

# AUTOSPORT

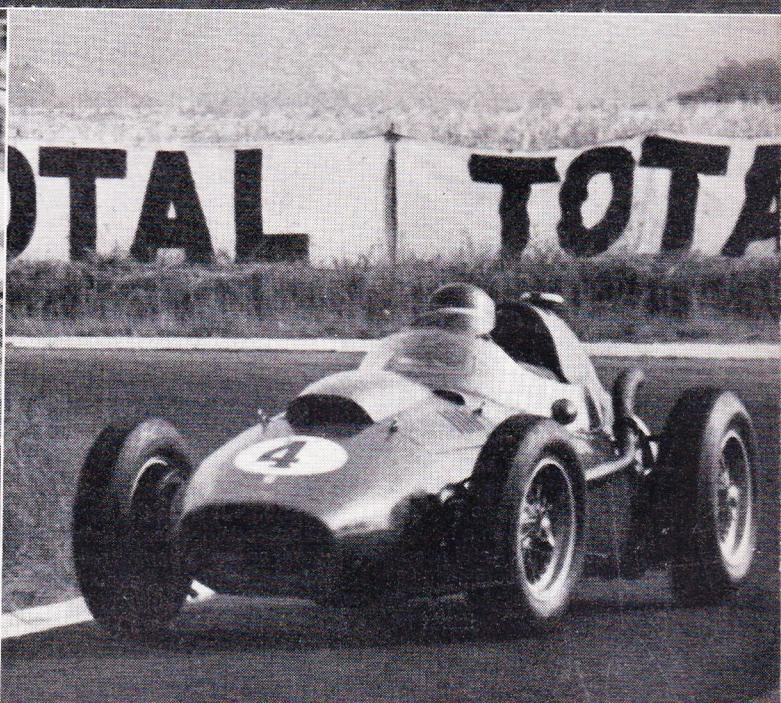
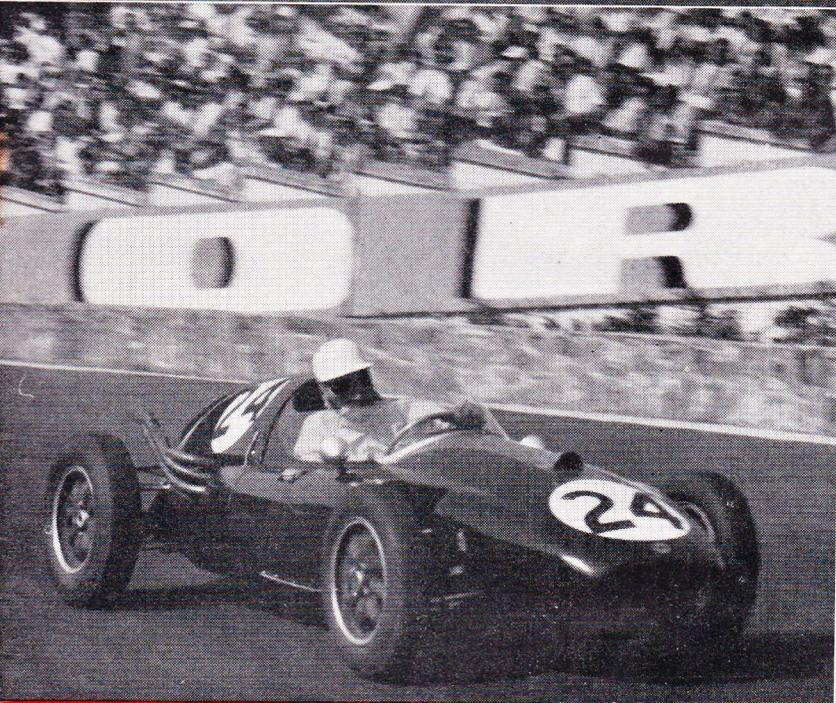
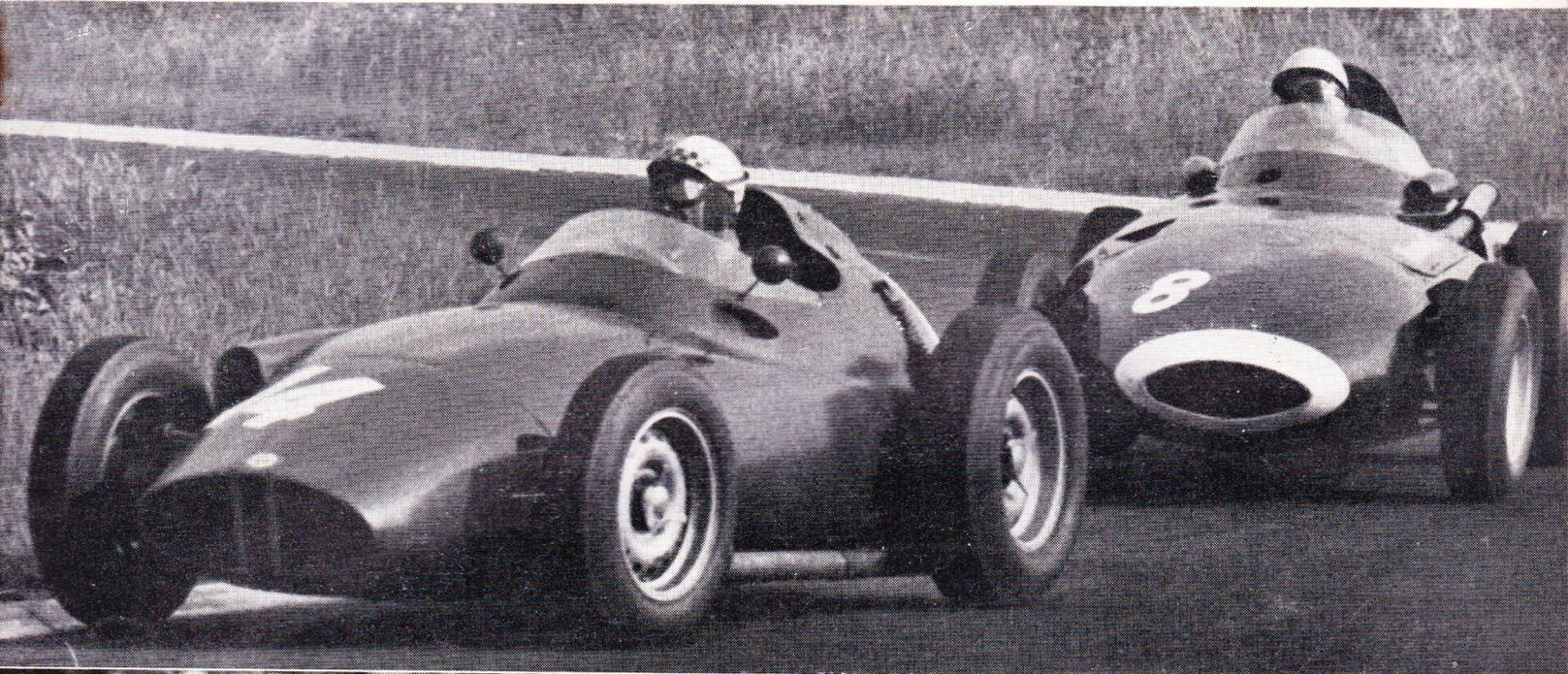
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Vol. 17 No. 3

BRITAIN'S MOTOR SPORTING WEEKLY

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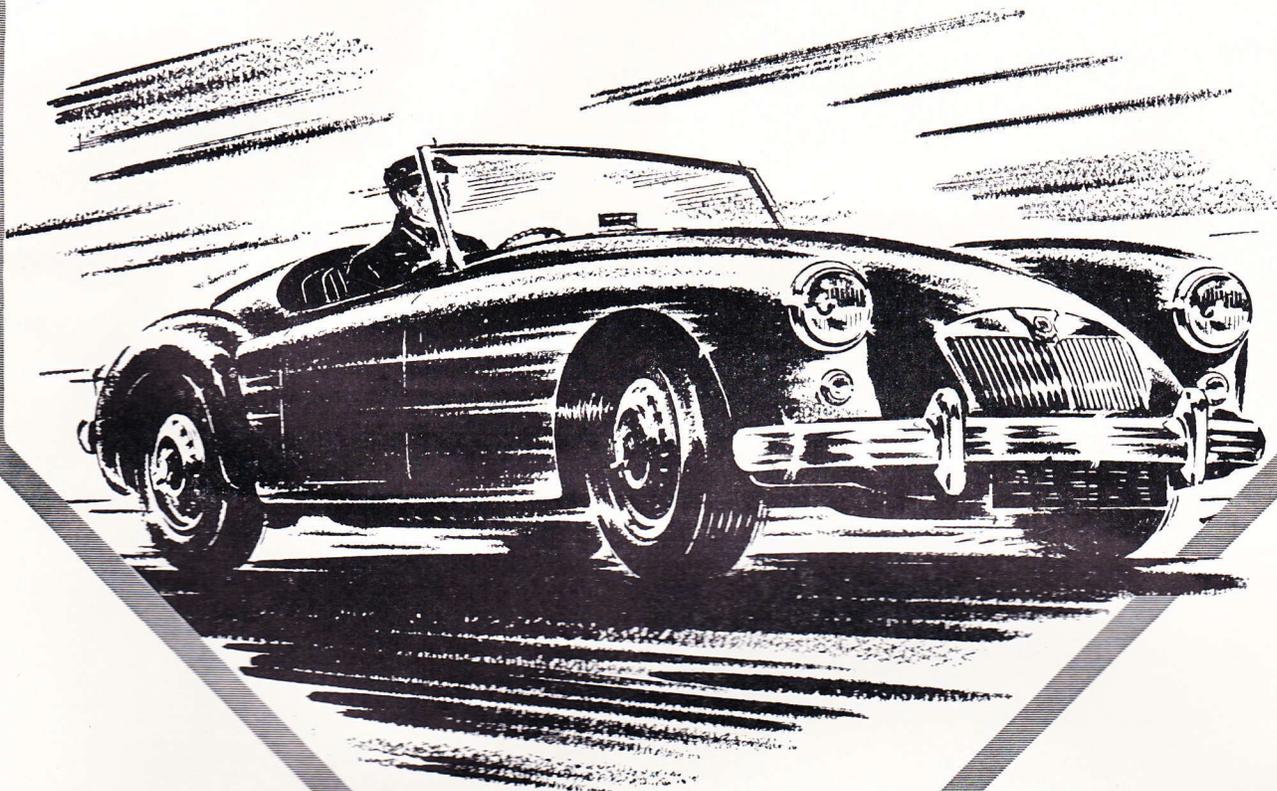
## IN THIS ISSUE

### BRITISH GRAND PRIX — THE PROSPECTS

THE NEW "TWIN-CAM" M.G.A. : THE ALPINE RALLY : MOTOR RACING IN THE U.S.S.R. : SILVER CITY'S 10th BIRTHDAY

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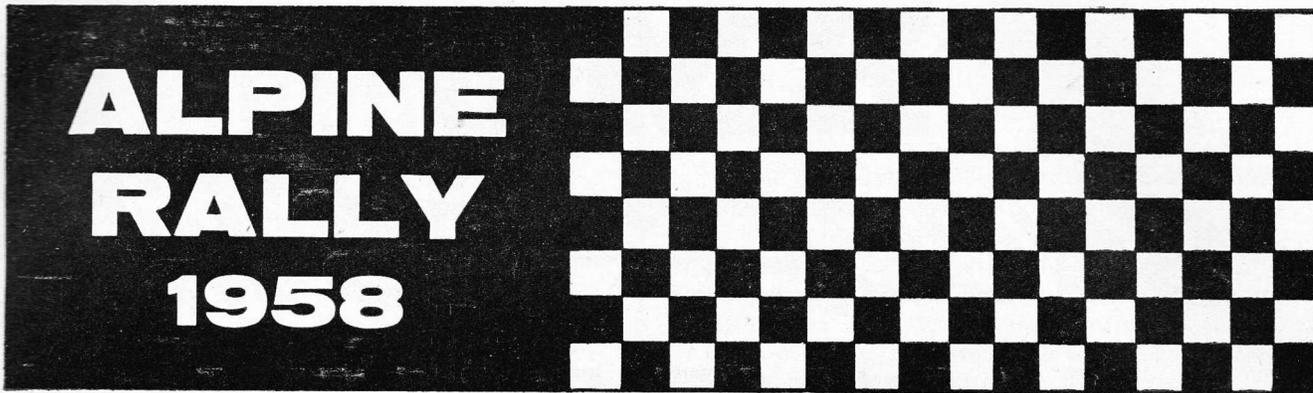
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## 1<sup>ST</sup> - 2<sup>ND</sup> - 4<sup>TH</sup> - 5<sup>TH</sup>

IN 1,300-1,600 c.c. CLASS FOR NORMAL SERIES PRODUCTION CARS

*Drivers: Peter Harper, Tommy Sopwith, Mary Handley-Page, George Hartwell*

**ALSO**

# COUPE DES ALPES

(FOR COMPLETING COURSE FREE OF ANY PENALTY)

*Drivers: Peter Harper, Peter Jopp*

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(1,300-1,600 c.c.)

### Stelvio Cup

*(for fastest climb—normal series production cars)*

*Drivers: Tommy Sopwith, Dr. E. W. Deane*

### Stelvio Cup

*(for fastest climb—modified series production cars)*

*Drivers: Ivor Bueb, Jimmy Ray*

### Mont Ventoux Cup

*(for fastest climb—normal series production cars)*

*Drivers: Peter Harper, Peter Jopp*

### Victor Joulie-Duclos Cup

*(for fastest time on J. P. Wimille Circuit)*

*Drivers: Peter Harper, Peter Jopp*

### 'Le Provençal' Cup

*(for normal series production cars)*

### 3rd—Ladies' Cup

*Drivers: Mary Handley-Page*

*Lola Grounds*

*(Subject to official confirmation)*



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# B.M.C.

## SUCCESSSES IN

# ALPINE RALLY

GRAND TOURING CLASS (500 c.c. to 1000 c.c.)

**AUSTIN HEALEY 'Sprite'**

**1st** J. SPRINZEL · W. CAVE      **2nd** T. WISDOM · J. B. HAY      **3rd** R. BROOKES · R. WELLS-WEST  
T. Wisdom won the cup for the fastest time in this class at Monza

**LADIES' PRIZE**

**AUSTIN HEALEY '100 SIX'**

**1st** MISS P. MOSS · MISS A. WISDOM      **2nd** MRS. N. MITCHELL · MISS G. WILTON-CLARK

**COUPE DES ALPES**

**AUSTIN HEALEY '100 SIX'** W. SHEPHERD · J. WILLIAMSON



GRAND TOURING CLASS (over 1600 c.c.)

**AUSTIN HEALEY '100 SIX'**

**2nd** W. SHEPHERD · J. WILLIAMSON      **4th** MISS P. MOSS · MISS A. WISDOM  
**5th** J. SEARS · S. MOORE      **6th** MRS. N. MITCHELL · MISS G. WILTON-CLARK

TOURING CLASS (1300 c.c.—1600 c.c.)

**3rd**



ONE-POINT-FIVE

A. MEREDITH-OWENS

TOURING CLASS (over 1600 c.c.)

**3rd AUSTIN** A.105

F. GROUNDS · G. SHANLEY

Out of only 25 cars finishing the course, 10 were B.M.C. models

(Subject to official confirmation)

**THE BRITISH MOTOR CORPORATION LIMITED**

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 17 No. 3 July 18, 1958

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## EDITORIAL

### SUCCESS IN THE ALPS

WITH three Coupes des Alpes from the six awarded in the Alpine Rally, British manufacturers have reason to be satisfied. Edward Harrison/Dick Habershon (Ford Zephyr), Peter Harper/Peter Jopp (Sunbeam) and Keith Ballisat/Alain Bertaut (Triumph TR3)—these were the unpenalized crews in one of the most arduous events ever organized in Alpine territory. B.M.C. also had a good rally, no fewer than 10 of their cars finishing, including the new Austin-Healey Sprites which had a most impressive début, the Sprinzel/Cave car winning its class. To Pat Moss and Anne Wisdom (Austin-Healey 100-Six) went the Coupe des Dames, a success which puts this brilliant team in the lead for the Ladies' European Touring Championship. Peter Harper's unpenalized run brings him once again in the running for the Touring Championship; undoubtedly the Sunbeam driver is the most outstanding rally personality of the year.

### DUEL AT SILVERSTONE

NEVER before has a motor race captured public imagination in Great Britain quite like Saturday's Grand Prix of Great Britain. It is the anticipated Stirling Moss-Mike Hawthorn duel which is the cause of the excitement, for the Championship of the World is at stake; both of these young British drivers are level-pegging at the top of the table with 23 points. Yet the race itself is very open; Jean Behra, Harry Schell and Masten Gregory (B.R.M.s): Peter Collins and Wolfgang von Trips (Ferraris); Tony Brooks and Stuart Lewis-Evans (Vanwalls); Jack Brabham, Roy Salvadori and Maurice Trintignant (Coopers), not to mention Team Lotus—any one of these could supply the winner. B.R.M. is very much in the reckoning, the Owen cars now having proved conclusively that they are fit to do battle in any Grand Prix company; also, Behra likes the Silverstone circuit which appears to suit his rather forceful style of driving. One must not forget also that the new recruit Masten Gregory holds the circuit sports car record, and has put up many fine performances with Maseratis. From the ebullient Harry Schell one can expect anything, for on his day he is as fast as any of his rivals. Still, in the absence of the inimitable Juan Manuel Fangio, the greatest drivers of today are undoubtedly Moss and Hawthorn. There is little to choose between Vanwall and Ferrari on the Silverstone circuit, with the odds slightly in favour of the former owing to its disc brakes. Whichever way one looks at it, the coming struggle should be a motor-racing classic, and ought to bring out the largest crowd ever to attend a motor-racing event in this country.

### OUR COVER PICTURE

WHO WILL IT BE on Saturday? Will the R.A.C. British Grand Prix be won by B.R.M.? Vanwall? Cooper? Ferrari? Or perhaps one of the new F1 Lotuses—or an independent Maserati? Seldom has a Grand Prix been so "open" as this year's event at Silverstone, and with our own Stirling Moss and Mike Hawthorn jointly leading the World Championship in Vanwall and Ferrari respectively, it will be a keenly fought contest!

