

# AUTOSPORT

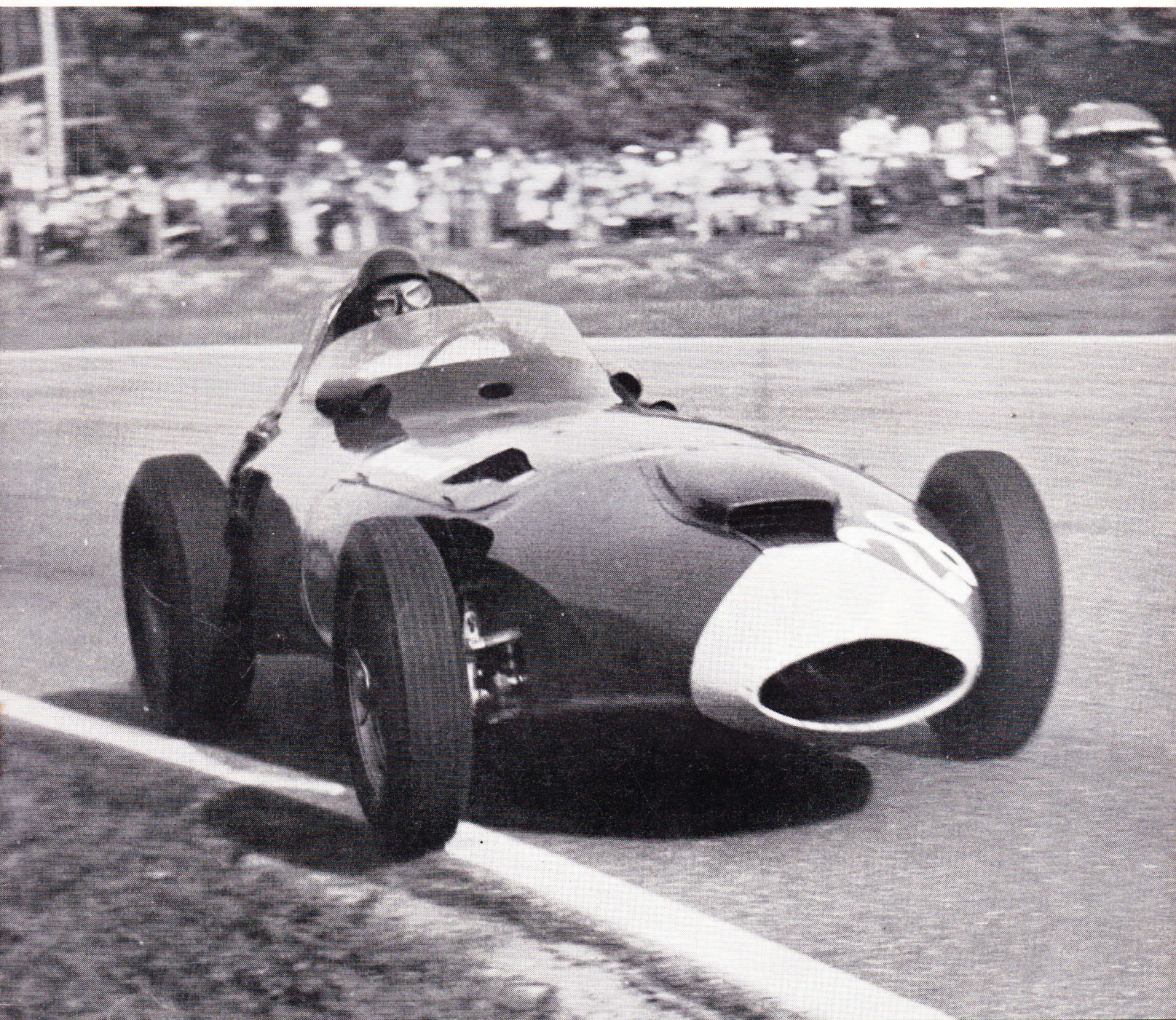
SEPTEMBER 12, 1958

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Vol. 17 No. 11

BRITAIN'S MOTOR SPORTING WEEKLY

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

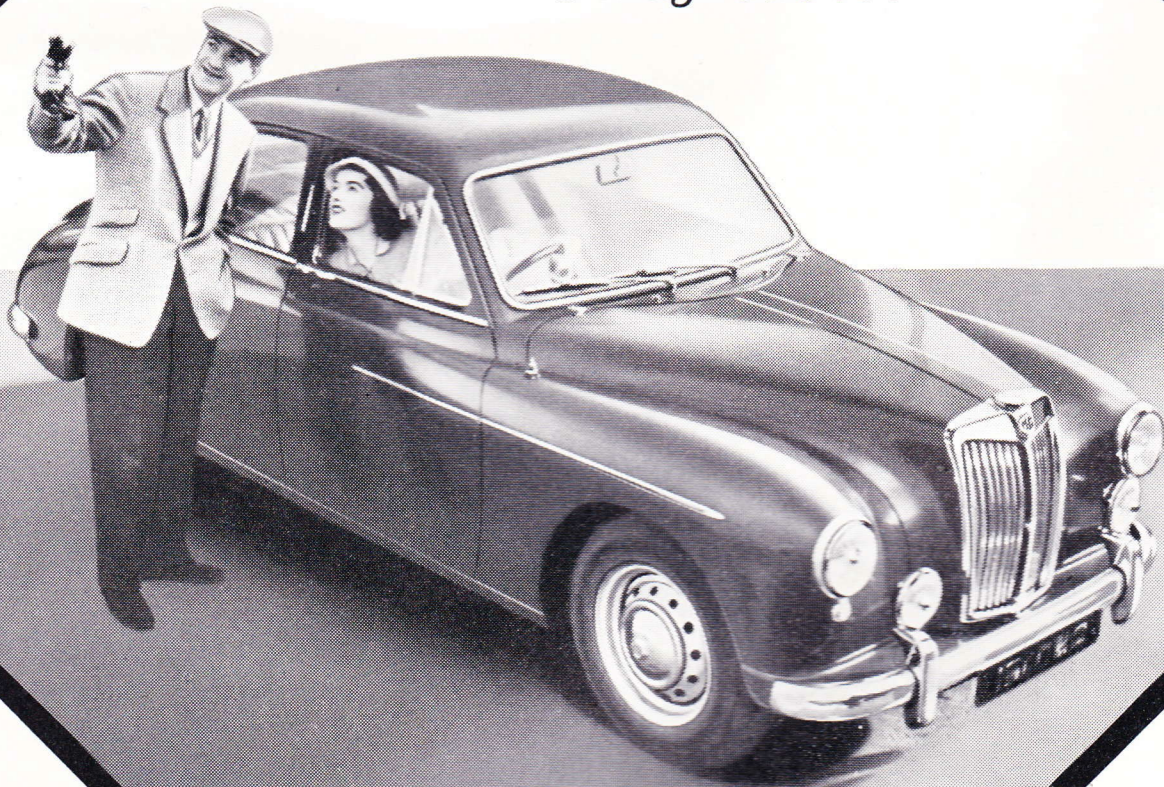


## *IN THIS ISSUE*

ITALIAN GRAND PRIX—FULL REPORT AND PICTURES : THE MARATHON DE LA ROUTE  
BRIGHTON NATIONAL SPEED TRIALS : CLUB RACING AT SNETTERTON AND SILVERSTONE



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Vol. 17 No. 11

September 12, 1958

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## EDITORIAL

### THE INCREDIBLE VANWALLS

ONCE again Mr. Tony Vandervell has defeated the pride of the Italian automobile industry on Italian soil. Tony Brooks's wonderful victory with a car produced by a marque which was not in existence when Scuderia Ferrari was already winning Grands Prix, must have shocked the entire motor industry in that country—an industry which is solidly behind Signor Enzo Ferrari. This is the great difference between the motor industry in Great Britain and that of Italy. Few, if any, of the tycoons whose factories are turning out thousands of cars which the prestige achieved by Vanwall is helping to sell, even bothered to send a telegram of congratulation to Mr. Vandervell. Sir William Lyons and Mr. David Brown do realize what these Vanwall victories mean, but it is almost impossible to convince certain manufacturers that the successes of the Acton-built cars in the *grandes épreuves* provide publicity for British products that no amount of expenditure in advertising could buy. Vanwall now has a reasonable chance of securing the World Championship for Constructors, surely the blue riband for anyone connected with automobile engineering. If this honour does go to Mr. Vandervell, surely it is not too much to hope that Her Majesty's Government will endeavour to recognize what would be a major achievement? Now that British motor racing successes are front-page news, the industry itself should acknowledge the debt that is owed to the men who have steadfastly refused to accept the alleged superiority of Continental car builders. Mr. Vandervell has already been awarded one of the most important tributes in motoring sport, the Ferodo Gold Cup. All are agreed that this has been thoroughly deserved. Now it is up to the Government to give Mr. Vandervell the credit which is due to him. AUTOSPORT is certain that every motor sporting enthusiast would be overjoyed if Mr. Vandervell were to be honoured by Her Majesty. During the past few years he has devoted his entire endeavours to the furthering of British interests in that most difficult of all activities—full-scale Grand Prix racing!

### TOMORROW—THE T.T.

TOMORROW, 13th September, the Tourist Trophy Race returns to life at a new venue—Goodwood circuit in Sussex. This is the only long distance International sports car race to be held in this country this year and it will be interesting to see how it fares at its new home, so very different from the narrow lanes of what came to be regarded as its natural habitat—Dundrod in Northern Ireland.

### OUR COVER PICTURE

ONCE AGAIN Tony Brooks has pulled off a Grande Épreuve for Britain in winning the Italian Grand Prix in a Vanwall. AUTOSPORT salutes this fine achievement with yet another Green Cover.



ANOTHER VICTORY FOR BP

# C.A.S. Brooks wins Italian Grand Prix driving a Vanwall using BP Fuel and BP Energol



**1ST VANWALL - C.A.S. BROOKS**

(Subject to official confirmation)  
using BP Fuel and BP Energol



You too, can use BP Products in your car  
**DRIVE IN WHERE YOU SEE THE BP SIGN**





# SPORTS NEWS

## TOURIST TROPHY

THE "International" brigade of drivers moves down to West Sussex tomorrow afternoon (13th), when they meet at Goodwood to contest the world's oldest surviving motor race—the R.A.C. Tourist Trophy. This is a four-hour speed and distance event with the result counting towards the World Championship of Sports Car Manufacturers.

From a Le Mans-type start at 2 p.m., the race will be fought out until 6 o'clock; of the 35 British and foreign entries, the car to cover the greatest distance in that time will be declared the outright winner.

Race regulations insist that there must be two drivers to each car and that no driver may be at the wheel for more than three hours.

A summary of the entry was given in AUTOSPORT last week. Aston Martin are fielding an exceptionally strong contingent of drivers. Stirling Moss shares the first car with Jack Brabham; Tony Brooks and Stuart Lewis-Evans handle the second DBR1 machine from Feltam, and Roy Salvadori makes an Anglo-American alliance with Carroll Shelby in the third.

