

AUTOSPORT

SEPTEMBER 20, 1957

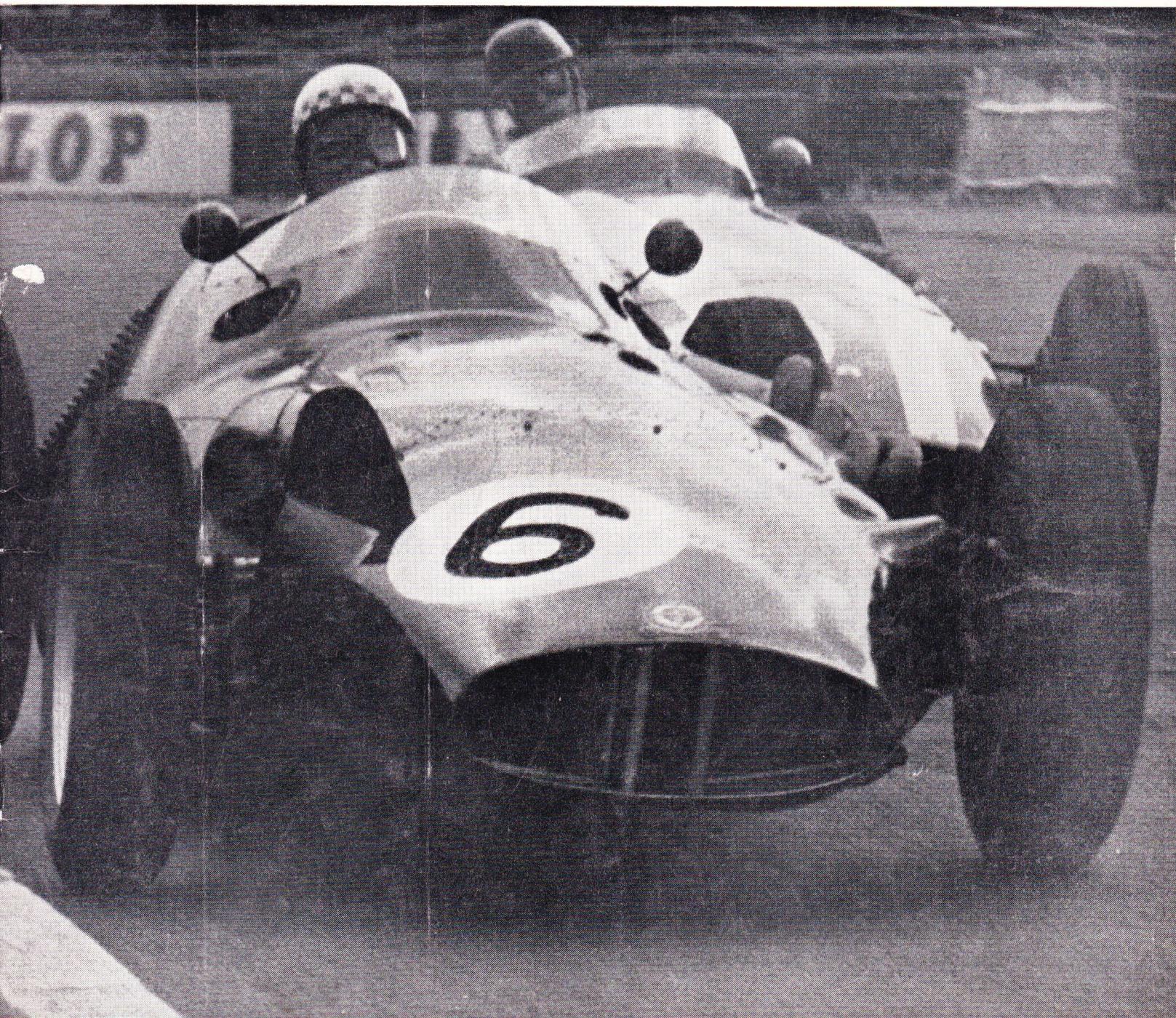
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EVERY FRIDAY

Vol. 15 No. 12

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

INTERNATIONAL "DAILY EXPRESS" TROPHY MEETING AT SILVERSTONE — FULL REPORT
VINTAGE RACING AT GOODWOOD : SUNBAC SILVERSTONE : DARLINGTON SPEED TRIALS

AUTOSPORT

SEPTEMBER 20, 1957

Ferodo First



48 TIMES THIS SEASON!

1957
A YEAR OF
CONTINUED SUCCESS
FOR FERODO
BRAKE LININGS
INCLUDING

Grand Prix d'Europe
VANWALL
Pescara Grand Prix
VANWALL
Italian Grand Prix
VANWALL

SPA GRAND PRIX
 David Brown ASTON-MARTIN
NURBURGRING 1,000 KILOS
 David Brown ASTON-MARTIN
BELGIAN GRAND PRIX
 David Brown ASTON-MARTIN
CAEN GRAND PRIX B.R.M.
BRITISH EMPIRE TROPHY LISTER-JAGUAR
LE MANS—INDEX OF PERFORMANCE LOTUS

Again and again Ferodo Disc Brake Pads and Anti-Fade Brake Linings are chosen for the sports and racing cars that win. These results *prove* their outstanding performance.

fit race-proved
FERODO
Disc Brake Pads
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FERODO LIMITED · CHAPEL-EN-LE-FRITH
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NEW ZEALAND G.P.

1st R. Parnell Ferrari

SEBRING

Class G. 1st Chapman & Sheppard Lotus
 Class 7 1st Rothschild/Johns/Bethuel Triumph TR.2

BRITISH EMPIRE TROPHY

1st A. Scott-Brown Lister-Jaguar

GOODWOOD

F.2 Race 1st C. A. S. Brooks Cooper
 500 c.c. 1st S. Lewis-Evans Cooper
 Sussex Trophy 1st A. Scott-Brown Lister-Jaguar
 Sports Car Race 1st K. Rudd A.C.
 Chichester Cup 1st C. Chapman Lotus

TULIP RALLY

2600 c.c. 1st Kreisel & Tenhope Renault
 Series Production 1st J. W. Waddington Triumph
 2600 c.c. Production Touring 1st J. C. Wallwork Alfa Romeo

CRYSTAL PALACE

Norbury Trophy 1st C. Chapman Lotus
 Anerley Trophy 1st K. Hall Lotus
 Formula 2 1st J. Brabham Cooper
 Formula 3 1st S. Lewis-Evans Cooper
 Sports Cars 1st A. Scott-Brown Lister-Jaguar

ROUEN-LES-ESSARTS

Sports Cars 1500 c.c. 1st R. Flockhart Lotus
 Sports Cars 1100 c.c. 1st DeTomaso Osca
 Sports Cars 750 c.c. 1st C. Allison Lotus

BRANDS HATCH

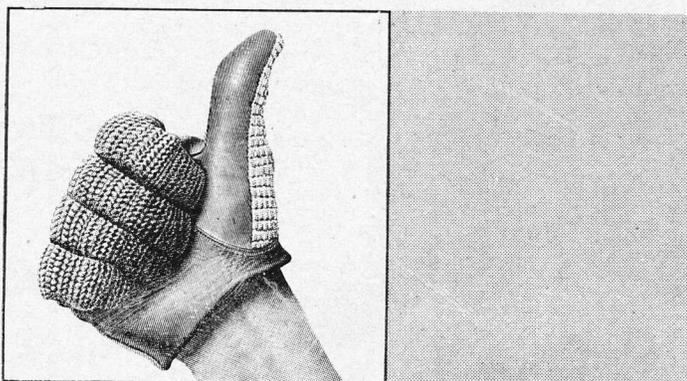
Formula 2 1st J. Brabham Cooper
 Sports Cars Unlimited 1st A. Scott-Brown Lister-Jaguar
 Sports Cars 1500 c.c. 1st C. Chapman Lotus
 Sports Cars 1100 c.c. 1st C. Allison Lotus
 Formula 3 1st J. Russell Cooper

LIEGE-ROME-LIEGE RALLY

1000 c.c. 1st Storez & Buchet Porsche
 1300 c.c. 1st Michy & Foulgoc Renault
 Coupe des Dames 1st De Lageneste & Nichol Peugeot
 1st Mitchell & Johns M.G.

INTERNATIONAL SILVERSTONE MEETING

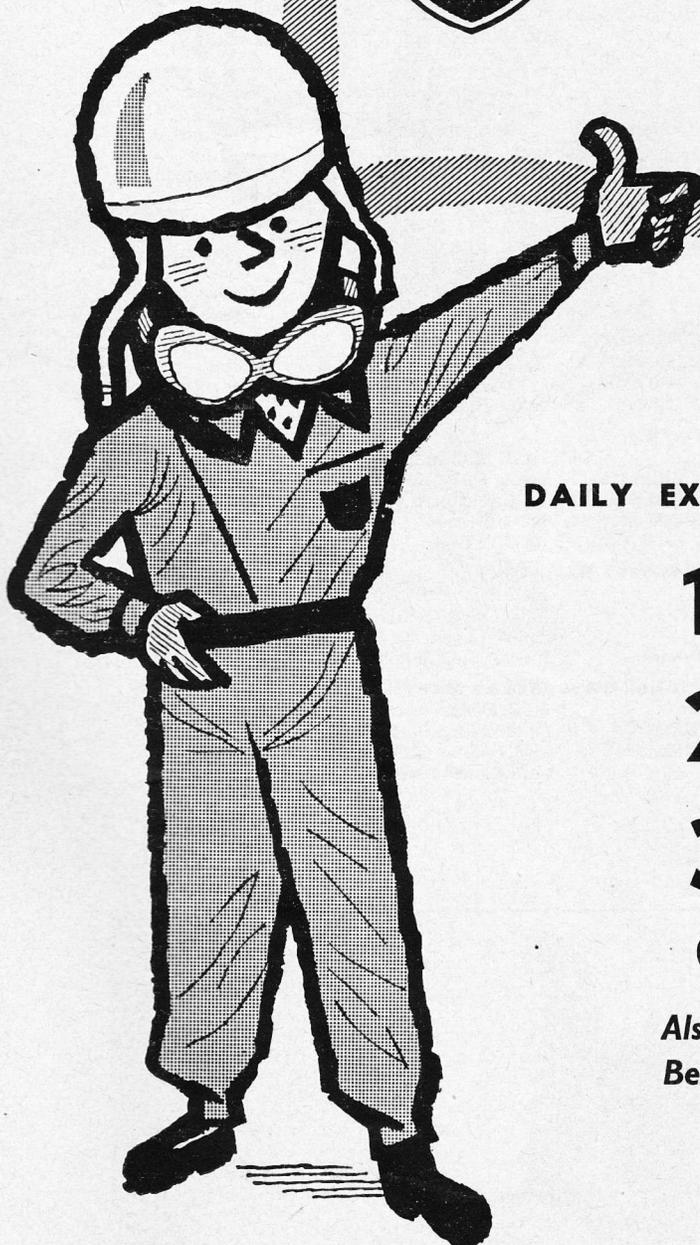
Trophy Race 1st J. Behra B.R.M.
 Sports Car Race 1st IN ALL 4 CLASSES
 Touring Car Race 1st IN ALL 4 CLASSES
 500 c.c. 1st S. Lewis-Evans Cooper



VICTORY AGAIN FOR



Energol



SILVERSTONE

DAILY EXPRESS INTERNATIONAL TROPHY RACE

1st B.R.M. J. BEHRA

2nd B.R.M. H. SHELL

3rd B.R.M. R. FLOCKHART

(First seven places won on BP products)

*Also Silverstone lap record broken by
Behra, B.R.M., in Heat 1 at 103.3 m.p.h.*

(Subject to official confirmation)

ALSO USING BP FUEL

THE BRITISH PETROLEUM COMPANY LIMITED



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

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CONTENTS

	Page
Pit and Paddock	357
Sports News	358
The Fastest Grand Prix Car?	359
Silverstone Saturday—"Daily Express" International Trophy Meeting	362
Vintage Goodwood	370
Jeans Gold Cup Rally	372
Brunton Records Go	372
Sunbac Silverstone	374
Difficulties at Darlington	376
Club News	378

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EDITORIAL

TONIC FOR BOURNE

ALTHOUGH the opposition at Silverstone last Saturday could scarcely have been termed strong, the B.R.M.s, for the first time, did all that was asked of them. They were proved to be fast and stable, the latest modifications having completely altered the handling characteristics, enabling the brilliant French driver Jean Behra to set up a new circuit lap record. These cars, the smallest full-capacity Grand Prix machines racing today, may possibly influence the design of other F1 cars. In fact, it is quite possible that even smaller cars will appear, with dimensions similar to that of F2 vehicles such as Lotus and Cooper. Unless F1 cars can exceed the performance of the big-engined sports-racing cars, Grand Prix racing will almost certainly lose its appeal, and until such time as a new Formula comes into being, the power-weight ratios possible with very small and light cars may provide the answer. After all, Grand Prix racing can be regarded as a laboratory; new metals are continually being developed, and the adoption of ultra-lightweight alloys of immense tensile strength would be a step in the direction towards much lighter touring cars, with their advantages of tremendous performance and exceptionally good fuel consumption, without having to go all out for high power outputs. One recalls that wonderful little machine of several years back, Alex Issigonis's Lightweight Special. Its construction still offers many ideas to Grand Prix designers of the present time, and, in the light of present-day advances in suspension and general road-holding, the pattern set by Issigonis might well become applicable to the Grand Prix machines of tomorrow.

MR. G. A. VANDERVELL AND HIS CHALLENGERS

NOW, let us turn to the other side of the story, namely, the criticism of Mr. G. A. Vandervell. Publicity is being given to reports that B.R.M. wish to race the Vanwalls on equal terms. In a statement made to AUTOSPORT, Mr. Vandervell remarks: "I have no wish to race Mr. Owen's cars. My sole idea in entering my cars in races is to compete with the red machines of Italy, and, if necessary, the silver machines of Germany. I can assure B.R.M. that they will find all the competition they want in full-scale Grand Prix racing, from the red cars." Which, as everyone will agree, is a most sensible observation. Officine Maserati does not challenge Scuderia Ferrari to specially arranged contests; both marques are fully aware that they will get all the competition they require in the *grandes epreuves*. Vanwall has given them even more than competition; it has defeated them three times already. The real proof of B.R.M. lies in the possibility of its winning a race in company with the official works cars from Modena, Maranello and Acton, to say nothing of Unterturkheim.

OUR COVER PICTURE

B.R.M. IN FRONT: Jean Behra, who drove the B.R.M. to victory in the Daily Express Trophy race at Silverstone on Saturday and who set new figures for the lap record, here leads American Masten Gregory, who drove a Scuderia Centro-Sud Maserati into fifth position in the final.



SILVERSTONE

DAILY EXPRESS

INTERNATIONAL SPORTS CAR RACE

Outright winner (5th SUCCESSIVE YEAR)

DAVID BROWN

ASTON MARTIN DBR2

(R. Salvadori—Record Ave. Speed 96.08 m.p.h.)

Fastest lap 98.48 m.p.h.

Also MANUFACTURER'S TEAM PRIZE
1st SALVADORI DBR2 3rd CUNNINGHAM-REID DBR1
4th T. BROOKS DBR1

*Subject to official
confirmation*



... also from the same stable the world's finest sports car

ASTON MARTIN DB2-4 MARK II SALOON

... race-bred from a line of international successes

THIS year's edition of *High Performance Cars* is to be published by AUTOSPORT on the day the London Motor Show opens—16th October. Apart from being obtainable from all good booksellers, it will be on sale, price 6s., at our own stand at the Show—No. 61—where we shall be pleased to meet visiting readers.

PRICE of the Berkeley miniature sports car has been reduced to £499 18s. 3d. including P.T. while a de luxe model has been introduced, price £574 19s. 9d., which is equipped with twin carburetters, additional instruments and more luxurious finish.

SUNBEAMS FOR THE VIKING

A TEAM of three works-entered Sunbeam Rapiers and a privately entered Rapier will be the only British entrants competing against more than 80 foreign crews in Norway's International Viking Rally which starts today (20th).

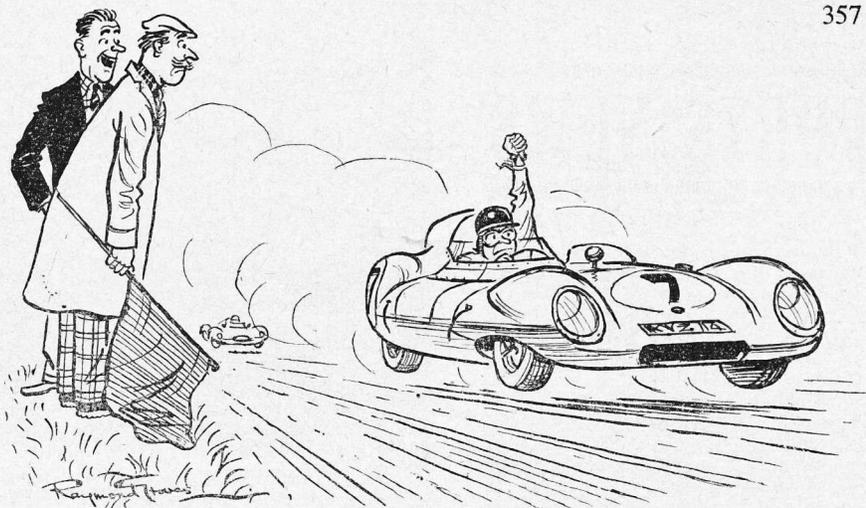
The works drivers are Peter Harper, Jimmy Ray and Peter Bolton—and the team will include a newcomer, Miss Mary Handley Page, daughter of aircraft manufacturer Sir Frederick Handley Page.

The team cars, and the Sunbeam Rapier entered privately by George Hartwell, start from Oslo and the three day rally will take them more than 1,000 miles around Norway, and will include a series of special tests.

Mary Handley Page will be competing in her first international rally as a member of a works team. She will be co-driver to Peter Harper, who gained second place in the 1,300-1,600 c.c. class in this year's Mille Miglia.

Already an experienced pilot, Miss Handley Page started rally driving 18 months ago and was runner-up for the Coupe des Dames in last year's R.A.C. rally. It is hoped that she will eventually fill the gap in the Sunbeam team left by the retirement of Miss Sheila Van Damm.