# Another Victory for



ALPINE RALLY WON OUTRIGHT ON  
BP SUPER AND BP ENERGOL

**1st ALFA ROMEO**

B. CONSTEN

**2nd ALFA ROMEO**

G. CLAROU

(Subject to official confirmation)





# SILVERSTONE SATURDAY

Seven Makes in British Grand Prix—Moss-Hawthorn Struggle for World Championship Points—Chance for B.R.M.—Strong Cooper and Lotus Challenge

By GREGOR GRANT

THE 13th British Grand Prix at Silverstone, organized by the *Daily Express* and the B.R.D.C., on Saturday has an entry of 21 cars, including full teams from Vanwall, Ferrari, B.R.M., Lotus and Cooper, with "independents" in the form of Maserati and Connaught. Most exciting prospect, of course, is the anticipated battle between Stirling Moss (Vanwall) and Mike Hawthorn (Ferrari) for World Championship points, both drivers having amassed 23 points in the previous rounds. In the absence of Juan Manuel Fangio, the British drivers are undoubtedly the fastest in the world; Moss has already won two *grandes épreuves*, and Hawthorn one. There is little, if anything, to choose between them, although Moss may prove to be quicker on the Silverstone circuit than his rival. Brakes play an important part

Masten Gregory, holder of the Silverstone circuit sports car record, being in the third car. Gregory has rapidly become one of the "Top Ten" in Grand Prix racing.

Now we come to the real "dark horses" of the race, the Climax-powered Coopers and Lotuses. Silverstone should suit these cars admirably, and their remarkable road-holding will undoubtedly prove of real value, making up to a large extent for smaller-capacity engines used, as compared to their 2½-litre rivals. Jack Brabham and Roy Salvadori are both capable of winning a Grand Prix, and their Cooper team-mate Ian Burgess has come on by leaps and bounds during the past few months. To them must be added the Monaco G.P. winner Maurice Trintignant, in the Alf Francis-prepared Rob Walker



**FAST AMERICANS:** Carroll Shelby (left) from Texas drives a Maserati, (centre) Masten Gregory from Kansas City a B.R.M., and (right) Walt Hansgen of New Jersey a Lister-Jaguar. Hansgen is making his first appearance at Silverstone.

on this circuit, and the disc units of the Vanwall may well prove superior to the drum brakes used on the Ferrari.

Hawthorn has strong backing in Peter Collins, who won the May race in a car which was definitely not *au point* as regards steering and road-holding. Since then, the Ferrari has been improved out of all recognition, as was evident at Rheims. The third Ferrari driver will be Wolfgang von Trips, the young German, who was third at Rheims. Mike has still to win a British G.P., but his present form must be a worry to all other entrants.

Vanwall is strong as regards drivers, the brilliant Tony Brooks being capable of taking the initiative and keeping it. Stuart Lewis-Evans has been somewhat unlucky this year, but he must always be reckoned with at Silverstone—scene of many former 500 c.c. triumphs.

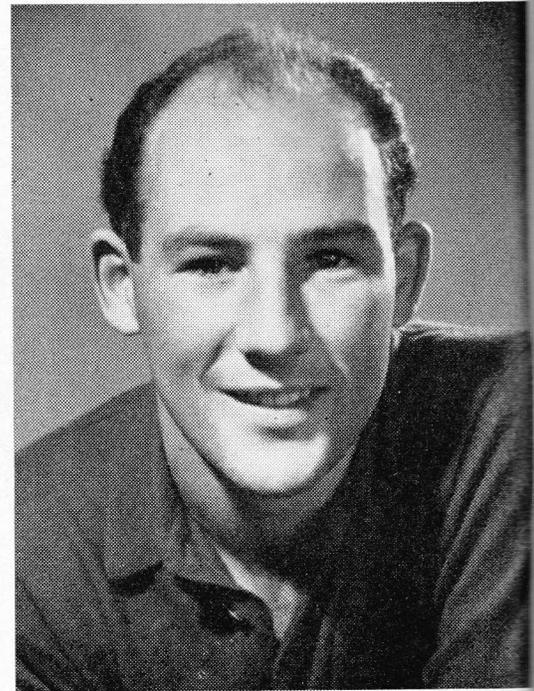
On the way B.R.M. has been going recently, no one can possibly afford to under-rate the chances of the Owen machines. Jean Behra likes the circuit, and has been successful there before, whilst Harry Schell is driving better than ever. For the first time a B.R.M. will be driven by an American driver,

machine—always a potential winner on a tricky circuit.

It is likely that two of the three Lotuses will be the new machines with the Vanwall look, in the hands of Cliff Allison and Graham Hill. The cars were too new to show what they could do at Rheims, but knowing what Chapman has done in the past, they may shine on their home ground. It is most unlikely that Keith Hall will be recovered from his injuries, and so far, no driver has been nominated for the third machine.

Ecclestone's Connaughts will be in the hands of Jack Fairman and Ivor Bueb; two Scuderia Centro-Sud Maseratis will be driven by Gerino Gerini and the Texan, Carroll Shelby, whilst Joakim Bonnier will be in his own Maserati. None of these cars is fast enough to dispute the issue with the works-entered machines.

As I see it, Moss and Hawthorn will make the running, and barring mechanical trouble, it ought to be an epic scrap. The sheer forcefulness of Mike Hawthorn may carry the day for Scuderia Ferrari, but, on the other hand, Stirling may be able to leave his



**STIRLING:** A new portrait of the great Vanwall driver, who has won the British Grand Prix twice. He jointly leads for the World Championship, with 23 points—same total as Hawthorn. Moss will drive a works Lister-Jaguar in the sports car race.

★

**MIKE:** The "Farnham Flyer", complete with bow tie and familiar "Hawthorn corduroy cap". Yet to win a British Grand Prix, Mike has struck his best-ever form, and his Ferrari may prove to be the fastest car on the circuit—as it was at Rheims!





Roy Salvadori (right) and Jack Brabham—members of the Cooper Grand Prix team.



Gerino Gerini (Maserati), left, and Jean Behra (B.R.M.).

braking just that little bit later towards the end of the race, which could be the deciding factor. Power for power, there is little to choose between Vanwall and Ferrari; here, again, the Abbey Curve rise may see the Italian car to advantage—as was evident at Ste. Devote in the Monaco G.P.

B.R.M.'s main problem has been a curious drop in power co-incident with the delivery of new cylinder heads. These heads ought to have been an improvement on the earlier pattern, but the vanished horses have baffled the Bourne technicians. Nevertheless, the Rheims cars did not lack steam even with the power-drop; should the reason be discovered, then B.R.M. may quite well be the most powerful machines on the circuit.

Success of the Surbiton and Hornsey machines depends, to a large extent, on the reliability of the 2.2-litre Coventry-Climax engines. One or two cars, and most probably the Walker machine, will have 2-litre units installed, but obviously the extra capacity is most desirable—particularly at Silverstone where sheer power can count for a great deal. We can expect to see Brabham up amongst the leaders, with Salvadori close behind. The pair are exceedingly fast on this type of circuit; they know it far better than does Trintignant, which is a great advantage. Allison and Hill are also familiar with Silverstone, and either one of them is quite likely to produce a surprise—although outright victory against Ferrari, Vanwall and B.R.M. would be such a major sensation that it appears to be highly improbable.

Next in order of importance on the *Daily Express*-B.R.D.C. programme is the sports car race, from which the works Aston Martins are disappointingly absent. A renewal of the Lister-Jaguar versus Aston Martin duels would have been a welcome feature, but the Le Mans failures may have prevented David Brown from entering his very rapid machines—even in 3.8-litre form.



IAN BURGESS (right) makes his debut in Formula 1 racing as a member of the Cooper "works" team.

GRAHAM HILL (left) who will drive one of the new F1 Lotuses in the Grand Prix.

ON THE AIR

B.B.C. TV

- 11.45-12.45 Touring Car Race.
- 1.45-2.13 Start of R.A.C. Grand Prix.
- 3.30-3.45 Progress Report.
- 3.55-4.20 Finish of Grand Prix.

B.B.C. RADIO

- 1.50-2.10 Start of R.A.C. Grand Prix.
- 2.50-3.00 Progress Report.
- 3.50-4.05 approx. Finish of Grand Prix.

Allison, Roy Salvadori; Willment: Jack Brabham, Stuart Lewis-Evans.

Over 2,000 c.c.

Lister-Jaguar: Masten Gregory, Bruce Halford, Walter Hansgen, Stirling Moss, A. G. Whitehead; Jaguar: Innes Ireland; H.W.M.-Jaguar: J. Bekaert; Aston Martin: P. N. Whitehead.

Touring Car Race

Up to 1,100 c.c.

DKW: J. Sparrowe; Austin A35: G. Hill, J. Sprinzel, C. A. Adams, F. R. Gerard; Morris Minor 1000: F. W. Marriot, W. G. Wright.

Over 1,100 c.c. and up to 1,500 c.c.

M.G.: A. T. Foster, V. W. Derrington; Riley: Les Leston, Ian Walker, G. H. Grace; Borgward: T. Bridger, M. Taylor.

Over 2,000 c.c. and up to 3,000 c.c.

Ford: J. M. Uren, E. W. Cuff Miller; Austin A105: J. G. Sears.

Over 3,000 c.c.

Jaguar 3.4: Roy Salvadori, Sir G. Baillie, T. Sopwith, J. F. Crawley, D. J. Uren.

500 c.c. Race

Cooper: J. F. Denley, Sid Jensen, Don Truman, Geoffrey Gartside, T. Bridger, P. R. Ellis, D. Wagner, P. A. Luke, G. M. Jones, Don Parker, J. Pitcher, W. E. Ford, Scott Bloor, G. H. Symonds, R. A. R. Bell, D. H. Phillips, W. A. Jones, G. F. Chippindale, T. H. Shaddick, Jim Russell, R. T. Spreckley, E. Dawson, P. Proctor; Kieft: J. W. Burgoyne; Beart-Cooper: Trevor Taylor, S. Lewis-Evans; J.B.S.: M. Trackman; Staride: Gordon Pearce; Stuart-Cooper: P. Robinson; Flash Special: I. Raby.

★

FERRARI PAIR: Wolfgang von Trips and Peter Collins, Hawthorn's teammates in Scuderia Ferrari.

★



List of Entries

British Grand Prix

Ferrari: Peter Collins, Mike Hawthorn, Graf von Trips; Vanwall: Stirling Moss, Tony Brooks, Stuart Lewis-Evans; B.R.M.: Jean Behra, Harry Schell, Masten Gregory; Lotus: Graham Hill, Cliff Allison, X; Cooper: Roy Salvadori, Jack Brabham, Ian Burgess, Maurice Trintignant; Connaught: Jack Fairman, Ivor Bueb; Maserati: Carroll Shelby, Gerino Gerini, Joakim Bonnier.

Sports Car Race

Up to 1,100 c.c.

Elva: R. Mackenzie-Low, Ian Raby, John Brown; Tojeiro: R. J. W. Utley, T. Bridger; Lotus: J. Blumer, K. A. Greene, Tom Dickson, J. Campbell-Jones, A. Stacey, P. Ashdown, J. F. Westcott; Arden: Chris Summers.

Over 1,100 c.c. and up to 2,000 c.c.

Parson: S. G. Young; J.B.W.-Maserati: B. Naylor; Lotus: Pete Lovely, Graham Hill, Cliff



This contest should resolve itself into a triangular Lister-Jaguar battle, featuring the works-entered cars of Stirling Moss and Walt Hansgen, and the Ecurie Ecosse machine of lap record-holder Masten Gregory. Moss has never driven a Lister-Jaguar before, but Hansgen has had a remarkable run of victories in United States races with the Briggs Cunningham car. Gregory, of course, has won here before, and also at Spa-Francorchamps. He is perfectly at home in the car, and certain Wilkie Wilkinson modifications have vastly improved the road-holding of this particular machine. Peter Whitehead and Bruce Halford are also Lister-Jaguar mounted, whilst Ivor Bueb drives the newly acquired Ecurie Ecosse Tojeiro-Jaguar; third of David Murray's blue machines will be the D-type to be handled by Innes Ireland. The big-car entry is made up by Graham Whitehead in the successful Le Mans DB3S Aston Martin, and John Bekaert in his H.W.M.-Jaguar.

The 1,100-2,000 c.c. category contains Brian Naylor's fast J.B.W.-Maserati, three Team Lotus "1500s", Coombs's 2-litre Lotus (Salvadori), the handsome Parson and the interesting Willments—a 2-litre for Jack Brabham and a "1700" for Stuart Lewis-Evans. Main challenge to Lotus supremacy in the 1,100



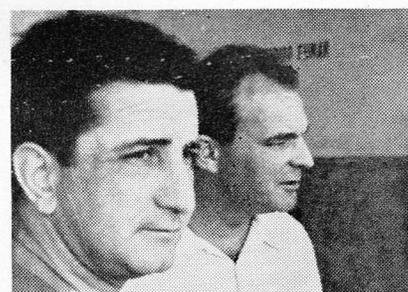
**MAURICE TRINTIGNANT**, who will drive Rob Walker's Alf Francis-prepared Cooper.



**STUART LEWIS-EVANS**, Vanwall team driver and one of the Formula 3 favourites.



**JOAKIM BONNIER** of Sweden, who drives a 250F Maserati in the Grand Prix.



**FRANCESCO GODIA** (Maserati) from Spain (left) and Harry Schell, member of the Owen team of B.R.M.s.

★

c.c. section will be a couple of Tojeiros and the Elva Racing Team, not forgetting Chris Summers's Arden.

There will also be the popular production saloon race, with Jaguars disputing the issue in the large class. Roy Salvadori drives John Coombs's entry, and may shock the Equipe Endeavour trio (Sopwith, Baillie and Crawley). Another 3.4-litre will be driven by D. J. Uren. In the 3-litre class it is Austin v.

Ford, with Sears against J. M. Uren and E. W. Cuff-Miller. The 1,500 c.c. category contains three Rileys (Les Leston, Ian Walker and Harold Grace), against two Borgwards (Bridger and M. Taylor), Dick Jacobs's Magnette (Alan Foster) and Vic Derrington's Magnette. The smallest class contains Austin A35 (Hill, Sprinzel, Adams and Gerard), the Morris Minors of Marriot and Wright, and Sparrow's DKW.

The strongly supported F3 race contains 26 Coopers and four "interlopers". Prominent names are those of Stuart Lewis-Evans, Jim Russell, Don Parker, Don Truman, Trevor Taylor, Tom Bridger and Ian Raby. This should resolve into a Lewis-Evans v. Russell contest, with the others playing a watching brief, notably Trevor Taylor who is rapidly becoming the year's most outstanding 500 c.c. driver.

## Coupe des Alpes

Many British Successes in International Alpine Rally—Alfa Romeos Take First Three Places in General Classification

ONLY seven cars out of 56 starters won an Alpine Cup in the International Coupe des Alpes last week. And even that was a surprisingly high percentage, for before the final stage started, from Gap to Marseilles, it appeared that everyone had been penalized, particularly because of the vicious Col du Soubeyrand, where there was a timed

hill-climb test on which no one could make the specified time.

However, a series of protests that the times which competitors in some cases had been set did not agree with the official times, and of the placing of the timed climb on Mont Revard, caused the officials to delete the markings of three of the climbs from the rally . . .

and so seven crews collected Alpine Cups.

These included four British crews—Keith Ballisat and Alain Bertaut (Triumph TR3), Edward Harrison and B. P. R. Habershon (Ford), Peter Harper and Peter Jopp (Sunbeam), and William Shepherd and J. Williamson (Austin-Healey).

Two other crews missed a cup by the narrow margin of split seconds: Desmond Titterington and B. McCalden (TR3), and T. E. B. Sopwith and Dr. E. W. Deane (Sunbeam).

Despite the overwhelming success of British cars, in that out of the 25 which finished 19 were British, and that they took the majority of the class awards, Alfa Romeos finished in the first three positions in the general classification, driven by Bernard Consten and R. de Lageneste, Guy Clarou and Pierre Gele, and Max Riess and Hans Wencher.

The entry list was, in fact, notable for the absence of Continental models. There were, for instance, only three French cars entered, and this gave added strength to the rumour that next year the official French event ranking for the European Touring Championship will be the Tour de France.

As usual the first night took its toll of the cars, and only 42 of the starters arrived at Brescia after a hard drive. Maurice Gatsonides was out in this first stage, with hopes of a gold cup ruined when a brake pipe broke, his brakes went and he crashed with considerable damage to the machinery but none to persons. This was early on, and long before the Rally had really come to grips with the 68 Cols which had to be climbed.

Anne Hall and Pat Ozanne went out too, with brake failure, ending up with their car perched off the road and the

(Continued on page 90)

TYPICAL ALPINE terrain, seen as Tommy Sopwith storms up the Gavia in one of the works Sunbeam Rapiers. He made fastest climb on the Stelvio and finished ninth in General Classification.



*FREQUENT USER* of the Silver City air ferry is Stirling Moss, seen here with his Mercedes-Benz 220S. However, even he is not allowed to drive it on or off the aircraft, Silver City's expert handlers being specially practised in this operation.



**E**ACH year more and more people cross the narrow strip of water that divides England from France. Many leave Britain every week bound for continental motor races; they include drivers, mechanics, journalists and the ever-growing army of spectators. This year at such meetings as the Grand Prix d'Europe at Spa-Francorchamps, Le Mans and Rheims, I heard almost as much English spoken as French and the number of British cars at the three meetings must have broken all records.

Years ago one had no option but to cross the channel by boat, with its interminable delays, including the usual couple of hours queuing at Dover, waiting for kindly officials to allow the cars on to the boat.

However, all this has been changed for those who prefer to take a quicker

## A MOTOR-RACING AIRLINE

*Last Monday, Silver City Airways celebrated the completion of ten years of car ferrying across the Channel. Always closely associated with motoring sport, theirs is a fascinating success story*

by Jerry Ames

and more direct route. Silver City Airways have in fact virtually revolutionized the Channel crossing—on Bastille Day, 14th July, the company celebrated 10 years of service to motorists and competitors.