In the last Tourist Trophy Race at Dundrod in 1955, Salvadori finished seventh co-driving with Reg Parnell; and on that occasion Shelby won the 1,500 c.c. class driving a Porsche with Masten Gregory. This year Masten Gregory drives for Ecurie Ecosse in a Tojeiro-Jaguar with Innes Ireland.

One of the strongest foreign entries at Goodwood will be two "works" Porsche Spyders. Jean Behra, the champion of France, shares the first of these with Wolfgang von Trips, while German champion Edgar Barth handles the second with Huschke von Hanstein. At Dundrod three years ago Behra was in the Maserati that finished fifth while von Trips was co-driver of the Mercedes-Benz placed third. Moss won that race—his third victory in the Tourist Trophy—also in a Mercedes-Benz.

Drivers for the single 3-litre "works" Ferrari had not definitely been nominated at the time of going to press.

## MOROCCO BOUND?

JUST a reminder for those who may still be considering a trip to the last event qualifying for the World Drivers' Championship—the Moroccan G.P. at Casablanca on 19th October. Ashton & Mitchell Travel, Ltd., of 2 Old Bond Street, London, W.1 (Tel.: Mayfair 7222), are running a DC6B aircraft which will leave London at 10 a.m. on 16th October, arriving back in London at 7 p.m. on Monday, 20th October. This is a large and comfortable aircraft, but the return fare is not expected to exceed £50. Further details may be obtained from the above address.

## OULTON PARK INTERNATIONAL

THE Mid-Cheshire M.C. regret that owing to lack of entries, they have no alternative but to cancel the closed car race at this meeting. On the other

hand, so many entries have been received for 1,100 c.c. sports cars in the sports car race that they have decided to include an additional race for cars of this size.

This will be run as a scratch race, over 19 laps of 2.75 miles; total approximately 50 miles.

No further entries will be accepted, and of the 29 entries received, the 27 who return the fastest times in practice on Friday, 19th September, will be selected to take part in the race. The race will start at 5.30 p.m.

## VW VICTORY IN AUSTRALIA

IN the 10,000-mile Round Australia Mobilgas Trial, which finished in Melbourne last Sunday (7th), the first three places in the general classification were taken by Volkswagens. Only 35 cars finished the fantastic course out of 68 which started from Sydney on 20th August. The team award was won by Volkswagen and the "overseas award" by a Skoda. We hope to give more details next week.

### General Classification

1, Gregg Cusack (Volkswagen), 3 pts. lost; 2, Eddy Perkins (Volkswagen), 10; 3, Harry Firth (Volkswagen), 11; 4, Bill Murray (Chrysler Royal), 15.

### Class Awards

Up to 1,000 c.c.: Datsun 1000; 1,001-1,300 c.c.: VW; 1,301-1,600 c.c.: Peugeot 403; 1,601-2,600 c.c.: Holden; Over 2,600 c.c.: Chrysler Royal.

A MEMORIAL service is being held on Wednesday, 17th September, for Lt.-Col. A. T. Goldie Gardner, O.B.E., M.C. The service will be at 12 noon at Christ Church, Down Street, Mayfair, W.1.

NEW model just announced by Mercedes-Benz is the 220SE. This is the familiar 2.2-litre saloon, equipped with Bosch fuel injection equipment.

## HAPPY BIRTHDAY, W.O.!

ON September 16th, W. O. Bentley, the famous designer, celebrates his 70th birthday, and AUTOSPORT wishes him many happy returns on behalf of its readers.

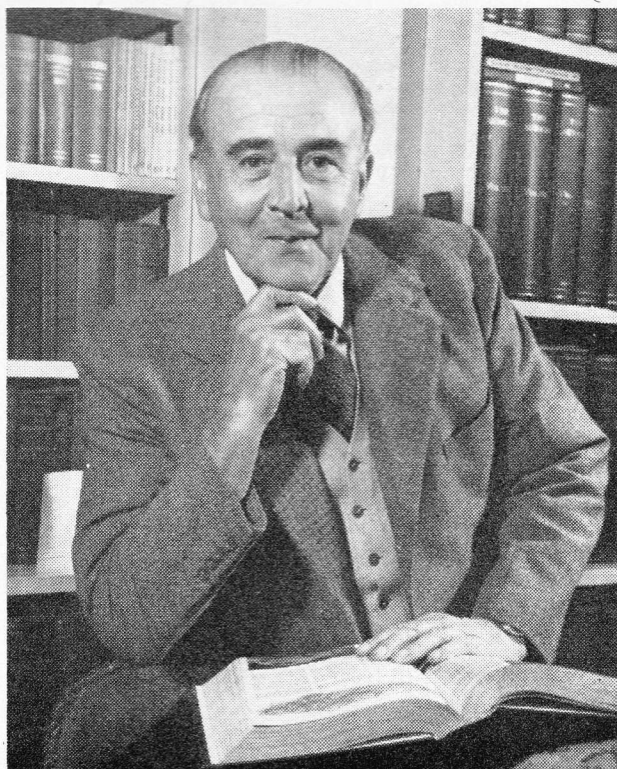
W. O. Bentley served his apprenticeship as a railway engineer, and subsequently entered the motor industry, becoming an agent for the French D.F.P. car. It was at the wheel of a D.F.P. that he gained some most valuable experience as a racing driver, and also pioneered the use of aluminium pistons. These pistons ensured his entry into the aircraft industry during the first war, and he was the designer of the big B.R. engine, which stands for "Bentley Rotary".

After the war, W. O. designed and built the first 3-litre Bentley. It was a new kind of car, having four valves per cylinder and an overhead camshaft, which were typical features of the racing cars of 1914. The machine was a tremendous success, and the name, Bentley, entered the halls of fame for ever. Thereafter the 4½-litre four-cylinder car followed, and the six-cylinder 6½- and 8-litre giants. The series of racing victories at Le Mans are too well known to need repetition, but at the height of its fame the old Bentley Co. was overwhelmed by financial difficulties.

The great man was employed later as a consultant by Rolls-Royce, Ltd., and then worked on the design side of the Lagonda cars, notably the V-12 and the 2½-litre. The latter engine can be regarded as the prototype from which David Brown's Aston Martins were derived.

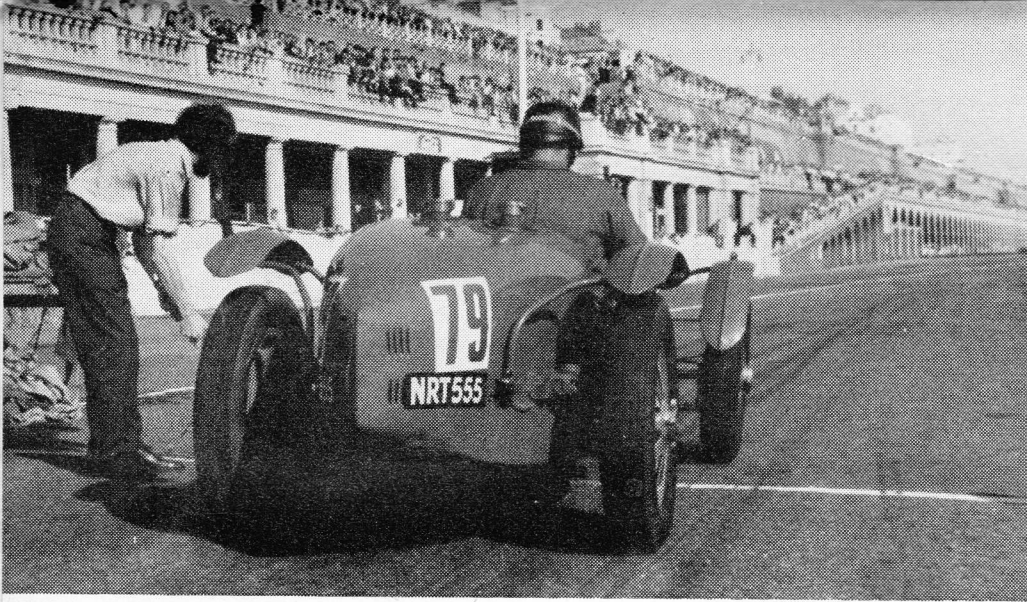
Now in semi-retirement, W. O. Bentley has become a successful author. It is rumoured that he is contemplating the production of a second volume, which we await with impatience. Happy birthday, W. O.!

JOHN V. BOLSTER.



A new birthday portrait of W. O. Bentley, taken for AUTOSPORT by Patrick Benjafield.





## New Course Record at Brighton

*Outright B.T.D. Goes To A Motor Cycle*

*Jim Berry (E.R.A. Spl.) B.T.D. For Cars*

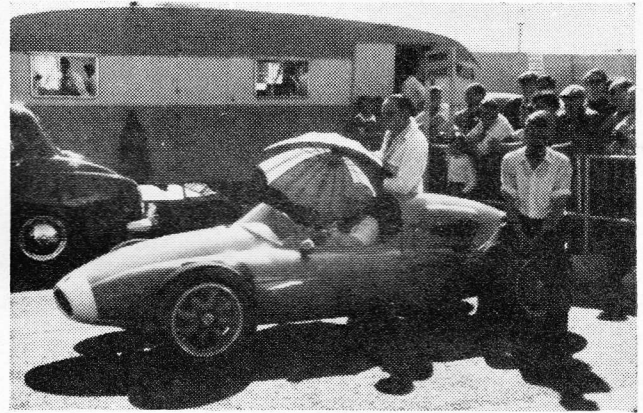
AFTER a night of thunderstorms of almost unprecedented severity, widespread over south-eastern England, we armed ourselves with enough wet-weather gear to equip the Icelandic fishing fleet for our annual trip to the seaside for the Brighton Speed Trials, which were held last Saturday. However, it seemed that the sky had run out of rain, for there was not a cloud to be seen for most of the day, and we enjoyed many of the sunniest hours of this whole appalling summer.

The Brighton Speed Trials are run by the Brighton & Hove Motor Club and the event dates back to the very early days of motoring, this year's being the 53rd Anniversary of its inception. On paper it looks scarcely attractive, for it consists, in essence, merely of a straight kilometre sprint, timed from a standing start to a flying finish. However, the course is Madeira Drive, the principal stretch of Brighton sea front, and it so happens that terraces run the full length of the course, at such a height that a very large number of spectators can get an excellent view of the operations below. In addition there are all the amenities for comfort and refreshment that one would expect from a flourishing seaside resort, together with a ready-made paying public visiting the town in the holiday season.

Thus, over the years, Brighton Speed Trials have become a popular favourite and always draw a large and varied entry, which this year numbered 266. Apart from the usual sports and racing car classes, there are special categories for Bentley cars, Vintage cars generally, lady drivers—and motor-cycles and three-wheelers. This year it was a two-wheeler—a Vincent HRD 1,000 c.c. twin, driven by C. W. Rous which made outright B.T.D. and set up a new record for the Brighton standing kilo, in 22.05 secs. This amazing performance represents an average speed of over 101 m.p.h.!

