places. Close behind came J. R. Burry's Lilfo, and J. B. Cooke's Lotus, which tied with 2 mins. 13.6 secs. P. G. Cooper's new Ford Special started off at a tremendous rate,

but had "Vanwall" trouble, *i.e.*, a throttle linkage which came unstuck.

There was some tremendous local rivalry in the next class, among the M.G. fraternity, and Geoff Dear started the ball rolling with a fiery tour in 2 mins. 13.2 secs. This was promptly answered by M. J. Reid, who knocked a second off. J. M. Noble started off with every intent of cracking this wide open, but had a locking brake on an important corner, and almost went out through the exit on to the main road! Quite a few folk got down to the 2 mins. 15 secs. mark, and R. P. Standbridge did a very smart 2 mins. 11.6 secs., on five cylinders. Just when the locals thought it was in the bag, T. D. Warren, of Yeovil Club surprised everyone with 2 mins 10.8 secs.

A tea interval followed, while the Taunton Club competitions secretary presented the team shield to members of the West Hants Club, who won this award at the recent Taunton Autocross.

On the second runs, the rougher state of the course slowed up the smaller cars, and one or two people had moments at the hairpin. S. Hunter got mobile on the Borgward and got a second off his first time. Peter Cooper broke the elastic again, within sight of the finishing line, and J. Burry just got the better of Cooke's Lotus. The ruts at the hairpin put several seconds on Walters's early time, the driver evidently deciding that a slower Dellow the right way up was the correct thing! Geoff Dear lost three seconds somewhere, but Reid was really trying with his M.G., and got down to 2 mins. 11.9 secs. This looked interesting, but Standbridge came out and circulated in 2 mins. 9 secs., ruts and all, which was never headed. Warren tried mightily, but just couldn't make it. Of the others D. A. Hockey (M.G.) and R. M. Farthing (TR2), both disabled drivers, circulated faster than many people who have both hands in action. R. W. Davies stopped on the far side

and lifted the lid to investigate a lack of power. The meeting wound up with a tour by M. C. Pacey's highly vintage and well preserved Bentley, and the day's proceedings were voted as being highly successful.

A. HOLLISTER.

Provisional Results

Class 1. Saloons, up to 900 c.c.: 1, L. I. Atyeo (845 Renault), 2 m. 26.16 s.; 2, D. Silverthorne (850 Renault), 2 m. 30.2 s.; 3, R. J. Waters (845 Renault), 2 m. 30.6 s.

Class 2. Saloons, 901-1,300 c.c.: 1, J. J. Macklin (1,192 Volkswagen), 2 m. 26.2 s.; 2, C. Manifold (1,192 Volkswagen), 2 m. 26.6 s.; 3, J. Ashworth (948 Morris Minor), 2 m. 33.0 s.

Class 3. Saloons, 1,301-2,000 c.c.: 1, S. Hunter (1,493 Borgward), 2 m. 26.4 s.; 2, W. H. Wadham (1,489 Wolseley), 2 m. 26.6 s.; 3, H. Tilzey (1,390 Hillman), 2 m. 28.2 s.

Class 4. Saloons, over 2,000 c.c.: 1, T. Pascoe (1,481 Porsche), 2 m. 17.2 s.

Class 5. Sports Cars, up to 750 c.c.: 1, A. J. Lock (747 Austin), 2 m. 23.8 s.

Class 6. Sports Cars, 751-1,300 c.c.: 1, W. A. Walters (1,172 Dellow), 2 m. 13.1 s.; 2, J. R. Burry (933 Lilfo), 2 m. 13.6 s.; J. B. Cooke (1,172 Lotus), 2 m. 13.6 s.

Class 7. Sports Cars, 1,301-2,000 c.c.: 1, R. P. Standbridge (1,991 A.C. Ace), 2 m. 9.0 s.; 2, T. D. Warren (1,991 Triumph TR2), 2 m. 10.8 s.; 3, M. J. Reid (1,489 M.G.), 2 m. 11.9 s.

Class 8. Sports Cars, over 2,000 c.c.: 1, M. C. Pacey (2,996 Bentley), 2 m. 47.5 s.

Best Time of Day: R. P. Standbridge (A.C. Ace), 2 m. 9.0 s.

Best Time by Lady: Mrs. R. P. Standbridge (A.C. Ace), 2 m. 19 s.

Best Time by Novice: H. H. Roncliffe (TR2), 2 m. 16.0 s.