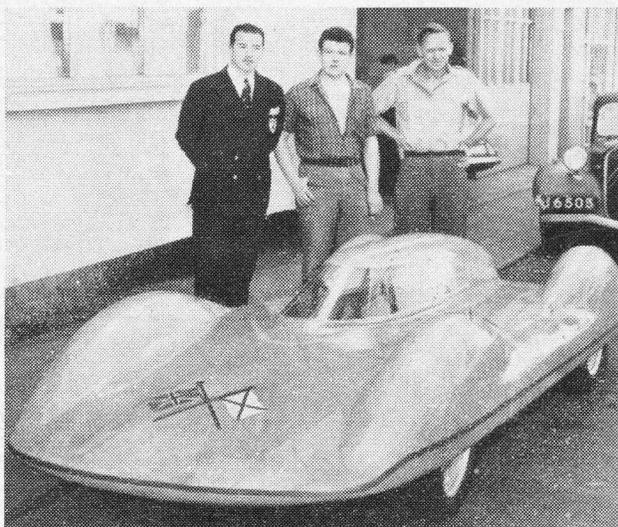
Jimmy Ray, whose successes this year have included a Dutch Tulip Rally class



"He did a spot of fist-waving a few laps back, and seems to have got stuck!"

PIT and PADDOCK

★
STREAMLINER from Jersey: This fibreglass-bodied car is destined to attack world records in Class K, using a 250 c.c. Norton engine tuned by Ray Petty, and at the same time to try for 100 miles in an hour. Drivers will be Arthur Owen and Bill Knight (left and right in picture) while the body was built by Knight and Eric Bisson (centre).

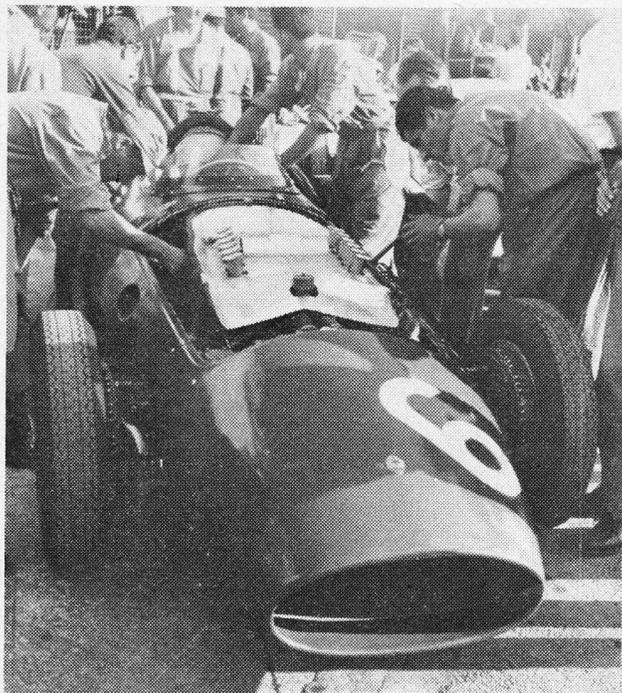


victory in his own Rapier, will be partnered by Bill Bleakley.

Peter Bolton will be driving in his first international rally for the Sunbeam team; his co-driver will be David Humphrey.

George Hartwell, whose 1957 record includes a class win in the Mont Ventoux hill-climb, will be partnered by I. D. (Tiny) Lewis. There will also be two privately entered Sunbeam Mark III saloons in the rally. One will be driven by Gunnar Fadum, the 1955 Monte Carlo winner, representing the Royal Automobile Club of Norway, who will start from Oslo. Olav Haug will be at the wheel of another Mark III starting from Trondheim.

★
MR. E. P. J. ALEXANDER has pointed out that he won the Chater-Lea trophy for second b.t.d. as well as the Walter Edlin trophy at the Brighton Speed Trials, and we have been asked to say that Mr. M. Trackman took third place in the 500 c.c. class. Finally, R. D. Dallimore accuses us of unfair treatment when we said that he began his run in reverse: humble apologies. In fact, humble apologies all round, but in defence we must say that things were, to say the least, rather hectic at times from a Press viewpoint.



★
GLIMPSE of the V-12 Maserati which Jean Behra drove at the Italian G.P. An aluminium shield through which the 12 carburetter intakes protrude is fitted over the engine.

SPORTS NEWS

A NEW G.T. CAR

JUST announced is an interesting newcomer to the select ranks of British Grand Touring cars. This shapely two-door coupé is to be produced by Peerless Motors, Ltd., Bath Road, Slough, Bucks, and features quite an advanced specification. The chassis is a space-frame of square-section tubes, with front suspension by helical springs and wish-bones, while at the rear is a de Dion axle, suspended on half-elliptics. Front brakes are Girling discs, with drums at the rear and the engine is a four-cylinder unit of 1,991 c.c. The four-speed gearbox is in unit with a Laycock overdrive.

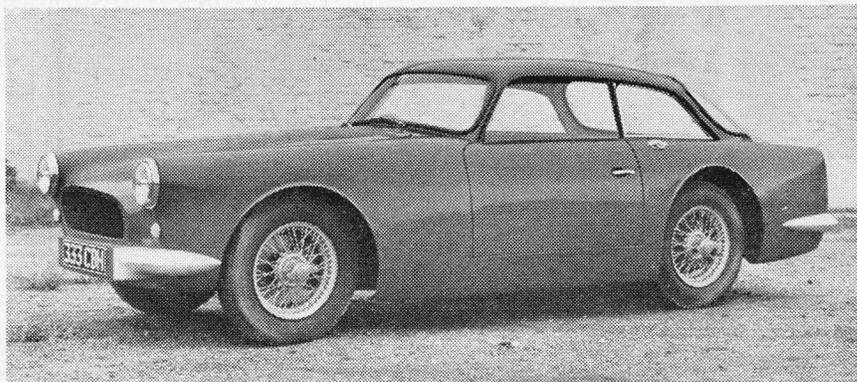
The body is a full four-seater with luggage room in the tail and the kerb weight of the complete car is 17½ cwt. Performance figures claimed include a maximum speed of 120 m.p.h., acceleration of 0-80 m.p.h. in 17 seconds and a fuel consumption of around 30 m.p.g.

Fuel is contained in two side tanks of 5½ gallons each. Dimensions indicate that the car lies between the A.C. Aceca and the Aston Martin DB2-4 in size; we await further news of its performance with interest.

AROUND AUSTRALIA— VW WALKOVER

VOLKSWAGEN had a complete walkover in the Mobilgas Round Australia Rally which finished in Melbourne on 8th September, when cars of this make took the first six outright placings.

First home was Laurie Whitehead, outright winner of this gruelling event



STRIKING in appearance, the new Peerless 2-litre G.T. four-seater has disc brakes at the front and a de Dion rear axle. Its price is expected to be comparatively low.

for the second time. He was eventually declared winner of the controversial Redex Trial in 1955. Of 90 starters 46 completed the 10,500-mile course in 19 days. This was the toughest yet of these marathons, and few vehicles emerged unscathed.

British manufacturers were well represented by Mrs. Geordie Anderson's Mark VIII Jaguar which finished outright seventh and class winner, still in showroom condition. Don Elliott and Mick Watt from Tasmania carried off their class award in a Morris Minor 1000, being the only finishers in that class and 18th outright.

As outright winners Whitehead and navigator Kevin Young share £A4,500 plus £A1,700 if they compete in the 1958 Monte Carlo Rally.

A full report of the Mobilgas Rally will be published shortly.

NEWS FROM FRANCE

NEXT Sunday (22nd) the AGACI will be running at Monthéry three races for touring cars and *Grande Tourisme* cars of all sizes. Some British drivers are expected including the Triple-S team of Healeys and Bob Hicks's Lotus.

The traditional Coupe du Salon meeting at Monthéry, which is run by the Union Sportive Automobile on the first Sunday of the Paris motor show (6th October), will also be for G.T. cars. There will be two separate races: up to 1,300 c.c. and over 1,300 c.c. Both races will be over 16 laps of the usual 3.9 miles circuit.

The prize money will be given to first two in each class, which gives a chance for the smaller but quicker cars to win more than the bigger class winner.

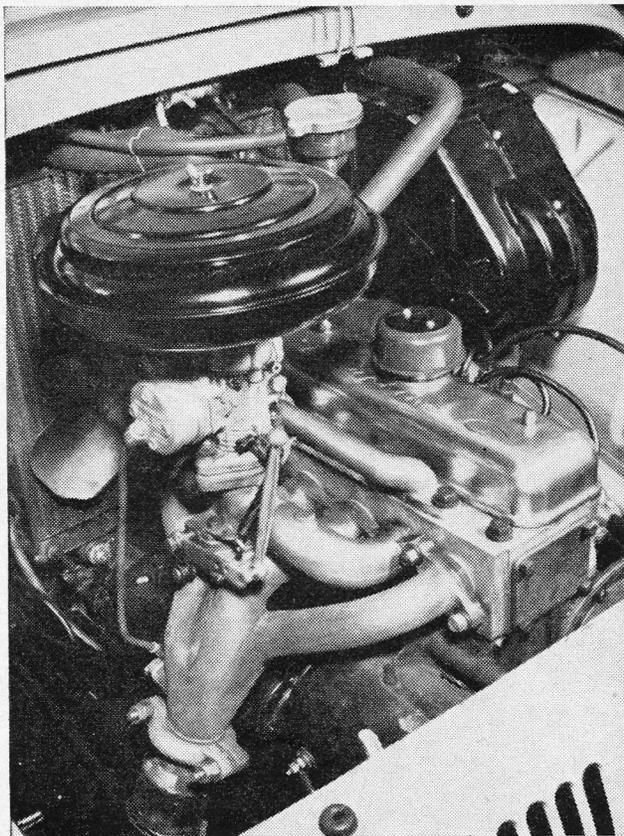
Lotus drivers are warned of an "anti-Lotus" paragraph in the regulations which says "hood must form integral part of the bodywork"; whatever this means there is some fun and games forthcoming for the scrutineers. Having asked for a proper hood the organizers in the next paragraph specify that it must not be used during the race and, therefore, cars such as TRs and M.G.As which are quicker with the hood up will suffer a great handicap.

There is also a small sports car race (no prize money) for up to 2-litre machines for the local boys as a curtain-raiser. Details and regs. are obtainable from Union Sportive Automobile, 65 Avenue d'Iéna, Paris 16ème, or from Ecurie Bullfrog c/o this journal.

GÉRARD CROMBAC.

GORDINI-DAUPHINE UNVEILED

LAST Monday, Régie Renault announced the long-awaited Gordini-modified Renault Dauphine as a production model. The new motor develops 37.8 b.h.p. at 5,000 r.p.m. and is coupled to a new four-speed close-ratio gearbox. The cylinder-head design incorporates valves inclined 7 deg. from vertical and there is entirely new manifolding. The carburetter is a 32 mm. Solex. With a compression ratio of 7.6 to 1, a maximum speed of nearly 80 m.p.h. is claimed. In France this model costs Fr. 100,000 (about £100) more than a standard Dauphine and it carries the normal six months factory guarantee. It is planned to produce 10 Gordini-Dauphines per day at first and 30 a day by next March.



POLISHED aluminium valve cover is one of the features of the Gordini-modified Dauphine now being offered as a production model. The non-restrictive air cleaner and special manifolding are other variations on the standard Renault product.

The Fastest British G.P. Car?

B.R.M. Victory at Silverstone Causes Controversy. Bourne Cars Still to be Proved in Full-scale Grand Prix Racing

By GREGOR GRANT

THAT the B.R.M. performance at Silverstone last Saturday was an excellent one goes without question. Nevertheless, claims in certain sections of the Press that it can now be regarded as the fastest British G.P. car should be accepted with reserve. The fact that Jean Behra set up a new circuit record does not necessarily prove that the cars are faster than the present-day Vanwalls. After all, the old record was set up by Mike Hawthorn (B.R.M.) and Stirling Moss (Vanwall) over a year ago—and the Vanwall is a greatly improved machine from that which raced last season; the same of course can be said for the B.R.M. It should also be remembered that Moss has been round the circuit in 1 min. 39.6 secs., which is 2.4 secs. quicker than Behra's new record.

The non-appearance of the Vanwalls has apparently caused Mr. G. A. Vandervell to come under fire, although it was obvious that the proximity of the dates of Silverstone and Monza made it most unlikely that he could accept an invitation to compete. Quite rightly, Mr. Vandervell placed more importance on the Italian Grand Prix, and the entire resources of his organization were rallied in an all-out effort to defeat the red cars. That one of his cars did so is a matter of history, and it should also be stressed that another Vanwall holds the lap record for the Monza road circuit at over 124 m.p.h.



Mr. G. A. Vandervell

Whilst B.R.M. were preparing their three cars for the Silverstone race, Mr. Vandervell and his men were fully engaged in having the strongest possible line-up available for Pescara and Monza—and Stirling Moss won both of those events, thoroughly breaking the Italian monopoly of Grand Prix racing, after

giving the builders of the red cars seriously to think after Moss's Aintree victory. Monte Carlo, Aintree, Nürburg-ring, Rouen, Rheims, Pescara, Monza, with Casablanca yet to come—that is a very full programme for an organization the size of the Vanwall set-up. Mr. Vandervell has also to consider going to Buenos Aires early in 1958, first of the events counting towards the World Championship. Surely his decision not to go to Silverstone was due to preoccupation with the *grandes epreuves*, for which his organization has been geared?

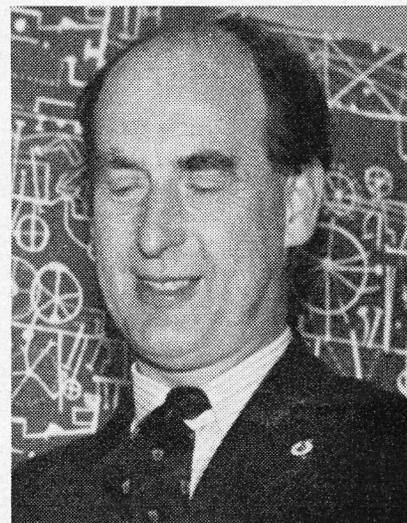
As for attempts to involve the Vanwalls in a match race with B.R.M., this can be dismissed as wishful thinking on the part of people who fail to understand why Mr. Vandervell has spent all those years in developing the most successful Grand Prix car ever produced in Great Britain. I spoke to him on Monday, and he stated quite firmly that he did not wish to race against Mr. Owen's cars. He added that his whole idea in building and racing the Vanwalls was to compete with the red cars of Italy and, if necessary, the silver machines of Germany. The Vanwall chief also said: "I can assure B.R.M. that they will get all the competition they want from those same red cars!"

In other words, Mr. Vandervell was merely pointing out that if B.R.M. wish seriously to challenge his Vanwalls, every opportunity exists in Grand Prix racing. He commented further: "The main thing is for green cars, no matter who makes them, to beat the others—Italian, French, German, Russian, Japanese, American, or whoever produces Formula 1 racing machines. Mr. Alfred Owen and Mr. Raymond Mays presumably want to see their cars win, which is only natural. I, too, want to see my Vanwalls win. Take it from me, those men in Modena and Maranello are not going to sit back and let British cars capture the limelight, without doing something about it. The Italians have been racing motor cars for years, and they are difficult to beat at that game. If B.R.M. can defeat the red cars, good luck to them. All I can say is that I will do my best to do the same, which gives us a common aim."

I do believe that Mr. Vandervell's comments are perfectly justified. His own path to success in Grand Prix racing has not been particularly easy, and he has suffered reverses that might have caused men of lesser character to give up. At no time has he wished to do anything other than give the Italians some real competition, and it must be admitted that the Vanwall victories this year have sent British automobile engineering stock soaring higher than it has ever done before.

In all fairness to B.R.M., they have weathered a storm of criticism on the subject of their project, which could have caused the whole thing to fold up. Failure has followed failure, but the spirit which has kept B.R.M. going has

earned for them the admiration of the great majority of motor racing enthusiasts. Many of those who are now lauding them to the skies were the very people who tried hardest to make the motor-racing world jeer at their efforts, and Mr. Alfred Owen should take their opinions with the biggest pinch of salt he can find. Silverstone was undoubtedly in the nature of a tonic to the men of Bourne, but I cannot believe that men of the vast racing experience of Raymond Mays and Peter Berthon regard the Silverstone event as anything other than a demonstration that the cars are rapidly becoming *au point*.



Mr. Alfred Owen

It has also been stated that one of the main reasons for B.R.M. failures has been the lack of top-line drivers. Yet, the history of the Bourne cars includes drivers such as Juan Manuel Fangio, José Froilan Gonzalez, Raymond Sommer, Mike Hawthorn, Reg Parnell, Peter Walker, Ken Wharton, Tony Brooks, Peter Collins, Roy Salvadori—and they even had the chance of getting Stirling Moss in the V-16 days. Fangio still maintains that the V-16 was the greatest Grand Prix car he ever drove—yet by that time the chance to do something in Formula 1 racing was already passing.

When Raymond Mays first formed the B.R.M. organization, no one could have been more enthusiastic than Tony Vandervell. He gave every assistance possible, even to the extent of importing a G.P. Ferrari, which, it may be recalled, was driven by Alberto Ascari, Raymond Mays and Ken Richardson at Silverstone—the first "Thin Wall" car. Gradually, however, Mr. Vandervell drifted away from Bourne, and when the unsupercharged Ferrari began to threaten Alfa Romeo supremacy, and to sound the death-knell of the 1½-litre supercharged machine, he acquired a "4½", which he adapted to certain of his own ideas. This was a most successful machine, and achieved considerable distinction in the hands of Farina, Parnell, Hawthorn, Collins and others. Then came the 2-litre car, first to bear the name of Vanwall; a slightly larger capacity engine was built, before the full 2.5-litre unit was adopted. It required a great deal of experimentation before the original conception of four Norton 500 c.c. "double-knockers" stuck together, led to the

(Continued overleaf)

THE AUTOSPORT SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

Ian Walker (Lotus) and Ken Rudd (A.C. Bristol) Share Lead, Each with 48 points — Thirteen Makes of Car to Take Part in "Three Hours" at Snetterton on 12th October

THE stage is now being set for the Three Hours Sports Car Race at Snetterton on 12th October—the only event in Great Britain this year which features day and night racing. Thirty entrants in the AUTOSPORT Series Production Sports Car Championship have qualified to take part in this novel event, and the makes of car represented will include A.C., Austin-Healey, Jaguar, Lotus, Elva, Porsche, Alfa Romeo, Healey Silverstone, Triumph, M.G.A., Morgan, Mercedes-Benz and Berkeley.

A glance at the accompanying tables shows that Ian Walker (Lotus-Ford) and Ken Rudd (A.C. Bristol), share the lead with 48 points. Next comes John Dalton (Austin-Healey), Tom Barnard (Lotus-Ford), John Bekaert (Jaguar), John Lawry (Lotus-Ford) and Michael Salmon (Jaguar), in that order. With 24 points for the winner in each class, the destination of the Championship Trophy remains open. The victor in the "Three Hours" itself, could come from any one

of the 30 starters, for this is purely a scratch race. There are also various class awards for both Championship and "Three Hours", not forgetting the special team prize.