However, with the greatest of respect for the riders of these very fast motor-cycles, and with speechless horror at those monstrous freaks, the sprint three-

★  
*UNDER a sun-shade, Patsy Burt sits in her F2 Cooper. She made second B.T.D. in 25.02 secs, a new ladies' record, and, of course, easily won the lady drivers' award.*



wheelers, we must pass to our own department—the cars.

The programme began early, at 9.30 a.m. but it was a happy idea that the first event, with a large entry, should be for local residents only. This was a handicap class for members of the promoting club. This was won by Betty Haig, driving one of those very nippy little 950 c.c. Turners. Quickest in actual time (the other cars had handicap allowances subtracted, or in some cases, added) was R. Watling-Greenwood in a Mercedes 300SL.

The competition proper began with the first sports car runs, starting with the up-to-1,100 c.c. category. The cars run in pairs, passing either side of a white line up, the centre of the course. They are started by light signals which show figures 3, 2, 1—and then a green light. A "hockey stick" is placed under the front wheel; this does not operate the timing gear, but detects false starts, putting on the red light if the green is "jumped". The two fastest in Class 1 did, in fact, run together, but Tom Shaddick in a 1957 Elva just beat Ian Raby in the latest version of the marque. A. D. Sivyer appeared with one of the new Auto-Union (ex-DKW) 1000 sports coupés—a beautiful little machine—and beat H. A. Appleby's Austin-Healey Sprite. All the way from Cornwall came

*RARITY—Frank Wall leaves the line in a haze of rubber smoke in his immaculate Bugatti. Powered by the blown 2.3-litre engine, this car is believed to be the only surviving example of the model in Europe.*

Ashley Cleave with his venerable but very speedy Morris 10 special to record a time not far behind the Lotus.

On his first run, Graham Warner was quickest in a Chequered Flag Stable Lotus Seven in the 1,101-1,500 c.c. class, recording 29.43 secs. Edward Payne, in Bradstock Motors' Hume-Lotus, was next quickest with 31.18 secs. and Swayne's M.G.A third in 36.41 secs. Tom Shaddick drove a Simca Monlhéry in this class and K. Shaw had one of the almost streamlined Mk. V Dellores.

The machinery began to get bigger, and in Class 3 were the 1,501-2,500 c.c. brigade. Ken Rudd and C. W. Andrews ran together in potent-sounding A.C.-Bristols, Rudd being the quicker, and later Sir Clive Edwards recorded an intermediate time in a Cooper-Bristol.

The really heavy metal came out in the over-2½-litre class, and the fastest was Gillie Tyrer, driving the C-type Jaguar with which Stirling Moss and

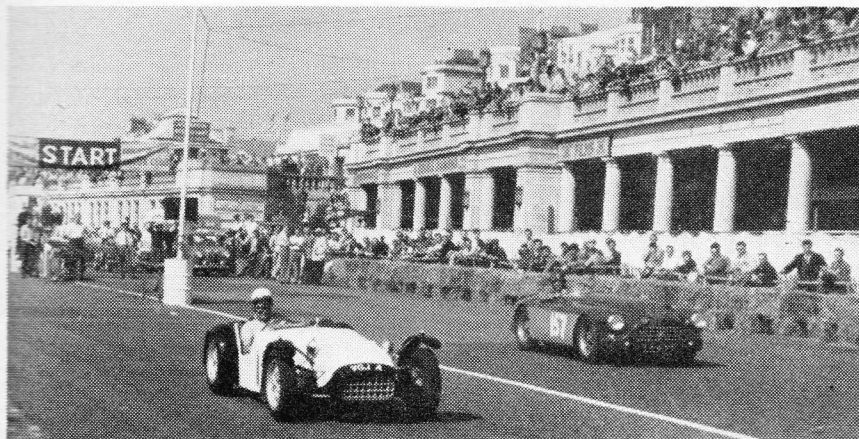
Peter Walker finished second at Le Mans in 1953. This potent car clocked best time so far, with 25.11 secs., beating the existing record, held by Cyril Wilk with a Cooper-Jaguar in 25.3 secs. Second quickest was Sydney Allard, in the new Steyr-Allard, which is a stumpy little device with a bonnet full of this 4½-litre air-cooled V8 motor with its eight Amal carburettors. No one has yet succeeded in getting them all to sing in harmony, but when and if they do—this device should really move! As it was, and running distinctly roughly, it clocked 25.99 secs.

The ladies' sports car class comprised six runners, quickest by far being Mrs. Sheila Park in her husband's very potent Aston-engined Tojeiro. This rocketed off the line to clock 27.28 secs.—a very good effort.

Ken Rudd topped a class for the second time in the "Marque Class", this one being for Triumphs, Austin-Healeys and M.G.s. Ken drove a very hot Austin-Healey 100-Six to record 31.93 secs., followed by Basil Bowman in a similar car with 32.05 secs. These new Healeys, with the newest six-port head, can be made to go really quickly nowadays—as was shown on the Marathon de la Route recently (see page 332).

There were two further classes for supercharged sports cars—up to, and





over, 2 litres. The former, composed of various elderly M.G.s, was taken by D. C. Bishop in an 847 c.c. special and the latter by H. G. Conway's 2.3-litre Bugatti, with 33.08 secs. and 35.07 secs. respectively.

The Bentley Drivers Club are invited to take part at Brighton each year and always they field a most impressive array of large machinery. In their day it was a case of "the bigger the engine, the faster it goes", and Forrest Lycett in his enormous 8-litre conveyance took only 29.05 secs. to cover the timed distance. Second was George Burton with his 4½-litre equipped recently with a de Dion back axle; he recorded 30.44 secs. Stanley Sears and Harry Rose sallied forth side-by-side in their beautifully preserved original Le Mans team cars—blown four-and-a-halfes—and all the thunder of pre-war racing was with us for a while.

The second runs of these classes, as might be expected, brought improvements in most cases. In the small sports car class, Tom Shaddick brought his time down to 29.12, to still beat Raby, but in the 1½-litre category, Payne in the Hume-Lotus went much faster to beat Warner with 27.91 secs.

In Class 3, Sir Clive Edwards pulled out a little more speed to top Rudd's best time, but in the "big" class no one could beat Gillie Tyrer's first run—not even himself, and the new record stayed. Local driver E. P. J. Alexander, in a Cadillac-Allard, beat Sydney's first run in the Steyr-engined car, the latter being substantially slower second time out.

The ladies also improved considerably on their second runs, Sheila Park still being quickest with 26.70 secs., but second place going to Jean Curtis in the 1100 Cooper which Edward Payne had driven earlier. She clocked 30.11 secs.

Second runs for the marque class saw Brook beating Rudd, and Jack Sears in that much-travelled works Healey taking third spot. Bishop retained the small blown car class, while B. M. Russ-Turner lifted the larger class in his 4½-litre Bentley with 34.6 secs. The Bentley class showed improvements but the leaders remained unchanged.

After a lunch break came the racing car class and the nerve-wracking din of single-cylinder motors, albeit of only 250 c.c. at first. These newcomers are still scarcely fast enough to be exciting but

**HYBRID**—Joseph Goodhew awaits the start in his E.R.A.-Delage, a Delage chassis powered by the blown 1488 c.c. E.R.A. engine. Of his two runs his fastest was the first, for which he recorded 28.60 secs.

they are getting quicker all the time and the class record (introduced last year) was broken twice on the first runs, by R. G. Stone and D. C. Haldenby, with 42.66 and then 41.07 secs. respectively. The noise increased for the 500 c.c. cars in Class 9 and so did the speeds, F. J. Mays's very sleek blue "Speciale" being quickest in 31.21 secs.

Tony Marsh, with his 1100 J.A.P. twin-engined hill-climb Cooper, had it all his own way in the 1,100 c.c. class, clocking 25.54 secs., with very little opposition and appeared again with his F2 car to top the 1,500 c.c. category. Here he was opposed by Douglas Haigh's Robin Jackson-tuned 1,132 c.c. Cooper twin, which was not far behind him, Patsy Burt's F2 Cooper and the F2 Cooper of Australian Count Stephen Ouvaroff.

In the 2-litre class, Eunice Griffin appeared at the wheel of Tony's F2 car, beating Jack Bond's 2-litre E.R.A. special, but quickest here was Jim Berry with his 2-litre E.R.A., in 24.79 secs. The unlimited class brought out a most varied collection of machinery ranging from Peter Woozley's fierce Hinton-Allard special, with its 5½ litres of fuel-injected Chrysler Firepower V8, through various E.R.A.s to the 2½-litre Emeryson F1 car, which now has a 2.4 Jaguar engine. Jim Berry, in the same car as before, had an easy win here with 25.01, then the second B.T.D.

After the motor-cycles had had their runs, the Vintage cars came out: another assortment, dominated by Forrest Lycett's 8-litre Bentley again. Bert Raven's 3-litre Bugatti was second quickest with 29.67 secs.

There were only two entries in the ladies' racing car class—Eunice Griffin in Marsh's F2 Cooper and Patsy Burt in Ouvaroff's similar car. Patsy did a magnificent run in 25.02 secs. which set up a new ladies' record and was to stand as second B.T.D. amongst the four-wheelers.

On their second runs, the 250s seemed

**FASTEST** in the first runs of the 1,500 c.c. sports car class was Graham Warner (left) in a Chequered Flag Stable Lotus Seven, recording 29.43 secs. Here he leaves the start in company with J. C. Stocks (Tojeiro-M.G.).

slightly off form and Haldenby's first time stood. The endurance of the start line marshals and others was sorely strained, as repeated false starts prolonged the clamour of the 500s, but eventually it was Donald Wagner's Cooper which made the quickest run in 30.69 secs., just beating Mays's first-run time.

In the 1,100 c.c. class, no improvements resulted from the second runs, Marsh's first time remaining best. He also clipped nearly two seconds off his time with the F2 Cooper to top the 1½-litre class with 25.74 secs. In the 2-litre category, Eunice Griffin improved her time with the F2 Cooper, but not enough to equal Jim Berry's performance in the E.R.A. Berry also retained his position in the unlimited class, but it was closely approached by Peter Woozley in the Hinton-Allard, who was less than a second slower on his second run, with 25.2 secs.

Lastly, the vintage cars: Forrest Lycett clipped a few fractions off his first run, to win the class with 28.37 secs.

STUART SEAGER.

#### Results

**B. & H.M.C. Handicap Class:** 1, Miss Betty Haig (Turner); 2, M. H. Pullinger (Simca); 3, A. D. Siver (DKW). **Best Actual Time:** R. Watling-Greenwood (Mercedes-Benz 300SL), 27.31 s.