One can arrive at the airport at Ferryfield and within an hour be clearing customs at Le Touquet. This is an invaluable service to those closely connected with motor racing, where speed is essential to transport men and machines to meetings that follow on top of one another, as in our present-day, tightly crammed calendar.

Let me give you an example. One or two drivers taking part in the German Grand Prix on Sunday, 3rd August, have also entered for the meeting at Brands Hatch on the following day. Drivers will leave Nürburgring immediately after the race, rush to Ostend, step aboard a waiting Silver City plane and 40 minutes later touch down at Ferryfield, which is little more than an hour's drive from Brands Hatch. It all dovetails in beautifully, by modern air travel.

Stirling Moss always makes great use of Silver City planes for his many trips to the Continent as do Peter Collins and Mike Hawthorn. All three are well known to the pilots, but whenever Stirling flies, he is usually up in the cockpit with them, discussing flying or motor racing.

In 1955, after Stirling Moss had become the first Englishman to win the Mille Miglia—in an SLR Mercedes-Benz—a press reception was held at Ferryfield to welcome him on his return to England. It was arranged that he should fly from Le Touquet, but news came through that he had arrived at Ostend, where of course no plane awaited him. Fortunately a Silver City charter aircraft on its way back from

Italy was near enough to be diverted to the Belgian airport and a somewhat off-course Moss was safely delivered into the hands of the waiting journalists, only a little after his expected time of arrival.

To the staff at Ferryfield I suppose the most familiar face must easily be that of Stuart Lewis-Evans, who has made more flights across the Channel than any other British driver. Hardly a week goes by without Stuart going through Ferryfield to or from the Continent. All through the European competition season there is a regular traffic of well-known racing and rally drivers and their cars. There was a great deal of activity in January when 60 competitors in the Monte Carlo Rally chose to cross by Silver City. However, Glasgow starters were compelled to make the trip by ferry-boat, which, for various reasons, docked later than schedule to the great dissatisfaction of early numbers!

At this time of the year, with the holiday season and motor racing in full swing, a plane with cars and passengers leaves or arrives at Ferryfield every five minutes during the hours of daylight, whilst from all airports used by Silver City Airways, one of the Company's 22 planes lands or takes off every 90 seconds—an indication of the present-day popularity of air ferries. Whereas in 1957 only one car in seven crossed the Channel by air, today one car in four uses this means of transport. The tremendous increase in traffic is undoubtedly due to a major reduction in fares introduced by Silver City last year, the seventh cut in 10 years.

The cost of taking a car over to Le Touquet is now extremely modest. Taking a Ford Escort to Le Mans a few weeks ago, I paid only £5 10s. for the single car journey, plus £3 for my own

air fare. Having crossed by boat to Ostend a week earlier, en route for the Grand Prix d'Europe, the contrast in handling cars and passengers was most enlightening.

At Ferryfield there is a complete absence of fuss and formality, one need report only 35 minutes before take-off time; the car is left in the park, it is then taken through customs in the minimum of time and the airport driver takes it straight on to the tarmac, up the ramp and into the plane.

On the return journey from Le Mans I was intrigued to note that even the customs people were interested enough to ask questions about the race. That is the delightful part about the staff both at Le Touquet and Ferryfield, they all seem genuinely interested in motor racing. Perhaps this is not quite so surprising when one realizes that some 10 per cent. of Silver City business is concerned with the competition side of motoring.

Most of the best-known motoring journalists use Ferryfield a great deal. Gregor Grant, editor of AUTOSPORT, was one of the first to explore the possibilities of Silver City service. He, and George Phillips, usually heavily laden with photographic gear, regularly cross the Channel this easy way, as does John Webb, in his dual association with Silver City and as a motoring scribe.

By no means all Silver City flights are regularly scheduled runs. The company undertakes a great deal of special charter work. Ferrari and Maserati Formula 1 machines have frequently been flown by Silver City from Milan to Blackbushe and thence taken by transporter to Silverstone. In 1950 when there was considerable doubt about the V-16 B.R.M. reaching Silverstone in time, the *Daily Express* chartered a Silver City aircraft to bring it from Lincolnshire, unloading the car about half an hour before the start of the race; pity the transmission failed on the starting line!

On another occasion in 1952 B.R.M. called in Silver City to transport two V-16 machines from the scorching heat

(Continued on page 78)



**SCHELL AWAY:** Harry Schell's B.R.M. was first off the mark in the G.P. de l'A.C.F. He is followed by Brooks (Vanwall) and Hawthorn (Ferrari).

Photographed from the Dunlop Bridge by George Phillips.

hear a slight "miss", which may well have cost him the odd second or so per lap. Lewis-Evans's car never sounded right, but Brooks's was going really well till he stopped—presumably with some gearbox malady. He later took over the Lewis-Evans car, but when it finally stopped at the pits, steam and smoke issued from the exhaust pipe. Actually, both cars developed valve failures. Mr. Vandervell intends to produce replacement valves in his own factories.

Brabham's Cooper ran faultlessly, but just did not have the speed. Salvadori, on the other hand, was plagued by clutch slip and was lucky to get so far as he did. Hill retired early on with the "Vanlotus", whilst Allison eventually abandoned with the earlier machine.

Only Juan Manuel Fangio could have gone so rapidly in the rather disappointing 1958 Maserati. He is still the master, and his coming retirement will rob the circuits of the greatest personality since Tazio Nuvolari. Maserati engineers are puzzled as to why the 250F engine, which delivered so much power in Argentina on "Avgas", should be down in b.h.p. at Rheims. Fangio was visibly disappointed, and one had the impression that he wished that he had not contracted to drive the machine. His pit-stop was for a quick front-brake adjustment. He also had a non-existent clutch.

Everyone sympathized with B.R.M., and especially with Harry Schell who was virtually robbed of his car before the race. I, for one, cannot understand Jean Behra adopting the attitude he did. As a past French G.P. winner, and palpably B.R.M.'s "Number One," he was obviously set on winning, and believed that Schell's car was faster than his original one. Nevertheless, to talk about tearing up contracts is not the action of the "Jeannot" we know and admire. That he drove magnificently is beyond question, but the way Schell took the car round during the opening practice session was a real eye-opener. It may have proved quite different if "Arree" had been in his own car, and



not disheartened at being given another, which he felt to be not so good as his original one.

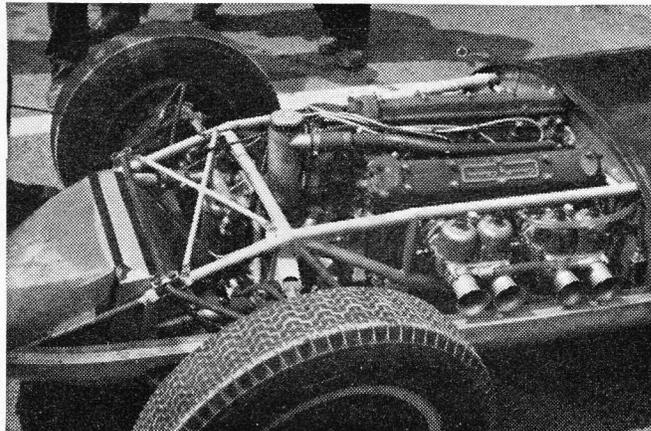
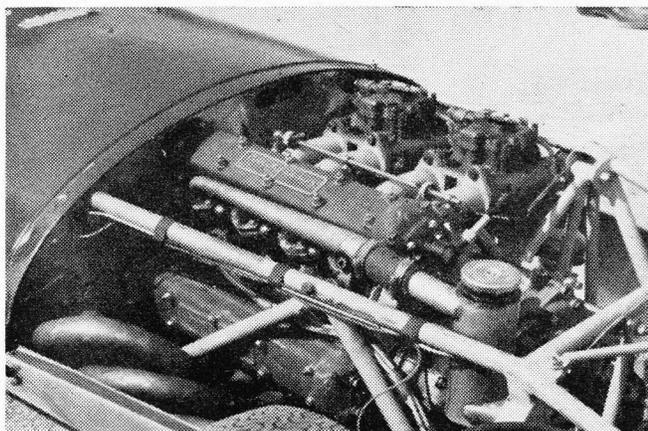
It was detail failures which eliminated all three cars, and no blame can be placed on the B.R.M.'s loyal team of mechanics. Failure of a petrol pump drive put out Hawthorn's Ferrari at Monaco, and in 1957 the same thing cost Brabham and his Cooper an almost certain third place. Apparently both Behra's and Schell's cars fell victim to this trouble—a new one to B.R.M.—whilst Trintignant's exit was due to the fracture of an aluminium alloy oil-pipe.

The less said about the Grand Touring race the better. As a demonstration of the high-speed touring qualities of

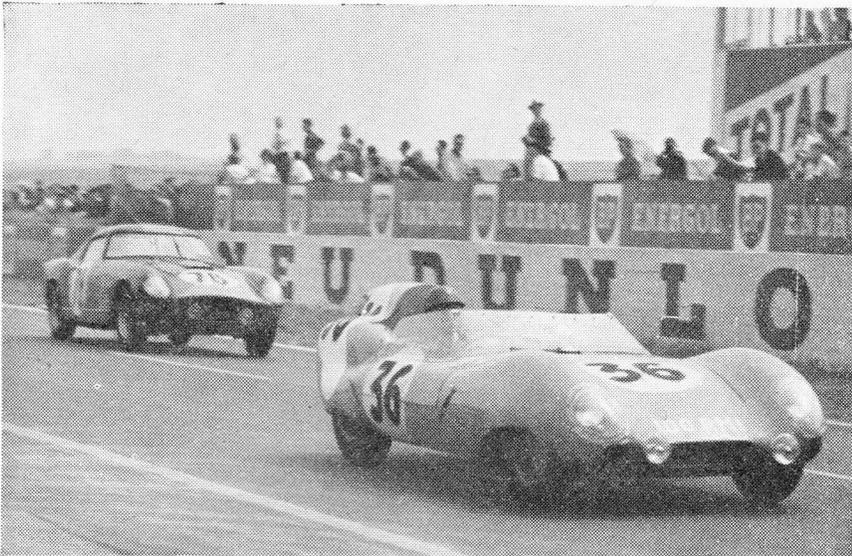
the Ferrari "Europa" it was fine—but as a race, it quite failed to capture public interest. Even the success of the Pete Lovely/Innes Ireland Lotus in the 1,300 c.c. class could not compensate for what, at its best, was an event which could be found on any motor-road on any week-end.

## THE 12 HOURS RACE

THE usual curtain raiser to the great orgy of speed of the Rheims week-end, the 12 Hours Race for G.T. "Appendix J" cars, was the largest dish on the menu, but by far the least interesting. The difficulty in having a car homologated by the F.I.A. (100 must have been



**LOTUS:** (Left) The F2 engine used in the new Lotus at Rheims had Weber carburetors, and was placed at a steep angle in the frame. (Right) In direct contrast, the 2.2-litre power-unit in the Grand Prix version was mounted almost vertically, and had two double-choke SU carburetors.



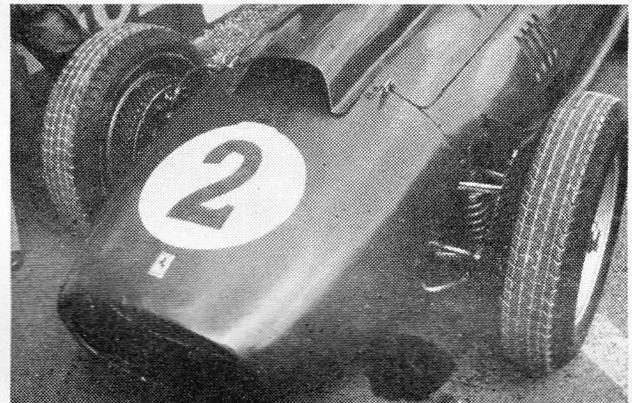
built in 12 months) results in the fact that in each class practically speaking only one type of car is competitive enough to have hopes of victory and this certainly does not make for very interesting racing. As a result, just as last year, the race was fought entirely between the 10 Ferraris which were entered and of which six were still running at the finish, in 1-2-3-4-5-7th positions. The race was led from the first hours by the Gendebien/Frère équipe and, especially as the Phil Hill/Da Silva Ramos car had been eliminated by dynamo trouble, the Belgian pair found nobody to challenge their impeccable driving. As a result they were able to retain the lead until the finish despite several incidents. Their dynamo packed up, their windscreen was broken by a stone and to be able to carry on they had to remove the back window to improve the air flow. Also the car made a little excursion into a field of beetroot at the Muizon hairpin. Another Belgian team took second position: Willy Mairesse and Haldaux, and third place went to Peron/Pertin. Fourth were Seidel and von Trips in a car which was suffering from acute brake trouble. The Swiss team Aumas/Wirz had their engine seize and the Nottorp/Anderson car also retired. An accident eliminated the two other cars of the class when the Ferrari of Guelfi/Guane ran into the back of the Mark III Aston Martin of Colin Davies/Caleb Griffiths, in the braking area for Thillois Corner.

In the 1,300-2,000 c.c. class the race

was between six Porsches, five A.C.-Bristols and a lone and very slow V8 Fiat which did not finish. As expected, the Porsches led easily and Storez/von Frankenberg finished sixth in the general classification, in front of one of the Ferraris. The other works car of Barth/Luige broke its transmission early in the

★  
**MARANELLO'S LATEST:** The F2 Ferrari driven by Peter Collins had new-type front suspension, with the dampers enclosed by the helical springs.

★



race. The A.C.s put up a good show especially Ted Whiteaway and Bob Jennings who were second in the class in front of three of the Porsches, until the front end of the crankshaft, damper and fan belt pulley snapped off. Herb Jones and Mike Anthony, like Whiteaway in a Rudd-prepared Ace, were fourth, behind Bonnier's Porsche, leading the Tom Clarke/Sunley/Piggott Aceca. Be-

camshaft gear dowel, very early in the race, and John Campbell-Jones/David Piper when Campbell-Jones spun at Muizon and clouted a telegraph pole.

GÉRARD CROMBAC.

## Results

### General Classification

1, O. Gendebien/Paul Frère (250 Ferrari), 170.672 k.p.h.; 2, W. Mairesse/Haldaux (Ferrari); 3, Peron/Pertin (Ferrari); 4, W. von Trips/W. Seidel (Ferrari); 5, C. Storez/R. von Frankenberg (Porsche). **Fastest lap:** Gendebien/Frère, 2 m. 43.4 s., 189.902 k.p.h.

### 1,301-2,000 c.c.

1, C. Storez/R. von Frankenberg (Porsche), 161.836 k.p.h.; 2, José Behra/P. Rodriguez (Porsche); 3, J. Bonnier/Norinder (Porsche); 4, Jones/Anthony (A.C.-Bristol). **Fastest lap:** Storez/von Frankenberg, 2 m. 58 s., 167.806 k.p.h.

### 1,100-1,300 c.c.

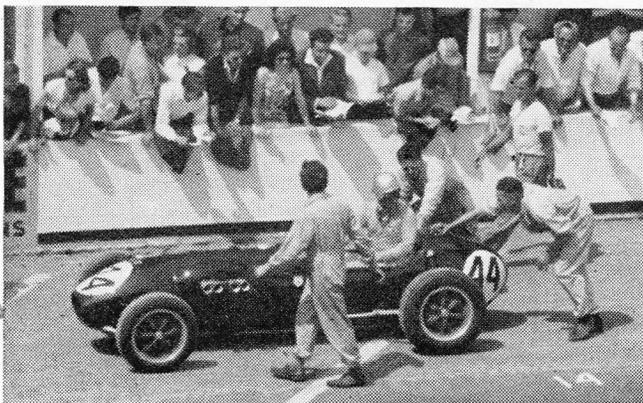
1, P. Lovely/I. Ireland (Lotus), 157 k.p.h.; 2, Vidilles/Trepnier (Lotus); 3, Ubezzi/Catulle (Alfa Romeo). **Fastest lap:** Lovely/Ireland, 3 m. 0.7 s., 165.391 k.p.h.

### 750-1,000 c.c.

1, Bartholoni/Cornet (D.B.-Panhard), 141.421 k.p.h.; 2, Baudon/Mouglin (D.B.-Panhard); 3, Bonhardi/Picart (D.B.-Panhard). **Fastest lap:** Bartholoni/Cornet, 3 m. 18.1 s., 150.063 k.p.h.

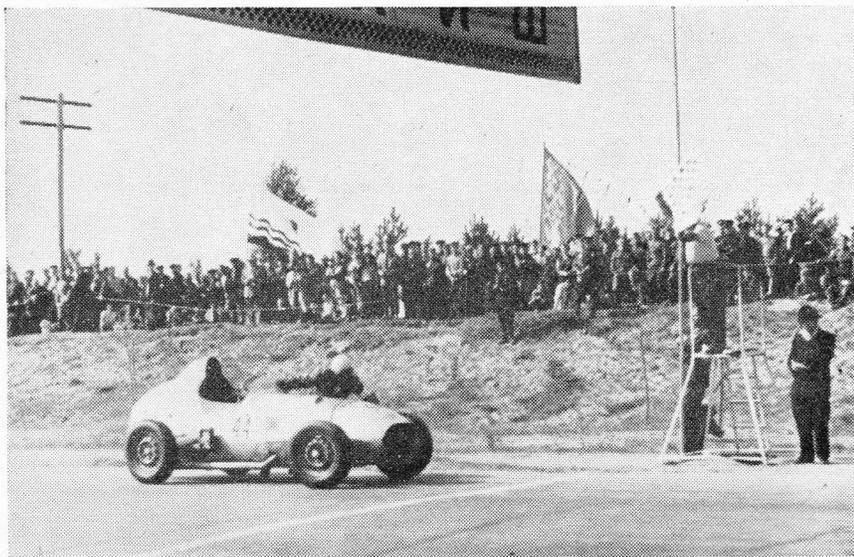
### 500-750 c.c.