Practising for the race will start at 6 p.m. on Friday, 11th October, and there will also be afternoon practising on the 12th. Each competitor will be required to do 10 practice laps, and entrants who have not previously raced at Snetterton may be required to do three laps under official observation. The race itself will start at 5 p.m. on Saturday.

Everything possible is being done to make this race-meeting a memorable one. The band of the Northamptonshire Yeomanry has been engaged to play on race day; there will be all the fun of the fair from sideshows and booths, and catering will include hundreds of broiled chickens, hot dogs and hamburgers. Licensed bars will remain open until well after the end of the race.

Admission will be 5s., and car parking,

Fastest G.P. Car—continued

evolution of the present-day "four" with its C.A.V.-Bosch fuel injection and Chapman-designed chassis.

In point of fact, the paths of B.R.M. and Vanwall, which originally had started side-by-side, parted when Bourne stuck to their supercharged machines, and Vandervell plumped for normal aspiration. Now the paths again lie parallel, and it is a curious fact that both concerns concentrated on four-cylinder engines, whilst the Italians and Germans went for "sixes", "eights", and now the "twelves".

Anyway, the Vanwall has thoroughly proved itself in the highest form of automobile engineering, namely, Grand Prix racing, and B.R.M. still has to do so in the company of works teams. Caen and Silverstone ought to give the men of Bourne some confidence in their products, but it is to be hoped that arguments as to which is the faster of the two cars, B.R.M. or Vanwall, will be settled in the most important of all events—those counting towards the World's Driver's Championship.

5s. Snetterton Circuit lies near Thetford, 90 miles from London, 35 miles from Cambridge, 18 miles from Norwich and 33 miles from Ipswich. The race is being

Class	Position	ENTRANT AND CAR	Goodwood	Mallory Park	Silverstone (Maidstone)	Snetterton	Brands Hatch	Silverstone (B.R.S.C.C.)	TOTAL	Best of Five	Bonus Points Prescott	Shelsley Walsh	Brighton	ACTUAL TOTAL
2	1	Ken Rudd/Bob Jennings (A.C. Bristol)	9*	3	6	3	6	9*	36	33	5	5	5	48
1	—	Ian Walker (Lotus-Ford)	6	9*	6	1*	9*	9*	40	39	—	5	5‡	48
2	3	John Dalton (Austin Healey)	6	8	8	8*	—	4	34	34	0	3	3	40
1	4	Tom Barnard (Lotus/Ford)	9*	4	3	7	3	4	30	27	4	5	3	39
2	5	John Bekaert (Jaguar)	—	1*	8	10	9*	—	28	28	0	4	4	36
1	6	John Lawry (Lotus/Ford)	2	6	2	—	4	3	17	17	5	3	1	26
2	7	Michael Salmon (Jaguar)	—	6	6	4	—	3	19	19	5	0	0	24
1	8	G. H. Williamson (Lotus/Ford)	—	—	8	—	6	6	20	20	0	2	0	22
2	9	D. F. Levy (A.C. Bristol)	—	4	—	2	2	6	14	14	0	0	0	14
1	—	R. M. Prior (Lotus/Ford)	—	—	4	—	—	10	14	14	0	0	0	14
2	11	P. J. Sargent (Jaguar)	9*	1	—	—	3	—	13	13	0	0	0	13
2	12	R. A. Hudson (Austin Healey)	—	—	4	—	4	—	8	8	4	0	0	12
2	13	C. R. Hanson (Austin Healey)	—	2	2	5	—	—	9	9	0	0	2	11
1	14	D. J. Calvert (Alfa Romeo)	4	—	1	—	—	—	5	5	3	0	0	8
1	15	D. G. Dixon (M.G.A.)	—	—	2	4	—	—	6	6	1	0	0	7
2	16	J. G. Maude (Mercedes-Benz)	6	—	—	—	—	—	6	6	0	0	0	6
1	—	A. N. Ford/J. Fergusson (Elva)	—	3	—	3	—	—	6	6	0	0	0	6
1	18	A. F. Coakley (Lotus/Ford)	—	—	—	5	—	—	5	5	0	0	0	5
2	19	R. C. Green (A.C. Ace)	—	—	—	—	—	—	0	0	4	0	0	4
1	—	J. Burke (Porsche Carrera)	—	—	—	—	—	—	0	0	0	0	4	4
2	—	H. G. Cutler (Healey Silverstone)	—	—	—	—	—	1	1	1	1	2	0	4
2	22	D. G. Wilcocks (Triumph TR3)	—	—	—	—	—	—	0	0	3	0	0	3
1	23	K. W. Mackenzie (M.G.A.)	—	—	—	—	—	—	0	0	2	0	0	2
1	—	A. T. Foster (M.G.A.)	—	—	—	—	—	2	2	2	0	0	0	2
2	—	R. E. Meredith (Morgan)	—	—	—	—	—	—	0	0	2	0	0	2
2	—	V. A. Hassall (A.C. Ace)	—	2	—	—	—	—	2	2	0	0	0	2
1	—	J. Goddard-Watts (Berkeley)	—	—	—	2	—	—	2	2	0	0	0	2
1	—	J. Randall (M.G.A.)	—	—	—	—	2	—	2	2	0	0	0	2
2	—	R. F. North (Triumph TR3)	—	—	—	—	—	2	2	2	0	0	0	2
2	30	A. M. Kellett (Austin Healey)	—	—	—	—	—	—	0	0	—	—	1	1

(1) Up to 1,500 c.c. (2) Over 1,500 c.c. *Fastest lap (1 point).

‡Time at Brighton may be confirmed as class record and would entitle Walker to 1 point extra.

organized by the Snetterton Motor Racing Club, and secretary of the meeting is Mr. Oliver Sear. Special bus services will operate from various centres in East Anglia, arriving in plenty of time for the 5 p.m. start, and leaving well after the finish.

Class Positions	
Up to 1,500 c.c.	
1. Ian Walker (Lotus-Ford) ...	48
2. Tom Barnard (Lotus-Ford) ...	39
3. John Lawry (Lotus-Ford) ...	26
4. G. H. Williamson (Lotus-Ford) ...	22
5. R. M. Prior (Lotus-Ford) ...	14
6. D. J. Calvert (Alfa Romeo) ...	8
7. D. G. Dixon (M.G.A.) ...	7
8. A. N. Ford (Elva-Ford) ...	6
9. A. F. Coakley (Lotus-Ford) ...	5
10. J. Burke (Porsche) ...	4
11. K. W. Mackenzie (M.G.A.) ...	2
A. T. Foster (M.G.A.) ...	2

J. Randall (M.G.A.) ...	2
J. Goddard-Watts (Berkeley) ...	2

Over 1,500 c.c.	
1. Ken Rudd (A.C.-Bristol) ...	48
2. John Dalton (Austin-Healey) ...	40
3. John Bekaert (Jaguar) ...	36
4. Michael Salmon (Jaguar) ...	24
5. D. F. Levy (A.C.-Bristol) ...	14
6. P. J. Sargent (Jaguar) ...	13
7. R. A. Hudson (Austin-Healey) ...	12
8. C. R. Hanson (Austin-Healey) ...	11
9. J. S. Maude (Mercedes-Benz) ...	6
10. R. C. Green (A.C. Ace) ...	4
H. G. Cutler (Healey Silverstone) ...	4
12. D. G. Wilcocks (Triumph TR3) ...	3
13. R. E. Meredith (Morgan) ...	2
R. F. North (Triumph TR3) ...	2
V. A. Hassell (A.C. Ace) ...	2
16. A. M. Kellett (Austin-Healey) ...	1

All the above qualify for the Three Hours Race. Reserves will be allotted by ballot, from the remaining entries in the Championship Series.

FULL RESULTS OF "DAILY EXPRESS" SILVERSTONE MEETING

Sports Cars, up to 1,500 c.c.—General Category:
1, R. Flockhart (Lotus), 90.63 m.p.h.; 1,100-1,500 c.c.: 1, R. Flockhart; 2, H. Taylor (Lotus), 87.91 m.p.h.; 3, Jon Fast (Osca), 84.93 m.p.h.
Up to 1,100 c.c.: 1, K. Hall (Lotus), 89.99 m.p.h.; 2, I. Bueb (Lotus), 89.11 m.p.h.; 3, A. Stacey (Lotus), 89.07 m.p.h.

Sports Cars, over 1,500 c.c.—General Category:
1, Roy Salvadori (Aston Martin), 96.08 m.p.h. **Over 2,700 c.c.:** 1, Salvadori; 2, A. Scott-Brown (Lister-Jaguar), 95.96 m.p.h.; 3, N. Cunningham-Reid (Aston Martin), 95 m.p.h. **1,500-2,700 c.c.:** 1, B. Naylor (Lotus-Maserati), 91 m.p.h.; 2, A. Moore (Lister-Maserati), 85.02 m.p.h.; 3, N. Campbell-Blair (Lotus-Bristol), 84.98 m.p.h.

The team prize went to Aston Martin.
Production Touring Car Event—General Category: 1, M. Hawthorn (Jaguar), 82.19 m.p.h. **Over 3,000 c.c.:** 1, M. Hawthorn; 2, D. Hamilton (Jaguar), 81.73 m.p.h.; 3, I. Bueb (Jaguar), 80.11 m.p.h. **2,000-3,000 c.c.:** 1, G. H. Grace (Riley), 76.23 m.p.h.; 2, R. Flockhart (Jaguar), 76.19 m.p.h.; 3, J. Sears (Austin A105), 75.8 m.p.h. **1,000-2,000 c.c.:** 1, A. T. Foster (M.G. Magnette), 72.24 m.p.h.; 2, J. R. Waller (M.G. Magnette), 72.17 m.p.h.; 3, T. Bridger (Borgward), 72.1 m.p.h. **Up to 1,000 c.c.:** 1, N. Cunningham-Reid (DKW), 70 m.p.h.; 2, J. Sprinzel (Austin A35), 69.35 m.p.h.; 3, W. G. Wright (Morris Minor), 66.59 m.p.h.

The team prize went to Jaguar.
International Trophy Race (Final): 1, J. Behra (B.R.M.), 99.95 m.p.h.; 2, H. Shell (B.R.M.), 97.57 m.p.h.; 3, R. Flockhart (B.R.M.), 97.41 m.p.h.; 4, J. Bonnier (Maserati); 5, Masten Gregory (Maserati); 6, Horace Gould (Maserati).
500 c.c. Race: 1, S. Lewis-Evans (Beart-Cooper), 88.45 m.p.h.; 2, I. Russell (Cooper); 3, D. Parker (Cooper); 4, D. Boshier-Jones (Cooper).

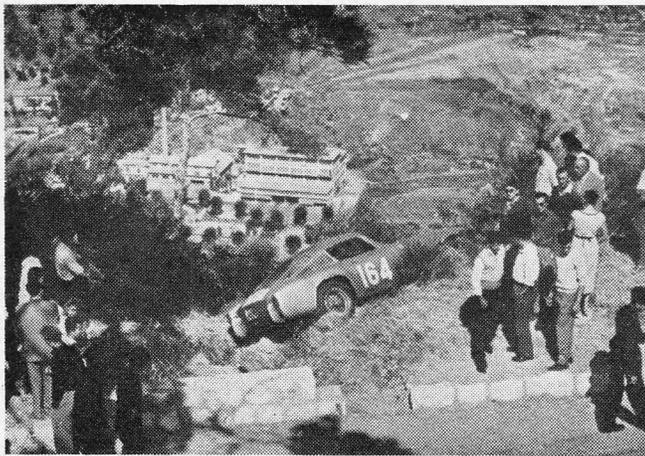
Condrillier/Foulgoc were leading the Houel/Cammarota Alfa. The Tour finishes at Rheims tomorrow (Saturday).

TOUR DE FRANCE, 1957

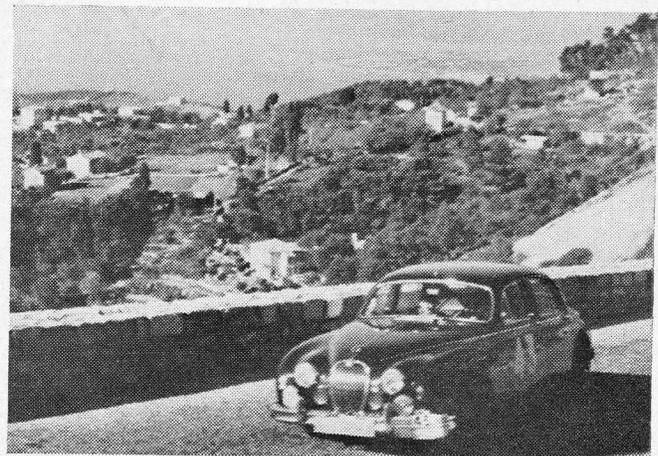
LEADER of the "Tour Auto"—the tour de France Automobile—was, at the time of going to press, Olivier Gendebien in a 250 G.T. Ferrari. This was after the first two days and a night of this long-distance tour of France's racing circuits and hill-climb venues, which started from Nice last Saturday. The event is being disputed for four awards: scratch and handicap in the touring category, and similarly in the G.T. classification. First four places in the G.T. scratch class were held by Ferraris, crewed by Gendebien/Bianchi, Simon/

Aumas, Seidel/Hill and Trintignant/Picard. The Storez/Buchet Porsche Carrera was lying fifth and the Stirling Moss/Peter Garnier 300SL, eighth. On Index of Performance in the G.T. category, the Vidilles/Cornet DB Panhard was heading the Storez/Buchet Porsche.

In the Touring category, the lead was held by the two 3.4 Jaguars of Da Silva Ramos/Monnoyeur and Costen/Renel, with the Houel/Cammarota Alfa Giulietta Berlina in third spot. The Baillie/Jopp 3.4 Jaguar was lying tenth. On index, the Renault Dauphines of Clarou/Joly and



JUST SHORT of a precipice: Godia's Ferrari stops just in time after leaving the road in La Turbie during the Tour.



JOINT FASTEST CLIMB at La Turbie was made by Da Silva Ramos in the 3.4 Jaguar, seen here making rapid progress.



BENT FERRARI receives hasty treatment to body damage. The car is Picard's and was ready in time for the re-start after long labours by mechanics.



FINISH of the Tour for Harry Shell came a few miles outside Nice. Shell was not seriously hurt in spite of extensive damage to the car.

VICTOR: Jean Behra (B.R.M.) is followed by team-mate Ron Flockhart in Heat 1 of the Trophy race. The Frenchman won both heat and final.

canted engine. However, the F2 Lotus seemed to be going really well, Keith Hall getting round in 1 min. 48 secs., which was equalled by Graham Hill (Cooper). Roy Salvadori in the 2-litre Cooper did 1 min. 46 secs.

Easily the most exciting part of practice was during the production touring session, when the 3.4 Jaguars, Grace's Riley and the Zephyrs were being circulated. The sight of Mike, Archie, Ivor and Duncan taking Woodcote was really something. Duncan Hamilton suffered frightening wheel-wobble, came in to investigate, and was even more frightened when he found a front wheel held on by only one stud!

SILVERSTONE SATURDAY

One-two-three for B.R.M.—Jean Behra Breaks Lap Record—Roy Salvadori's Wonder Drive with 3.7
Aston Martin—Mike Hawthorn and Archie Scott-Brown Set New Production Car Record with 3.4 Jaguar

DESPITE the absence of works Maseratis and Ferraris, to say nothing of the Vanwalls, a very large crowd rolled up to Silverstone last Saturday for the ninth *Daily Express* International Trophy meeting, organized by the B.R.D.C. It was a joy day for Bourne, for the three B.R.M.s completely dominated the Trophy races, and Jean Behra set up a new Silverstone lap record of 1 min. 42 secs. (103.31 m.p.h.). Rob Walker's 2-litre Cooper-Climax did the fastest lap in practice, driven by Tony Brooks, but broke its gearbox on the starting line. Apart from a spirited attempt by Joakim Bonnier (Maserati) and Jack Brabham (Cooper) in the final, nothing could catch the flying Owen machines.

In the over 1,500 c.c. sports car race, the Lister-Jaguar run of victories was brought to an end by Roy Salvadori in the 3.7-litre Aston Martin, who duelled for the entire 15 laps distance with Archie Scott-Brown, equalling Mike Hawthorn's existing sports car lap record of 1 min. 47 secs., set up with the Jaguar in May, 1956. Salvadori drove the race of his life, and never put a wheel wrong. Scott-Brown had not one of his better days; in the under 1,500 c.c. sports car race, his fast Elva-A.J.B. dropped a valve after one lap, and in the production touring event he had brake trouble with his 3.4 Jaguar whilst disputing the issue with Mike Hawthorn, who, in winning this event, set up new figures for this class of vehicle; his time was also equalled by Scott-Brown.

Actually the production car race was very exciting, and class victories were secured by Harold Grace (Riley), Alan Foster (M.G. Midget) and Noel Cunningham-Reid (DKW). The 500 c.c. event went to Stuart Lewis-Evans in the Beart-Cooper, and the smaller sports car categories were won by Keith Hall and

By
GREGOR GRANT and STUART SEAGER
Photography by George Phillips and Francis Penn.

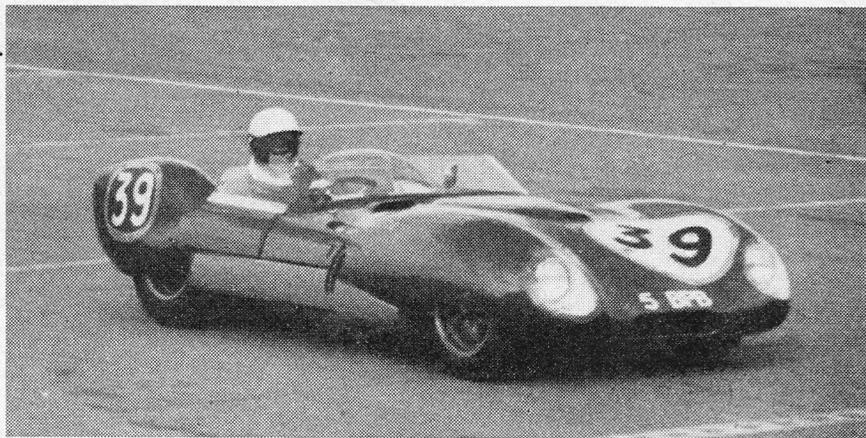
Ron Flockhart (Lotuses). The Lotus F2 car displayed remarkable speed during the final of the Trophy race, Cliff Allison taking it round in 1 min. 46 secs. to set up a new Formula 2 lap record at 99.41 m.p.h.