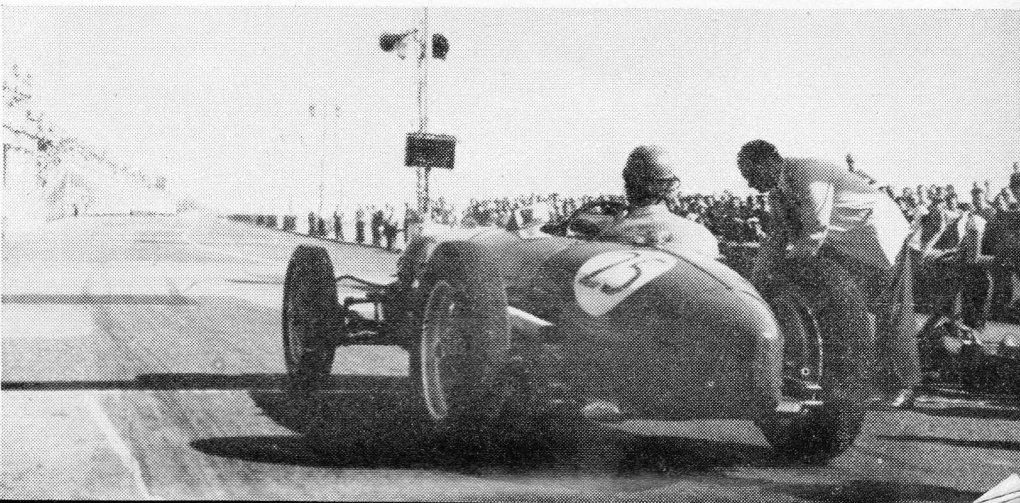
**Sports Cars, up to 1,100 c.c.:** 1, T. Shaddick (Elva), 29.12 s.; 2, I. Raby (Elva), 29.6 s.; 3, J. A. Playford (Lotus), 30.84 s. **1,101-1,500 c.c.:** 1, E. Payne (Lotus), 27.91 s. (new class record); 2, G. Warner (Lotus), 29.16 s.; 3, J. C. Stocks (Tojeiro), 33.6 s. **1,501-2,500 c.c.:** 1, Sir Clive Edwards (Cooper), 28.92 s.; 2, K. Rudd (A.C.), 28.93 s.; 3, C. W. Andrews (A.C.). **Over 2,500 c.c.:** 1, G. Tyrer (Jaguar), 25.11 s. (new class record); 2, E. P. J. Alexander (Cadillac-Allard), 25.68 s.; 3, S. H. Allard (Steyr-Allard), 25.99 s. **Lady Drivers:** 1, Sheila Park (Tojeiro), 26.70 s.; 2, Jean Curtis (Cooper-Climax), 30.11 s.; 3, Rosemary Seers (Cooper-Zephyr), 32.48 s. **Marque Class:** 1, M. J. L. Brook (Austin-Healey), 31.10 s.; 2, K. Rudd (Austin-Healey), 31.73 s.; 3, J. Sears (Austin-Healey). **Supercharged, up to 2,000 c.c.:** D. C. Bishop (M.G.). **Supercharged, unlimited:** B. M. Russ-Turner (Bentley), 34.6 s.

**Bentley D.C. Class:** 1, Forrest Lycett (8-litre), 28.76 s.; 2, G. H. G. Burton (4½-litre), 30.63 s.; 3, O. Batten (8-litre), 31.45 s.

**Racing Cars, up to 250 c.c.:** 1, D. C. Haldenby (Scorpion), 41.07 s. (new class record); 2, R. G. Stone (Kimstone Spl.), 42.66 s. **Up to 500 c.c.:** 1, D. Wagner (Cooper), 30.69 s.; 2, F. J. Mays (Speciale), 31.21 s. **501-1,100 c.c.:** 1, A. E. Marsh (Cooper), 25.54 s.; 2, E. G. Manton (Lotus), 31.4 s. **1,101-1,500 c.c.:** 1, A. E. Marsh (Cooper), 25.74 s.; 2, Miss P. Burt (Cooper), 26.38 s. **1,501-2,000 c.c.:** 1, J. Berry (E.R.A. Spl.), 24.79 s. **Unlimited:** 1, J. Berry (E.R.A. Spl.), 25.01 s.; 2, P. Woozley (Hinton-Allard Spl.), 25.2 s. **Lady Driver:** Patsy Burt (Cooper), 25.02 s. (new class record).

**B.T.D. Cars:** 1, J. Berry (E.R.A. Spl.), 24.27 s.; 2, Miss P. Burt (Cooper), 25.02 s. **Best B. & H.M.C. Member:** E. Alexander (Cadillac-Allard), 25.68 s. **Best Lady Driver:** Miss P. Burt (Cooper), 25.02 s. **Best Sports Car:** G. Tyrer (Jaguar), 25.11 s.

**B.T.D.:** C. W. Rous (Vincent-H.R.D. motorcycle), 22.05 s. (new course record).





*RADIATOR of the Riley 2.6 still retains something of the "traditional" British appearance. The lines are clean and devoid of unnecessary decoration.*



JOHN BOLSTER TESTS THE

## RILEY TWO-POINT-SIX

A luxury touring car with a sporting character

THE name of Riley is one of the oldest in the British motor industry. The very first Rileys were cyclecars, but they had an important claim to fame as pioneers of front wheel brakes. Then came the celebrated cars with circular radiators and big twin-cylinder engines which, with their low build and Riley patent centre-lock wire wheels, were among the best looking small cars of the pre-World War I era.

After the conflict, good looks were still a feature, and who will ever forget the 1½-litre, side-valve Redwing? There followed the "Nine", which was one of the first popular cars to have a silent third speed with dog engagement. It also reverted to a very ancient valve arrangement in more modern form. Around 1910, many cars had T-shaped side-valve cylinders with two camshafts in the crank case. Competition versions of these engines frequently had the valves inclined in the head, with pushrod and rocker operation from the existing camshafts. The "Prince Henry" Benz engine was an example, and so, curiously enough, was the Dorman engine for the London taxicabs!

Anyway, to revert to Rileys, the hemi-

spherical head of the "Nine" was seized upon by the tuning fraternity and even its two-bearing crankshaft did not prevent it from becoming a successful racing unit. More than a quarter of a century ago my old and lamented friend, Freddie Dixon, was coaxing well over 70 b.h.p. out of this 1,100 c.c. engine.

Subsequently, the same basic design, but with a more sturdy "bottom end", was used for larger engines up to 2½ litres capacity. As so often happens, each new car tended to be heavier than its predecessor, and the undoubted virtues of the engines were often masked by unattractive transmission characteristics. The public ceased to buy enough Rileys, financial difficulties followed, and Lord Nuffield bought up the remains. Thus, the name was added to his empire, and in due course went into the B.M.C. bag. The Nuffield Rileys sold well, and retained many of the better features of Victor Riley's cars, so all was not lost.

Incredible to relate, the old long-stroke 2½-litre engine, still with its two side camshafts, survived World War II, and persisted right up to 1957 in the 100 m.p.h. "Pathfinder". Now, inevitably, the "big four" has been replaced by a six-cylinder

engine of shorter stroke, and the Pathfinder has given place to the "Two-Point-Six". Actually, although the two cars have a certain affinity, the new machine is a rather more refined carriage with a slightly less brisk performance. It is a derivative of the Wolseley 6/90, but with the type of appearance and equipment that one has come to associate with Rileys.

The car differs from current practice, and indeed from most of the B.M.C. range, in having a separate body and chassis. The frame is of box section, with independent front suspension by torsion bars and a hypoid axle on semi-elliptic springs. A long wheelbase has been chosen to accommodate the roomy 5/6-seater body. The cam gear steering has an adjustable column and the Lockheed hydraulic brakes are servo-assisted.

Of typical B.M.C. design, the 2,639 c.c. engine has six cylinders and a four-bearing camshaft, with overhead valves operated by a chain-driven camshaft through pushrods and rockers. Thus, it bears not the slightest similarity to any previous Riley power unit. The four-speed gearbox has fairly close ratios and is unusual in having a remote control gear lever on the right, for which purpose the seat cushion is suitably shaped. Left-hand drive cars naturally have the lever transposed to the driver's left.

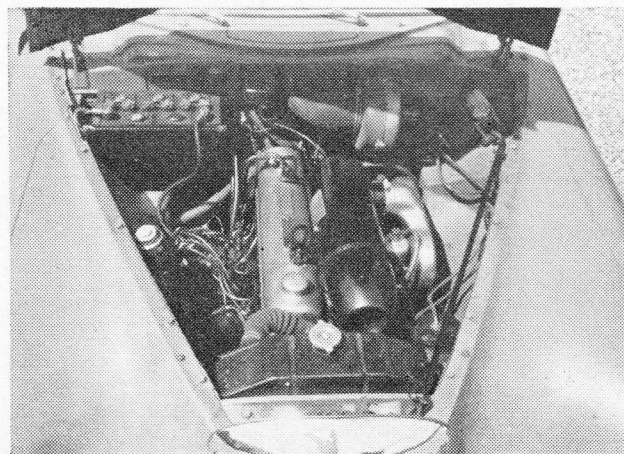
This is a big car, some 15½ ft. long, with



*COCKPIT (above, right) is roomy. Gear lever is on the right, but does not impede entry or exit from the driving seat.*

★

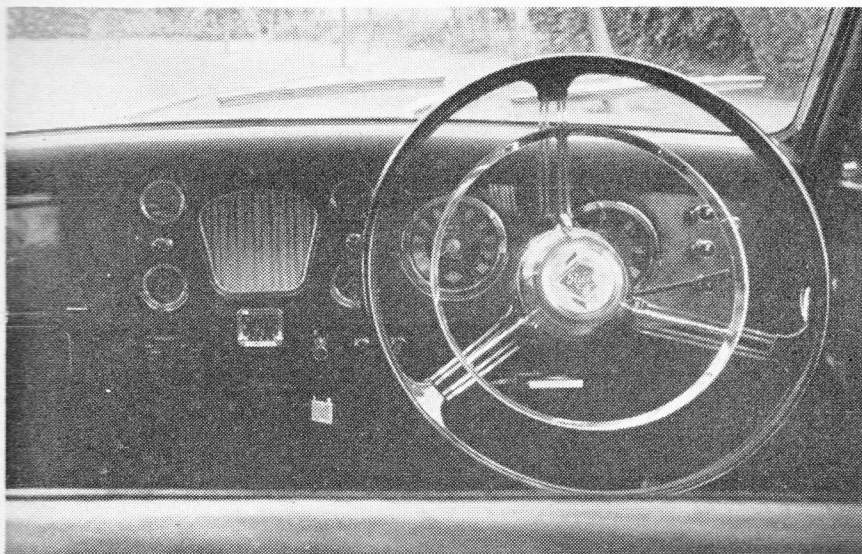
*ENGINE (left) is the C-Series BMC unit, basically similar to that in the Austin A105 and A95, Wolseley 6-90, Austin-Healey 100-Six and Morris Isis.*



much luxurious equipment. As a result, it is by no means light, weighing 6½ cwt. more than the Austin A105, which has the same engine. From this it is easy to deduce that the Riley is intended to be a luxurious touring car, with no concessions to sheer performance. It is fast, and will encompass a genuine 95 m.p.h., but the best range is probably between 70 and 80 m.p.h., when the miles may be covered with exceptional ease and silence.