1, Van den Bruwaen/Lefouret (Panhard-Monopole), 135.596 k.p.h.; 2, Hémard/Beaulieux (Panhard-Monopole); 3, Vinatier/Marson (Panhard-Monopole). **Fastest lap:** Vinatier/Marson, 3 m. 27.4 s., 144.091 k.p.h.



★  
**PUSH:** The unfortunate Les Leston who was unable to start his Lotus for the F2 race and, as a result, lost seven laps.

★



*"ON STRIKE": Even Russian-built cars "blow up". V. Shakhverdov's 2,150 c.c. single-seater being pushed to the finish during the 1957 U.S.S.R. championships. Bolt-on standard-pattern disc wheels look odd on a racing vehicle.*

are ready for adaptation in production types of cars.

The 1957 U.S.S.R. championship saw several dozen sports and racing models entered in a competition which was specially organized for the occasion. It is true that this competition, promoted on the Minsk ring road, had little in common, say, with the 24-hour race in Le Mans, France, or the British Tourist Trophy contests.

In the first place, Soviet racing drivers set themselves purely sporting tasks, devoid of all kinds of commercial and advertising aims. They were members of voluntary sport associations and defended the athletic colours of their respective organizations to the best of their ability.

## MOTOR-RACING IN THE U.S.S.R.

*This article—translated from a Russian motoring magazine—although perhaps appearing a little ingenuous to Western enthusiasts, does indicate the current growing interest in motoring sport in the U.S.S.R.*

LAST autumn during the U.S.S.R. motor racing championship conducted on a ring road outside Minsk, I chanced to fall into conversation with a group of correspondents from West Germany. They had been touring in the Soviet Union and came to the Byelorussian capital to watch the race meeting.

"This is a real surprise to us," one of the correspondents told me. "We had no idea that motor racing competitions were held in the U.S.S.R."

"To tell you the truth," I commented, "it is almost a surprise to us too. This is really the first time I've seen so many racing and sports models at the start of an event!"

Indeed, up till recent times, the majority of events in the Soviet Union were promoted for standard-type cars, with certain changes permitted in the engine and rear axle. In general, not much attention was paid to motor racing on circuits. Most of the Soviet drivers are cross-country motoring fans and they have chalked up a number of achievements in fuel economy and trick-driving contests. As regards track and road racing, the most popular motor racing events in Western Europe and the United States, Soviet drivers had very little experience—up till now!

The explanation of this is primarily the fact that the development of the Soviet motor industry up till recent times was concerned mainly with commercial vehicle engineering. The Soviet Union's national economy dictated the need for large-scale production of lorries and special-type cars first of all. Naturally, sporting events which are of no small significance to designers seeking to develop and improve cars, were more frequently organized for trucks. They were not speed trials, but usually cross-country tests to check the main performance, and other qualities of the

machines. Quite often the participants themselves are engineers and technicians employed at motor works. Last year,

### By Julius Klemanov

Engineer, Assistant Editor-in-Chief of "Za Rulyom" ("At the Wheel")

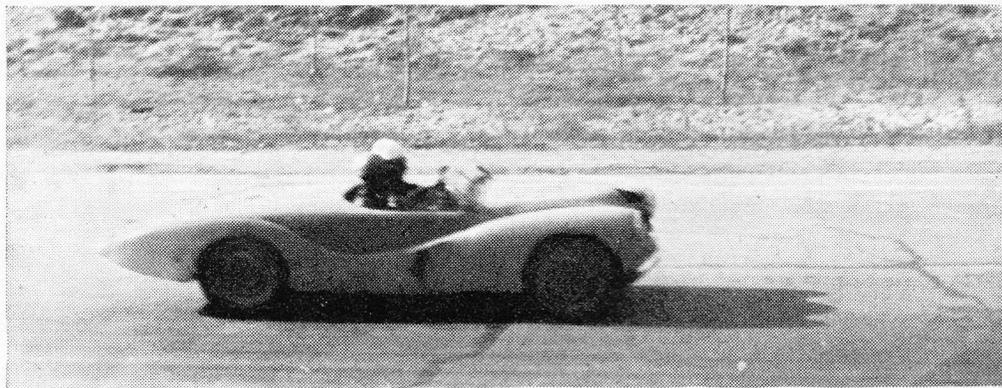
for instance, the men who won the U.S.S.R. title in the cross-country event were P. Terentiev, driver-mechanic, and A. Rubinstein, an engineer of an experimental department of the Urals Motor Works.

New cars, the Moskvich and Volga, are now coming off the assembly lines in the Soviet Union. Experimental models of the de luxe class, the GAZ-13 Chaika and ZIL-111, have been built, and designs of several models of small-cylinder capacity are ready. The main thing is that the type of light passenger car has been determined. Output of this type will get under way during the present Five-Year Plan period.

Interest has risen considerably in our country in racing. It has long been recognized that racing and sports cars are the advance guard of future production models. In them first appear new types of units and assemblies, which, following numerous trials and check-ups,

Secondly, the Soviet sport and racing models prepared for last year's and this year's events do not fully comply with the "formulæ" established by the International Automobile Federation (F.I.A.). It stands to reason that the cars do conform, in certain respects, to the requirements of these "formulæ" and could be permitted to compete, but they would hardly show sufficiently high results. The reason is, of course, that their engines are based on standard types and their cylinder capacities naturally do not follow the F.I.A. formulæ, but instead correspond to the needs of the national economy. For example, Master of Sport E. Veretov and mechanic E. Tsyplakov, winners in "B" Group of last year's U.S.S.R. championship, had an engine on their car based on the Moskvich type, i.e., with a cylinder capacity of 1,360 c.c. It could be entered in Formula 2 where the cylinder capacity is limited to 1,500 c.c., but usually machines specially prepared for this category have a cylinder capacity of 1½ litres and only seldom a couple of cubic centimetres less. Therefore, our car would not be able to give corresponding results.

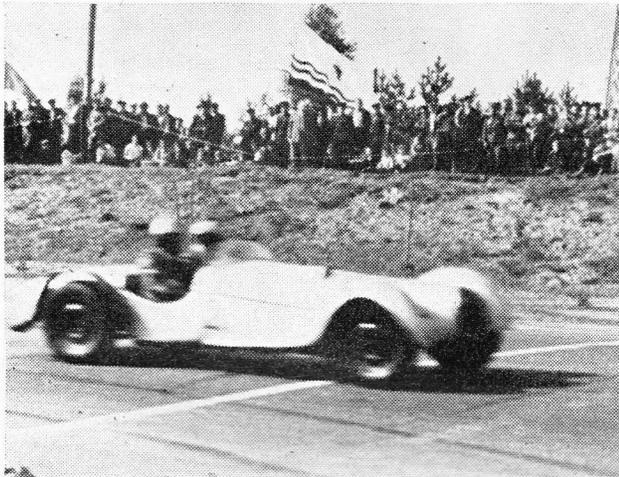
As an illustration of what Soviet sport and racing models are like I will mention three racing machines which took



*THREE LITRES: The V-8 Zim-powered car entered by army drivers A. Kuznetsov and V. Nenarokov, looks strangely like an elongated Jowett Jupiter.*

part in the 1957 U.S.S.R. race. In the 500 c.c. class (corresponding to Formula 3 of F.I.A. classification) the design of the entered cars was based on the well-known Zvezda record-breaker (designer—A. I. Peltzer). Certain standard parts of the Moskvich 402 (front suspension and steering) were used, whereas the frame, body, rear axle, gearbox, braking system, transmission and so on were of non-standard design. The cars had a tuned-up air-cooled engine of 492 c.c. cylinder capacity, with horizontally opposed twin cylinders. The engine was in unit with gearbox and main transmission, the whole assembly being fitted to the rear part of the chassis. The brakes were hydraulic and the drive was taken to all four wheels. Independent suspension was used all round. The tyres were of special make (dimensions 4.00-12). The total weight of this Formula 3 car was less than 400 kilogrammes and it achieved a speed of 100 m.p.h.

Another interesting novelty was the



★  
SPORTS - RACER:  
E. Veretov's 1,360  
c.c. machine with  
Moskvich engine,  
on the Minsk ring-  
road during the  
1957 Soviet Cham-  
pionships.

entry of four racing cars built in Leningrad by V. Shakhverdov, an engineer and a Master of Sport. They, too, were of original design, but different elements of standard-type cars, and the Pobeda in particular, were cleverly applied. The designer succeeded in reducing the centre of gravity of the car considerably and the engine was compactly installed. The unit had a cylinder capacity of 2,150 c.c., i.e., 350 c.c. less than allowed by Formula 1. However, V. Shakhverdov consoles himself by the fact that the British Cooper, for instance, also "in arrears" as regards the cylinder capacity of its engine, fared well in races in Argentina in January of this year against the famous Italian Ferrari and Maserati cars, each of which have 2.5-litre engines. The Soviet model has a tuned-up Pobeda engine with a compression ratio of 8:1 and four carburettors. Back axle ratio is 3.63 to 1. On some parts of the ring highway Shakhverdov achieved over 125 m.p.h. but this burst of speed proved costly, as is seen in one of the accompanying photos. He completed the distance in an odd fashion: 50 metres from the finish the engine suddenly "went on strike". This unforeseen halt, however, did not prevent Shakhverdov from occupying fourth place in his class.

Most successful in the 3,000 c.c. class was the car driven by an Army pair, A. Kuznetsov and V. Nenarokov. Their

car is shown in one of the photos. They held the lead for over 10 laps (one lap equalled 44.1 km.) but then committed a tactical error on the 11th and last lap to relinquish the title of U.S.S.R. champions to V. Petrov and G. Abramov, representatives of the Torpedo Sport Club. The Kuznetsov-Nenarokov car had a tuned-up V-style eight-cylinder engine from the ZIM limousine with a higher compression ratio, lighter tappets, double valve springs, separate inlet ports for each pair of cylinders, a dual ignition system and three carburettors.

The sport associations are undoubtedly getting ready much better cars for the 1958 U.S.S.R. races scheduled for September and will spring many surprises on their rivals and onlookers.

\* \* \*  
The record-breaking cars are in a class of their own, but they more nearly approach the finest of European models than the above-described sport and racing cars. It will be recalled that in

1948 and 1952 Master of Sport A. Ambrosenkov on a Zvezda record-smasher and Masters of Sport E. Lorent and V. Nikitin on machines of their own design, achieved speeds topping several European records—Lurani's record in the 250 c.c. class and others. It is true that the Soviet Union was not affiliated with the F.I.A. at the time and these achievements were not ratified as international records.

The country's leading drivers assembled in the area of Kum-Dag in Central Asia towards the end of April of this year to test a specially selected strip for record-breaking trials. No records were established in this area, which closely approaches in character to the dried-out salt lakes in Bonneville, Utah (U.S.A.), but the results were very satisfactory just the same. The test runs were conducted in several record-breaking cars of diverse classes in the presence of F.I.A. sports observers.

In my opinion, pure technique even in motor racing, as in all other sports, is not of importance in itself. A great deal is decided by driving skill, daring, perseverance and achievement of purpose. I remember those German correspondents at the U.S.S.R. races. They noticed that I held a stopwatch. As they eyed a car whizzing past us, they asked me: "What can his speed be?"

I quickly figured it out.

"The average speed is over 140 km.

per hour," I told them. The correspondents exchanged significant looks.

World champion Juan Manuel Fangio who, shortly before that, had won the German Grand Prix on the Nürburgring, covered the distance at an average speed of 142.9 km. per hour. But this had been El Chueco himself in a six-cylinder racing car put out by the Maserati firm which has been specializing in the manufacture of sport and racing models for the last several decades! Besides, the Nürburgring is in some respects better adapted for motor racing than the Minsk ring highway, although the former does have plenty of loops and curves.

Of course, it would be immodest to claim that Soviet racers will immediately offer stiff opposition in international races to such world-famous stars as Juan Manuel Fangio, Stirling Moss, Peter Collins or Jean Behra, who perform in specially constructed racing cars.

But I don't see why there should be any objection in competing with them. The first steps in this direction have already been made: the U.S.S.R. Central Automobile Club has become a member of the F.I.A. and the voluntary sport associations are building racing and sport models. Perhaps the time is not far off when motor racing fans in the U.S.S.R. (and their ranks are swelling) will be dialling the knobs of their radio sets and picking up a running commentary on the début of Soviet drivers somewhere: on the Monza track in Italy, in Monthéry, France, or Silverstone, England?

#### Motor Racing Airline—continued

of Albi in France direct to their next race in Belfast. B.R.M. frequently use Silver City to take their racing cars across the Channel, loading them on to another transporter on the other side. When Jaguar have done well at Le Mans, and Rootes, or Fords, gained successes in the Monte Carlo Rally, the cars are usually loaded on to a Silver City charter plane and flown back to London, where they are brought into the centre of the City and displayed in showrooms for publicity purposes, whilst they are still news.

A most interesting service for the motor industry the general public hears little about is flying prototypes of new models across to the Continent for testing. Naturally the cars are "top secret" and Silver City really goes to town, throwing a security blanket around the vehicles and keeping them well away from the prying eyes of any onlookers.

Originally the company operated from the Government-owned Lympne airport, but the facilities were not enough to cope with the growing volume of traffic and so at a cost of half a million pounds Silver City built Ferryfield airport at Lydd, from where it has been operating since 1954.

In 1956 the Duke of Edinburgh flew his personal D.H. Heron aircraft to Ferryfield and made an extensive tour of the airport installations. He also took over the controls of one of the Bristol Superfreighters flying to Le Touquet with a load of export cars.

By the time 10 years were up at 11 a.m. on 14th July, Silver City expected to have carried 215,000 cars on 125,000 cross-Channel flights with a safety record that is the envy of every airline.



*LINES of the twin-cam M.G.A are unchanged, but a distinctive feature is the fitting of centre-lock perforated disc wheels as standard.*

## M.G. INTRODUCE THE "TWIN-CAM"

*100 m.p.h.-Plus Version of the "A" with 1,589 c.c. 2-o.h.c. Engine Developing 108 b.h.p. and Dunlop Disc Brakes All Round for £180 (plus P.T.) Extra*

At last the M.G. Car Co., Ltd., has announced production of the long-rumoured and long-awaited 2-o.h.c. version of the A-type; official type designation of the new model is the M.G.A "Twin-Cam", and it supplements, not replaces the existing push-rod car. It is a direct descendant of EX. 182, which ran at Le Mans in 1955 and was the prototype for the M.G.A. For the Dundrod T.T. race in September of that year, a B.M.C. Series-B engine was fitted with a twin-overhead camshaft head. The power-unit was gradually developed separately, and was fitted to EX. 179 which did a spate of record-breaking at Utah in 1956, including 200 miles at 154.30 m.p.h., and 10 miles at 170.15 m.p.h.

Next stop was a Shorrocks-supercharged version of the 1,500 c.c. engine which was installed in a new streamlined car (EX. 181). Driven by Stirling Moss in August, 1957, the flying kilometre was covered at 245.64 m.p.h. The 2-o.h.c. engine developed 290 b.h.p. at 7,300 r.p.m., and had twin, horizontal S.U. carburettors.

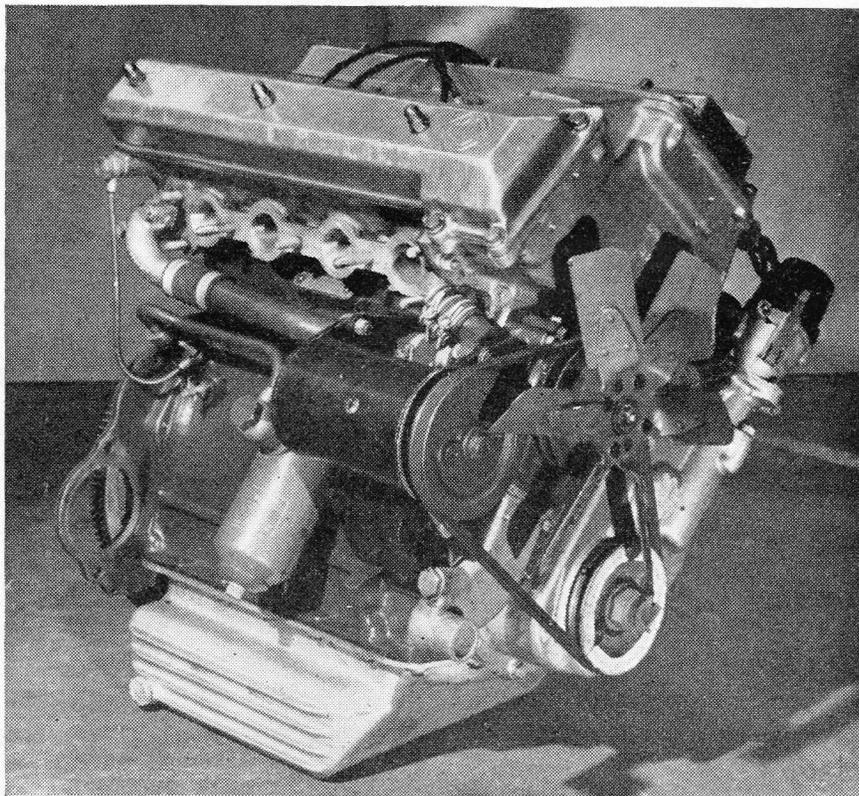
The new power unit is basically the Series B, which is used on a variety of B.M.C. productions. To take full advantage of the F.I.A. 1,600 c.c. category, bore and stroke are 75.406 mm. and 88.9 mm., giving a total cubic capacity of 1,589. A great deal of attention has been paid to the combustion chambers, particularly in the streamlining of the ports. The cylinder head itself is of aluminium-alloy, the two camshafts operating the valves at an angle of 80 degrees. In effect, the drive for the Duplex roller chain takes the place of the camshaft on the pushrod engine, the half-speed shaft being gear driven from the crankshaft.