The Practice Sessions

Sensation of the training was the fantastic pace of the Alf Francis-prepared Cooper-Climax entered by Rob Walker, which Tony Brooks took round in 1 min. 43 secs. to equal the lap record set up last year by Moss (Maserati) and Hawthorn (B.R.M.). Behra, Shell and Flockhart could not approach this with the B.R.M.s, best being Shell with 1 min. 44.8 secs. The new F2 Lister was most disappointing, suffering from excessive oil consumption due to lubricant being sprayed out through the breather on the

Harold Grace made a Pathfinder go faster than one has ever gone before, but the honour of "who leans farthest" must be claimed by the Zephyrs, and that incredible red device of Mr. Sprinzel—the Austin A35. This tiny machine was motored round at an average of nearly 70 m.p.h., faster than the maximum speed of the normal showroom model, so somebody must have put the engine together with loving care. As for the Borgward challenge in the 1,500 c.c. category, Alan Foster in one of Dick Jacobs's Magnettes did 2 mins. 24.2 secs., over 6 secs. better than the fastest of the German cars driven by Tom Bridger. Noel Cunningham-Reid completely dominated the smallest category, with that admirable piece of machinery, the two-stroke DKW.

Archie Scott-Brown was fastest of the sports cars with the Lister-Jaguar—but only 1 sec. better than Hamilton's Jaguar and Cunningham-Reid's Aston. Brian Naylor was out on his own in the 2-litre class with his green and red Lotus-Maserati, but Masten Gregory had not practised with the Testa Rossa Ferrari he had decided to drive in place of the 3.5. Best times in the smaller classes were

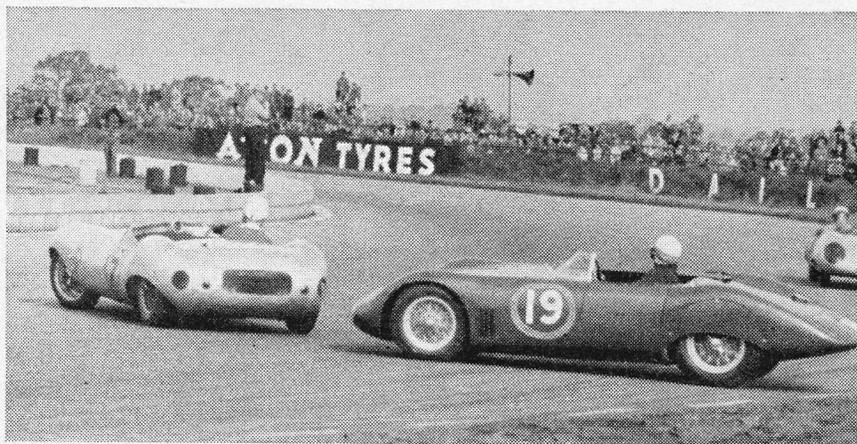


TWIN-CAM: Ron Flockhart in John Coombs's Lotus-Climax, who won the 1,500 c.c. sports car race from Keith Hall's "1,100".

achieved by Ivor Bueb (Lotus) and Colin Chapman (Lotus).

It was not exactly an ideal day for practising, dull, with a blustery wind and frequent heavy showers. The cold played havoc with carburettor settings. Anyway the session started 45 minutes late, and the touring cars were cut short owing to torrential rain.

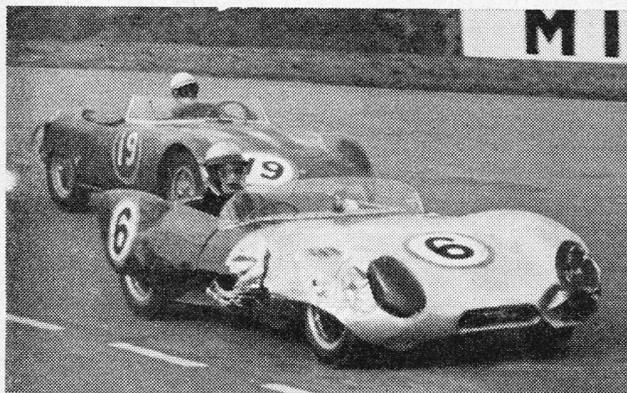
On Friday, Behra managed to return the only over 100 m.p.h. lap; a high wind kept speeds down, but later on conditions improved for the sports, 500 c.c. and touring classes. Next best was Masten Gregory, who had one of Fangio's practice engines installed in his Centro-Sud Maserati. Brooks tried a different axle ratio in his Cooper, but could not get near his Thursday's times. Jim Russell was out of luck, a valve dropping and wrecking the engine of



KERFUFFLE: (above) Raby (Elva) spins at Copse, involving de Tomaso (Osca) and McMillan (Lotus) who is just seen at the extreme right.

★

BATTERED: (left) McMillan's Lotus and de Tomaso's Osca, slightly the worse for wear after their first lap *contretemps*.



Alan Brown's Cooper-Climax. The fastest F3 drivers were all much of a muchness, being headed by Tom Taylor and Jim Russell with 2 mins. 2 secs., closely followed by Lewis-Evans, Bridger, Parker, Bueb, Henry Taylor and the rest of the regulars. As expected, Masten Gregory's Testa Rossa was quickest of the 2-litre sports cars in the 1,500-2,700 c.c. category, getting down to 1 min. 50.6 secs., as compared to Naylor's Lotus-Maserati with 1 min. 52.8 secs. John Horridge lost a wheel on his Lister-Bristol, seriously damaging the suspension units. In the bigger class, Salvadori in the 3.7-litre Aston was 0.6 sec. quicker than Scott-Brown.

Race Day

RACE day dawned with the same sort of dull weather, and it was bitterly cold when the early starters set off to stake their places. One felt for those hardy souls who camp out overnight, with only a thin strip of canvas between them and pneumonia. Silverstone is an attraction, for, even at a very early hour, traffic was heavy.

The programme opened at 10.15 a.m. with the smaller-capacity sports car race. Cliff Allison (Lotus) set off at a terrific pace, chased by Archie Scott-Brown in the Elva, Innes Ireland (Lotus), Henry Taylor (Lotus), Ian Raby (Elva) and de Tomaso (Osca). At Copse there was a complete kerfuffle, involving Raby, McMillan (Lotus) and de Tomaso (Osca). Raby escaped unscathed, but the Osca walloped the protective barriers, and poor McMillan lost nearly

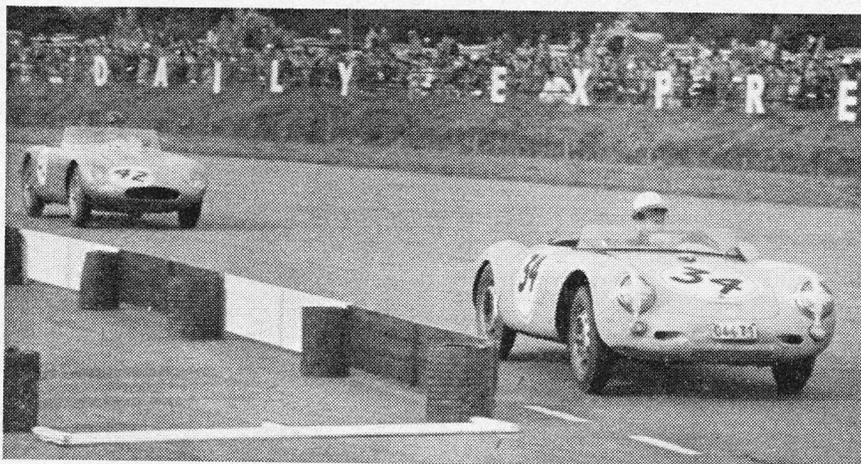
all of his bodywork. Both continued, the Osca with a sadly dented tail, and the Lotus with half of the body side missing. Later Raby was black-flagged, and McMillan was also brought in, the car being considered too dangerous to be permitted to continue. This was a most spectacular prang, and there were many phenomenal avoidances; John Dalton in John Green's Lotus missed hitting Raby by about a millimetre, and he, in turn, was nearly rammed by Hacquin's Porsche.

Scott-Brown's race was soon run; after one lap he came in to retire with a dropped valve. For three laps, Allison held his lead, challenged by Keith Hall's 1,100 Lotus, Innes Ireland (1,100 Lotus), Henry Taylor and Ivor Bueb (1,100 Lotus). Slow in settling down, Ron Flockhart gradually began to work Coombs's twin-o.h.c. Lotus through the

field. Allison stopped with fuel feed trouble, and the lead passed to Hall. Sir Gawaine Baillie made officials scatter at Woodcote when he did a near-gillhooley right at the pits after losing the car on the grass; he was followed by a notice-board which was hurled high in the air. At the same time Tom Dickson was at the pits putting out a minor fire on his Louis.

Henry Taylor had his bonnet come adrift, losing his place whilst it was fixed. Hall was now being pursued by Bueb, but Flockhart was steadily moving up—driving extremely fast, and taking Bueb on the 5th lap. Alan Stacey (Lotus) had established himself in fourth place, ahead of Bill Frost's 1½-litre car. Taylor, in another "1,500", began to make up lost ground, but, apart from Flockhart, the bigger-engined cars were rather being shown up by the 1,100s. Flockhart eventually took the lead on the eighth lap, and Hall had to be content with second spot. Meanwhile Bueb and Stacey battled grimly for third place; on lap 13, Stacey got past, but on the very last lap Ivor re-took him. Allison, coming through very rapidly, again had fuel feed trouble, and this time retired. Bill Frost stopped near Stowe, and Tom Dickson retired his Lotus with a fractured oil pipe. So Ron Flockhart went merrily on his way, and Hall won the "1,100" class.

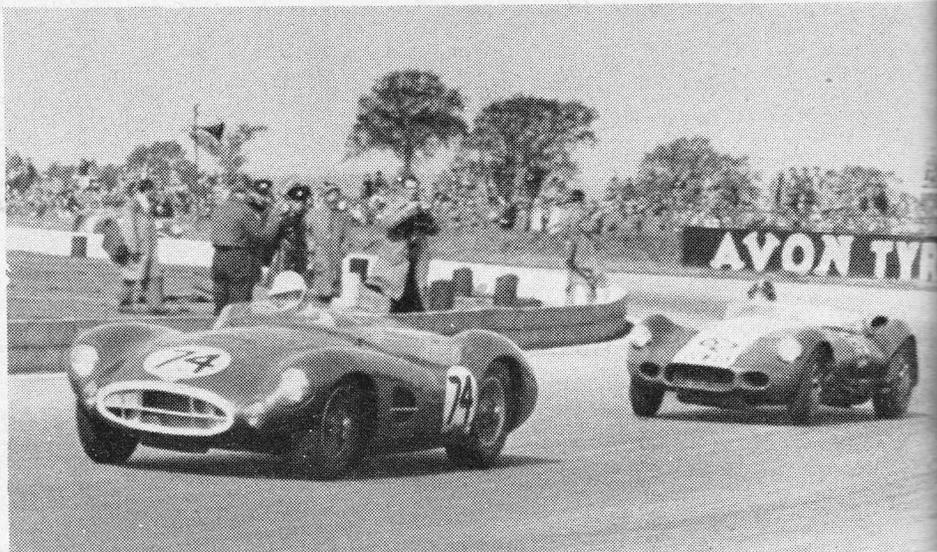
At 11.10 there started the first of the two 15-lap heats for the International Trophy Race. In the front row were two of the B.R.M.s, driven by Jean Behra and Ron Flockhart, and they shot into a clear lead as the flag fell—while Tony Brooks, who had made quickest



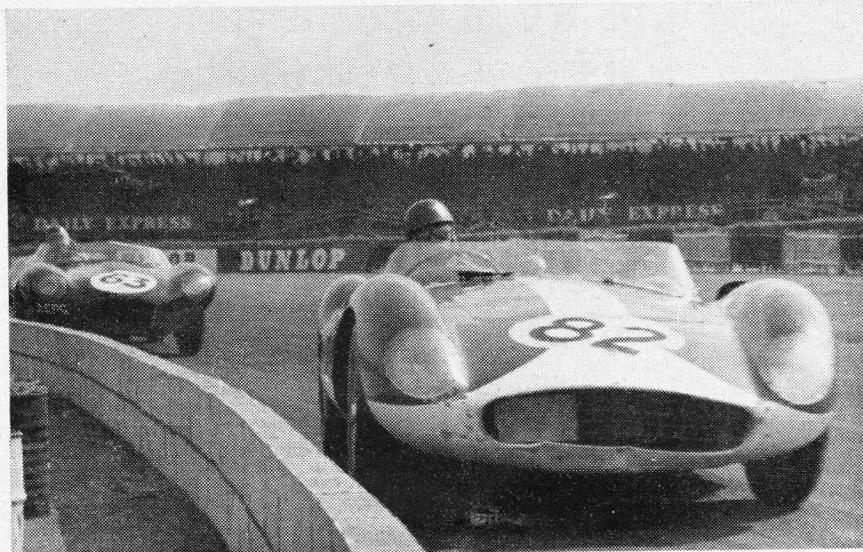
FOREIGN OPPOSITION—but not particularly strong: Hacquin's Porsche and Testut's Osca during the opening event at Woodcote.

practice lap of all in Rob Walker's 2-litre cooper, just trundled forward to his pit. The gearbox had wilted. Cliff Allison, in the F2 Lotus, stalled at flag-fall, but was quickly pushed on his way.

The order at the end of the first lap was Behra, Flockhart, Masten Gregory (Maserati), Innes Ireland (F2 Cooper), Horace Gould (Maserati), Roy Salvadori (F2 Cooper), and Brian Naylor (F2 Cooper). Next time round Salvadori had passed Gould. On the fifth lap, Salvadori's car began misfiring and next time round he called in for a little carburetter adjustment, but continued, the engine still spluttering unhappily, at the tail of the field. By the sixth lap the order had stabilized as Behra, Flockhart, Gregory, Gould, Bruce Halford (Maserati) and Allison (Lotus), but Allison's car retired amid clouds of smoke at Copse and Ireland came back into the picture again. On the ninth lap, Behra set up a new course record by lapping in 1 min. 42 secs., 103.31 m.p.h., and remained 'way out in front to the end



CLOSE ORDER: (above) Roy Salvadori (Aston Martin) and Archie Scott-Brown (Lister-Jaguar) fight it out in the over 1,500 c.c. sports car race, won by Salvadori.



of the race. Flockhart finished 47.4 secs. behind and Gregory, in the Centro-Sud Maser., was only 4 secs. behind Flockhart. Ireland, in sixth place, was the first of the F2 drivers home. Salvadori and Ian Burgess apparently had changed cars.

TESTA ROSSA: (above) Masten Gregory's 2-litre Ferrari hugs the barrier at Stowe, followed by Duncan Hamilton's D-type Jaguar.

Cunningham - Reid, Bueb (Jaguar), Hamilton (Jaguar) and Henry Taylor (Jaguar). Next time round, however, Archie had taken second place and by the fourth lap was in the lead. He led the three Astons a fine dance for another lap and then Salvadori firmly got in front again, the first two places to remain so for the rest of the race, although far from uneventfully! John Ogier's Tojeiros were in trouble early on. On the first lap Graham Hill spun at Abbey Curve and subsequently called at the pits, but it seemed that there was suspension trouble and the car later retired. Then Peter Gammon in the other Tojeiro coasted in with no oil pressure, also to retire.

Flockhart also spun on the first lap, but continued, while Duncan Hamilton sustained damage to the front of his car a little later and retired. So the quartet comprising Aston, Lister, Aston, Aston charged around at very great speed indeed: speed enough for Salvadori to clock a new sports car lap record in

The Over 1,500 c.c. Sports Car Race

Just after midday, the second of the Le Mans starts held our attention, as the "big boys"—the sports cars of over 1,500 c.c.—got under way. Chief interest lay in the David Brown entry of four Astons—two 3,670 c.c. cars driven by Stuart Lewis-Evans and Roy Salvadori and the two 3-litre machines conducted by Noel Cunningham-Reid and Tony Brooks. Chief opposition was the fabulously quick Lister-Jaguar in the charge of Archie Scott-Brown and, as expected, battle was joined forthwith. Salvadori was away first, with Brooks in close company, but by the end of the first lap Archie was right behind and the order was Salvadori, Brooks, Scott-Brown,

LINE AHEAD: Ron Flockhart (Jaguar), Brian Naylor (Lotus-Maserati), Michael Head (Cooper-Jaguar) and Harris (Ferrari) at Copse.



ROCK 'N' ROLL! Mike Hawthorn (3.4 Jaguar) leads the similar cars of Archie Scott-Brown, Ivor Bueb and Duncan Hamilton at Copse during the Touring Car Race.

1 min. 47 secs., or 94.48 m.p.h. On the 14th lap Willy Mairesse's 3.5 Ferrari moved up to fifth spot and on the last lap Cunningham-Reid beat Brooks into third place. It was a fairly professional event, but the leading cars battled enough to more than maintain the interest of the crowd, and the Aston performance, although split by that remarkable Lister-Scott-Brown-Jaguar, won David Brown the Team Prize. Brian Naylor, in his renowned Lotus-Maserati, secured the up to 2,700 c.c. class award, finishing seventh in general classification just ahead of Gregory's Ferrari.

Trophy Race—Heat 2

After the easy B.R.M. victory in Heat 1, the second heat appeared on paper to be a certainty for Harry Shell (B.R.M.), if no trouble intervened. Along with him on the front row were Keith Hall (Lotus), Ivor Bueb (Maserati) and George Wicken (Cooper)—one G.P. machine and a couple of F2 cars. Shell made a superb getaway, but it was Jack Brabham's Cooper which really caught the eye, the 2-litre car coming through from the back row at a tremendous pace.

Lap 1, and Shell had already pulled out a useful lead, with Bonnier (Maserati) in second place, followed by Brabham, Hall, Bueb and Jack Fairman (Cooper) in that order. On the third lap, Brabham waltzed past Bonnier, but the Swedish driver kept right on the tail of the Cooper. Wicken passed Brooks, who had taken over Jack Fairman's car at the end of lap 4, in order to try to qualify for the final. At five laps, Shell had a comfortable 6 seconds lead over Brabham, and did not appear to be exerting himself unduly. Bonnier still challenged the Cooper, whilst Wicken closed right up on Ivor Bueb. De Tomaso, who had been disappointingly slow in the desmodromic Osca, revolved at Copse and hit the retaining barrier a resounding whack, bending the lovely little red car more than somewhat.