The gearbox is very pleasant for the enthusiast to handle, and is not one of those quasi-three-speed affairs with an emergency first that nobody uses. In fact, 30 m.p.h. may be exceeded on this





*INSTRUMENTATION is complete and easy to read. The hand brake, tucked behind the steering wheel, is a little difficult to reach.*

ratio and 50 m.p.h. can be touched in second gear. Third speed is really fast and will easily accelerate the car past the 75 m.p.h. mark, which is useful for regaining one's cruising speed after a check. The main feature of the gearbox, however, is the right-hand lever.

I do not know why a gear lever on the right appeals to me so much. The fact remains that the hand seems to drop most naturally to the side of the seat, and the thing is in nobody's way. Perhaps it is because, in the past, so many of the best cars have had this location of the lever. At all events, I liked the Riley all the better because of its right-hand change.

The six-cylinder engine is smooth and flexible, but it rather lacks "punch" at low revolutions. It is, therefore, desirable to make frequent use of that pleasant gear lever. The car will "pick up" all right in top speed, but it will get into its stride much more quickly if the engine is allowed to turn over fairly briskly. If one is travelling at 30 to 40 m.p.h., for instance, and wishes to overtake another vehicle, it pays to change straight down from top to second, for third speed is a little too high to give a brilliant performance under these conditions.

Naturally, this is not the type of car that is intended to be flung round corners. It does, however, handle quite adequately, and the ordinary fast driver on the road will find that he can take corners at a fair speed without excessive roll or tyre scream. The steering is by no means heavy, though a good deal of wheel turning is necessary during low speed manoeuvring. The ride is good except on bumpy country lanes, when some up and down movement is felt. At speed, one travels in the exceptional ease that a long wheelbase provides.

The servo-assisted brakes encourage fast cruising, for they are smooth and progressive, and do not grab or pull to one side during an emergency stop. No fading was experienced when the car was driven fast on winding roads. The pull-out hand brake lever alongside the steering column is awkward to reach.

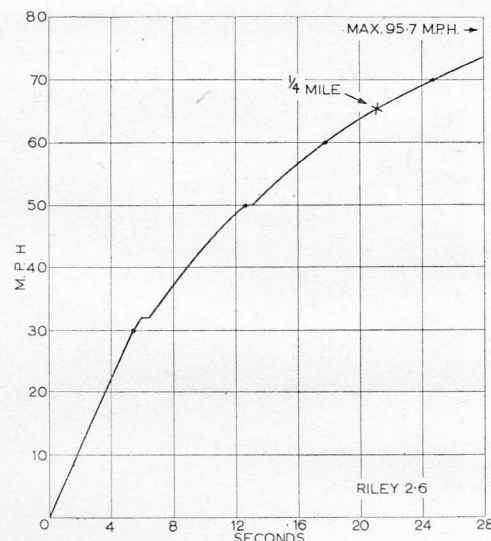
The other controls are well placed and the driving position is good. There is plenty of room for the rear passengers

and a spacious luggage boot. This is, in fact, an ideal family car. The interior of the body gives that air of luxury that is exclusive to the better British cars, and the equipment is most lavish, including a much-appreciated rev-counter.

I was surprised at the amount of interest that the Riley evoked when it was parked. It would seem that the clean but conservative lines are just what the public admire. Personally, I would prefer to delete the chromium-plated cowls from the lamps, when the machine would look even better. These things collect the snow in the winter and increase the wind resistance of any car. Apart from that, the big, long car, with its large-section tyres and traditional Riley "radiator", is just the sort of machine that the successful business man would like to park in front of his house.

The Riley Two-Point-Six contains no mechanical novelties and is of conservative appearance. Nevertheless, there are many people in this country for whom an advanced specification and ultra-modern styling are of less importance than passenger space, equipment and finish. For them, this may well be the car.

★  
*SPOTTED DOG*  
(Jasper by name and part of the Bolster ménage) finds plenty of room in the luggage boot of the big Riley.  
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## Acceleration Graph

### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Riley "Two-Point-Six" saloon. Price, £940 (£1,411 7s. with P.T.).

**Engine:** Six cylinders 79.375 mm,  $\times$  88.9 mm. (2,639.4 c.c.). Pushrod operated valves in iron head; 8.5 to 1 compression ratio; 101 b.h.p. at 4,750 r.p.m. Twin SU carburetters. Lucas coil and distributor.

**Transmission:** Borg and Beck single dry-plate clutch with hydraulic actuation. Four-speed gearbox with synchromesh on upper three gears; ratios, 3.9, 5.6, 8.03 and 12.93 to 1. Open propeller shaft. Hypoid rear axle.

**Chassis:** Box section frame. Independent front suspension by wishbones and torsion bars. Cam gear steering box. Rear axle on semi-elliptic springs. Telescopic dampers all round. Ventilated bolt-on disc wheels, fitted Dunlop 6.70-15 ins. tubeless tyres. Lockheed hydraulic servo-assisted brakes.

**Equipment:** Twelve-volt lighting and starting. Speedometer with trip, rev. counter, ammeter, clock, water temperature, oil pressure and fuel gauges. Reversing light, fog lamp and long-range driving lamp. Self-parking windscreen wipers and washers. Heater and demister. Flashing direction indicators.

**Dimensions:** Wheelbase, 9 ft. 5½ ins. Track (front), 4 ft. 6½ ins., (rear) 4 ft. 6½ ins. Overall length, 15 ft. 5½ ins. Width, 5 ft. 7 ins. Turning circle, 37 ft. Weight, 33 cwt.

**Performance:** Maximum speed, 95.7 m.p.h. Speeds in gears, 3rd 77 m.p.h., 2nd 50 m.p.h., 1st 32 m.p.h. Standing quarter-mile, 21.1 secs. Acceleration, 0-30 m.p.h. 5.4 secs., 0-50 m.p.h. 12.7 secs., 0-60 m.p.h. 17.7 secs., 0-70 m.p.h. 24.5 secs.

**Fuel Consumption:** 20 m.p.g.





## Scott-Brown Memorial Trophy Meeting

New 1100 c.c. Lap Record Set by Innes Ireland (Lotus) — Main Event  
of Snetterton M.R.C. Meeting Won by Ivor Bueb (Lister-Jaguar)

Six really good races, one class lap record and several other "near misses" at the record were the order of the day at Snetterton on Sunday, when the Snetterton M.R.C. staged their Scott-Brown Memorial Trophy meeting. Main race of the day was a 15-lap *Formule Libre* event for the Air India Trophy, which was one of the many which Archie Scott-Brown won during his career, and which was presented for competition in Sunday's race by Archie's mother.

Used for the first time at the meeting was a new scrutineering bay, on which is to be placed a plaque recording Archie's major successes; the bay has been erected out of a fund and will be Snetterton's permanent memorial to its greatest "home" driver.

Practice during the morning had been extremely lively. F. Warnell had driven his Lotus into a fairly solid object, completely wrecking the car but, luckily, escaping with a cut forehead himself. The car afterwards caught fire but was

extinguished without further drama. R. Rye, out in a Mark VI Lotus, had climbed up a bank with his car and that, too, was too badly damaged to race.

On the credit side, however, the existing lap records had taken a considerable beating from unofficial practice times. Fastest of them all was Jim Russell, who was credited by his pit with a lap in 1 min. 41.6 secs., in his immaculate F2 Cooper. Brian Naylor, having mended the J.B.W.-Maserati after blowing it up at Silverstone during the previous weekend, had taken it round in 1 min. 49.8 secs., while Ross Jensen was getting the works Lister-Jaguar to lap in 1 min. 44 secs.—not better than the record but giving it a severe shaking!

All this seemed to augur for some fairly quick motoring in the course of the day. In fact, the very nature of the first race indicated that it would be fast and furious, for the event, a five-lapper for 1,100 c.c. Lotuses and Elvas, had come about as the result of a challenge thrown out by Frank Nichols which

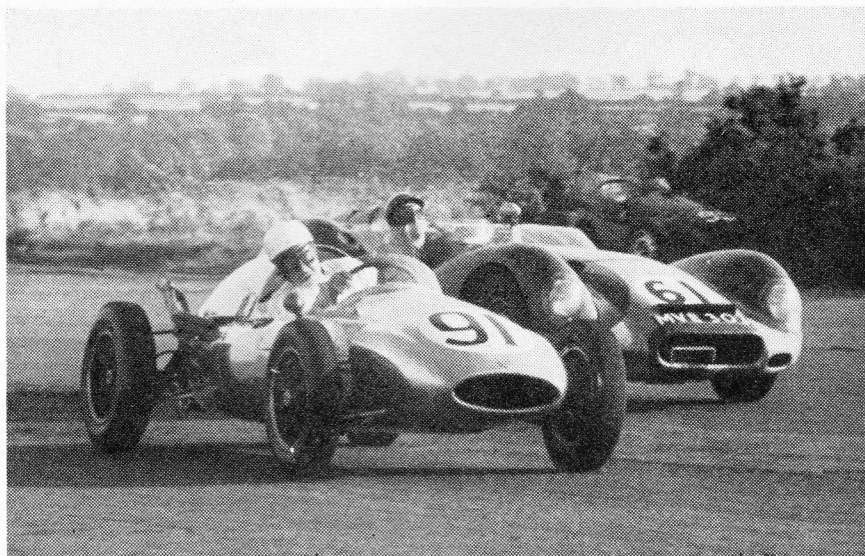
the Lotuseers were not slow to take up!

As it happened, however, it was not Frank Nichols's day. His Elvas were sadly weakened by non-starters, the three works cars which were to have been driven by Ian Walker, Ian Raby and John Brown being among them. The first three places went to Lotuses and so did the fastest lap, a record, 1 min. 47.2 secs., put up by Innes Ireland. Highest-placed Elva was that of J. Muirhead, in eighth position.

Innes Ireland, driving Major R. C. Robinson's Lotus, took the lead on the first lap and, although hotly pressed throughout by John Campbell-Jones and Tom Dickson, never lost it. At the end of the first lap Campbell-Jones was in second place, with Dickson third. By the second lap, however, Dickson was past and in second spot, pressing Ireland closely, while all three cars were drawing away from the rest of the field. On lap three the order was the same, while the gap between the leaders and fourth man David Piper (Lotus) had increased tremendously, and Ireland, Campbell-Jones and Dickson were getting their Lotuses round in something like 1 min. 49 secs.

On the fourth lap Campbell-Jones edged in front of Dickson to retake second position, although both cars had dropped very slightly back behind the flying Ireland. As they streamed out of Coram Curve on the last time round the order was the same, with Dickson slipstreaming Campbell-Jones all the way down the slope. As the trio flashed out of Paddock Bend, something went wrong. Dickson's Lotus spun violently out of control, crashed into the bank and completely disintegrated in a horrifying manner, wreckage covering half the track. Dickson was thrown out but, almost unbelievably, escaped with a severe shaking and no serious injuries.