Mobilgas Rally—continued

three cars in the hands of local experts. As may be expected, a great deal of preparation goes into cars for such an event. Emphasis is on minimum weight of the vehicle with maximum comfort. There are eleven stopover points where rest periods vary from nine hours to 31½ hours, the complete tour finishing in Melbourne on 8th September. Three service periods will be allowed, during which crews must do their own maintenance with tools and equipment carried in the car, all of which must be declared before the start.

With total prize money of £16,246, of which the winner can take out £6,460, plus £1,700 if he competes in the 1958 Monte Carlo Rally, the event becomes a serious business.

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118 m.p.h.

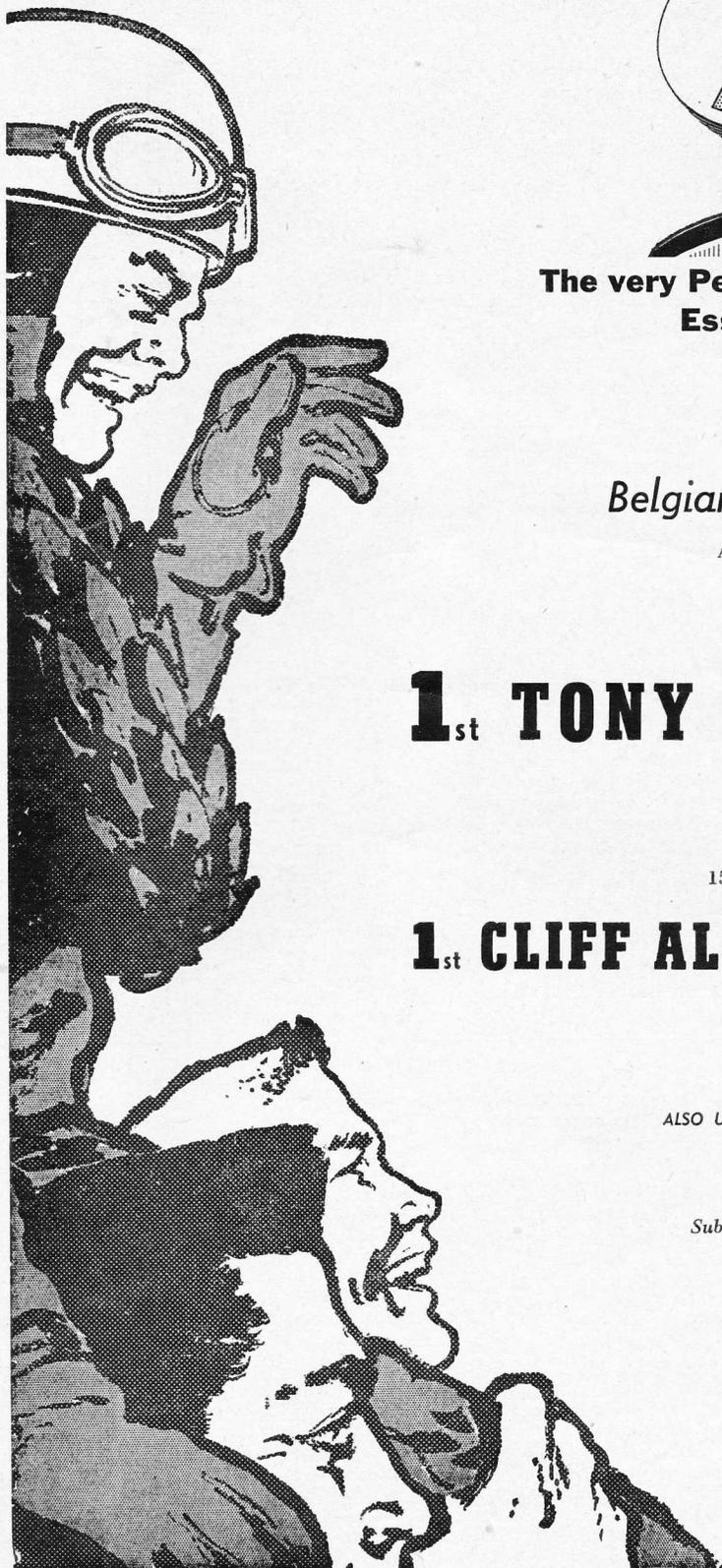
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1st CLIFF ALLISON Lotus 109 m.p.h.