Harry Shell went on his way, travelling no faster than was strictly necessary to keep several seconds ahead of Brabham and Bonnier. Keith Hall's Lotus



packed up at Club Corner, and Henry Taylor was called in to hand over to Cliff Allison for some reason or other. On lap 12, Bueb managed to get his Gilby Maserati past Wicken; behind, Brooks and Allison travelled at a high rate of knots to try to get to grips with the leaders. The B.R.M. received the chequered flag some 7 seconds ahead of the gallant Brabham who was still tailed by Bonnier. Some way back, Bueb held off Wicken, who, in turn, managed to stay in front of Brooks. Salvadori's speed was the highest ever recorded for a sports car race at Silverstone.

The Touring Car Race

A regular "star attraction" at these meetings is the "saloon race"—or that for Production Touring Cars—for everyone loves to see cars similar to their own shopping wagons being belted like mad round a racing circuit in a manner to make their designers shudder. Again the crowd had its money's worth, for the Jaguar brigade were out again, but this time armed with the new 3.4 saloons—and, my word, how they go! Mike Hawthorn's winning race average this year was 82.19 m.p.h., which beats last year's fastest lap, set up at 81.68 m.p.h. by Ivor Bueb in a Mark VII. This time the intrepid conductors of the four fastest machines were Hawthorn, Bueb,

Hamilton and Scott-Brown, and they hurled the cars around the bends for all they were worth, the door-handles nearly scraping the ground. The whole process was quite horrifying, the new cars appearing to be even more flexibly sprung than the Mark VII. For five laps Hawthorn was followed by Archie, with Duncan and Ivor, wheel to wheel, behind and then Archie retired with brake trouble, leaving Mike an unassailable leader. Not far behind came Harold Grace, driving his Riley Pathfinder in equally fearless fashion, followed by Ron Flockhart in the 2.4 Jaguar of John Coombs. This appeared to be much steadier than the 3.4s, but then it wasn't going quite as quickly! Jack Sears's Austin A105 made third place in the 2.3-litre class, but not so fortunate was Alan Adler, whose A90 Austin clipped the brick wall at Club Corner, lost a wheel and rolled and rolled and rolled! The car was a complete and utter write-off, being more or less rolled up into a ball, but the driver was, miraculously, only shocked!

Behind Sears finished the five Ford Zephyrs of Uren, Ian Walker, Denis Scott and the Harrisons, *père et fils*, Cuth being second in the group. Alan Foster's and John Waller's Magnettes just beat Tommy Bridger's Borgward Isabella TS75 to win the 1,500 c.c. class. Of the "tiddlers"—up to 1,000 c.c.—Noel Cunningham-Reid drove a DKW incidentally fast to win the class, while Johnny Sprinzel, in the Speedwell Austin A35, was second, away ahead of all the other small fry, and amazingly steady on the corners. In previous years the term "production" touring cars has been a hollow one, almost any kind of power-producing conversion being permissible; this time, however, only "amelioration" was allowed, which means that the cars really did approximate to those obtainable by the public, even extra carburettors being ruled out. Only modification of production parts was permissible, plus the addition of suspension stabilizers, and the fabulous "works racers" were not allowed this year—a most welcome change for the better.

SAME AS YOU CAN BUY! Peter Riley (Zephyr), Tom Bridger (Borgward) and Peter Simpson (Magnette) overtaking Boston's Dauphine in the Touring Car Race.



TROPHY FINAL: Tony Marsh (Cooper), Bruce Halford (Maserati), Les Leston (Cooper) and Graham Hill (Cooper) set off after the B.R.M.s.

The Trophy—Final

STARTING GRID

H. Shell (B.R.M.) 97.68 m.p.h. M. Gregory (Maserati) 98.16 m.p.h. R. Flockhart (B.R.M.) 98.40 m.p.h. J. Behra (B.R.M.) 101.40 m.p.h.

H. Gould (Maserati) 95.70 m.p.h. J. Bonnier (Maserati) 97.08 m.p.h. J. Brabham (Cooper) 97.27 m.p.h.

T. Marsh (Cooper) 94.11 m.p.h. I. Bueb (Maserati) 94.19 m.p.h. I. Ireland (Cooper) 94.50 m.p.h. B. Halford (Maserati) 95.47 m.p.h.

L. Leston (Cooper) 92.31 m.p.h. J. Fairman (Cooper) 93.69 m.p.h. G. Wicken (Cooper) 93.97 m.p.h.

G. Hill (Cooper) 91.26 m.p.h. H. Taylor (Lotus) 91.84 m.p.h. B. Gerard (Cooper-B.G.-Bristol) 92.05 m.p.h. N. Cunningham-Reid (Cooper) 92.19 m.p.h.

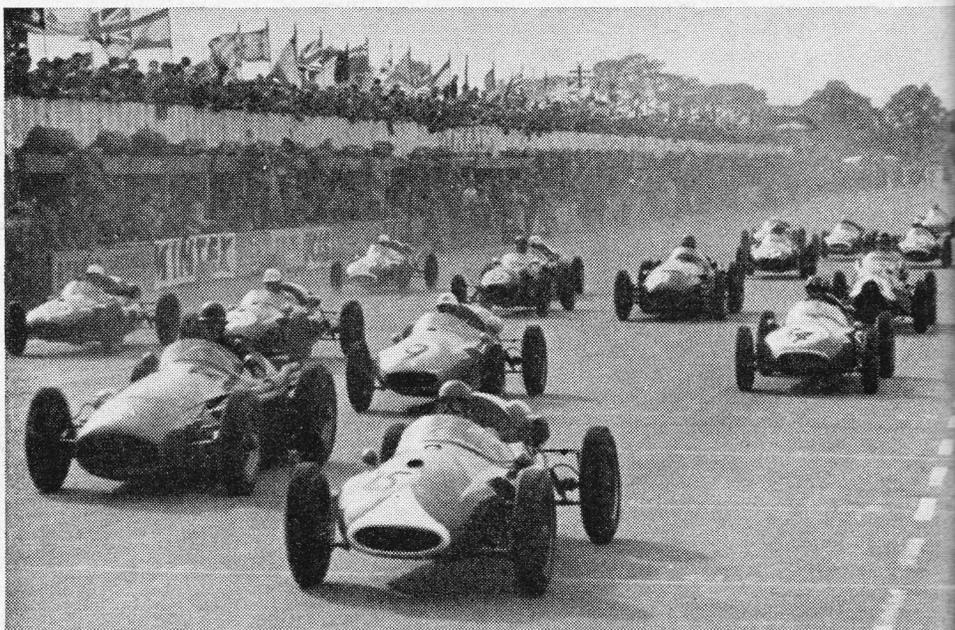
R. Salvadori (Cooper) 88.81 m.p.h. I. Burgess (Cooper) 89.06 m.p.h. D. Taylor (Lotus) 90.95 m.p.h.

J. Stuart (Cooper-Bristol) 87.29 m.p.h. D. Gibson (Cooper) 87.34 m.p.h. R. W. Thackwell (Cooper) 87.75 m.p.h. J. Russell (Cooper) 87.86 m.p.h.

R. Moore (Cooper) 87.24 m.p.h.

Masten Gregory's speed in the first heat put him on the front row of the grid for the 35-lap final, along with the B.R.M.s. It was Harry Shell who got away first, but on Hangar Straight Jean Behra swept ahead, and with Ron Flockhart just behind Shell, B.R.M.s were 1-2-3, in their race numbers order of 6, 7 and 8. Behind came the Maseratis of Bonnier, Gregory and Gould, then Brabham's Cooper, Cliff Allison's Lotus, Wicken's Cooper, Salvadori's Cooper and Ireland's Cooper. Gregory went off course at Abbey Curve and dropped back.

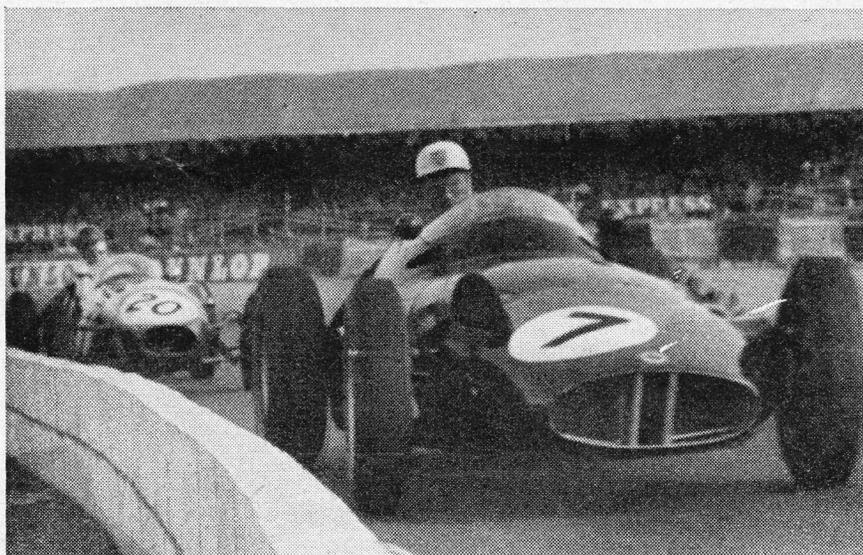
Behra began to pull out a substantial lead, and on his third lap equalled the old lap record. Behind, Shell and Flockhart maintained station, but Bonnier now had to deal with the irrepressible Brabham. Gregory's Maserati sounded very off-colour, and the blue car began to fall back. Cliff Allison was out after Salvadori's Cooper, the Lotus going really well. On the eighth lap, Brabham replaced Bonnier in fourth place, and began to close up on Flockhart. Bonnier also began to travel faster.



INTERNATIONAL TROPHY RACE (FINAL)

FASTEST LAPS

Driver	Car	Time m. s.	m.p.h.	k.p.h.
J. Behra	B.R.M.	1.43	102.30	164.64
H. Shell	B.R.M.	1.45	100.35	161.50
R. Flockhart	B.R.M.	1.45	100.35	161.50
J. Brabham	Cooper	1.45	100.35	161.50
J. Bonnier	Maserati	1.46	99.41	159.98
H. Taylor	Lotus	1.46	99.41	159.98
M. Gregory	Maserati	1.47	98.48	158.48
J. Fairman	Cooper	1.47	98.48	158.48
I. Bueb	Maserati	1.48	97.57	157.01
H. Gould	Maserati	1.48	97.57	157.01
D. Gibson	Cooper	1.48	97.57	157.01
B. Halford	Maserati	1.49	96.67	155.57
G. Wicken	Cooper	1.49	96.67	155.57
T. Marsh	Cooper	1.50	95.79	154.16
I. Ireland	Cooper	1.50	95.79	154.16
N. Cunningham-Reid	Cooper	1.51	94.93	152.77
G. Hill	Cooper	1.52	94.08	151.41
B. Gerard	Cooper-B.G. Bristol	1.53	93.25	150.06
D. Taylor	Lotus	1.53	93.25	150.06
J. Russell	Cooper	1.53	93.25	150.06
L. Leston	Cooper	1.54	92.43	148.75
R. B. Thackwell	Cooper	1.56	90.84	146.18
R. Moore	Cooper	1.57	90.06	144.93
J. Stuart	Cooper-Bristol	1.58	89.30	143.71
I. Burgess	Cooper	1.58	89.30	143.71



Innes Ireland broke a half-shaft at Stowe, whilst Jim Russell stopped on Abbey Curve. Brooks was also a casualty, his Cooper developing valve trouble; Thackwell's Cooper had its oil pressure vanish. Just before Tony Brooks retired, he put in a lap in 1 min. 47 secs. (98.48 m.p.h.), to set up a new F2 record.

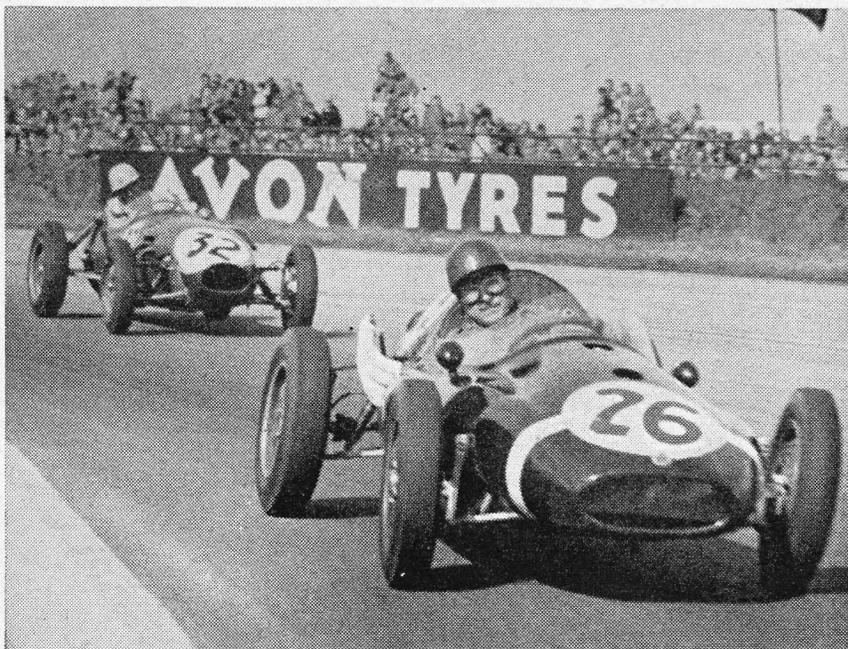
Jack Brabham lost his chance of catching the B.R.M.s when he stopped at his pit to investigate an oil leak, but "Jokey" Bonnier took up the chase. Cliff Allison was going like the wind in the slim F2 Lotus, and slipped past Roy Salvadori on the 12th lap. Next time round, he had widened the gap, and had broken Brooks's newly established F2 record, by circulating in 1 min. 46 secs. (99.41 m.p.h.). This was getting very

F1 AND F2: Harry Shell (B.R.M.) and Dennis Taylor (Lotus) at Stowe during Heat 2 of the Trophy race.

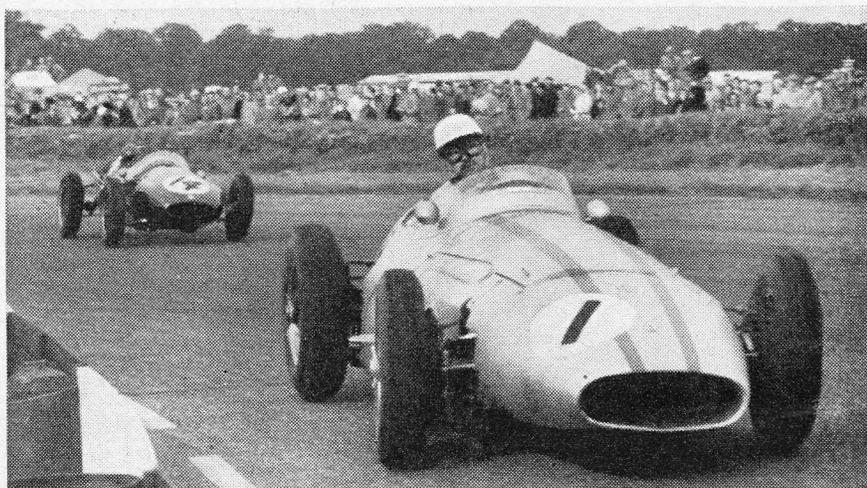
close to that magic 100 m.p.h. lap. Brabham, back in the race, pressed on, but on the 23rd lap was travelling very slowly, having been overtaken by Gregory; he then retired at his pit with oil leaking everywhere.

Ian Burgess, whose Cooper had sounded very flat, finally retired. In front, Behra was so far ahead that the B.R.M. pit slowed him down by several seconds a lap. Only Bonnier was in sight of Shell and Flockhart, Masten Gregory having been left far behind with a sick-sounding Maserati. Bonnier now began catching Flockhart at the rate of about 2 seconds a lap. Cliff Allison, easily leading the F2 brigade, lost his Lotus completely at Beckett's and charged the barricades. The car was too badly damaged to continue, but Allison was unhurt. Ronnie Moore (Cooper) turned round at Stowe, but carried on. Salvadori's car did not sound too healthy, and he was eventually overtaken by both Gould and Halford (Maseratis).

Bonnier's efforts to catch Flockhart relieved the monotony of what had developed into a procession. Closer and closer came the Swedish driver to the Le Mans winner; surely B.R.M. must



SURBITON v. HORNSEY: (Above) Jack Fairman (Cooper) and Henry Taylor (Lotus) at Cope Corner.



FIRST FOREIGNER (above) was Joakim Bonnier (Maserati), fourth in the "Trophy" race. He is seen here being pursued by Jack Brabham (Cooper) at Club Corner.

have realized the danger, but Bonnier was right on the tail of the B.R.M. when they hurtled round Stowe on the last lap. Up Abbey Curve, he made his effort to pass, but Flockhart must have seen him just in time, after being unsighted by a couple of slower cars, and the B.R.M. crossed the line just one second in front, and six seconds behind Shell. Such was Behra's superiority that he was nearly a lap in front of his team-mates at the finish. The first four cars all lapped Gregory and Co. Roy Salvadori comfortably won the F2 section, a lap ahead of George Wicken and Noel Cunningham-Reid.

As motor-racing, it had been pretty tame stuff, but the B.R.M.s seemed to have improved their road-holding by 100 per cent. Obviously Jean Behra could have gone much faster, but in the absence of any real opposition, it was entirely unnecessary. Anyway, how the crowd cheered that 1-2-3 victory, and it must have been a tonic to the B.R.M. mechanics to hear the wild enthusiasm, after so many bitter disappointments in the past. Alfred Owen, Raymond Mays and Peter Berthon could also afford to smile; there may not be very much difficulty in obtaining drivers for 1958 after all!

VICTORY—for Jean Behra and the B.R.M. in the "Trophy" race.