*TRYING REALLY HARD to pass Ivor Bueb's Lister-Jaguar on the inside is Jim Russell (Cooper) who trailed the big car throughout the Formule Libre event. (Above) The start of the race, with Bueb already in front.*





*FIRST TIME on the circuit in his new car was Bill Moss, former owner of the E.R.A. "Remus". In spite of a slipping clutch he achieved fourth place in the big sports car event, finishing second to Jensen's Lister in his class.*

Ireland's winning average speed was 87.85 m.p.h. Dickson's crash gave third place to David Piper, who had held fourth position throughout the race until then. He finished 16 secs. behind Campbell-Jones, who was in turn just under one second behind Ireland.

Second race of the day was a five-lapper for closed G.T. cars and closed special series G.T. cars. In the race overall, Jack Sears (Austin-Healey) took an immediate lead and, deprived of the opposition of David Shale, whose similar car was presumably suffering from ailments sustained at Silverstone on the previous day, had, virtually, a walk-over win. Lapping consistently in around 2 mins. 5 secs., with a fastest at 2 mins. 4.8 secs., he steadily increased his lead to win by some 17 secs. At the end of the first lap second place was held by L. J. Coe's TR3, but after that Don Parker's big red Jensen 541 overhauled him to take second spot and maintain that position throughout. Coe had a splendid dice for third place with H. Walldorf's TR, just managing to hold on by a matter of four-tenths of a second.

Victory in the 2,001-3,000 c.c. class went to Sears, of course, while Don Parker took the over 3-litre category at a speed of 74.65 m.p.h. John Lawry's Lotus Elite was a non-starter in the up to 1,300 c.c. class and J. M. Young's Ford Prefect won the category comfortably from R. A. Lewis's Ford at 67.05 m.p.h. Coe took the up to 2-litre class, at an average speed of 74.61 m.p.h.

This concluded the five-lappers, and next on the programme was a 10-lap race for 1,100 c.c. sports cars. This provided another win for Innes Ireland, this time by a more comfortable margin. Again he took an initial lead which he never lost, steadily increasing the gap on each lap to win by some 10 secs.—rather surprisingly at a higher average speed than before, this time notching up 88.57 m.p.h. His fastest lap, 1 min. 48.4 secs., was at 89.66 m.p.h. Second place throughout was held by R. N. Prior (Lotus), while John Campbell-Jones took third place, only two-tenths of a second behind, after a struggle with David



#### Results

**Five-lap Challenge Race for 1,100 c.c. Elva and Lotus Cars:** 1, I. Ireland (Lotus), 87.85 m.p.h.; 2, J. Campbell-Jones (Lotus); 3, D. Piper (Lotus). **Fastest lap:** Ireland, 90.67 m.p.h. (record).

**Grand Touring and Special Series G.T. Cars:** 1, J. Sears (Austin-Healey), 76.73 m.p.h.; 2, D. Parker (Jensen 541); 3, L. J. Coe (Triumph TR3). **Up to 1,300 c.c.:** 1, J. M. Young (Ford), 67.05 m.p.h.; 2, R. A. Lewis (Ford). **1,301-2,000 c.c.:** 1, L. J. Coe, 74.61 m.p.h.; 2, H. Walldorf (Triumph). **2,001-3,000 c.c.:** 1, J. Sears; 2, H. Ladds (Aston Martin). **Over 3,001 c.c.:** 1, D. Parker, 74.65 m.p.h.; 2, D. W. A. Chamberlain (Jaguar). **Fastest lap:** Sears, 77.88 m.p.h.

**Sports Cars up to 1,100 c.c.:** 1, I. Ireland (Lotus), 88.57 m.p.h.; 2, R. N. Prior (Lotus); 3, J. Campbell-Jones. **Fastest lap:** Ireland, 89.66 m.p.h.

**Sports Cars over 1,100 c.c.:** 1, R. Jensen (Lister-Jaguar), 89.09 m.p.h.; 2, B. Naylor (J.B.W.-Maserati); 3, Hon. E. G. Greenall (Lotus). **Fastest lap:** Jensen, 91.18 m.p.h. **Up to 1,600 c.c.:** 1, Hon. E. G. Greenall, 86.59 m.p.h.; 2, A. J. Korczynski (Lotus). **1,601-2,700 c.c.:** 1, B. Naylor, 86.65 m.p.h.; 2, J. R. Stoop (Frazer-Nash Sebring). **Over 2,700 c.c.:** 1, R. Jensen; 2, W. F. Moss (Aston Martin).

**Formula 3:** 1, D. Parker (Cooper), 83.87 m.p.h.; 2, T. Taylor (Cooper); 3, J. R. Lewis (Cooper). **Fastest lap:** T. Bridger (Cooper), 86.47 m.p.h.

**Formule Libre:** 1, I. Bueb (Lister-Jaguar), 93.92 m.p.h.; 2, I. Russell (Cooper F2); 3, B. McLaren (Cooper). **Fastest lap:** Bueb, 95.48 m.p.h.

Piper. The latter held on to third spot for the first three laps, but Campbell-Jones, who was fifth at the end of the first lap, slowly overhauled him and barely failed to catch Prior as well. Further back in the field, a tremendous

battle for ninth place was being fought out between the Elva of J. H. Saunders and E. L. Hine's Lotus. Every time the cars appeared after a bend the Elva was in front, but Hine's car was the faster on the straight bits. The hotly disputed ninth place eventually went to Hine in spite of Saunders frantically urging his car on by leaping about in the cockpit!

The fourth race was for sports cars over 1,100 c.c. and was split up into classes for cars up to 1,600 c.c., 1,601-2,700 c.c. and over 2,700 c.c. This event was all Jensen, in the works Lister-Jaguar. His cracking practice times did not reappear, but then, of course, they weren't necessary. He took the lead right from the word go and after three laps had an 8½ secs. lead over second man Brian Naylor, in the J.B.W.-Maserati. At the end of the first lap the order was Jensen, Naylor, the Hon. E. G. Greenall (Lotus Fifteen) and John Bekaert (H.W.M.-Jaguar). Jensen's driving was a model of high-speed handling of a big motor car: lap after lap he occupied the same piece of tarmac, and the stop watch clicked on the same time. Naylor's J.B.W., fast though it is, was no match for the Lister's 3½ litres and the gap between them slowly built up to half a minute at the end.

On the third lap John Bekaert called at his pit and, after a short consultation, retired the car. Apparently brake troubles had caused him to climb a bank—without damaging the car—earlier in the race. Bill Moss, trying out his Aston Martin DB3S for the first time on the Norfolk circuit, promptly moved into fourth place, drawing steadily away from Stoop's very fast Sebring model Frazer-Nash.

There was no further change in the order. Jensen won both race and class at 89.09 m.p.h., with a fastest lap at 1 min. 45.6 secs., a speed of 91.18 m.p.h. Moss, fourth overall, was second in the big class and the intermediate class went to Brian Naylor at 86.65 m.p.h. The Hon. E. G. Greenall took the up to 1,600 c.c. category with a speed of 86.59 m.p.h. P. Melville drove a 2½-litre

(Continued on page 344)



**UNCHALLENGED WIN** was had by Jack Sears's Austin-Healey in the grand touring event. Leading throughout, he won by some 17 seconds.

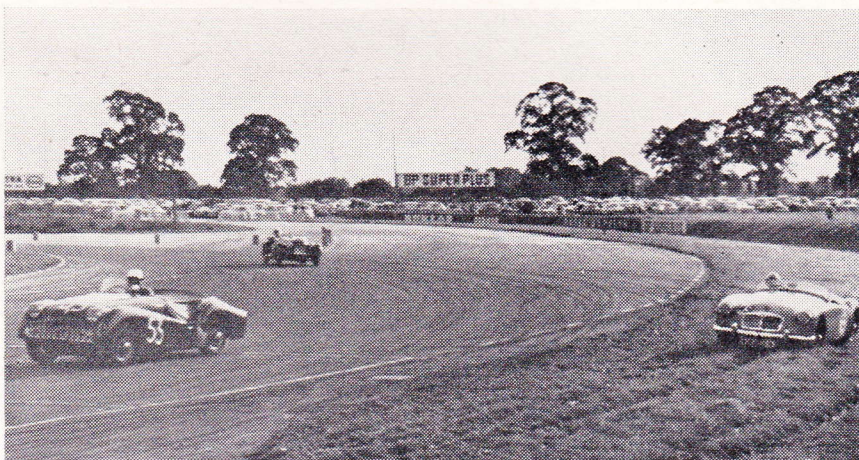


*TRYING HIS HAND* at autocross round Woodcote is D. N. Gouk (M.G.A), while W. Davis (TR3) sweeps past followed by a Morgan Plus Four.

A MIXED bag of cars and motor-cycles—for which there was only one event, a high-speed trial—made up an excellent entry list of something like 170 for Sunbac's Silverstone race meeting on Saturday.

For the cars, which formed by far the bulk of the available machinery, there were 11 events catering for an interesting selection of vehicles and there was even sunshine thrown in! Commentator G. B. Flewitt was rash enough to boast that in the 10 years that Sunbac has been running this meeting, there has never been any serious rain—and even that didn't tempt the heavens to open!

The day opened with a half-hour blind



## Sunbac Silverstone

### *A Varied Entry and A Full Programme*

for motor-cycles and then came the first event for motor cars—a six-lapper for what the programme enchantingly called "large sports cars". Quite where the dividing line came wasn't quite clear but the general idea seemed to be that anything over 1½ litres would do. At all events, a varied field included John Bekaert's H.W.M., G. Ashmore's "D"-type Jaguar, Jean Bloxam's DB3S coupé and Bill Moss's DB3S, the "C"-types of A. C. Barrett-Greene and Mike Salmon, a couple of TRs, a pair of Ace-Bristols and, from a slightly different world, B. L. Villers's SS100 Jaguar.

When the flag dropped Bekaert was away in a burst of ferocity which took him well ahead of Barrett-Greene and Norman Hillwood (Lister-Jaguar), both of whom pulled well clear of the pack. At the end of the first lap the big grey H.W.M. was well in the lead while Ashmore's "D"-type had moved into second place. Barrett-Greene was third but was being hard pressed by Salmon's similar car.

Bekaert was never headed in this race, and some very consistent lappery in under 1 min. 13 secs., with a fastest lap at 1 min. 12.4 secs., gave him a margin of nearly five seconds over Ashmore at the end of the race. Salmon passed Barrett-Greene for third place on the third lap and tried very hard to catch Ashmore, drawing well away from the rest of the field. The distance was not enough, however, and the "D"-type was

still 11 seconds ahead of its elder brother at the end. Bekaert's winning average speed was 78.40 m.p.h.

The heavy metal was followed by a very mixed bag of cars for the first heat of a six-lap handicap race, a most involved affair in which several cars received credit laps as well as a time allowance. Odd thing about the set-up was that no one was scratch, in the full sense of the word. Smallest allowance was 5 secs.: this was given to Peter Mould's Cooper-Jaguar, but as this was a non-starter proceedings became very complicated.