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Club News

By MARTYN WATKINS

RALLY navigation as a science has a difficult time of it these days. Some events place it high on the list of essential skills, others render it necessary but unimportant business: it doesn't seem to have a real importance. This could, I feel, be due largely to the fact that hitherto it has been something that the rallyman has to pick up as he goes along, so to speak. One has the feeling that nothing can hold a widespread interest for anyone when it is a matter of acquisition rather than intense study. True, there are books on the subject which can be read by the serious student. But more often than not he simply sits in a car, holding a map for the first time, and somehow muddles through. And as time goes on, of course, he makes less and less of a muddle of it, and so becomes a passable or even a good navigator. Quite obviously, this cannot apply to everyone, but it is equally obvious that this is the way it works for a large number of folks.

I am certain of one thing, at least: it is largely navigation and its problems which instil fear into the hearts of the stoutest would-be rallymen and which makes them turn to fly-fishing, or something.

Thus, it was with particular interest that I heard this week of steps which the Navigators' Club is taking to alter what could easily become a very sorry state of affairs. Some time ago the club formed a sub-committee with the duties of arranging a course on navigation, and things have now reached the stage where the classes will begin shortly. The sub-committee, whose members include Colonel Bassett, Les Needham and Paul Treadgold and which has as its chairman Ian Mackenzie, has organized a very comprehensive syllabus and the course is to conclude with a final examination: a truly determined way to go about things.

The course costs 15s., or will do when it gets going, and this covers the incidental expenses involved in running it and also the examination fee. The classes, by the way, are open only to club members; the obvious course being to join and learn.

It would be a splendid idea if a body could be organized to undertake a scheme like this one on a broader basis: ideally, it would be run on a national scale, of course, but here there are many obvious problems. At all events, the Navigators' Club course solves most problems. After all, it is only right and proper that the benefits of the club come only to its members: otherwise, why have a club? But I still think that the national basis should be a goal at which to aim.

THE Huddersfield M.C. promotes a closed-to-club driving test meeting at St. Paul's Drill Hall, Huddersfield, on Sunday, with things starting to happen at 2 p.m. . . . This week-end sees the Essex Rally of the West Essex C.C., which covers around 200 miles and starts from the "Green Man", Navestockside, Essex. Two driving tests will have to be undertaken during the night. . . . The second of three club-type meetings to be



WELL OVER: A. H. McGrady (M.G. Magnette) seems grateful for a loose surface during driving tests in the 55 C.C. Grouse Rally.

arranged by the Winfield Joint Committee takes place at Charterhall on Sunday. . . . For those of you who like to watch the old 'uns in action, the Veteran C.C.'s Hull-Scarborough rally and run is also on Sunday. Rallying point is Ferensway, Hull, and the first car leaves Ferensway for Scarborough at 10.30 a.m. and is expected to arrive at Scarborough between 1 and 3 p.m. Entry list contains 77 vehicles and the oldest car in the rally is D. G. Flather's 1897 Daimler, which has been converted to wheel steering. . . . Aston Martin O.C. announces that the Martini Speed Match, scheduled for 21st September at Brands Hatch, will be "mixture as before". The event will consist of a series of two-lap speed matches between three or four cars of similar performance. Regulations and entry forms are obtainable from Mrs. J. Bass, 32 Mosul Way, Bromley, Kent. Invited clubs are Sevenoaks and D.M.C., Mid-Surrey A.C., Thames Estuary A.C., 750 M.C., Circle C.C., Tunbridge Wells M.C., Maidstone and Mid-Kent M.C., B.R.S.C.C., Kentish Border C.C., Surrey Sporting M.C., East Surrey M.C.,

Brighton and Hove M.C., and one-make clubs. Closing date for entries is 9th September. . . . Herts County A. and Ae. C. holds a sprint meeting at Brands Hatch on 22nd September to which members of the Bugatti O.C., North London E.C.C., 750 M.C., West Essex C.C., Harrow C.C., A.C.O.C., and the M.C.C. are invited. Regulations can be obtained from E. R. Sturt, 33 South Road, Edgware, Middlesex, and if entries warrant them there will be 750 and 1172 Formula classes. . . . Night-time refueling facilities are offered to rally organizers who take Cheltenham into their routes by Mr. H. W. G. Elwes, of the Colesbourne Filling Station, near Cheltenham. Mr. Elwes, who has recently opened the filling station, has generously offered to make available these facilities plus the usual bulbs, plugs and so forth, if previous notice is given to him by the organizers. . . . There is a full entry list for the B.A.R.C. Goodwood members' race meeting on Saturday with bags of variety in the machines to be driven there. Goggos, Berkeleys, including one to be driven by Peter Gammon, and other little ones will be on the same list as Jaguars, Aston Martins and Lotuses, with a host of other makes. Should be quite a good day's sport there. . . . At Croft Aerodrome,

Coming Attractions

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.