A new, and more massive crankshaft is fitted to accept the greatly increased power-output of the new engine, the Vandervell steel-backed, lead-indium big-end bearings being fitted to journals

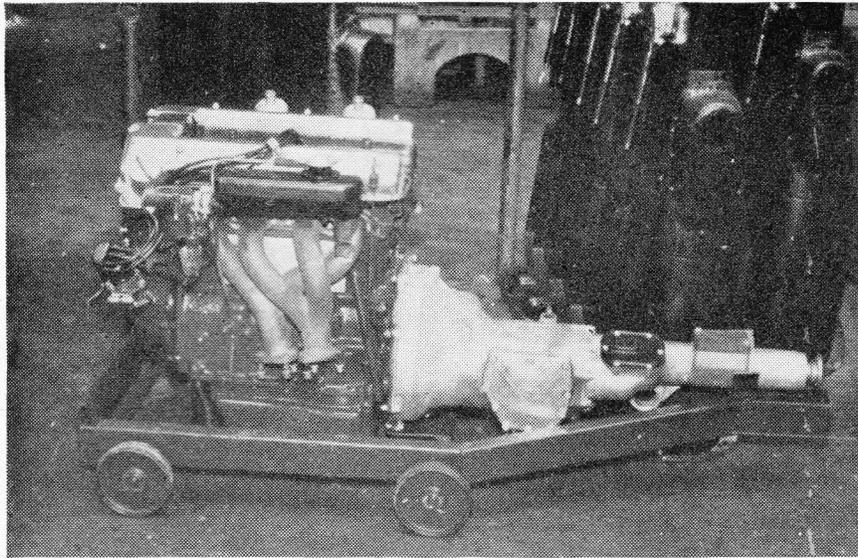
of substantial diameter. The crankshaft is fully balanced, statically and dynamically; it is supported in three large diameter Vandervell bearings of similar material to those used on the big-ends. New-pattern connecting rods are employed, and the four-ring pistons have

full-floating gudgeon pins.

The camshafts are supported in three renewable, white-metal bearings, and operate the valves through inverted bucket-type tappets. Compression ratio is 9.9 to 1, the power-output being 97 b.h.p. at 5,000 r.p.m. and 108 b.h.p. at



*POWER UNIT: Capacity has been increased to nearly 1,600 c.c., in order to take advantage of current F.I.A. capacity classes. The twin camshafts have neat aluminium covers.*



6,700 r.p.m. Abingdon engineers give 7,000 r.p.m. as the recommended maximum. Lubrication is of the wet-sump type, the oil being circulated by an eccentric rotor pump via an external full-flow filter. Cooling is by water pump and fan, with thermostatic control.

Twin H6 S.U. carburetters are employed; these are of the semi-down-draught type with separate air-cleaners. They draw fuel via a rear-located S.U. pump, from a 10-gallon tank.

A 4.3 to 1 axle ratio is fitted as standard, which, with 5.90-15 tyres should give a maximum speed of about 120 m.p.h. The manufacturers claim acceleration figures of the order of 0-100 m.p.h. in 30-31 secs., and 0-110 m.p.h. in 38 secs.

Dunlop caliper-type disc brakes are fitted all round, operated hydraulically but without a Servo system. They are identical to those developed for sports-racing cars. A departure for M.G. is the use of centre-lock Dunlop disc wheels, also developed by racing.

In other respects, the specification of the M.G.A. closely follows the existing "A". Several "extras" are listed, mainly for competition work. These include special seats for long-distance events, constructed on tubular frames, a plastic windscreen of standard width, but 6½ ins. deep, a wood-rimmed steering wheel, and oil cooler. A selection of alternative axle and gear ratios is also available, and it is the intention of the manufacturers to introduce advice on tuning stages.

Undoubtedly the M.G.A. "Twin-Cam" will fulfil a long-felt want for the type of machine which can be used for high-speed touring or for competition work. It should also do well in the 1,600 c.c. Grand Touring category in International rallies, as well as in production-car sports-car racing. Naturally with its semi-elliptic rear suspension, and robust frame it will be unable to compete with modern, ultra-lightweight sports-racing cars in its class, but it is not intended to do so—at least in its present form.

The car offers excellent value, the cost in U.K. (including P.T.), being £1,265 17s. In hardtop coupé form, it is priced at £1,357 7s.

The manufacturers stress that it is not practical to convert existing M.G.As to

"Twin-cam" specifications, nor can disc brakes be fitted in place of the drum type.

#### SPECIFICATION

**Engine:** Four cylinders; bore 75.406 mm. (2.969 ins.), stroke 88.9 mm. (3.5 ins.); cubic capacity 1,589 c.c. (96.906 cu. ins.); compression ratio 9.9:1, developing 107 brake-horse-power at 6,500 r.p.m. Twin overhead camshaft driven by Duplex roller chain operating inverted bucket tappets and running in three renewable white metal bearings; three-bearing counter-balanced crankshaft with renewable steel-backed lead-indium bearing liners; aluminium-alloy pistons with one scraper and three compression rings; fully floating gudgeon pins; connecting rods with renewable steel-backed lead-indium bearings; aluminium-alloy cylinder head, forced-feed lubrication by eccentric rotor pump; renewable-element external full-flow oil filter. Cooling by water pump and fan with thermostatic control.

**Fuel System:** Twin S.U. Type H6 semi-down-draught carburetters with individual air cleaners. Rear-mounted S.U. large-capacity electric fuel pump. Fuel tank capacity 10 Imperial gallons (45.4 litres, 12 U.S. gallons). Fuel gauge mounted on fascia.

**Electrical Equipment:** Ignition by 12-volt oil-filled coil and fully automatic distributor with vacuum and centrifugal advance control; suppressor equipment; belt-driven dynamo; compressed voltage control; single-pole positive earth wiring system; dash-controlled starter switch; twin-blade self-parking windshield wipers; twin stop-tail lamps with flashing direction indicators and rear reflector equipment; windtone horn; double dipping headlights with pre-focused bulbs and block lenses; foot-operated dipping switch; separate sidelamps; twin Lucas batteries mounted in balanced positions behind seats.

**Chassis:** Exceptionally sturdy box-section frame, specially braced for torsional rigidity; rear end of chassis swept over rear axle.

**Transmission:** Hydraulically operated single dry-plate Borg & Beck clutch, 8 ins. (20 cms.) diameter. Four speeds and reverse; synchromesh on second, third, and fourth; overall gear ratios: first 15.652, second 9.520, third 5.908, top 4.3, reverse 20.468. Central remote-control gear change. Tubular propeller shaft with needle-bearing universal joints.

**Rear Axle:** Three-quarter-floating rear axle with hypoid final reduction gears; ratio 4.3:1.

**Suspension:** Semi-elliptic rear springs controlled by hydraulic dampers. Independent front suspension by coil springs and wishbone-type links controlled by hydraulic dampers.

**Steering:** Direct rack-and-pinion steering with large-diameter spring-spoke clear-view steering-wheel. Left- or right-hand steering according to market (left-hand drive not available in the United Kingdom).

**Brakes:** Dunlop caliper-type disc brakes operated hydraulically on all four wheels by a foot-operated master cylinder. The separate parking hand brake mounted on the rear calipers is operated mechanically on the rear discs by a central hand brake lever with press-button ratchet control.

**Tyres and Wheels:** Dunlop 5.90—15 Roadspeed tyres with tubes. The disc wheels are centre-lock type ("knock-on").

*ENGINE is in unit with the excellent M.G.A. gearbox with remote control lever. Note the new manifold for the large diameter dual exhaust system.*

**Instruments:** Large speedometer with dead-beat reading and headlamp high-beam warning lamp; large revolution indicator with ignition warning light; oil pressure gauge; water temperature gauge; fuel indicator gauge; ignition switch; rheostat panel light switch; mixture control; map-reading light; direction indicator switch and warning light; lighting switch.

**Body Details:** Open 2-seater streamlined body with enclosed luggage boot; adjustable bucket-type seats, leather upholstery with leathercloth on non-wearing parts; door pockets; safety-glass windshield; folding waterproof hood with large rear transparent panels; two detachable side-screens with combined sun and hood cover; driving mirror centrally situated; spare wheel, tools, jack, and starting handle housed in rear boot; quick-release petrol filler cap; remote-control locks for bonnet and luggage boot lid; one-piece bonnet hinged at rear, giving easy access to engine unit.

## TRYING THE NEW M.G.

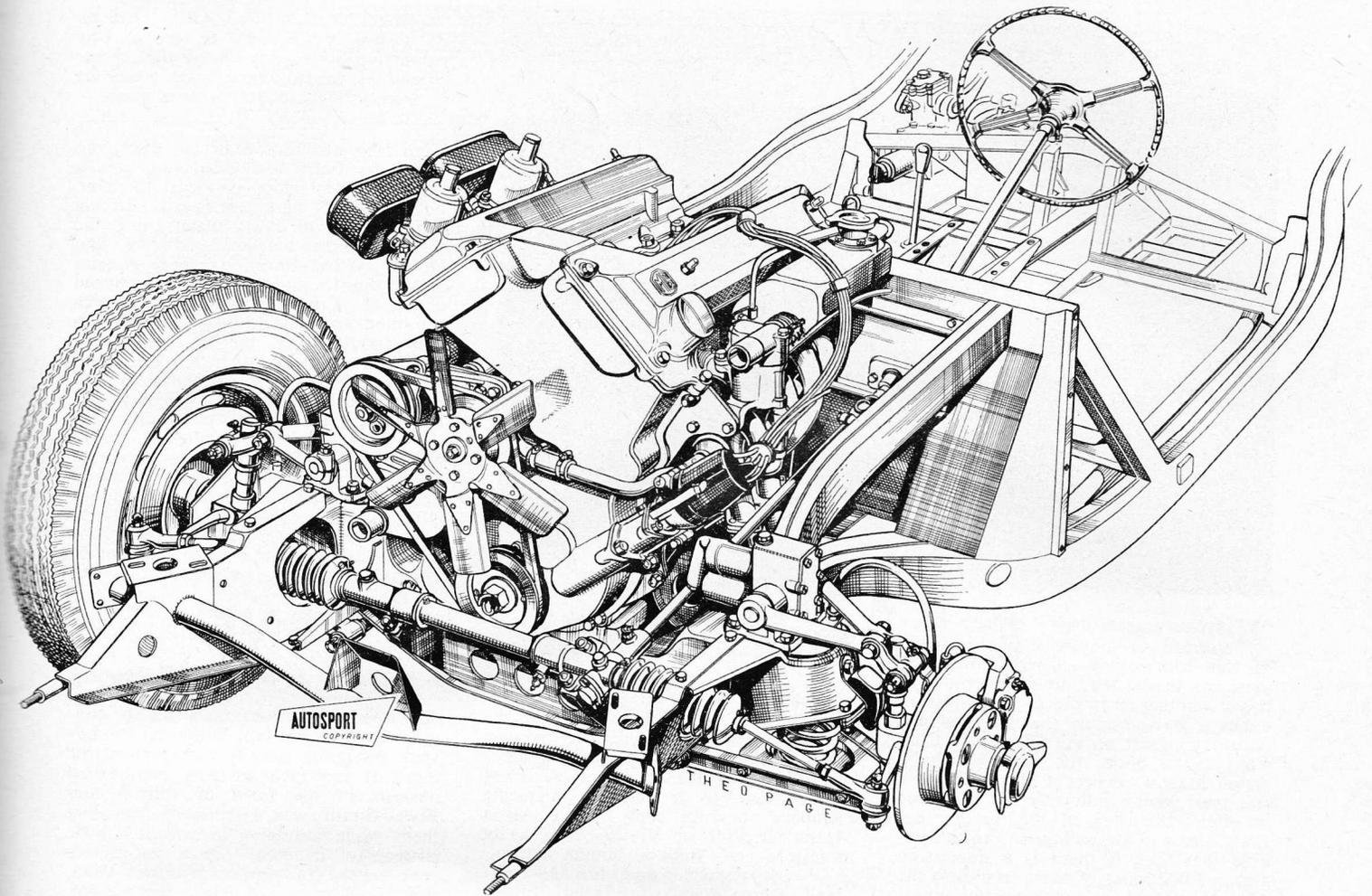
OPPORTUNITY was given at the B.M.C. demonstration day on Monday, to try out the new M.G.A. "Twin Cam". This entailed a few laps at racing speeds on the F.V.P.E. track at Chobham, and also on the "snake" mountain circuit. The engine revs. freely, and 110 m.p.h. was reached on the straight leading to the banked turn. At first the machine had a tendency to over-steer, which John Bolster also found. However, this was corrected by putting up the tyre pressures to about 28 lb. per sq. in.

The difference was very marked, the handling qualities being improved out of all recognition. Braking was so good as to be almost sensational, the Dunlop disc units giving the best stopping power that any M.G. has ever possessed. Strangely enough, despite the absence of any form of servo-assistance, very little pedal pressure was required. These brakes give one the necessary confidence for driving such a rapid little machine. Despite the greatly increased power over the standard push-rod unit, there was no evidence of rear axle judder, and the clutch was smooth in operation, without any tendency to slip even when "straight-through" changes were attempted. The gearbox, as on the "A", is a sheer delight.

The manufacturers' claims of 120 m.p.h. may well be justified, but, of course, there was no opportunity to reach maximum speed on the rather tight circuit employed. On several occasions the engine ran up to 7,000 r.p.m. in "third", without showing any apparent ill-effects, and with a complete absence of valve crash. It is mechanically noisier than the push-rod unit, but not obtrusively so. A tendency to "run on" on pump fuel rather indicated that best results will be obtained with 100 octane; M.G. technicians state that with higher-rated fuel, the engine is much more smooth.

Rather than rush into print with a full-scale road test of a completely new model just going into production, John Bolster will shortly do a comprehensive test of one of the actual cars which will be delivered to customers. The cars available for testing were, of course, pre-production machines, with engines not fully run-in.

GREGOR GRANT.



*An Exclusive Theo Page Drawing of the new "Twin-Cam" M.G.A.*

**BOLSTER TRIES EX 181**

ON Monday afternoon, at the B.M.C. demonstration day at Chobham, I had the pleasure of driving the successful M.G. record-breaking car—EX 181, with which Stirling Moss exceeded 250 m.p.h. on Bonneville Salt Flats. This beautifully streamlined little machine has a supercharged, rear-mounted two-o.h.c. engine and a de Dion rear axle. It is this engine, in modified form, which

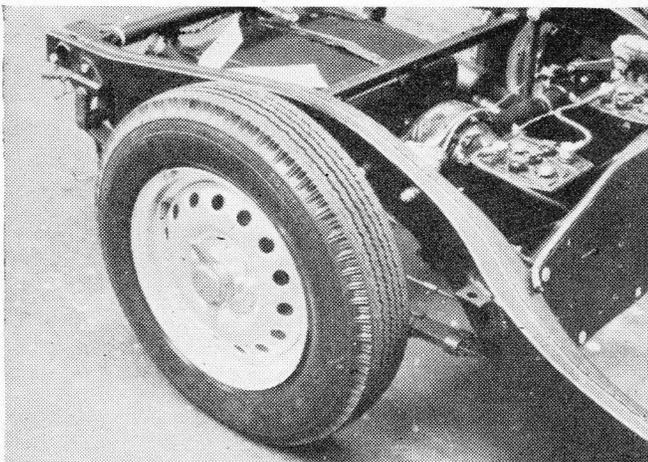
is offered in the newly introduced M.G.A. "Twin Cam".

Unfortunately 200 m.p.h. motoring was out, as the engine was running on "cooking" fuel. However, I can state that I was agreeably surprised at the good handling characteristics; all the sound and fury of that supercharged engine took me back to happy racing days. The cockpit was a pretty tight fit, and I couldn't have got the "Perspex"

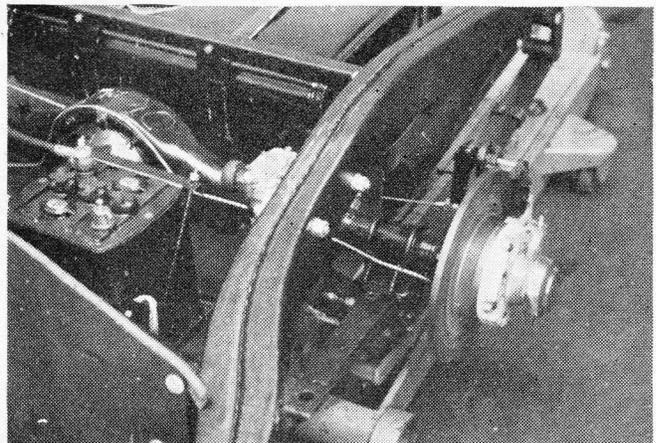
bubble down if I had had much hair on top. Still, Stirling, for whom it was built, is also beginning to lose his mane—if he will permit me to say so!

It was fun driving this very special M.G., with the engine at the "right end", and I am grateful to Syd Enever and his men for allowing a "stranger" to take out their pride and joy—the fastest 1,500 c.c. machine in the world!

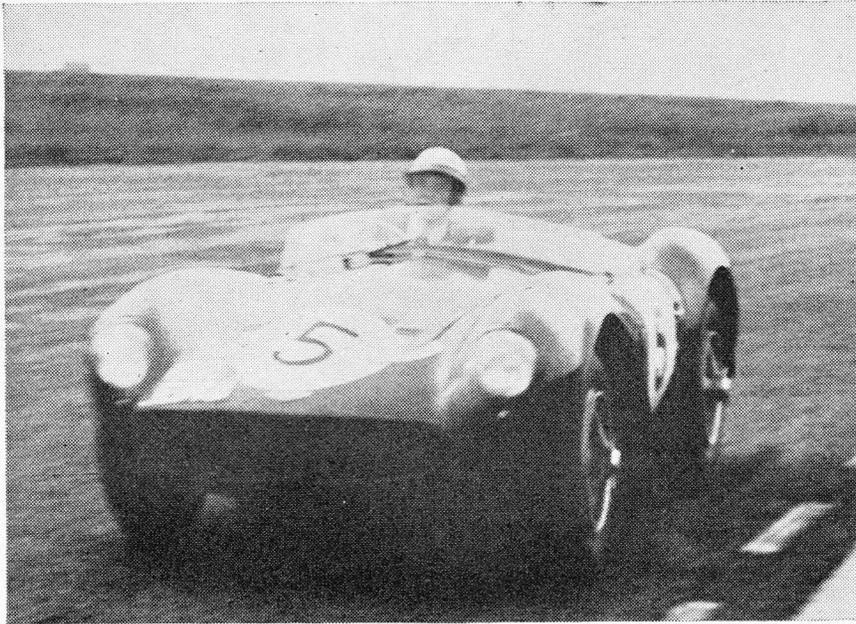
JOHN V. BOLSTER.