Things began to become lively on the first lap when J. Woolfe, in a Mark VI Lotus, took to the grass in the grand manner at Woodcote on the first lap. Second time round it was the turn of R. W. Ashley, mounted on a vintage Frazer-Nash: the back of the car seemed rather uncertain as to race direction but Ashley held it well and carried on regardless.

At the end of two laps my calculations indicated that the lead was in the hands of G. S. H. Ward's TR3, but it might have been John Lawry in the Toucan-M.G., a car which made the sort of noise that fast cars make. On the fourth lap H. W. Ratcliffe's M.G. TF misbehaved on Woodcote and it now seemed as though Lawry was in the lead. On the fifth lap J. Venn's Austin-Healey spun splendidly on its way through Woodcote. As a matter of interest, it was noticed

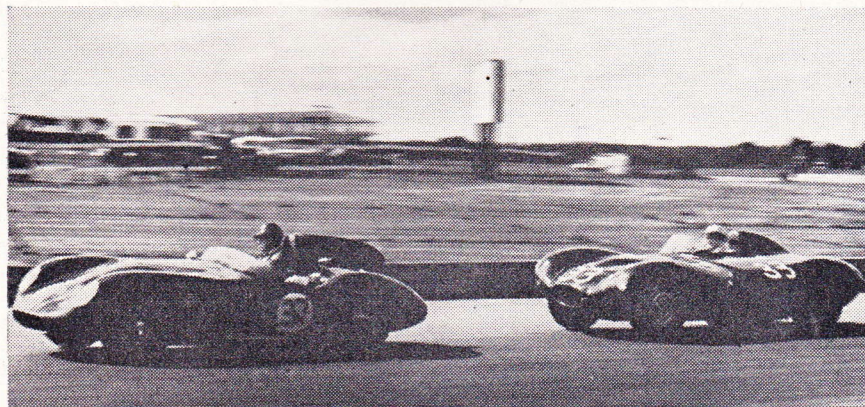
that J. J. Bell's 918 c.c. Morris Minor was having no difficulty in keeping in front of E. P. Foden's Riley 1.5—but by the end of the race the situation changed and Foden pulled away by nearly a second.

Eventually the victory went to B. P. W. Playford in the very smart and quite immaculately presented Playford-M.G. He won at an average speed of 64.49 m.p.h. and finished some 6 secs. ahead of J. H. D. Whitmore in something which the programme called a Lotus-Elva VI. Lawry was third, and in fourth place came W. S. Bader's vintage Riley.

Next event was a half-hour blind for the long four-wheeled brigade. There were five non-starters in this affair, and of the rest an unusually large number failed to qualify—which means that they couldn't cover the number of laps that they should have done. Of the successful, F. Francis, in a Climax-engined Lotus, showed his contempt for what the organizers thought he could do and put in an extra lap just to show. E. L. Hine, in a similar car, went one better than that and covered two extra laps, and so did G. Ashmore, in his D-type Jaguar. H. W. G. Elwes, in an Austin-Healey Sprite, qualified with a lap in hand, while Hillwood's Lister-Jaguar did exactly what was required of it. Among the small cars, L. Rowe's Austin 750 was another of those which covered an extra lap.

This long burst of continuous tyre-squeal was followed by a six-lapper for 750 Formula cars, and the presence on the grid of Dave Rees gave an entirely accurate forecast of the result. Oddly enough, however, he did not take an initial lead and it was J. G. Currie who shot away, after a first-class start, to come round in the lead after the first lap. Rees was in second spot, with John Wilks third, and the three leaders were already pulling away from the pack. Lap two, and Currie was still in front, although Rees was now pressing him a little harder and Wilks was a little further back. Lap three, and Rees was right on Currie's tail, while further back in the field, J. McD. Clark was closing slightly on Wilks, still in third place.

On the fourth lap it was Rees in the lead, well ahead of the rest, but of Currie there was no sign. Once in front, Rees could not be caught, and he



*HEAVY METAL* at Copse, where Norman Hillwood's 3½-litre Lister-Jaguar is leading the "D"-type Jaguar of G. Ashmore.



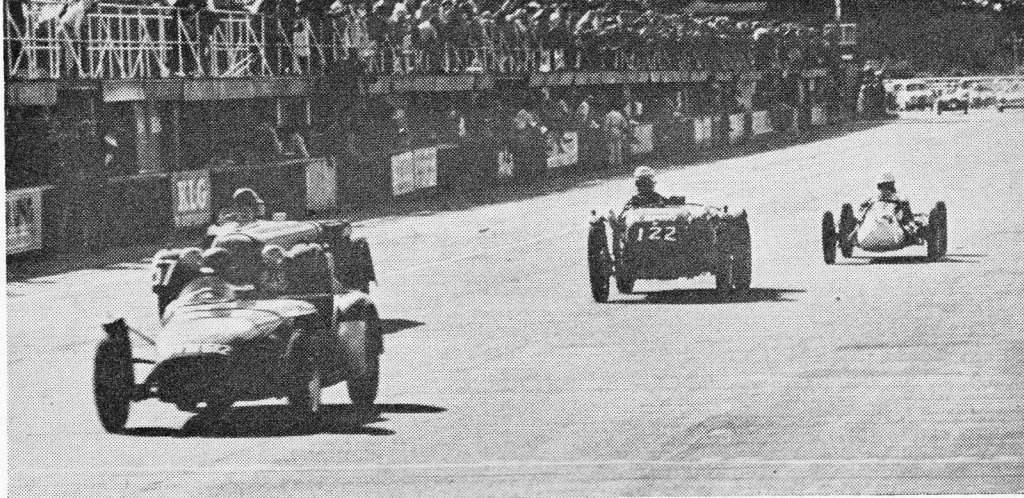
*THE HARES dash off past the pits while the pack strains at the leash to be after them. Behind the Lotus are J. J. Wilks's 750 Special, W. J. Lambert's M.G. and P. G. W. Mullard's Cooper-J.A.P.*

pulled out an extended lead to romp home an easy winner at 62.97 m.p.h., a clear 27 secs. in front of John Wilks. Clark was third, and the fastest lap went to Rees at 65.02 m.p.h.

The mixture came out again after this for the second heat of that six-lap handicap race. Scratch man this time was Jimmy Stuart in the F2 Cooper with which he had enlivened the proceedings at Silverstone the previous week-end. Once again there were some half a dozen or so cars with credit laps. Stuart left the line at very high speed indeed just as C. H. Swain, in a smart Sprite, appeared round Woodcote. Jean Bloxam, in the DB3S coupé, left in company with an Austin A35, which seemed a little odd, and then Mike Salmon had a hair-raising, horn-blowing moment at Copse when, immediately after the start, one of the earlier departures swayed across into the path of his C-type.

Jimmy Stuart tore through the field, going like a house on fire (proverbially speaking) and lapping in around 1 min. 11 secs. However, he couldn't overcome his handicap and victory went to J. L. Hosker in the very smart Ford-engined Mayfield at 77.18 m.p.h., some 7 secs. ahead of J. C. Quick's TR2. Third, 5 secs. behind the Triumph, came Mrs. Bloxam and fourth place rewarded the efforts of the flying Stuart. At least, that was part of the reward: the other part was the fastest lap at 1 min. 11.8 secs., which is a speed of 80.62 m.p.h.

Another high-speed trial, lasting half an hour, followed this. A non-starter which might have been interesting had it run was the Citroën DS19 of J. D. James. Unfortunately, however, Mr. James hit a bank with the front of the car very early on in practice and appeared to have redesigned the front suspension by so doing. Miss P. M. Richardson had a vast, white 2½-litre Daimler roadster which succeeded in cramming 18 laps into the 30 mins. in spite of not being designed to belt round aerodromes, while J. A. McEwen's Silverstone Healey, which was designed to belt round aerodromes, covered 20. W. S. Bader had covered seven laps in his vintage Riley when the throttle linkage broke. He repaired it out on the circuit and set off again, but it came



#### Results

**Large Sports Cars:** 1, J. Bekaert (H.W.M.-Jaguar), 78.40 m.p.h.; 2, G. Ashmore ("D"-type Jaguar); 3, M. Salmon ("C"-type Jaguar). **Fastest lap:** Bekaert, 79.95 m.p.h.

**Six-lap Handicap Race, Heat 1:** 1, B. P. W. Playford (Playford-M.G.), 64.49 m.p.h.; 2, J. H. D. Whitmore (1172 Lotus-Elva V6); 3, J. Lawry (Toucan M.G.A.).

**750 Formula:** 1, D. Rees (Austin-Rees), 62.97 m.p.h.; 2, J. J. Wilks (Austin); 3, J. McD. Clark (Austin). **Fastest lap:** D. Rees, 65.02 m.p.h.

**Six-lap Handicap Race, Heat 2:** 1, J. L. Hosker (Mayfield), 77.18 m.p.h.; 2, J. C. Quick (Triumph TR2); 3, Mrs. J. Bloxam (Aston Martin DB3S coupé). **Fastest lap:** J. T. Stuart (Cooper F2), 80.62 m.p.h.

**Small Sports Cars:** 1, C. Summers (Arden), 75.74 m.p.h.; 2, H. J. Fredman (Lotus); 3, E. L. Hine (Lotus). **Fastest lap:** Summers, 78.06 m.p.h.

**Six-lap Handicap Race, Heat 3:** 1, L. S. Richards (Riley Spl.), 78.58 m.p.h.; 2, A. Belcher (Morgan Plus Four); 3, J. Bekaert (H.W.M.-Jaguar). **Fastest lap:** Bekaert, 80.40 m.p.h.

**Handicap Result (based on average speed of the winner of each heat):** 1, L. S. Richards; 2, J. L. Hosker.

**1172 Formula** 1, P. Boshier-Jones (Lotus), 69.80 m.p.h.; 2, J. Turvey (Lotus); 3, D. Hitches (Lotus). **Fastest lap:** Turvey, 72.17 m.p.h.

**Popular Sports Cars, 50 kilometres:** 1, R. D. North, (TR2), 70.66 m.p.h.; 2, S. H. Hurrell (TR3); 3, A. Belcher (Morgan Plus Four). **Fastest lap:** North, 72.17 m.p.h.

**Formule Libre:** 1, R. A. Levett (1172 Austin), 65.55 m.p.h.; 2, G. Ashmore ("D"-type Jaguar); 3, J. T. Stuart (Cooper F2). **Fastest lap:** Stuart, 82.46 m.p.h.

apart once more and he retired after eight laps.