Huddersfield M.C. Driving Tests.
St. Paul's Drill Hall, Huddersfield. Start, 2 p.m.

Winfield Joint Committee Race Meeting, Charterhall.

Veteran C.C. Hull - Scarborough Rally and Run. Depart Ferensway, Hull, 10.30 a.m.

Snetterton M.R.C. Autumn Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 p.m.

September 7th. Brighton Speed Trials, Madeira Drive. Start, 9.30 a.m.
Sunbac Race Meeting, Silverstone. Start, 12 noon.

September 8th. Italian Grand Prix, Monza.

Sunbeam Club Veteran and Vintage Rally, Eastbourne.

Bugatti O.C. National Open Hill-Climb, Prescott. Start, 12.30 p.m.

Bentley D.C. Hill-Climb, Firl, Sussex.

Gosport A.C. Speed Trials, Eastney, Portsmouth.

Darlington and D.M.C. Speed Trials, Croft Aerodrome, Darlington. Start, 2.30 p.m.

Marconi A.C. Driving Tests, Rivenhall Airfield, Witham, Essex.

Fiat 500 Club Rally and Gymkhana, Heston Aerodrome, Middx. Start, 12 noon.

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1953 JAGUAR XK 120, reconditioned and tuned engine, recent steering and suspension overhaul, good tyres, spot, heater, twin spare wheels. Any trial or examination. £650 cash or H.P.—Roy Cunliffe (Racing Service), Ilkley, Yorkshire. Tel.: Ilkley 1966.

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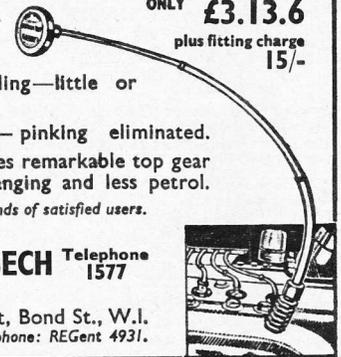
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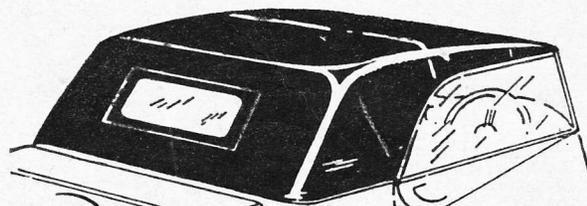
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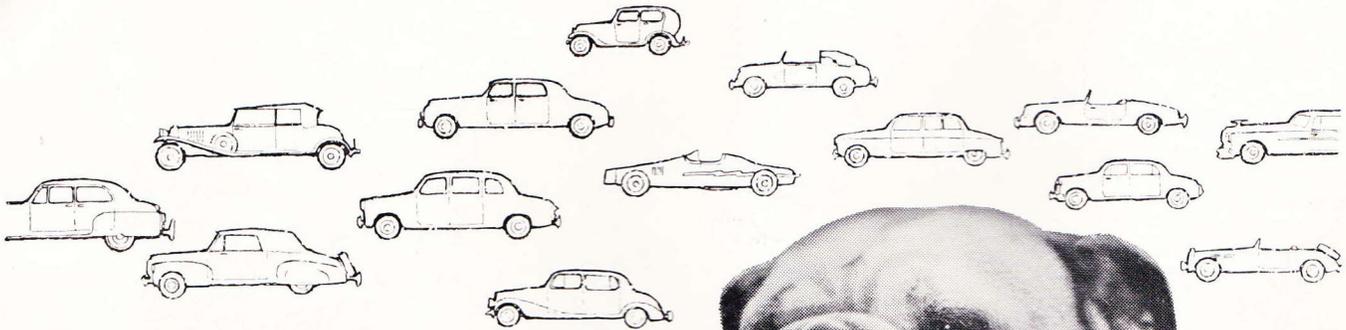
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