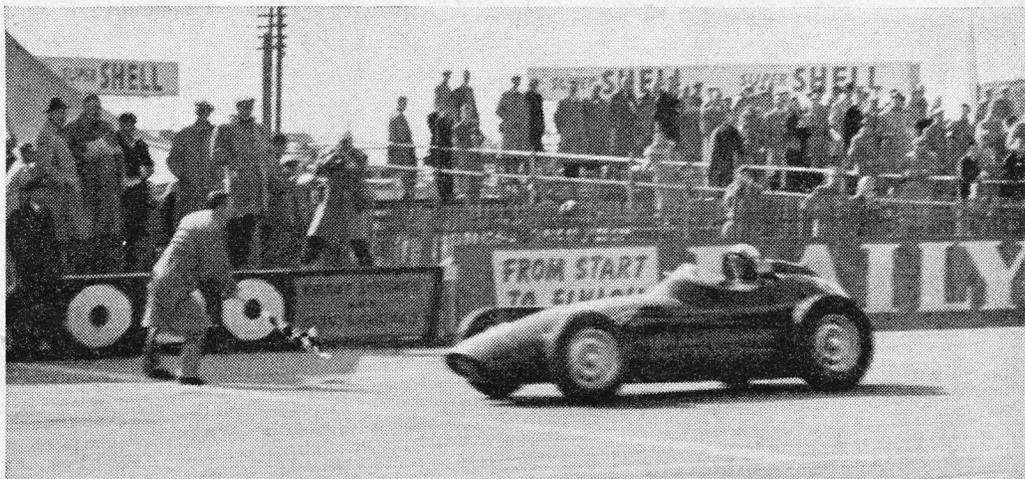
Cope Corner in one thunderous bunch and first man round it was Stuart Lewis-Evans in the Beart-Cooper. However, Jim Russell headed him by the end of the first lap and the order was Russell, Lewis-Evans, Boshier-Jones, Parker, Bridger and Trevor Taylor. Bueb came round at the tail of the field, coasted into his pit and retired with a jammed gearbox.

A very lively battle for the lead ensued, which Stuart Lewis-Evans secured for keeps on the third lap, but behind him the issue was strongly disputed between Jim Russell and Don Parker, with David Boshier-Jones chipping in now and again, although he had to settle for fourth place in the end, Tommy Bridger staying in fifth place for the whole 15 laps. A. Zains was out of luck with the fuel-injected Flash Special, which misfired badly, came in for adjustment and continued, still crackling unhappily; even more unlucky was M. C. Brackenbury, whose Cooper overturned at Abbey Curve, the driver being fairly seriously hurt.

Stuart Lewis-Evans romped home with a 17 second lead, while Russell headed Parker into second place by but 2 seconds.

The Formula 3 Race

To wind up the proceedings of a long and eventful day, there was a 15-lapper for the F3 brigade. With a deafening roar, the swarm of tiny cars made for



STARTS came in great variety—and mostly of the Le Mans type. Here is the getaway for the small sports car race, with Innes Ireland (15) well on the way and Archie Scott-Brown taking the Elva-Butterworth (33) through on the grass!

have another marque to back up the victorious Vanwalls, and to replace the Connaughts that we all miss so much. Nevertheless, the writing was well and truly on the wall when Tony Brooks put up the fastest practice lap on Rob Walker's Cooper. Rob told me that he has now got the disc brakes really working, and that the full potential of the car can, therefore, be used. It was indeed tragic that a transmission failure on the starting line robbed the B.R.M.s of some real opposition, but Jack Brabham, superb, nay sublime, showed what could be done with an admittedly much slower Cooper, passing Maseratis on sheer cornering speed.

The orthodox rear axle has not been seen on a racing car for some few years. It has been replaced by the de Dion axle, but now the de Dion must go. All racing cars in the future will have full independence behind, and the British Coopers are already leading the field. The roadholding of the Oscas was catastrophic, but I consider that a desmotic Osca engine in a British chassis could knock a useful slice off the Silverstone lap record. These very light cars are the shape of things to come, and whereas a de Dion axle may work very well for a heavier machine, the problems of unsprung weight render an independent rear end literally indispensable for the featherweight racer.

British Formula 2 cars, and Formula 2 derivatives, are still obviously weak in the transmission department. This is

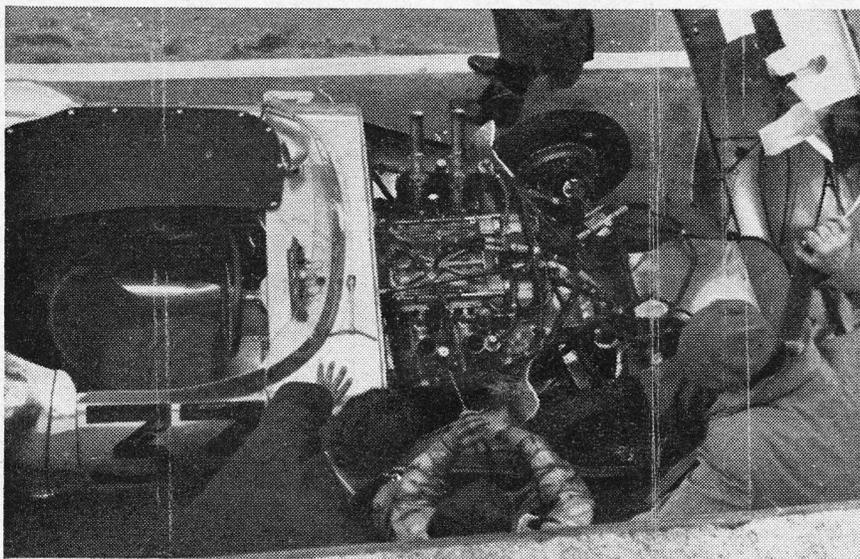
UNCONVENTIONAL in the extreme amongst British racing engines is the 1½-litre flat-four unit (left) designed by Archie Butterworth, and fitted in the Scott-Brown Elva. Valve trouble is still persistent.

TRAFFIC JAM (below) at the start of the touring car race. The 34 Jaguars have already left the scene; in the foreground are Jack Sears's and Alan Adler's Austins. Behind Sears is Flockhart's 2.4 Jaguar.

Silverstone Technicalities

A View from the Pits of the "Daily Express" Trophy Meeting

By JOHN BOLSTER



HATS off to the *Daily Express* and the British Racing Drivers' Club for really having a go! It's never easy to organize a meeting after the date has been changed, and the proximity of Monza naturally robbed "our" event of the best entries. Yet, a most acceptable day's sport was provided, and the large crowd remained enthusiastic throughout the long programme.

Let us deal first with the Trophy Race. Now, a heat of 45 miles and a final of 105 miles does not compare with a full length Grand Prix. The sweeping B.R.M. victory by no means proved that these cars can last a hotly contested *Grande Epreuve*, but it did show that an enormous improvement has taken place, and that Caen was no flash in the pan. Friends of mine who were overtaken by the B.R.M.s were loud in their praise of the steadiness that the machines displayed, and I did not hear of any occasion when the old brake locking trouble manifested itself.

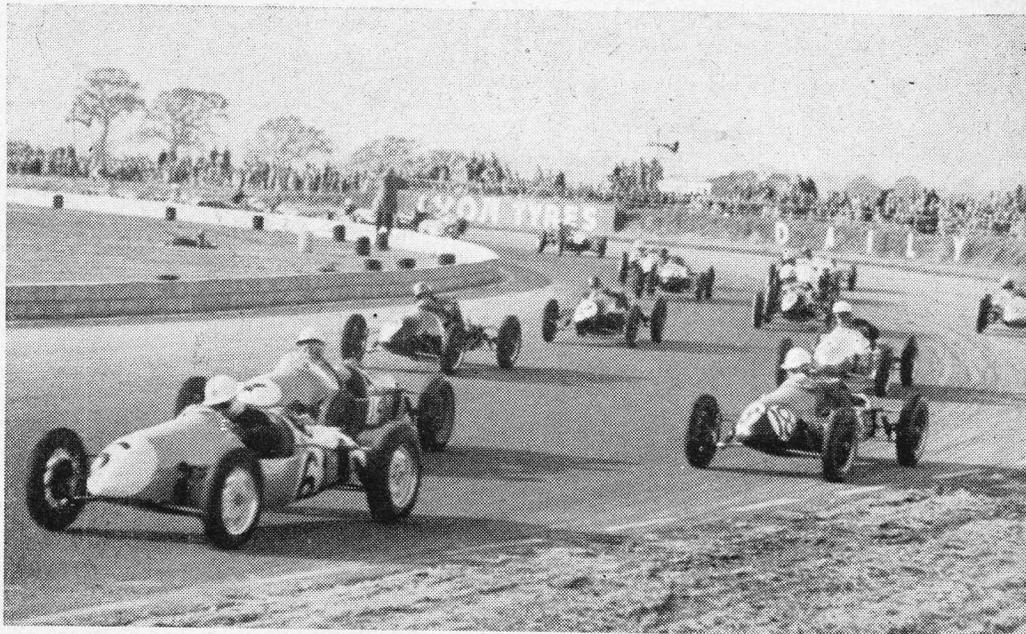
It is indeed splendid that we now



curious, because the torque to be handled is by no means excessive. The twin-cam Coventry-Climax engine is improving with racing experience, and there is not the slightest doubt that it can be developed much further, both in power output and high speed reliability. You can write in and tear me to pieces if you like, but when a Cooper or a Lotus wins a full-length Continental Grand Prix, don't forget that Uncle Bolster told you so! Incidentally, it was pleasant to see so many of the new twin-choke S.U. carburetters, which appear to be breaking the Italian monopoly.

The small Sports Car Race was notable for a perfectly frightful moment in front of the pits. Tom Dickson came in with his Lotus on fire, and just as the flames were being fought, Sir Gawaine Baillie arrived broadside and almost collected the lot. Personally, I was too horrified to be frightened, if you know what I mean.

The race for the bigger sports cars was the finest spectacle of the day. The big Aston Martin is now really giving some horsepower, and Roy Salvadori drove it right on the limit. For once, Archie Scott-Brown had to take second



FIRST lap at Copse Corner in the Formula 3 race. Leading this particular bunch of cars is David Boshier-Jones, followed closely by Alan Eccles and Tommy Bridger.

performance that can only be described as miraculous, but by contrast a lone Renault Dauphine was pathetic. The Dauphines now being sold do not seem to have the performance of the earlier ones. I believe that a smaller choke has been fitted to the carburetter, with the object of making the best use of the near-paraffin that unfortunate Frenchmen have to buy at nearly twice the price of our "super" grades of petrol. Obviously, this setting is not suitable for competition work, as the Silverstone performance proved.

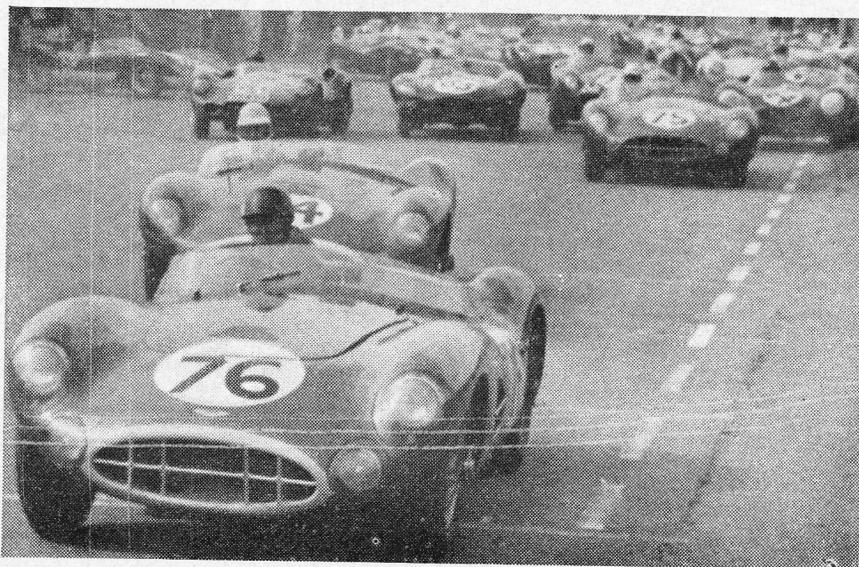
The 500 c.c. race, spectacular though it was, showed us nothing new in the engineering line. Let us not forget, though, that the Formula 2 cars, which are on the threshold of challenging the Grand Prix cars themselves, could never have been built without 500 c.c. experience.

place after a monumental tussle. The rear springs of the Lister-Jaguar had settled down a little after a busy season's racing, and the de Dion tube was hitting the bump stops. Nevertheless, Archie hung on to Roy grimly, and actually passed him once.

The Touring Car Race was great fun, and the crowd obviously loved it. Nobody takes this kind of event too seriously, for the performance of the cars depends more on the skill of the engine tuners and the virtuosity of the drivers than on the excellence or otherwise of the models you can buy. However, one must praise the very high standard of reliability that was shown under these very arduous conditions.

There is little doubt that the Jaguar is comfortably the fastest production saloon on the market, and so Mike Hawthorn's victory was by no means a surprise. One of the Austin A35s had a

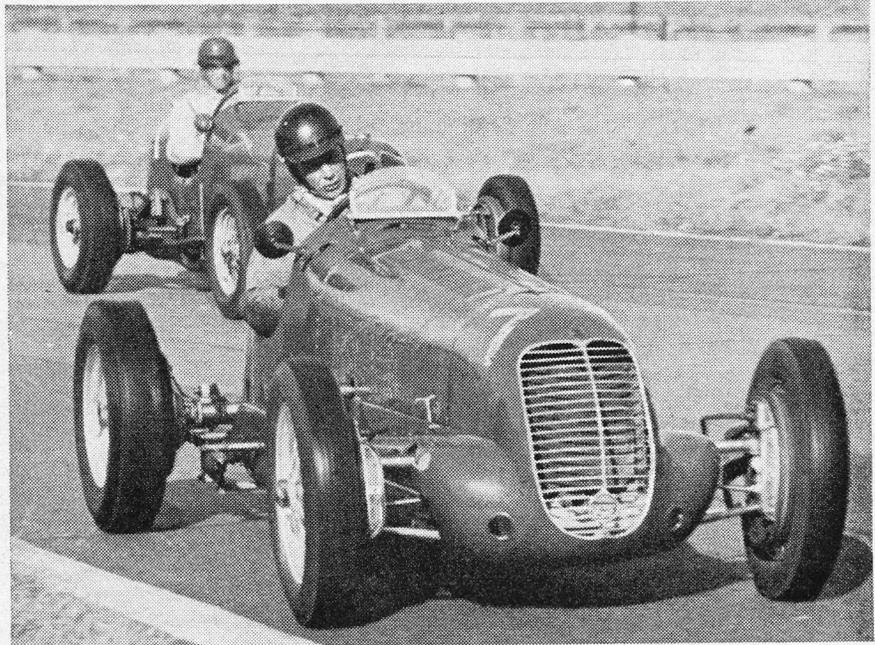
WELL AHEAD of the rest of the field, at the start of the Trophy Race final, are the B.R.M.s of Behra and Flockhart. Shell's is out of the picture to the left.



SCRAMBLING away from the Le Mans start of the "big" sports car race, Tony Brooks takes the lead, followed by Roy Salvadori. Behind them the pack gets away, with Archie Scott-Brown juggling for position on the left.

MOTOR RACING scene from yesterday as J. R. Hayward (Maserati 1,493 c.c. (s)) marches into Madgwick while H. C. Spero's very quick 3-litre blown Maserati sits close behind. Spero made fastest lap in the racing car event at 76.87 m.p.h.

THOSE enthusiasts who prefer to watch vintage and Edwardian cars rather than the modern G.P. machines enjoyed a good day's sport at Goodwood last Saturday. An excellent meeting was organized by the V.S.C.C. and attracted a large entry of the old brigade. There were two demonstration runs, first by veteran and Edwardian cars, then by vintage and historic machines; two 10-lap scratch races, a *concours*, and finally a grand parade of all the *concours* cars. After the judging of the *concours* entries there was a demonstration run of veteran and Edwardian cars, the largest and fastest of which was the 21-litre Metallurgique, a most superb motor car as John Bolster will tell you. Others included S. J. Skinner's beautiful 1910 Rolls-Royce, B. Norman's de Dion Bouton, a Bedford Buick, a Swift, two Rovers, a Talbot, a Napier, a Renault and a Daimler.



Vintage Goodwood

G. H. G. Burton (4½-litre Bentley) and W. F. Moss (E.R.A.) Win at V.S.C.C. Race Meeting—Isotta Fraschini Wins *Concours*

The next event was a 10-lapper for vintage sports cars. This was contested by no fewer than eight Bentleys, two Rileys, a very fast little Amilcar, an F-N, and various other old 'uns. The front row of the grid comprised four Bentleys, with G. G. McDonald's 4.6-litre in pole position. At the "off" N. Arnold Foster motored on the grass in his efforts to get up amongst the bigger boys in his Frazer-Nash. At the end of the first lap George Burton (Bentley) held a short lead over McDonald. Next came D. Allen (A.C.-Nash) and Major J. Bailey (Bentley). Burton and McDonald were really having a ding-dong for the lead, both screaming through Madgwick absolutely on the limit, tyres bending and exhausts blaring.

On lap five, Burton was baulked by a slower car out in the country and McDonald went into the lead. His moment of glory was brief in the extreme, however, for the next time round he came in to retire with suspicious noises under the bonnet. This left Burton with a comfortable lead over Allen's A.C.-Nash, who in turn led Major Bailey's Bentley. And that was how they finished. Burton's average speed for the 10 laps being a creditable 74.80 m.p.h. He also set the fastest lap at 77.56 m.p.h.

Whilst all this was going on, four U.S.A.F. boys in Super Sabres were giving an aerobatic display for the benefit of flying enthusiasts at Tangmere. They finished the display with a "Fleur de Lys" and one naughty little man ambled cheerily through the sound barrier, which prompted an American visitor to remark, "Say, that guy's moving some!"

The next item on the agenda was a demonstration by vintage cars. This was as pleasing a sight as one could wish to see, with practically every known car of the vintage era partaking. These magnificent machines rumbled round the circuit in alphabetical order—Alfas, Astons, Bugattis, Bentleys, Frazer-Nashes, Rolls-Royces, the lot. Among the rarer birds were an Ariel, a Ballot, a Calthorpe, a Graham Paige, two Gwynnes, a superb Isotta Fraschini and a couple of Voisins.

Three-quarters of an hour later came the second, and final, race of the day: a 10-lap event again, for vintage and historic racing cars. As the cars were being lined up on the grid a sharp rain-storm soaked the track. The struggle for the lead was obviously going to be between Spero (3.0 Maserati (s)) and W. F. Moss in "Remus". The field included several E.R.A.s, Bentleys (including McDonald who was obviously satisfied that the noises experienced in the first race were not serious enough to prevent him from starting in this one), Amilcars and Sir Ralph Millais's Sunbeam, driven by R. C. Symondson, the last-named having difficulty in starting, and only succeeding as the flag fell!