**NEW WHEELS** for the M.G.A are of the ventilated disc centre-lock type. It seems that the traditional wire wheels may be on the way out for serious competition wear!



**REAR SUSPENSION** is similar to that in the standard M.G.A, but now Dunlop disc brakes are fitted all round; first tests indicate remarkable effectiveness.



**A VERY FAMOUS CAR.** *Graham Whitehead in 62 EMU is seen making fastest lap of the day during the Arthur Bryant Memorial Trophy, for which he won, fittingly, a case of Emu wine!*

blind, run at the end of the afternoon when the track had dried out, was a vastly different story and cost the club no less than 16 first-class awards. Among the features of this event were the wonderful scrap between Geoff Dear and D. H. Wilson-Spratt in two Austin-Healey Sprites and the astonishing speed of R. J. Connell's M.G. TC, which exhibited an unhealthy appetite for its great-grandchildren, the M.G.As.

The first race as such was, traditionally, a mixed affair for Bentleys and Aston Martins run over 10 laps on handicap, the latter competing for the Elwell-Smith Trophy. Donald McKenzie's 1926 3-litre Bentley acquitted itself with glory off the limit mark and proved uncatchable despite strenuous efforts by the heavier metal in the background, including Morley's 8-litre, whose driver was almost above the rain-clouds. The Aston Martin section of the race

"HISTORY repeats itself." I have never stopped to inquire into the origin of this trite saying—it would not surprise me in the least to discover that it is yet another example of misquotation—but it was certainly the theme of last Saturday's sport on the Silverstone Club Circuit, run under the auspices of the Aston Martin Owners' Club. Firstly, it was wet; what Dudley Coram has done to offend the clerk of the weather nobody seems to know, but it is an undeniable fact that, if there is a depression within 1,000 miles of these islands at the time of an A.M.O.C. race meeting nowadays, it will break all records to ensure its attendance. This year's specimen was a puny child in comparison with its predecessor, but nevertheless it did its utmost to ruin what should have been a most enjoyable gathering at the end of a sweltering week. Secondly, the main trophies showed a marked tendency to lodge themselves with previous holders; R. McNab-Meredith landed the St. John Horsfall Trophy for the second time, Jean Bloxam retained her hold on the Arthur Bryant Memorial Trophy, and Graham Whitehead once again demonstrated his mastery of a car on a slippery circuit to collect the Emu Trophy for the fastest lap of the day in an Aston Martin (or in anything else, come to that). After the magnificent performance which he and brother Peter put up at Le Mans last month, he was undoubtedly the star attraction and his best lap at 83.17 m.p.h., which is well off the published lap-speed table, was a staggering achievement in conditions which were at times, as he said himself over the P.A., nearly as bad as those on the Sarthe circuit in June. However, while giving due recognition to the maestro we must not lose sight of the fact that the drivers of the other really fast cars on the circuit gave immaculate performances and showed just how good a pilot the mature and experienced British clubman (or clubwoman) can be. It is unfortunately true that there has

*"TLL 'AVE TO ASK ME DAD!" Tim Parnell gets some fatherly advice from Reg before the start of the U.S.A.F. Trophy.*

## A.M.O.C. SILVERSTONE

**R. F. McNab-Meredith Wins St. John Horsfall Trophy**

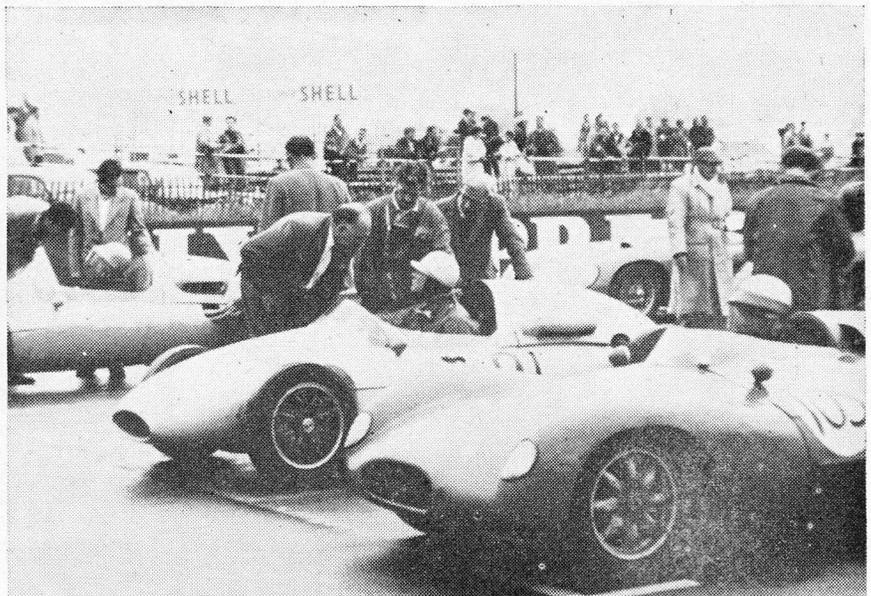
recently been a serious decline in the standard of driving and driving manners at club meetings with the coming of a new generation of men and of machines, but a visit to a meeting featuring members of clubs such as the Aston Martin, Bentley or Vintage does a lot to restore one's faith in human nature.

The day started and finished with "Half Hour Regularity Speed Trials", or Blinds for short, the first of which was run on a streaming wet track on which the competitors showed commendable restraint. As a result of the foul conditions, however, only three drivers managed to complete 20 laps or, to put it another way, to average at least 64.32 m.p.h. This gave first-class awards to D. J. Brough and B. T. Thomas (Lotuses) in Group "A" and a second-class award to J. B. Rodger (Jaguar D-type) in Group "B". The second

developed into two duels which converged on the last lap; Ward and Pounds were scrapping merrily out in front for most of the race while a two-headed nemesis in the form of Burton and Elwell-Smith was relentlessly pursuing them while indulging in a cannibalistic struggle of its own. In a last-minute rush for the line nemesis overtook them, Bill Elwell-Smith just getting the decision—very good value.

The guests then took the field for a five-lap scratch race for cars up to 1,300 c.c., which included a sealed handicap event for the 750 Formula boys. The start was veiled in a cloud of smoke and spray but, as far as one could see, Brierley's Victoria-Climax led into Copse. By the end of the first lap, however, Chris Bristow was firmly in the

*(Continued on page 84)*



# **CASTROL WINS**

## **IN ALPINE RALLY**

### **LADIES' CUP**

Pat Moss/Ann Wisdom (AUSTIN-HEALEY)

**1<sup>ST</sup>** 500-1000 c.c. Class Cat. II  
J. Sprinzel/W. Cave (AUSTIN-HEALEY SPRITE)

**1<sup>ST</sup>** Over 1600 c.c. Class Cat. I  
Edward Harrison/B. P. R. Habershon (FORD ZEPHYR)

*(Subject to official confirmation)*

*Follow the experts*

**ALWAYS ASK FOR**

# **CASTROL**

*by name*



**A.M.O.C. Silverstone—continued**

lead with the Elva, followed by Brierley and then the Lotus XIs of Brough, Peter Riley and B. T. Thomas, an order which remained to the end; P. A. Cross had things all his own way among the Austins.

Bristow came out again in the next race for cars up to 1,500 c.c. and repeated his success. Brierley spun the Victoria wildly at Woodcote at the end of the first lap, restarted after the whole field had somehow avoided ramming him and tried one more lap, but the car was completely uncontrollable and he wisely gave it best—it transpired that the cap had come off the petrol tank and fuel was spraying straight on to the rear tyre. This let Ken Laverton into second place with his Lotus-Ford Mk. VI which now boasts a Shorrocks blower and goes even faster than before. A very creditable third was the R4 Jupiter of A. Thomas, a car which had a highly successful day.

The 1,172 Formula boys had a race to themselves which was greeted by a further torrential downpour. Peter Boshier-Jones made a beautiful start and shot into a lead he was never to lose showing that, now at any rate, there is a Lotus which refuses to accept defeat at the hands of Lola. Another spirited onslaught on this famous car was made by Arthur Mallock, who occupied second place at the end of the opening lap but was then overcome by a Lola which made the fastest lap of the race. Mallock was not giving up easily, however, and less than three seconds separated him from Alan Wersh at the end of the five laps.

Now the rain stopped and the really fast cars came out for an airing, but the track was still terribly treacherous and speeds were well down. John Dalton employed cunning tactics at the start in an effort to get to grips with Graham Whitehead but he was condemned to a constant second place, although he drove the wishbone DB3S with tremendous zeal. John Bekaert in third place found that he could not start to use the power of the H.W.M.-Jaguar and he was followed quite closely by Gordon Lee in the C-type which he (John) borrowed for the M.C.C. meeting a fortnight earlier; Gordon drove an exceptionally fine race, keeping well away from Rodger's D-type and Salmon's C-type, behind whom Jean Bloxam was busy getting rid of the butterflies. Next up came Bob Berry, doing impossible things with what looked like an ordinary Mk. VII saloon until you got close to it; this effort in itself was worth twice the price of the car park.

The next race was a 10-lap scratch contest for the U.S.A.F. Trophy, which was started by Colonel Raymond Toliver, the United States Air Force Commanding Officer at R.A.F. Wethersfield, who presented this fine trophy to Tim Parnell after his resounding win in the Formula 2 Cooper. The colonel also offered Tim an excursion through the sonic barrier in a jet aircraft, but Tim seemed a thought doubtful about this one; he had just had more than his share of excitement in the Cooper at a tenth of the speed, trying to keep it on a track which would put any skid-pan to shame. To add to the normal hazards of the weather there was oil on the course at Becketts, which led to wholesale gyration at that travesty of a corner. Brierley held a splendid second place

★

*TAKING A HEADER into the bubbly is Graham Whitehead, having first set up a new Aston lap record at 83.17 m.p.h.*

★

**Provisional Results**

**10-lap handicap for Bentleys:** 1, D. McKenzie (3-litre), 59.36 m.p.h.; 2, M. J. Bradley (4½-litre); 3, R. H. B. Mason (4½-litre). **Fastest lap:** Bradley, 66.23 m.p.h.

**Elwell-Smith Trophy for Aston Martins up to 1,500 c.c.:** 1, D. Elwell-Smith (LM 10), 59.65 m.p.h.; 2, W. Burton (Ulster); 3, M. Ward (Le Mans). **Fastest lap:** Elwell-Smith, 62.11 m.p.h.

**5-lap Scratch, up to 1,300 c.c.:** 1, C. Bristow (Elva-Climax), 69.44 m.p.h.; 2, J. C. Brierley (Victoria-Climax); 3, D. J. Brough (Lotus-Climax). **Fastest lap:** Bristow, 71.64 m.p.h.

**5-lap Sealed Handicap, 750 Formula:** 1, P. A. Cross (Austin), 57.60 m.p.h.

**5-lap Scratch, up to 1,500 c.c.:** 1, C. Bristow (Elva-Climax), 68.01 m.p.h.; 2, K. D. Laverton (Lotus-Ford (s)); 3, A. Thomas (Jowett Jupiter). **Fastest lap:** Bristow, 76.76 m.p.h.

**5-lap Scratch, 1172 Formula:** 1, P. G. Boshier-Jones (Lotus), 64.87 m.p.h.; 2, A. R. Wersh (Lola); 3, A. M. R. Mallock (Austin Spl.). **Fastest lap:** Wersh, 66.39 m.p.h.

**10-lap Scratch, over 1,500 c.c.:** 1, A. G. Whitehead (Aston Martin DB3S), 73.05 m.p.h.; 2, J. Dalton (Aston Martin DB3S); 3, J. Bekaert (H.W.M.-Jaguar). **Fastest lap:** Whitehead, 74.22 m.p.h.

**U.S.A.F. Trophy:** 1, R. H. H. Parnell (Cooper F2), 72.47 m.p.h.; 2, C. Bristow (Elva-Climax); 3, B. T. Thomas (Lotus-Climax). **Fastest lap:** Parnell, 74.60 m.p.h.

**St. John Horsfall Trophy:** 1, R. F. McNab-Meredith (Ulster (s)), 61.93 m.p.h.; 2, D. W. Chamberlain (Speed Model); 3, M. Ward (Le Mans). **Fastest lap:** Chamberlain, 65.63 m.p.h.

**Arthur Bryant Memorial Trophy:** 1, Jean Bloxam (DB3S coupé), 74.71 m.p.h.; 2, J. Dalton (DB3S); 3, A. G. Whitehead (DB3S). **Fastest lap:** Whitehead, 83.17 m.p.h.

**"Motor Sport" Trophy Heat:** 1, M. Ward (Aston Martin Le Mans), 56.02 m.p.h.; 2, R. B. Pounds (Aston Martin Le Mans); 3, R. H. B. Mason (Bentley 4½-litre). **Fastest lap:** Dalton, 79.52 m.p.h.

initially but retired on the fourth lap for an undisclosed reason, after which Bristow brought the Elva back into the frame, having fallen foul of Becketts on lap two. On the eighth lap Peter Riley and Patsy Burt, who were next up, retired simultaneously at the pits, leaving third place to the Lotus of B. T. Thomas.

After a parade of four Aston Martins which have made themselves famous at Le Mans down the ages, fittingly led by Graham Whitehead in 62 EMU, 20 pre-1940 versions of the marque took the field in a 10-lap handicap race which gave the title to the meeting; the winner was to receive, on a year's tenancy, the trophy which commemorates that great personality and Aston Martin driver,

Jock Horsfall. Poor Fred Ellis suffered a broken half-shaft at the start on the 1922 G.P. car but the rest got away and very soon Ward was once more leading a race in his beautifully preserved 1933 car. He kept well away from the awful struggles that were going on behind him and seemed all set to capture the main award but, on lap nine, race-readers John Wyr and Mort Morris-Goodall drew our attention to the very rapid progress being made by McNab-Meredith in the blown Ulster model. This normally genial-looking gentleman had his horns showing in earnest and he stormed past 14 other competitors in the course of the 10 laps to snatch victory from the unfortunate Ward by just over three seconds, so taking the trophy home for the second time—a fine effort. Scratchman Chamberlain also managed to get his Speed Model past the 1933 car but could not quite catch "Mac".

The last race of any consequence was another 10-lap handicap, this time for David Brown cars, to decide the destination of the Arthur Bryant Memorial Trophy for another year. A tremendous scrap developed between Graham Whitehead and John Dalton, who received a slight start and just managed to keep ahead, possibly due to better fortune on the last lap when both were "doubling" slower cars, but neither could do anything at all about Jean Bloxam in the DB3S coupé, who was going magnificently. In this car with its twin exhausts there is no doubt whether our Jean has got the power on, and in this race she certainly had it on in the biggest possible way, although she did not have to fight quite so hard to keep the trophy this year as she did to win it last year. The race was run on a relatively dry track and Graham's lap at 83.17 m.p.h. secured him the Emu cup and yet another case of Australian alcohol.

The final race was a qualifying heat for the *Motor Sport Trophy* and, although John Dalton drove tremendously fast, the handicapping was such that Ward at last got his win, but the confusion was incredible.

DAVID PRITCHARD.

# SO MUCH MORE VALUE

**SO MUCH MORE** in mileage, silence and grip.

**SO MUCH MORE** in cornering stability,  
even wear and comfortable riding.

**SO MUCH MORE** in all-round value.

*That is why it was immediately  
fitted as standard equipment by  
the majority of British  
motor car manufacturers.*



**THE  
New DUNLOP**

**'Gold Seal' Tyre**

\* This new tyre is also available  
in Heavy Duty construction in  
all popular sizes.



LE MANS-type traffic-jam at the start of the "Marque" scratch race. The eventual winner, Shale, is out of the picture and leading car shown is the M.G.A. of S. H. Handel.

## An Entertaining Goodwood

M. Taylor (Lotus) and D. Shale (Austin-Healey and Lotus) Each Win Two Races

THE sun ignored Goodwood circuit in its fitful meanderings on Saturday—but then so did the rain and if the crowd was not roasted it was able to stay comfortable in the course of an entertaining B.A.R.C. members' meeting.

The afternoon started, as those pleasant members' afternoons are wont to do, with a 10-lap scratch race for 1,250 c.c. sports cars—necessarily a Lotus benefit, for with an entry of 22, only half a dozen cars did not originate from Mr. Chapman's brain. As it turned out, it was not only a Lotus benefit but also a benefit for one Michael Taylor, a phenomenally successful driver, who led the race from start to finish. His win was not an easy one, however, for Keith Greene, in a similar car, was chasing him in a most determined fashion. Taylor's Lotus, however, as prepared by Innes Ireland, seemed to be that little bit quicker. Eventually he crossed the line no more than half a car's length in front of his opponent. Third man home was P. J. Arundell (Lotus) after a rare dice with J. F. Westcott in another Ireland-prepared Lotus. Fastest lap—another indication of the close battle between them—was shared between Taylor and Greene at 88.99 m.p.h.

It turned out later than this was the fastest race ever held at a B.A.R.C. members' meeting: what's more, the winner's speed was the highest race average ever put up by an 1,100 c.c. car at the circuit at any kind of meeting!

Race two was the first of the afternoon's handicap events, this time for small closed cars. The start was notable for a great deal of pushing, shoving and peering under bonnets—particularly by J. M. Sparrowe. However, all seemed well, for everyone got away. There were a tremendous number of Standards in this race, including a

couple of little "Eights" on the limit.

Leader for the first four laps was D. W. Clarke's Renault Dauphine, with an absolute pack of Standards, Austins, Volkswagens and things really snapping at its heels.

Clarke didn't seem to mind, though, and stayed calmly ahead until the last lap, when one G. Lawrence, who had been motoring with great speed in an A35, shot past into the lead. As so often happens in handicaps, this was the signal for everyone else to go and do likewise, and by the time the finish was reached poor Clarke had been passed by Gaston (A35), Sparrowe (DKW) and Shephert-Barron (Fiat-Abarth 750) as well! F. W. Marriott, on scratch with Barker's blown Ford, might have got somewhere, but spun his Minor 1000 at the chicane on the second lap.