Although Spero had pole position, Moss was first into Madgwick, the rest of the field disappearing in a cloud of spray. At the end of the first lap Moss led Spero by just over one second and proceeded to gain about the same every lap until lap five when the pack was shuffled somewhat on the far side of the course, and a rather astonished J. R. Hayward found himself in the lead. He was followed by C. E. Lyne in his beautiful little Amilcar. On the same lap McDonald retired with a recurrence

of his engine trouble. Next lap, however, Moss and Spero were one, two again, the former coming through the chicane almost broadside on, with spray flying from his wheels. The order remained unchanged for the remaining laps, Moss eventually leading Spero over the line by 13 secs. Third was T. T. Carson (E.R.A.), and D. H. C. Hall (E.R.A.) was fourth. Moss's average speed was 74.17 m.p.h. which, in view of the conditions, was to be expected. Spero set up fastest lap at 76.87 m.p.h.

After this race the *concours* winners were announced. The winner was T. C. Lyons's Isotta Fraschini landaulette, mentioned earlier. Second was S. J. Skinner's 1910 Rolls-Royce which took part in the Anglo-American Rally earlier this year, and third was P. A. Mann's 3-litre Bentley. The winners having been announced, all the cars entered for the *concours* were lined up for the grand parade. Headed by the president, past president and finalists in the *concours* the enormous line of cars made its way round the track. Perhaps the most popular cars of all were the little Austin "Chummies", all in showroom condition, which kept in line abreast all the way round.

And so ended a delightful day's sport, the topical conversation of those departing appearing to be the B.R.M.'s clean sweep at Silverstone, many miles away. However, everybody seemed quite content to watch the forerunners of today's F1 cars in an excellently organized V.S.C.C. meeting.

CHRIS NIXON.

Results

10 lap Scratch Race for Vintage Sports Cars: 1, G. H. G. Burton (Bentley), 74.8 m.p.h.; 2, D. Allen (A.C.-Nash); 3, Major J. H. Bailey (Bentley). **Fastest lap:** Burton, 77.56 m.p.h. **Class Awards, up to 1,500 c.c.:** H. K'ciman (Riley); **1,501-3,000 c.c.:** D. Allen (A.C.-Nash).

10 lap Scratch Race for Vintage and Historic Racing Cars: 1, W. F. Moss (E.R.A.), 74.17 m.p.h.; 2, H. C. Spero (Maserati); 3, T. T. Carson (E.R.A.). **Fastest lap:** Spero (Maserati), 76.87 m.p.h. **Vintage Award:** J. C. Tozer (Amilcar), 66.31 m.p.h. **Fastest Vintage lap:** J. C. Tozer (Amilcar), 69.23 m.p.h.

Concours: 1, T. C. Lyons (Isotta Fraschini); 2, S. J. Skinner (Rolls-Royce); 3, P. A. Mann (Bentley).

Success* Proves

INTERNATIONAL DAILY EXPRESS

TROPHY MEETING

INTERNATIONAL TROPHY

1st J. Behra
B.R.M.

2nd H. Shell
B.R.M.

3rd R. Flockhart
B.R.M.

Sports cars (up to 1500 c.c.)

1st 2nd 3rd 2nd 3rd

Formula II cars

1st 2nd 3rd 1st 2nd 3rd

500 c.c. cars

Production touring cars

Sports cars

(over 1500 c.c.)

2nd

(Subject to official confirmation)



*ALL ON DUNLOP TYRES

they build durability at
DUNLOP

VICTORS, car, organizers and pots: From left to right, Mike Wood, Jimmy Ray, John Waddington and Jeff Dixon stand by the Wolseley which is laden with the trophies won by Waddington and Wood.

It was anticipated that the Liverpool M.C.'s Jeans Gold Cup Rally, one of the B.T. & R.D.A.'s Silver Star events, would be a tough and hard-driving event, but few people, if any, expected that so many marks would be lost even by the winners.

During the last few years the Jeans, developed into a rally from the classic trial of pre- and post-war years, has built up a reputation under the organization of such rally experts as the late Peter Reece and Barry Davies as being one of the toughest rallies in the calendar. This year was the second of the series run by Jimmy Ray and Jeff Dixon, and as this pair have, amongst other achievements, been three times winners of the London Rally, most people expected a hard night's motoring.

The Jeans is known to be a drivers' rally more than a pure navigation exercise, and as the territory covered was in



The Jeans Gold Cup Rally

the Yorkshire Dales, the Lake District and the Pennines, the organizers decided to give a time allowance to the less powerful cars on the shorter and steeper sections. In effect this worked out that all classes except the big sports car class were given an allowance ranging from one minute for a Sunbeam 90 on a 40-mile moorland section to three minutes for a Dauphine on a 17-mile section in the Lake District. This seems to be a fair system to equalize the chances of, say, a Fiat 600 and a TR2.

The rally started at 6 p.m. on Saturday evening, 31st August, with starting points at Liverpool and Ferrybridge in Yorkshire, and all but seven of the 67 entrants set off on the 375 miles journey. The routes went via route checks to the first

common control at Slaidburn and thence over gated moorland roads in the Pennines to the hills beyond Askrigg. After this came a short 10-minute section which caused the first loss of marks amongst the "fast boys". Two or three controls later on competitors were handed a marked map, London Rally style, and from then on marks were lost by the hundred. Even the eventual winners, John Waddington and Mike Wood in a new 1500 Wolseley, missed a control out, and most people were missing them out wholesale.

Waddington and Wood proved yet again that they are without any question the best combination of driver and navigator in British rallies, regardless of the type of car they are in. Their haul for

the night included the Jeans Gold Cup, the Reece-Davies Memorial Trophy for the best performance in the tests on handicap, their class award, the team award, and the awards for the best Liverpool M.C. and the best B.T. & R.D.A. members.

IAN HALL.

Results

Jeans Gold Cup: J. W. Waddington/J. M. Wood (Wolseley 1500). **Best L.M.C. member, Peter Reece-Barry Davies Memorial Trophy and Best B.T. & R.D.A. member:** J. W. Waddington/J. M. Wood. **Second best performance:** F. Snaylam/P. L. Glaister (TR3). **Third best performance:** J. D. Wood/D. A. Wilkinson (TR2).

Class Awards

F. A. Marsh/Mrs. Marsh (Renault Dauphine); J. W. Waddington/J. M. Wood; A. C. Crowther/D. W. Vernon (Anglia); O. G. Stirling/B. C. Harrocks (Sunbeam Talbot 90); A. H. Senior/C. Hall (Modified Austin A50); F. Snaylam/P. L. Glaister (TR3). **Ladies' Awards:** Miss C. Reakes/Miss S. Bridge/Miss E. V. Domleo (Ford Zephyr). **Team Award:** J. W. Waddington and A. H. Senior.

Brunton Records Go

CLASS records and the hill record fell like autumn leaves at the B.A.R.C. Brunton hill-climb on Sunday. Tommy Sopwith, who swept all before him last season with b.t.d.s in all three climbs, again proved invincible both in a very pretty Mercedes 300SL Roadster—one of the first to be seen in this country—and in American Lupton Rainwater's Cooper-Climax 1,500 sports-racing machine. It was in the latter car that he did his first run in a storming 23.67 secs., beating A. F. Rivers-Fletcher's three-month-old course record of 23.88 secs. The record run followed Rainwater's own climb in a more than creditable 24.39 secs., which stood for several minutes as a class record.

Just to show that Tommy was not the only man who could climb fast, Mr. Rainwater tried really hard in his second run to record 23.92 secs., quite fantastically fast for a stranger to the course. T. E. B. S., however, wasn't having that: on his second run he left nothing to chance and almost set the road alight by rocketing up the hill at high speed but without fuss in 23.4 secs.—a time which no one could better.

There were a few near misses in the racing classes, too. D. R. Good's Cooper 1,100 twin went up while Sopwith's record stood at 23.67 and there were gasps all round and much pondering in the paddock when his time was announced: 23.68 secs.! The expected threat did not materialize, however, although Good showed that his climb was no flash in the exhaust pipe by having another go and getting up in 23.98 secs.

First car to climb was P. N. Yeatman's Renault 750, going up in 42.72 secs. to make its first run fractionally faster than its second attempt. Yeatman was followed by D. Richmond in an 803 c.c. Morris Minor, which did its first run in 45.54 secs. On its second climb, however, something horrid happened to the power and as it limped up to record a time of 74.01 secs. the frenzied officials who almost climbed up trees to see if it was going to make it formed a sight that was joyous to behold and probably unique.

Class record tables underwent a lot of hasty revision during the day. E. E. Fenning showed the capabilities of the Wolseley 1,500 to set a new 1,401-1,900 c.c. saloon class record in 31.48 secs.; Geoff Coles recorded 28.29 secs. in his

blown 750 c.c. M.G. to do the same thing in the up to 950 c.c. sports car class.

In the larger sports car section—1,901-2,750 c.c.—J. R. Rudd's Frazer-Nash Le Mans replica went up in 25.38 secs. to set a new record and Patsy Burt broke her own ladies' hill record with a climb of 24.73 secs. in her Cooper-Climax to win the 1,100 c.c. sports-racing class.

MARTYN WATKINS.

Results

These results are unofficial and subject to correction.

B.T.D.: T. E. B. Sopwith (Cooper-Climax), 23.4 s. (hill record). **Second B.T.D.:** D. R. Good (Cooper 1,100), 23.68 s. **Saloon Cars up to 950 c.c.:** J. Ashworth (Morris 946), 36.01 s. **951-1,400 c.c.:** R. P. Heatley (Ford 1,172 o.h.i.v.), 34.06 s. **1,401-1,900 c.c.:** E. E. Fenning (Wolseley 1,500), 31.48 s. **1,901-2,750 c.c.:** P. J. Harris (Ford Zephyr 2,553), 82.77 s. **Over 2,750 c.c.:** J. A. Tiller (Ford Pilot 3,622), 32.48 s. **Closed Cars up to 2,000 c.c.:** J. Burke (Porsche 1,498), 27.08 s. **Over 2,000 c.c.:** J. Sieff (Mercedes 300SL 2,996), 27.2 s. **Sports Cars up to 950 c.c.:** G. V. Coles (M.G. 750 s/c), 28.29 s. **951-1,400 c.c.:** W. A. Cleave (Morris 1,086), 27.74 s. **1,401-1,900 c.c.:** M. J. Reid (M.G.A 1,489), 30.45 s. **1,901-2,750 c.c.:** J. R. Rudd (Frazer-Nash 1,971), 25.38 s. **Over 2,750 c.c.:** T. E. B. Sopwith (Mercedes 300SL 2,996), 25.93 s. **Sports-Racing Cars up to 1,100 c.c.:** Miss Patsy Burt (Cooper 1,098), 24.73 s. **1,101-2,000 c.c.:** T. E. B. Sopwith (Cooper 1,460), 23.4 s. **Over 2,000 c.c.:** P. L. Farquharson (Allard 4,375), 25.31 s. **Racing Cars up to 500 c.c.:** R. B. James (Cooper 498), 24.57 s. **Over 500 c.c.:** D. R. Good (Cooper 1,100), 23.68 s.

At Silverstone races however fast the pace is,
 And Goodwood, Oulton or even in Grand Prix,
 In Astons, Jaguars, Lotus or in Cooper cars,
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FINEST PETROL IN THE WORLD

Daily Express International Meeting—Silverstone, September 14

SPORTS CAR RACE (1)

Up to 1,500 c.c.	1st R. Flockhart	LOTUS-CLIMAX*
1,100 c.c. Class	1st K. Hall	LOTUS-CLIMAX*
1,500 c.c. Class	1st R. Flockhart	LOTUS-CLIMAX*

SPORTS CAR RACE (2)

Over 1,500 c.c.	1st R. Salvadori	ASTON MARTIN
Up to 2,700 c.c.	1st B. Naylor	LOTUS-MASERATI*
Over 2,700 c.c. Class	1st R. Salvadori	ASTON MARTIN

All Sports Car Races and classes won on Golden Esso Extra

FORMULA II RACE

1st R. Salvadori COOPER-CLIMAX*

Record Lap by Cliff Allison LOTUS-CLIMAX 99.41 m.p.h.

(Subject to official confirmation)

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SUNBAC'S ninth Silverstone meeting on 7th September was a far happier event than the 1956 fixture. After an early threat of rain which did not materialize, the sun, a notable absentee last year, shone all day and the organization had an air of smooth efficiency which made the long day pass all too quickly. It was unfortunate that a slight shadow was cast over the proceedings by a nasty accident to W. S. Bader in the last race but, although he was thrown out when his Riley overturned at Copse, the doctor's preliminary examination revealed no worse injury than concussion. The meeting followed the same general pattern as last year except for the omission of a Formula 3 race, and after the motor-cycles had held the stage for half an hour there were two half-hour blinds for cars in which the target speeds were, on the whole, fairly easy to maintain. Racing proper then got under way with a six-lap scratch race for sports cars up to 1½-litres. Pauline Mayman showed everyone the way into Copse, but by the end of the first lap M. G.

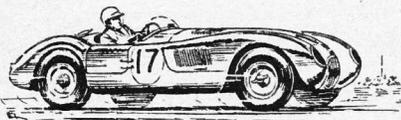
at Woodcote and restarted behind the rest of the bunch, which by this time was in the order Axon-Mayman-Gossage-Hassall. Three laps later he was up behind Mayman again when Axon spun off at Copse after a series of near-misses. On the next lap he passed Mayman in a burst of speed and held second place once more until lap 16 when, of all things, he ran out of petrol! By this time Gossage, Hassall and Axon had no daylight showing between them as they pursued Mayman round, but at Woodcote next tour Axon made his final blunder and spun in the path of the other two. Gossage was shunted by the Jag, despite an effort to get out of the way, which landed him into the bank and out of the money—bad luck indeed—but Hassall skilfully dodged round the back and landed a well-deserved third place. As if to show that the race had been a great strain nearly half the field, including Lionel Mayman in an unassailable second place, came within an ace of losing their mounts on the last corner! This eventful race also saw

Sunbac Silverstone

Fine Organization and Keen Competition at Sunbac's Ninth Annual Meeting

Dickens had brought his Lotus to the front, whence no one could dislodge him. Donald Mathieson spun a second place away at Woodcote on lap 2, but other rude males gradually shouldered Pauline down the field to seventh place at the end; Len Gibbs came home a rousing second, with Bruno Ferrari third and J. C. Brierley's Victoria-Climax a creditable fourth.

A similar race followed for the larger sports cars in which very little place-changing occurred, but it was nevertheless a satisfying spectacle. Two Cooper-Jaguars and a "C"-type (drivers Shale,



Head and Mould) led the field at the end of the opening lap in what was to be their finishing order despite a tremendous effort by Michael Head on the last corner, and behind these giants W. E. Wilks, driving excellently, climbed a couple of places up the ladder to bring his Frazer-Nash home a well-deserved fourth.

The next offering was a 50 kilometre race (20 laps of the Club circuit) for popular sports cars; it was a great success and intensely exciting, providing a clear-cut win for John Venn's Austin-Healey which took the lead on the sixth lap after working up five places and ran away from the field. Behind him, however, a tremendous struggle ensued for the places between J. B. Wagstaff and D. G. Gossage (Triumphs), Lionel Mayman (Morgan), J. R. Axon (XK 120) and Vic Hassall (Ace). Wagstaff seized the lead from Gossage and held it until John Venn came through to the front, what time Axon had literally forced his Jag. up to third. On lap 7 Wagstaff spun

another inversion early on when R. P. Staffieri rolled his Austin-Healey at Becketts, fortunately without hurt.

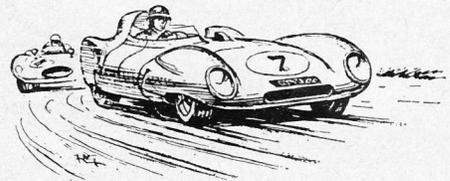
Back, then, to the comparative calm of a 750 Formula race with a near-record entry and some splendid driving of these remarkably fleet little cars. R. D. Lee led throughout, but was challenged very strongly at half-distance by L. G. Hockney who then, however, appeared to have shot his bolt and settled for a safe second, followed home by J. B. Moore and P. A. Cross. J. S. French made an early retirement with quantities of coolant issuing from both carburetter intakes and J. G. W. Marsh had the wretched luck to poke a rod out through the side after reaching third place, having already made a frantic dash to Reading for a replacement cylinder head.

The 1,172 race which followed was a great triumph for Eric Broadley and Lola, who fought and won a stirring duel with R. N. Prior's Mark Eleven Lotus while the rest of the field tailed round behind with hardly a change of order. Lola led off the line, was passed, fought back to the front, was passed again, and somehow got to the front once more. As the two cars emerged from Woodcote for the last time they shot either side of a tail-ender and crossed the finishing line abreast in a tremendous rush, Lola gaining the decision by a wheel.

Next came a 10-lap handicap for Vintage and Thoroughbreds in which the little Austin of P. A. Cross gave the handicapper a rude shock by romping home unchallenged. J. F. Barber's Anzani-Nash had the misfortune to run a big-end at Copse when lying second, letting W. S. Bader's Riley into the place it held until the end, despite a stern effort by Bob Bradley with the 4½ Bentley from scratch. P. M. Sims's beautifully preserved Aston Martin made a good showing, and Cross's driving was exemplary.

Lastly, there was a six-lap handicap run in three heats with no final, which gave nearly everyone the chance of another dice. It was rather amusing that not one of the heat winners got the satisfaction of the down-swept chequered flag, and each heat ran for seven laps, although results were issued as at the end of the sixth lap. The explanation for this is that, from ground level by the timing bus, it is almost impossible to identify a car coming out of Woodcote when the sun gets low; with large and varied fields and cars passing continuously the winner in each case, although known in advance, took the poor flag-wagger by surprise.

In the first heat John Venn stormed through to another fine victory, with Wickson's Buckler second and Michael Head's Cooper-Jaguar third after a mighty effort from scratch. The second heat was presented to Wagstaff by virtue of an increased handicap allowance, but he motored to such tune that he was pronounced the outright winner when the results were co-ordinated; David Shale managed second from the scratch mark and Brierley's Victoria-Climax came with a terrific rush in the closing laps to land a wonderful third. Eric Pantlin put his Lotus in the ditch at Becketts and tore off the stern. In the



last heat Wilks again drove a fine race to win with the Frazer-Nash, followed by the Aces of Leigh Jones and Kemp; it was in this race that Bader overturned his Riley and was taken to hospital. Computation by the timekeepers finally gave the overall results as: first Wagstaff, second Venn, third Wilks, the three heat winners in the reverse order of their race averages; such is handicap racing!

DAVID PRITCHARD.

Results

Sports Cars, under 1,500 c.c. (6 laps): 1, M. G. Dickens (1,220 c.c. Lotus XI-Climax), 74.53 m.p.h.; 2, L. Gibbs (1,098 c.c. Lotus XI-Climax); 3, B. Ferrari (1,098 c.c. Lotus XI-Climax).