This was followed by a 10-lap "marque" scratch race—one of those ever-popular and extremely interesting B.A.R.C. "special" events for TRs,

Austin-Healeys, M.G.s and A.C.-engined A.C.s.

There was a Le Mans start for the event and, with a great deal of wheel-spin, it was P. G. Fletcher's Ace that got away first. He led the race to Fordwater or thereabouts, then lost his lead to David Shale's Austin-Healey 100-Six. J. C. Quick (TR2) wasn't at all quick at first, his engine sublimely refusing to start! He soon made up for that, however, and drove a fine race. Equally unfortunate at the start was R. E. Meredith (Morgan Plus Four).

On the first lap F. O. Munns spun his Ace at Madgwick, but carried on much in arrears. Then, still on the first lap, S. A. Hurrell's TR3 spun in the chicane, also continuing albeit with a battered tail. Shale had now pulled out what he must have considered a satisfactory lead over Fletcher, who was, in turn, well in front of R. F. North (TR2). Then, on lap three, Fletcher came past the pits with flames belching from the tail of the car and stopped at St. Mary's, leaping out unhurt as the car began to burn in earnest! On the next lap North, as he passed, very sportingly slowed and threw a fire extinguisher to Fletcher, while marshals attempted to extinguish things. Unfortunately, they were not helped by the fact that none of the 11 fire extinguishers in use appeared to be full, while when the fire engine arrived its hose burst as it was brought into action!

The disappearance of Fletcher, of course, gave Shale a tremendous lead which he built up into something over half a minute, North in second place leading all the time from J. A. G. Ewer (TR2). Quick was now being very quick, motoring through the field to gain fifth place behind M. C. Sleep's Ace by the end. Fastest lap went to Shale—who won by 39 seconds—at a speed of 77.84 m.p.h., while his race average was 75.26 m.p.h.

The second closed car handicap, a five-lapper, followed all this excitement (Continued on page 91)



WHOOPS—and a batch of small closed cars headed by a pair of Standards lurch into the chicane. Leading this group is P. Moore, followed by R. G. Falconer, M. J. Griffen and R. Vaughan.



# TRIUMPH T.R.3 TRIUMPHS AGAIN!

UNLIMITED CLASS

**1** **ST**

KEITH BALLISAT  
ALAIN BERTAUT  
also

**4<sup>TH</sup>** in General Classification

**3** **R D**

DESMOND TITTERINGTON  
BRIAN McCALDIN  
also

**8<sup>TH</sup>** in General Classification

K. Ballisat and A. Bertaut also won a

## COUPE DES ALPES

and achieved

**the best climb in the Stelvio Pass**

*(Subject to official confirmation)*

**SEE THIS FAMOUS SPORTS CAR IN  
YOUR LOCAL DEALER'S SHOWROOMS**

*Issued by the Triumph Motor Company (1945) Limited, Coventry*



## Waterlogged Full Sutton

A Hat-Trick for Jim Clark

**B**LINDING rainstorms which never let up spoiled the day at the B.R.S.C.C. Full Sutton meeting on Saturday, 12th July, when some 85 cars were engaged.

It was a great shame, because on this, their third attempt, the organization was vastly improved, the meeting, under the vilest conditions possible, ran nearly to time, which, considering that all who took "outside" part in it were soaked to the skin, deserves real credit.

On a very slippery track, the surface of which glistened with pools of water varying from half an inch to very deep, Jim Clark driving the Border Reivers's D-type, gave one of the most polished displays of driving yet seen at a northern club event, taking the two main races with the greatest of ease and, in so doing, lapped at over 90 m.p.h.—quite something! Next, driving a Porsche, he joined battle with I. H. Smith (Ace-Bristol) and, after a tour in which they exchanged the lead some five times in 10 laps, won by a matter of yards. This young driver is very good indeed and will repay with dividends a chance in the major league; to me, he has a technique resembling fellow-countryman Ian Stewart, which is just about the highest praise!

Event 1 was a 10-lap scratch race for 500s. Watching from the apex of Paddock Bend, the last corner before the long finishing straight, the course looked much more suited to aquasport, indeed the little half-litres trailing long spumes of spray resembled nothing more than outboards, and as a dozen or so thundered into Paddock, which glistened with a wet, evil sheen, first one and then another spun, and then they were "all ways at once". As they re-sorted, the battle was on between R. A. Bell and G. Gartside who, never more than 6 secs. apart and lapping around 2 mins. 39

secs., put up a grand show. Bell won, with J. Pitcher third some 40 secs. in arrears. All were Cooper-Norton equipped.

Event 2 was a 10-lap scratch race for sports-racing cars up to 1,500 c.c.

Missing from the start line was Tommy Dickson, which robbed the event of its main attraction, i.e., another Dickson-Blumer scrap. As it was, Jimmy Blumer won as he liked from M. J. Kingham with R. A. Hudson third. It goes without saying that Lotus-Climax were the cars. It was interesting to note that the winner, lapping at 2 mins. 36 secs. and increasing speed, averaged a mile an hour slower than the 500s, although the 1,100s appeared much steadier.

Event 3, a 10-lap race for production sports and G.T. cars, was in two classes for up to 1,600 c.c. and over. Another disappointment for the few hardy spectators: Keith Schellenberg's ex-de Portago 250 Ferrari Europa which ran well in practice did not appear. After all it was very wet and it is a lot of "lolly"! However, the battle between J. Clark (Porsche) and I. H. Smith (Ace-Bristol) more than made up for this, the lead changing hands no fewer than five times in 10 laps, while the finish with the "Stuttgart Roller Skate" first over

*AWAY TOGETHER are Jim Clark in the Border Reivers's Porsche and I. H. Smith (Ace-Bristol) in the production sports and grand touring car race.*

the line by yards was quite something! Both of these cars took their respective classes, a matter rather overlooked in the heat of the moment. Seconds, respectively, went to J. H. Cross (M.G.A) and S. H. Newton (TR3).

Event 4 was a 16-lap scratch race for unlimited sports-racing cars. This one was just "all" Clark in the D-type. Starting with a standing lap in 2 mins. 11 secs., and afterwards slowing, he won by the length of the "Railway Straight". This did not, however, rob the race of all interest, as for second spot J. Sieff in another D-type had to fight literally all the way home from B. Harpin (Lotus) who, giving away "pints", never ceased attacking and very, very nearly succeeded on his last tour through Paddock. The race was further enlivened by the sight of the "presumed" Barnarto-Hassan Bentley 8-litre waggling its huge front wheels on corners, and the neat "spin" technique of Reg Harris in yet another D-type.

Event 5 was over 10 laps for *Formule Libre* cars, and, despite the presence of Ken Flint's Formula 1 Connaught and N. V. Barclay's Formula 2 Cooper, the race order was similar to event four. Perhaps it was a shade closer, as there was only 24 secs. between Clark and Sieff, but on this occasion Harpin lost 59 secs. before he received the flag. A great attempt to "go" through the field was made by P. Proctor (Cooper-Norton) who, on the fifth lap, reached fifth place before mechanical failure brought to an end a fine run.

FRANCIS PENN.

### Results

**Formula 3:** 1, R. A. R. Bell (Cooper-Norton), 74.32 m.p.h.; 2, G. Gartside (Cooper-Norton); 3, J. Pitcher (Cooper-Norton). **Fastest lap:** Bell.

**Sports Cars up to 1,500 c.c.:** 1, J. Blumer (Lotus), 73.39 m.p.h.; 2, M. J. Kingham (Lotus); 3, R. A. Hudson (Lotus). **Fastest lap:** Kingham, 74.42 m.p.h.

**Production Sports and Grand Touring Cars, up to 1,600 c.c.:** 1, J. Clark (Porsche); 2, I. H. V. Cross (M.G.A.); 3, T. Entwistle (M.G.A.).

**Over 1,600 c.c.:** 1, I. H. Smith (A.C. Ace-Bristol); 2, J. Clark (Porsche); 3, S. H. Newton (TR2). **Fastest lap:** Smith, 76.39 m.p.h.

**Sports Cars, unlimited:** 1, J. Clark (Jaguar "D"), 84.09 m.p.h.; 2, J. Sieff (Jaguar "D"); 3, B. Harpin (Lotus 1100). **Fastest lap:** Clark, 87.81 m.p.h.

**Formule Libre:** 1, J. Clark (Jaguar "D"), 90.24 m.p.h.; 2, J. Sieff (Jaguar "D"); 3, B. Harpin (Lotus 1100). **Fastest lap:** Clark, 91.87 m.p.h.



*THREE TIMES a winner during the day was Jim Clark, here seen in the Border Reivers's "D"-type Jaguar.*

# Club News

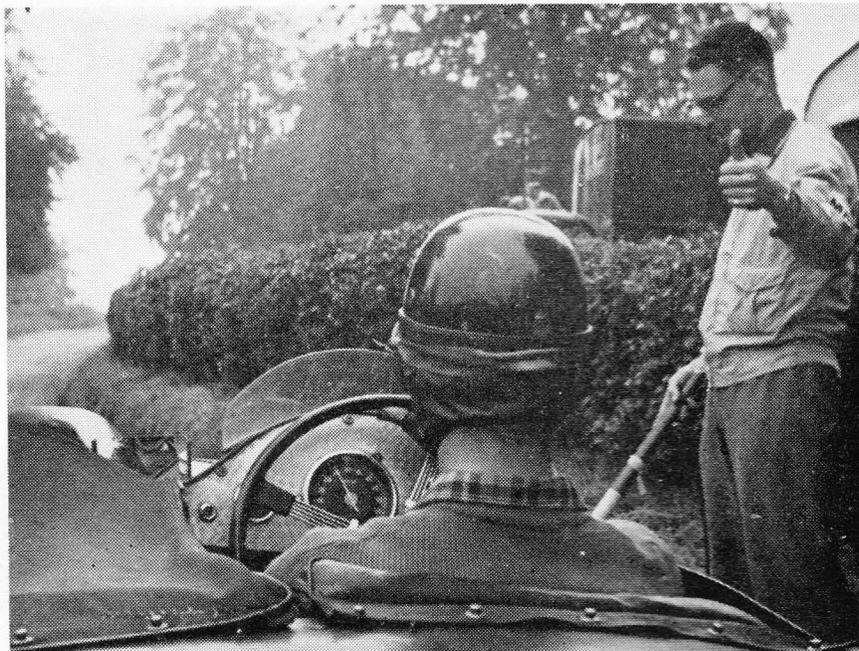
By MARTYN WATKINS

A COUPLE of notes from the **Seventy-Fifty M.C.** start us off this week. To begin with, I gather that a printing error in the regs. for the club's national Six Hours relay race at Silverstone on 16th August has cropped up. The mistake lies in the telephone number of the chief marshal, Les Needham: his number is Colindale 3633—not 2633 as it says! Apparently the gentleman who lives at the other number didn't mind for the first 200 calls but is now getting just a tiny bit cross!

The other point concerns the 1172 Formula. The club asks me to draw competitors' attention to the decision by the Board of the club that the reference to the dynamo in 1172 Formula regulations will in future be interpreted as requiring a production car dynamo, effectively mounted and driven and capable of maintaining battery charge under road conditions with the lighting equipment required by the Formula, including at least one 36-watt headlamp, in use. So you've been warned!

THE end of July—to be exact, the 27th—sees the Bugatti O.C. Inter-club invitation hill-climb at Prescott. An interesting variation this year means that the teams will be timed "en bloc". In other words, as No. 1 driver in each team passes the finishing line, No. 2 will receive a green light signal and must start with as little delay as possible—without delay at all if he wants to remain popular! Then, as he crosses the line, No. 3 gets the green light, and the clock will stop as he finishes, thus having recorded a total time for all three cars.

TOP of the pile this week is a note from the Midland branch of the **Ecurie Ecosse Association** giving notice of a meeting to be held at the "Saxon Mill", Guy's Cliffe, Warwick, on 21st July at 8.30 p.m., when Jack Fairman will give a talk, after which he and Ivor Bueb will answer questions. . . . **East Anglian M.C.** holds a restricted autocross event at Wolves Hall, Tendring, near Colchester, on 17th August. Regs. are available from D. G. Last, 25 Bramley Close, Colchester. . . . **West Cornwall M.C.** holds a hill-climb at Trengwainton, Madron, near Penzance, on 4th August. Invited clubs include Yeovil C.C., Midland A.C., Torbay M.C., Newquay M.C., Plymouth M.C., B.A.R.C., North Cornwall M.C., Bournemouth-on-Sea M.C., Bristol M.C. and L.C.C., West Hants and Dorset C.C., West of England M.C. and M.G.C.C. Entries close on 28th July and secretary of the meeting is B. L. Ellis, 7 Merlin Place, Mousehole, Penzance. . . . **Wolverhampton and S. Staffs C.C.** hold a gymkhana on 20th July at Pendeford Airport, Fordhouses, Wolverhampton. . . . **Mid-Thames C.C.** hold a restricted night rally on 11th-12th October, called the "South-eastern Shield Team Rally", which is the first in what is to be an annual series. It's a long way ahead, I know, but at least that gives you plenty of time to think about it. Interested club secretaries should get in touch with A. E. Hunt, 2 Norcutt



THE HILL AHEAD: "Thumbs up" from the start-line marshal, "two-five" on the rev-counter and the road stretches away in front. Don Farrell's Cadillac-Allard is all set at the Herts County A and Ae.C. climb at Westbrook Hay. A report of the meeting will appear next week.

Road, Twickenham, Middx. The idea is to find out which club can put the best team on the road and, it seems, can be regarded as a definite challenge from the Mid-Thames people! . . . **250 M.R.C.** hold a restricted race meeting at Snetterton on 3rd August. Invited clubs are Bugatti O.C., Seventy-Fifty M.C., West Essex C.C., Snetterton M.R.C., M.G.C.C., Thames Estuary A.C., North London E.C.C., B.A.R.C., Nottingham S.C.C., Club Lotus, East Anglian M.C. and Berkeley Owners, for whom there is a special race. Entries close on 21st July and secretary of the meeting is P. J. Rowlandson, 45 Hollywood Road, London, S.W.10. . . . **Liverpool M.C.** holds a driving test meeting at Speke, near Liverpool, on 3rd August. Invited clubs are Chester M.C., B.A.R.C., Bolton-le-Moors C.C., Rhyl and D.M.C., Hagley and D.L.C.C., Nottingham S.C.C., Wirral 100 M.C., M.G.C.C., Lanes and Ches. C.C., Manchester U.M.C., Yorkshire S.C.C. and North Staffs C.C. Entries close on 28th July

and secretary of the meeting is H. Gadd, 37 Hollytree Road, Woolton, Liverpool. . . . At the international meeting at **Oulton Park** on 20th September there will, it seems, be races for F3 (50 miles, 19 laps); historic racing cars (50 miles, 19 laps); closed cars (44 miles, 15 laps) and sports cars from 1,500 c.c. upwards over 124 miles (45 laps). Classes in the last race will be up to 1,500 c.c.; 1,500-2,000 c.c. and unlimited. The only address I have at the moment for this meeting is that of the Cheshire Car Circuit, Ltd., 29 Eastgate Row North, Chester. . . . **Aintree Circuit Club** and the north-west centre of the **B.A.R.C.** hold a closed race meeting at Aintree Club circuit on 4th October. Seven of the ten races will be for production saloon cars, modified or otherwise. . . . Annual general meeting of the **Special Builders' C.C.** is on 11th August at the "Mason's Arms", Maddox Street, W.1. . . . **Nottingham Sports Car Club** hold a national open race meeting at Mallory Park on 4th August.

## Coming Attractions

**July 19th. British Grand Prix Meeting, Silverstone, near Towcester, Northants.**

**July 20th. Sevenoaks and D.M.C. Sprint, Brands Hatch, near Farningham, Kent.**

*Falcon M.C. Autocross, Walkern, near Stevenage, Herts. Start, 2.30 p.m.*

**July 24th. Bouley Bay International Hill-Climb, Jersey. Start, 2.30 p.m.**

**July 26th. Vintage Sports Car Club Race Meeting, Silverstone, near Towcester, Northants.**

*B.A.R.C. Race Meeting, Aintree, near Liverpool, Cheshire.*

*Mid-Cheshire M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.*

**July 27th. Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.**

*Bugatti O.C. Inter-Club Hill-Climb, Prescott, near Cheltenham, Gloucestershire.*

**August 2nd. Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.**

**August 3rd. German Grand Prix, Nürburgring.**

*250 M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.*

**August 4th. B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.**

*Nottingham S.C.C. Race Meeting, Mallory Park, near Hinckley, Leicestershire.*

**Alpine Rally—continued**

headlights peering down into the depths of a river below. They put some rocks in front of the wheels to prevent any further descent and settled down for the night.

Skid marks pointing dramatically towards the edge of the road showed there had been many narrow escapes. Cyril Pilgrim and A. A. Wright in an A.C. went right off the road and down the cliffside. Two American competitors, Richard Smith of Pennsylvania and Robert Halmie of New York, who had flown from America to compete, stopped, went down and brought the two British drivers up.

Affable Denis Scott discovered an escape road (one, which it is said, every Alpine driver takes to at some time or another) and could not get out again.

There was a timed climb over the Col d'Allos and then a speed test at Monza, and by the end of the first stage there were only 14 crews still in the running for an Alpine cup, including the cars driven by Harper, Harrison, Pat Moss, Jack Sears, Shepherd, John Gott, Paddy Hopkirk and Keith Ballisat.

A rest at Brescia was the prelude to the Italian Dolomites, some of it known to previous Alpine drivers and some not. Among the "not" was the Passo di Croce Domini, a vicious pass which combined rough roads with a precipice of fearsome height. Arnold and Raymond Burton retired here, forcibly, after their car had had the hard-top ripped off by the rock, and they had bounced some way off the road, again fortunately without injury.

A little farther on competitors came across Willem Tak and Willem Hest, who had retired because their petrol tank split, and then Claude Storez and Chavy (Porsche) had an accident with another Porsche, pressed on, but retired at the next control.

It was a day of excitement. Gordon Shanley, sharing the driving of an Austin A105 with Frank Grounds, made history by having a corner on the Passo di Vivione named after him by fellow competitors. Shanley took the 105 round a sharp left-hand bend (with the drop on the nearside), a little too closely, and bent the marker post out at a fearsome angle. The drop, it was said by some, was some 4,000 feet, but other competitors suggested this was an exaggeration—it was actually only 3,500! The side of the car was badly ripped, but they carried on and held third place in the class.

There was also the incident of Ronnie Adams and Jack Sears. Sears, finding himself going up the wrong road, turned round and started to descend. But Adams had also taken the same wrong road. They met. But there were no injuries and both cars carried on.

J. Caprevesnes in a DS 19 had an equally spectacular bump, but fashioned a new "door" out of wood and carried on, finishing eventually in 20th position in the general classification.

But there were retirements. Paddy Hopkirk and Jack Scott (TR3) had to call it a day when a tyre burst, and they had a bump; Raymond Baxter and David Humphrey had engine trouble in their Sunbeam, and Frank Ward and Gerald Cooper withdrew their Jaguar.

By Megève on the Thursday, only half the original entries were still with the Rally, with 32 still running, and 10 still striving for an Alpine cup, including Peter Harper and Peter Jopp (Sunbeam), Keith Ballisat and Alain Bertaut (Triumph), John Gott and Chris Tooley (Austin-Healey), Edward Harrison and B. P. R. Habershon (Ford), and Pat Moss and Anne Wisdom (Austin-Healey).

The Morris Minor of Herbert Harper and Alan Kemp had retired, and so had the Panhard of René Fabre and Jacques Fabre, leaving Cyril Corbishley and Noel Stuart in a Standard Ten (modified) challenging the three Austin-Healey Sprites of Sprinzel and Cave, Wisdom and Hay, and Brooks and West Wells in the under 1,000 c.c. class.

A climb of the Stelvio enlivened the rally on the second stage, and unfortunately shortly after this a car carrying some officials was involved in an accident, causing one death.

From Megève the last stage went in two sections, the first during daylight to Gap, and the last overnight and then through Saturday to Marseilles, with timed climbs of Col du Soubeyrand, Col d'Izoard, Mont Revard, Mont Ventoux and a speed test on the Circuit J-P. Wimille on the way.

By Gap, all the 10 who had had clean sheets had dropped marks, all on the Col du Soubeyrand, which it was virtually impossible to climb in the time given. However, later it was discovered that the road books of some competitors had shown the wrong stipulated times, and as a result the times on the Soubeyrand were deleted from the markings.

Then came Mont Revard with further complications. Officially this had to be approached by the D.211 road—but there are three roads marked D.211

which lead to Mont Revard, with only one of them leading to the test. Inevitably, some missed the test, protested, and that was withdrawn.

At Gap it looked, too, as if Pat Moss and Anne Wisdom might have to retire. Their engine sounded rough, but they discovered that it was a case of the rear carburetter having worked loose, repaired it, and went on to win the ladies' award.

The last stage took the competitors through the job of descending from the Alpes, including the spectacular Col d'Allos, on which a short section made drivers pull out all the stops.

It was an unhappy section for two crews. Ivor Bueb and Jimmy Ray, well placed as the only car left in their class, had an accident and had to retire, and John Gott and Chris Tooley (Austin-Healey) lost a rear wheel on the Col d'Izoard, when they were well up among the leaders, and also had to retire, as did Cyril Corbishley (Standard Ten) with a broken engine mounting.

**Class Results**

**Up to 1,000 c.c.:** 1, John Sprinzel and William Cave (Austin-Healey Sprite); 2, T. H. Wisdom and J. B. Hay (Austin-Healey Sprite); 3, R. Brookes and R. West Wells.

**Up to 1,300 c.c., Category 1:** 1, Guy Clarou and Pierre Gele (Alfa Romeo); 2, Max Reiss and Hans Wencher (Alfa Romeo); No third.

**Category 2:** 1, J. G. Branche and M. Lambeaux (Alfa Romeo); 2, U. Fabre and F. Morceau (Alfa Romeo); 3, P. Persoglio and H. Muller (Alfa Romeo).

**Up to 1,600 c.c., Category 1:** 1, Peter Harper and Peter Jopp (Sunbeam); 2, T. E. B. Sopwith and Dr. E. W. Deane (Sunbeam); 3, A. Meredith-Owens and W. Bradley (Riley).

**Category 2: No finisher.**

**Over 1,600 c.c., Category 1:** 1, E. Harrison and B. P. R. Habershon (Ford); 2, T. Harrison and J. Harrison (Ford); 3, F. P. Grounds and Gordon Shanley (Austin).

**Category 2:** 1, K. Ballisat and A. Bertaut (Triumph); 2, W. Shepherd and J. Williamson (Austin-Healey); 3, D. Titterton and B. McCalden (TR3); 4, Miss Pat Moss and Miss Anne Wisdom (Austin-Healey).

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

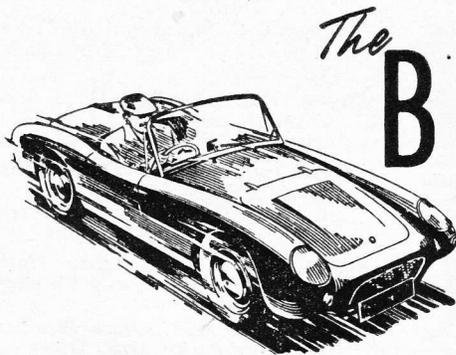
**Leading Positions**

	Pts.
1. Ian Walker (Lotus Elite) .. .. .	60*
2. J. P. Baldam (Turner) .. .. .	54
3. B. A. M. Gilbert (Turner) .. .. .	44
4. A. J. Nurse (Turner) .. .. .	40
5. D. J. Protheroe (Austin-Healey) .. .. .	36*
6. K. W. MacKenzie (M.G.A.) .. .. .	34
7. P. D. Gammon (Elva Courier) .. .. .	33*
8. C. R. Hanson (Austin-Healey) .. .. .	26
E. N. Whiteaway (A.C.-Bristol) .. .. .	26

\* Includes bonus points for fastest speed.

**Class Leaders: Up to 1,000 c.c.:** Baldam (Turner). **1,001-1,300 c.c.:** Walker (Lotus Elite). **1,301-1,600 c.c.:** MacKenzie (M.G.A.). **Over 1,600 c.c.:** Protheroe (Austin-Healey).

A full list of all competitors' markings will be published in next week's issue.



The **BERKELEY**



is going places

*fast*

ANOTHER successful day's racing was enjoyed by rising star Michael Taylor, who drove his Lotus to victory in both his races, winning one at a highest-ever average speed for the capacity class!

**Goodwood—continued**

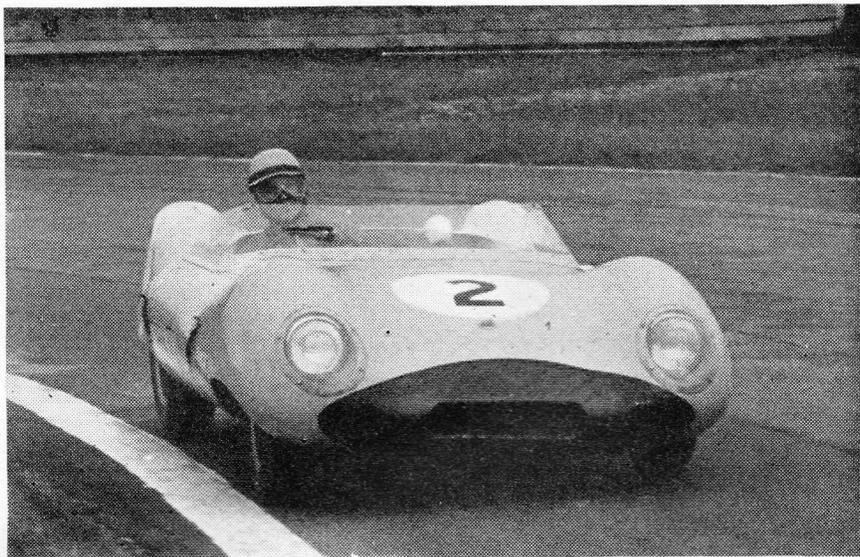
and was one of those races in which the winner never led at all! The answer, of course, is that R. H. Hunt (XK 120) who led over the line and for the last three laps, motored on to the grass at St. Mary's on the first lap and was disqualified. Victory went, as a result, to W. P. Sheppard's similar car after a stirring dice with E. W. Cuff Miller's Ford Zephyr. Scratch man R. A. Brightman brought his Aceca into fifth place, being promoted to fourth after the rearrangement.

Next came another scratch race, this time a five-lapper, for 1,500 c.c. sports cars, which saw a repeat performance of the Greene-Taylor battle. This time Taylor had an easier, though not unchallenged win, leading Greene across the line by some three seconds. J. F. Westcott went well in third place until some sort of derangement caused his retirement on lap four. This let in David Shale, in Max Trimble's Lotus, but Chris Martyn pipped him on the last lap.

This was followed by the third five-lap handicap, this time involving some really heavy metal which ranged from F. B. Birch in the ex-Mike Head Cooper-Jaguar on scratch to G. V. Coles's re-bodied blown 750 c.c. M.G. on the limit mark. It was, in fact, Mr. Coles who led for the first four laps until the lead was taken by H. J. Fredman's very quick Lotus 1100, who, although not in the first eight on lap three, suddenly appeared in fifth place on the fourth lap and passed the M.G. on Lavant Straight last time round. Coles finished fourth, for F. O. Munns (A.C. Ace) and J. A. P. Trafford (M.G.A.) also passed him before the finish.

The day was completed by two more five-lap handicaps. The first of these brought out a tremendous variety of machinery.

Leader for four laps was the limit man, J. A. Derisley (Lotus-Ford), who had for most of the time some hot breath down his neck from I. M. Gillett's Aston Martin DB2-4. On the last lap G. Morgan's Lotus-Ford overcooked it in the chicane and took with it some large pieces of wattle fencing: he was later excluded for "leaving the



course". On the last lap David Shale (Lotus) took the lead to win, with Gillett second, some seven seconds behind him.

Last race of the day turned out to be the first race ever for Mrs. Mary Wheeler, who drove her TR2 quite well, all things considered. What puzzled most people but didn't seem to bother her was something like a white pocket handkerchief which flapped about on the bonnet!

The lead for three laps was held by the 328 c.c. Berkeley of R. C. G. Ashby; on lap four he was dislodged by E. O. Kine's M.G.A., who, in turn, was overhauled by C. Steele (Cooper-Zephyr) last time round.

And that concluded a day's motor-racing—the sort of day's motor-racing which for good, clean fun and a pleasant atmosphere takes quite a lot of beating.

MARTYN WATKINS.

**Results**

**Ten-lap scratch race, sports cars up to 1,250 c.c.:** 1, M. Taylor (Lotus), 87.7 m.p.h.; 2, K. A. Greene (Lotus); 3, P. J. Arundell (Lotus). **Fastest lap:** Taylor and Greene, 88.99 m.p.h.

**Five-lap handicap race, closed cars:** 1, G. Lawrence (A35), 64.1 m.p.h.; 2, G. H. Gaston (A35); 3, J. M. Sparrowe (DKW). **Fastest lap:** F. W. Marriott (Minor 1000), 66.98 m.p.h.

**Ten-lap Marque scratch race:** 1, D. S. Shale (Austin-Healey 100-Six), 75.26 m.p.h.; 2, R. F. North (TR2); 3, J. A. G. Ewer (TR2). **Fastest lap:** Shale, 77.84 m.p.h.

**Five-lap handicap race, closed cars:** 1, W. P. Sheppard (XK 120), 70.70 m.p.h.; 2, E. W. Cuff Miller (Ford Zephyr); 3, D. J. Uren (3.4 Jaguar).

**Fastest lap:** R. A. Brightman (A.C. Aceca-Bristol), 76.32 m.p.h.

**Five-lap scratch race, sports cars up to 1,500 c.c.:** 1, M. Taylor (Lotus), 87.52 m.p.h.; 2, K. A. Greene (Lotus); 3, S. C. S. Martyn (Lotus). **Fastest lap:** Taylor, 88.89 m.p.h.

**Five-lap handicap race:** 1, H. J. Fredman (Lotus), 76.87 m.p.h.; 2, F. O. Munns (A.C. Ace); 3, J. A. P. Trafford (M.G.A.). **Fastest lap:** F. B. Birch (Cooper-Jaguar), 79.85 m.p.h.

**Five-lap handicap race:** 1, D. Shale (Lotus), 83.21 m.p.h.; 2, I. M. Gillett (Aston Martin DB2-4); 3, J. A. Derisley (Lotus). **Fastest lap:** Shale, 85.54 m.p.h.

**Five-lap handicap race:** 1, C. J. Steele (Cooper-Zephyr), 71.81 m.p.h.; 2, E. O. Kine (M.G.A.); 3, K. Y. Twisk (TR3). **Fastest lap:** J. C. Quick (TR2), 75.79 m.p.h.

**EUROPEAN HILL-CLIMB CHAMPIONSHIP**

**Third Round. Tremto Benbone, near Bozen, 12.9 kms.**

1, W. von Trips (Porsche), 9 m.17.1 s., new record. Old record: Lualdi (3.0 Ferrari), 10 m. 9.1 s. 2, Hans Hermann and Joakim Bonnier (Borgwards), 9 m. 23.3 s. 4, Edgar Barth (Porsche), 9 m. 34.4 s. 5, Cabcianca (Borgward), 9 m. 36.4 s. 6, H. von Hanstein (G.T. Porsche), 10 m. 18.2 s.

The Hill-Climb Championship is now led by von Trips with 28 points. Second is Hermann, 22 points. Third, Barth, 19 points, and fourth, Cabcianca, 17 points.

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# AUTOSPORT

## CLASSIFIED

### ADVERTISEMENTS

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(continued overleaf)

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<b>1955 M.G. Magnette</b> , dark grey, light grey leather, radio, heater, etc.	£725
<b>1954 TR2</b> , ivory, red interior, spots, Michelin X, heater, etc., taxed	£565
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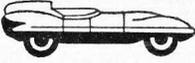


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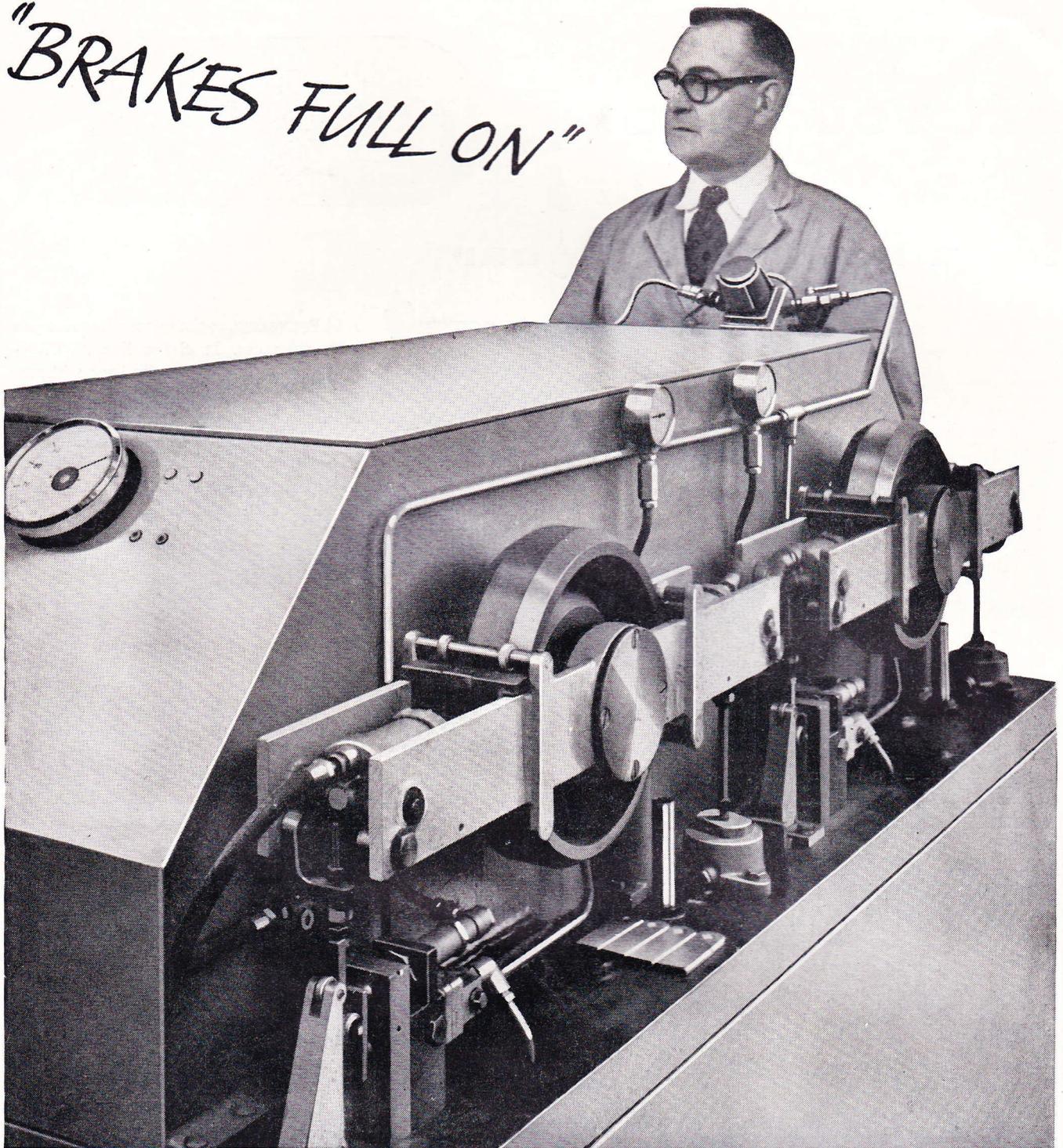
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