Sports Cars, over 1,500 c.c. (6 laps): 1, D. S. Shale (3,442 c.c. Cooper-Jaguar), 79.15 m.p.h.; 2, M. W. Head (3,442 c.c. Cooper-Jaguar); 3, P. Mould (3,442 c.c. Jaguar "C").

50 Kilometre Race for Popular Sports Cars: 1, J. Venn (2,660 c.c. Austin-Healey 100), 70.38 m.p.h.; 2, L. Mayman (1,991 c.c. Morgan Plus 4-TR2); 3, V. Hassall (1,991 c.c. A.C. Ace).

750 c.c. Formula Race (6 laps): 1, R. D. Lee (750 c.c. 1937 Austin), 60.79 m.p.h.; 2, L. G. Hockney (750 c.c. Speedy Austin); 3, J. B. Moore (750 c.c. Austin).

1,172 c.c. Formula Race (6 laps): 1, E. H. Broadley (1,172 c.c. Lola), 70.28 m.p.h.; 2, R. N. Prior (1,172 c.c. Lotus XI-Ford); 3, J. W. Anstice-Brown (1,172 Lotus IX).

Handicap Race for Vintage and Thoroughbred Cars (10 laps): 1, P. A. Cross (750 c.c. Austin), 58.26 m.p.h.; 2, W. S. Bader (1,087 c.c. Riley); 3, R. P. Bradley (4,396 c.c. Bentley).

Heat 1. Handicap Race (6 laps): 1, J. Venn (2,660 c.c. Austin-Healey), 69.91 m.p.h.; 2, R. W. Wickson (1,172 c.c. Buckler 90); 3, M. W. Head (3,442 c.c. Cooper-Jaguar).

Heat 2. Handicap Race (6 laps): 1, J. B. Wagstaff (1,991 c.c. TR2), 68.89 m.p.h.; 2, D. S. Shale (3,442 c.c. Cooper-Jaguar); 3, J. C. Brierley (1,079 c.c. Victoria-Climax).

Heat 3. Handicap Race (6 laps): 1, W. Wilks (1,971 c.c. Frazer-Nash/Bristol), 72.69 m.p.h.; 2, C. R. Leigh Jones (1,991 c.c. A.C. Ace); 3, E. G. Kemp (1,991 c.c. A.C. Ace).

Overall Results: 1, Wagstaff; 2, Venn; 3, Wilks.

For the 9th year running...

JAGUAR

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B.R.D.C. 'DAILY EXPRESS' MEETING

14th September, 1957

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Average Speed Record of 82·19 m.p.h.

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TEAM PRIZE

All private entries

Subject to Official Confirmation

JAGUARS FIGHT: *McAdam's XK model leads Gillie Tyrer's disc-braked C-type into one of the course's fast bends.*

LAST year, at the Darlington Motor Club's annual six-event, half-hour set-average dice, the ratio was eight out of 68 successful. On Sunday 8th September, a large crowd saw a vastly increased entry with only three drivers, Johnnie Higham (Lotus-Climax), Frank Elliott (Lister-Bristol) and Gillie Tyrer reach their target figures.

The latter, driving his beautifully prepared disc-braked C-type Jaguar, was successful in two events, the car running as if on rails, a veritable exhibition from an old hand at the game to the countless newcomers.

Difficulties At Darlington

Darlington M.C. High Speed Trials set exacting tasks for drivers

Hard luck was plentiful, so were spins and hedging and ditching. Perhaps the reason for so many failures was a decided deterioration of the track, potholes being prevalent. Or was it that some competitors were a little "slap-happy" in not knowing exactly how many seconds a lap they "had to do"?

The circuit, comprising 1.2 miles of the old Croft Aerodrome track, is shaped in the form of a long "L", with two hairpins together with two fast bends and to put readers in the picture, the following table shows just what had to be done.

Up to 1,000 c.c.: 20 laps in 30 mins. at 48 m.p.h. (1 m. 30 s. per lap).

Up to 1,300 c.c.: 21 laps in 30 mins. at 50.4 m.p.h. (1 m. 25 s.).

Up to 1,600 c.c.: 22 laps in 30 mins. at 52.8 m.p.h. (1 m. 22 s.).

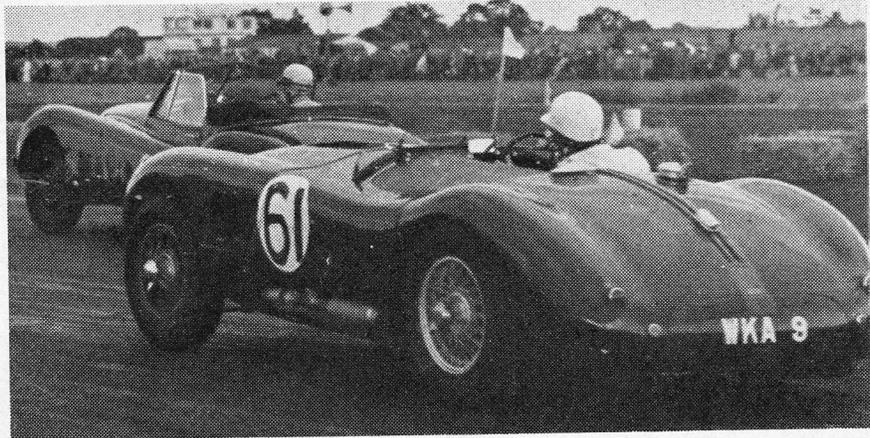
Up to 2,600 c.c.: 23 laps in 30 mins. at 55.2 m.p.h. (1 m. 18 s.).

Over 2,600 c.c.: 24 laps in 30 mins. at 57.6 m.p.h. (1 m. 15 s.).

Sports/Racing cars: 25 laps in 30 mins. at 60 m.p.h.

However, the Darlington Club decided to present an award to the fastest three times in each class, thus turning a "nice" quiet half-hour speed trial into a very fine afternoon's "competitive sport" (I must *not* use the forbidden word).

The first "race" (sorry, I mean trial) was for closed and touring machinery not exceeding 1,000 c.c. and brought out all the babies. On paper it had looked a gift for Ken Lee in a Dauphine. Not a bit of it. A gentleman named P. G. Walton had hired another Italian gentleman named Abarth to "do" things to



a 600 Fiat with such results that at the half-way mark it was out by itself. In the interim J. Dowson in a Ford Spl. had taken the Renault and so they finished, the winner's speed still two miles an hour down!

Next came the 1,300 c.c. class and introduced a Fiat Spyder in the hands of Alan Stross. This time J. B. McAdam in a Ford-engined Lotus VI really had a go, outstripping the rest of the field, but failed by only 38 secs. Second home was G. A. Percival in a very fast Anglia with J. G. Walkington's Corsi in third spot.

In the up to 1,600 class there appeared one certain name to qualify, that of Jock Sinclair in the 1½ Connaught who had to lap at 1 min. 22 secs., as he had been timed in practice down to 1 min. 15 secs. However, the Connaught went all temperamental and lost its throttle connections. Jock secured these but in so doing lost two minutes, and, trying too hard, spun it. Very hard luck as towards the finish he was doing 1 min. 14 secs. Second and third home were G. Durham (Porsche) and I. H. Smith (M.G. Wisp). These two, together with C. W. Lawson on another Porsche, had really given the crowds a thrill as for the whole distance, they circulated as if roped together.

Class 4 for cars up to 2,600 c.c. brought out some faster "stuff", notably Higham with a Lotus-Climax and Elliott with a Lister-Bristol, and even with the speed available both drivers had to go some to qualify. Higham was in with 15 secs. to spare and Elliott ten. Third

man home was A. J. Burton in a well driven A.C. Ace.

The next "tour" was for cars over 2,600 c.c. and brought out the C-type of Gillie Tyrer, who, treating the whole affair as a Sunday afternoon's drive and working strictly to stop watch qualified with 45 secs. to spare. Higham, driving well with a distinct possibility of a double, broke a gearbox. Second home was M. Kellett in an Austin-Healey and third B. Harpin in his Lotus-Climax.

Last event of the day, a free-for-all, did bring out one 500 c.c. Emeryson and the F.H.N. Spl. of the one and only F. Harrison. Neither of these finished and it was left again to Gillie Tyrer who on this occasion really had to go. He never varied, lapping consistently in 1 min. 10 secs. and 1 min. 11 secs. to qualify with 25 secs. in hand. Some distance behind, a fantastic scrap was in progress between Elliott and Sinclair, the latter driving his 1,500 to the limit and several times beyond it, spinning at least three times but strange to say, never losing ground. They were, however, two laps too few at the flag.

This annual affair is a grand do, and if any of the boys really fancy their chance with a standard sports car, they are welcome to have a go, and if they do succeed they can pick up quite a few bags of lolly "on the side". The Darlington boys are proud of their organization, handicapping, etc., and well they might be, because it just cannot be faulted. Thank you, Mr. Stephens and Co., for a "right good do" and just for the record, next year, I'm betting with them!

FRANCIS PENN.

Results

Up to 1,000 c.c.: 1, P. G. Walton (Fiat), 45.6 m.p.h.*; 2, J. Dowson (Ford Spl.); 3, K. Lee (Renault).

Up to 1,300 c.c.: 1, J. B. McAdam (Lotus), 48.0 m.p.h.*; 2, G. A. Percival (Ford); 3, J. G. Walkington (Corsi).

Up to 1,600 c.c.: 1, J. Sinclair (Connaught), 50.4 m.p.h.*; 2, G. Durham (Porsche); 3, I. H. Smith (M.G. Wisp).

Up to 2,600 c.c.: 1, J. Higham (Lotus-Climax), 55.2 m.p.h.*; 2, F. Elliott (Lister-Bristol)*; 3, A. J. Burton (A.C. Ace).

Over 2,600 c.c.: 1, G. Tyrer (Jaguar), 60.7 m.p.h.*; 2, M. Kellett (Austin-Healey); 3, B. Harpin (Lotus).

Sports-Racing Cars: 1, G. Tyrer (Jaguar), 61.1 m.p.h.*; 2, F. Elliott (Lister); 3, J. Sinclair (Connaught).

* Denotes qualifier.



PORSCHE of G. Durham leads I. H. Smith (M.G. Wisp), second and third home behind Jock Sinclair's Connaught in the up to 1,600 c.c. class.

CASTROL WINS

AT SILVERSTONE

SPORTS CAR RACE

OUTRIGHT WINNER

DAVID BROWN

ASTON MARTIN

(R. Salvadori)

3RD ASTON MARTIN (N. Cunningham-Reid)

4TH ASTON MARTIN (C. A. S. Brooks)

MANUFACTURER'S TEAM PRIZE

ASTON MARTIN

(Subject to official confirmation)

Follow the experts—
always ask for Castrol by name



Club News

By MARTYN WATKINS

THERE seems to be a following that grows rapidly as the years pass for the pre-war type of long-distance trial. It is rightly said that one often hears the remark that there should be more of these events: whether you agree with the sentiment is, of course, a matter of choice. However, the Falcon Motor Club people decided that "them's our sentiments" and four years ago took the plunge and organized the first long Guy Fawkes trial. And all those people who tramp off to Land's End and Exeter with the M.C.C. really do enjoy it, it seems, for response and enthusiasm for the Guy Fawkes events have grown every year to such an extent that the club now runs two such trials every year.

On the basis that, with support of this kind, there must still be a lot of folk around who cherish a secret dream of entering a trial of this kind but who don't because they don't quite know what to expect, there is the Guido Vase 200 which, it is hoped, will be a lead-up event to the Guy Fawkes proper and will be suitable for the more modest competitor. Generally, the route will be the same as the 12-hour, 200-mile Guy Fawkes event, but some of the more rigorous observed sections will not be used so that the whole thing becomes a little milder. The Guy Fawkes itself has a night section having at least three hills which converges in the Cotswolds for a day-time route, with at least seven more hills and tests.

REMEMBER some time ago we used a few quotes from a publication which called itself *This Here Thing Weeklie*, alleged to be the "onethly monthly" magazine of the Madison Avenue Sports Car Driving and Chowder Society? The wives of the American bodies who belong have, it seems, joined in opposition to a state of affairs in which children and adults can argue for hours the respective merits of Ferraris and Maseratis but can't seem to recall off-hand who won the last U.S. Presidential elections. They have formed themselves into the "Madison Avenue Spouse Car Drivers and Culture Society" and will hold luncheons in the same restaurant in New York as their sports car driving husbands, but "naturally on a higher floor as the discussions will be on a higher plane". Object of the new society, it is stated, is to fill a crying need for human conversation in the lives of sports car wives.

An attractive programme of events is mapped out for the coming winter, including a film on the last chariot race from Athens to Sparta which was won by Juan Manuel Fangiopolis and a reading of Shakespeare's tragedy, "Alfa Romeo and Giulietta". So—now you know.

* * *

THE second event in Morecambe C.C. Maiden Rally series takes place on 24th September, starting from the West View Garage, Millhead, Carnforth, and covers a route of around 40 miles. . . . Leicestershire C.C.'s Lonsdale Trophy rally, a closed event, takes place on 29th September and covers about 85 miles



MAKING the most of it: Norman Henderson won the Baird Memorial Trophy handicap at Kirkistown with the smallest car in the race—and scored the Berkeley's first Irish win.

during the afternoon. . . . **Jaguar Drivers' Club** has formed a London and Home Counties branch to cater for Jaguar enthusiasts in the London area. Secretary is Mr. K. H. Logan, of 64 Broadway, West Ealing, London, W.13. . . . Next meeting of the West Midlands branch of the **Triumph Sports O.A.** will be at 8 p.m. on 25th September at the Standard Motor Co.'s Banner Lane Works, Coventry. J. C. Jeffs and Ken Richardson will be there to answer questions and give advice on maintaining Triumph motors. . . . **East Surrey M.C.** holds a full-day rally on 29th September, running over 130 miles in Kent and starting at Warlingham. Feature of the event is an exceedingly low average speed—between 20 and 22 m.p.h. Start is at 9.30 a.m. . . . **The Association of Midland Motor Clubs** holds a meeting on 1st October at 7.30 p.m. at the Royal Hotel, Ashby de la Zouch—they have a "castle abbey" somewhere in that direction, I believe. . . . **Special Builders C.C.** held its annual general meeting at the beginning of the month. Donald Snoad, Flat 4, Normanhurst, Summerhouse Road, Godalming, Surrey, remains as

secretary and editor of the *Special Builder*. . . . **Club Lotus** membership has passed the 400 mark, 55 of these being overseas members. Interested Lotus owners can obtain details and a copy of the club magazine from secretary Ian Smith, 347 Goswell Road, London, E.C.1. . . . **Anglia and Prefect O.C.** holds its 1957 Harvest rally on 29th September, starting at Havering-atte-Bower, Essex, and covering 90 miles: it's a daylight event. . . . **Sunbac's** sporting half-day—incorporating the battle of the barrel with **Hagley D.M.C.** members—takes place at Honeybourne Airfield, near Evesham, Worcs, on 22nd September. The event will be a series of driving tests for the "Broken Cogs" trophy and a barrel of fine ale—4½ gallons, to be exact—so there'll be some keen competition there, or my name's not Toper Watkins. If, by the way, the winner finds difficulty in disposing of his prize, he's welcome to send it to me. . . . **Falcon M.C.** Guy Fawkes 200 long-distance reliability trial takes place on 26th October, and invited clubs are Bristol M.C. and L.C.C., Cambridge 50 C.C., Chiltern C.C., Cheltenham M.C., Coventry and Warwicks M.C., Harrow C.C., Haslemere M.C., London M.C., M.G.C.C., Midland M.E.C., North Cornwall M.C., North London E.C.C., Northampton and D.M.C., Seven Fifty M.C., Stroud and D.M.C., and the Taunton M.C.

Coming Attractions

September 20th-24th. Viking Rally, Norway.

September 21st. A.M.O.C. Aston Martini Speed Match, Brands Hatch. Start, 12 noon.
Marston Moor Speed Trials, Marston Moor, Yorks. Start, 2 p.m.

Wirral 100 M.C. Sprint Meeting, Rhydymwyn. Start, 1 p.m.

September 22nd. Grand Prix of Modena (I, S).

Monthéry Race Meeting (T).
Herts County A. and Ae.C. Speed Trials, Brands Hatch.

Lothian C.C. Gymkhana, Drem Aerodrome. Start, 1.30 p.m.

Sunbac Sporting Half-Day, Honeybourne Airfield. Start, 2 p.m.

Kentish Border C.C./Sevenoaks and D.M.C. Driving Tests, Deiling Airfield, near Maidstone.

September 28th. B.A.R.C. Goodwood National Race Meeting.

Bexhill Road Safety Committee Safe Driving Rally.

Peterborough M.C./Northampton and D.C.C. Race Meeting, Silverstone.

September 29th. Hagley and D.L.C.C. Sprint Meeting, Chateau Impney, near Droitwich.

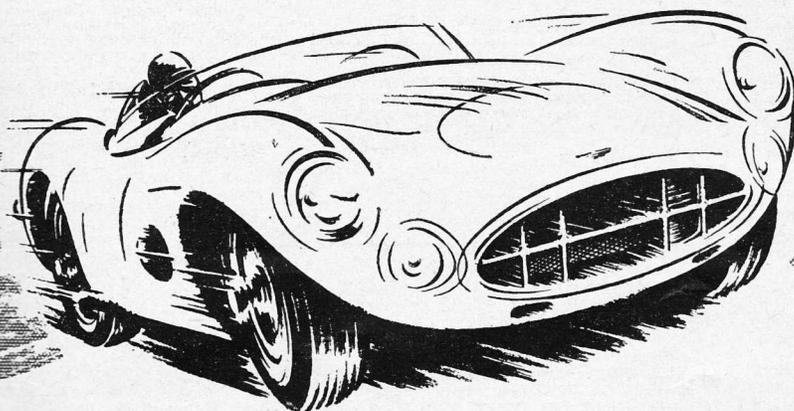
M.G.C.C. Speed Trial, Brands Hatch. Start, 1 p.m.

West Hants and Dorset Knott Cup Trial, Bovington Camp, near Wareham, Dorset. Start 12 noon.

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(Continued overleaf)

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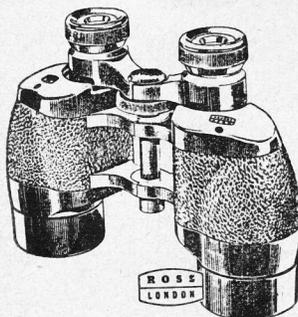
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