Event eight was a six-lap race for small sports cars, these apparently being those up to 1,500 c.c. Chris Summers, in the little blue Arden which started life as a 750 Formula car, and which has since sprouted a Climax power unit, took the lead right from the start. Strong disapproval was immediately registered by H. J. Fredman (Lotus) who set off to teach Mr. Summers that Lotuses always win 1,100 c.c. events (except, of course,

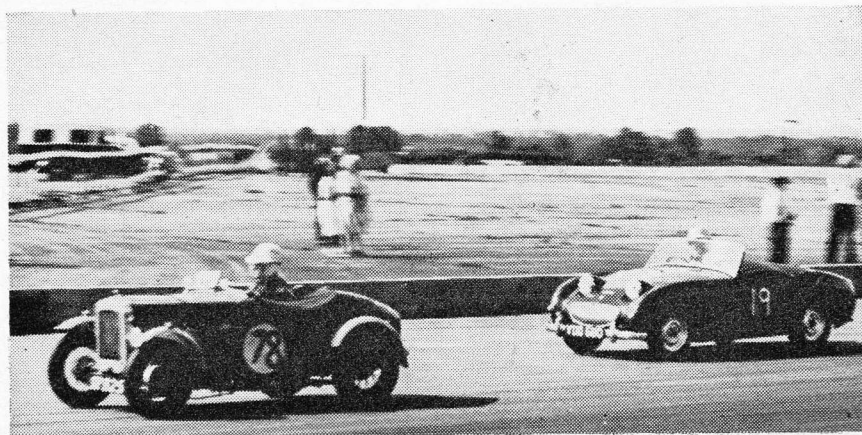
when Lolas are running). Mr. Summers, however, had other ideas and in spite of a most stirring dice managed to keep his remarkable little car in front. Fredman was always hard on his heels, the pair of them lapping in about 1 min. 15 secs., but Summers just could not be dislodged. He put in fastest lap at 1 min. 14.2 secs. and at the chequered flag was just four-tenths of a second in front of the Lotus. Third was E. L. Hine's Lotus, which had remained in that position after passing G. Ralph's similar car on the second lap.

The third heat of the handicap race came next. It was during this race that John Bekaert did another of his "let's catch 'em all" acts, though in this particular instance the handicappers were just that much too hard on him and he only succeeded in making third place. Fair enough, of course, but then Mr. B. quite frequently takes the H.W.M. by the horns and catches the entire field! Ultimate winner was L. S. Richards (Riley Special) at an average speed of 78.58 m.p.h., finishing just 0.8 of a sec. in front of A. Belcher's Morgan Plus Four. John Bekaert tailed Belcher by 2 secs., and made fastest lap at 1 min. 12 secs.—80.40 m.p.h. On the last lap A. C. Barrett-Greene found his C-type Jaguar taking charge on Woodcote. The car went on to the grass verge, demolished an advertisement sign and lifted its offside wheels clear off the ground. Luckily it did not overturn and came down on all four wheels again, but it was—or appeared to be—fairly badly bent about the suspension.

The 1172 Formula cars came out now for a six-lapper of their own. A. R. Wershat, in the first Lola, made a very quick start and led the field into Copse to appear again, still in the lead, at Woodcote. Here, however, Wershat lost it completely, spun round and came face to face with J. Turvey, in a Lotus. Guardian angels were on hand, however, and no meeting took place. Turvey carried on after the field, while Wershat, after having to be push-started, also turned the car round and gave chase, although starting about half a lap in arrears.

This little *contretemps* had given a lead to P. Boshier-Jones (Lotus) who has also been a regularly successful 1,172 Formula competitor this season. He ran away from the field with only R. A.

(Continued on page 344)



**LEADING** H. W. G. Elwes in the Austin-Healey Sprite is L. Rowe's Austin Ulster—which pulled steadily away from the "baby" Austin-Healey.



**HEROINES:** Pat Moss and Ann Wisdom are congratulated on their wonderful drive. They finished fourth overall—best ever by any British crew—won their class and the Coupe des Dames and were members of the winning team.

**T**HE 28th "Marathon de la Route" (alias "Liège-Rome-Liège") will go down in rally history for several reasons. First, not only was it, as ever, the toughest event of the year, but it was the toughest Marathon ever; only 22 crews out of a top-flight entry of 98 succeeded in completing the 3,300 mile course, to be covered in one continuous stage of 96½ hours. Secondly, for the first time the Marathon was won by a car of less than 1,300 c.c., and that without the aid of a handicap of any sort; Hébert and Consten of France, driving the same Alfa Romeo Giulietta Zagato which less than a month earlier had won the "Alpine", scored a brilliant victory after a close struggle with Strahle and Buchet on a Porsche Carrera. Thirdly, again for the first time in Marathon history, a Ladies' crew finished in the top 10;



## The "Marathon De La Route"

**Again the Toughest Rally of the Year—Only 22 Finishers Out of 98 Starters—Brilliant Performances by Hébert/Consten (Alfa Romeo Giulietta) and Pat Moss/Ann Wisdom (Austin-Healey 100-Six)—Austin Healeys Win the "Marque" Team Prize and the R.A.C. The International Associations' Cup—Triumph TR3 Sole Survivor and Winner of its Class**

Pat Moss and Ann Wisdom, Austin-Healey 100/Six, finished fourth after a drive which has almost certainly not yet been equalled by any ladies' crew in any classic rally, taking the Coupe des Dames by a margin of 23 minutes and their class by a margin of over eight minutes.

This wonderful performance inspired the British contingent, who scored their best successes to date; Austin-Healeys won the Marque Team Prize, the R.A.C. won the International Club Team Prize for the second time in four years, and a Triumph TR3, crewed by Army officers from the M.T. base at Bordon, were the sole survivors and winners of their class.

**A**MONGST the 10 non-starters were potential winners, Houel and Frescobaldi (Alfa Romeo) and, sadly enough,

By JOHN GOTT

the Morris Minor of Heaps and Jones, withdrawn because George Heaps, that great enthusiast, had died a few days earlier.

The *parc fermé* at Liège was buzzing with rumours set afoot by certain drivers, who obviously had not paid enough attention to their records or their maps, that the Marathon was going to be a very easy event. This was because the stages had been lengthened and the winners would be found by the times returned on 12 timed sections. Quite wrongly, these drivers (who, incidentally, did not themselves complete the course) felt that the road section would be a

"piece of cake", i.e., a gentle promenade from one test to another, à la Rallye del Sestriere. In fact, lateness of even a second could mean exclusion and no fewer than 20 crews were excluded for lateness at controls. As at least the times set for the six timed tests in France meant that even the "cracks" were minutes late over them, the new formula called for desperately hard driving to regain the time lost, and the Marathon's road schedule was much harder than last year, whilst the timed tests were infinitely tougher.

The Marathon can logically be divided up into five stages. (The times are for Car No. 1.)

**Overture—Liège to Predil. From 5.30 p.m., Wednesday, 27th August, to 7.15 p.m., Thursday, 28th August. 730 miles.**

The cars left Liège in a long procession over closed roads, arriving in Spa at around 7 p.m., where they were held in *parc fermé* until being released on their long journey from 9 p.m. onwards.

This two hour wait is always a terrific strain on nerves and the spontaneous gaiety of the Kat brothers did much to relieve the tension amongst the British crews.

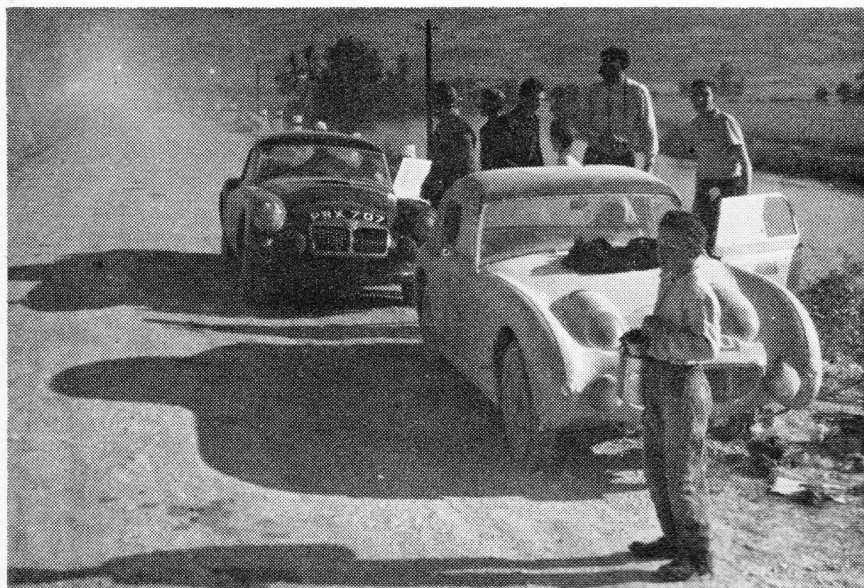
For the first time the cars were not released in rows of three, but were sent off at one-minute intervals, the smallest going first. The first car away was actually the NSU of the Germans Nieders and Fuss, which was not destined to finish.

The run to the Yugoslavian border, via the Black Forest, the Kaiserlautern-to-Munich autobahn, and the neutralized passage of Austria over the Brenner Pass was not intended to be difficult, but it

**HEROES:** Consten and Hébert, whose brilliant performance gained them victory, chat with M. Garot, the organizer. Their car had won the Alpine a month earlier.







caused the retirement of no fewer than 11 crews, including some fancied starters.

The turn onto the main Salzburg autobahn after Kaiserlautern is tricky, and a great number of crews turned the wrong way, including some of the Army Triumph team, the entire Citroën team, the Alfa Romeo of Cotton, the twin-cam M.G.A. of Gott/Brookes and the "works" Sunbeam Rapier of Mary Handley-Page/Bobbie Wilton Clark. The male crews appreciated their error quickly enough, either by judging their sense of direction from the sun or by checking on the directional signs, and retraced their steps in ample time. The ladies, however, went almost up to Kassel before realizing how wrong they were and so had no chance at all of making the Munich control on time. The autobahn also proved disastrous for the Volvo of the Americans Delling and Washburn, Washburn falling asleep and hitting a bridge, fortunately without serious injury to the crew but with very serious damage to the car.

A surprising mechanical failure was that of the "works" Renault of the Monte winners, Monraisse and Feret, which leaked its oil away and lost its big-ends before the crew appreciated the position.

At Vipiteno crews were told that a landslide near Misurina meant a 20 kilometre diversion via Cortina without any extra time allowance. This resulted in a terrific dice, in the course of which it was proved that Porsches and M.G.As can pass under closed level crossings if the co-drivers are strong enough to lift up the poles and the drivers brave, or rash, enough to risk being hit by a train. Shortly before Predil the Peugeot of Guiraud, prepared by the works, went out with rear axle failure.

At the Yugoslavian border on top of the Predil pass, came the start of the first timed section, 55 kilometres, to be covered in 55 minutes, over the Col Vrsic. This was loose, dirt surface the whole way, and was particularly dangerous to start with, commencing with a 10-kilometre downhill run. The risks were fully appreciated and most crews wore crash-hats. Many were to be glad that they did.

**Yugoslavia—Dust and heat. Predil to Kranjska Gora, from 7.15 p.m., Thurs-**

**day, 28th August, to 8.20 p.m., Friday, 29th August. 932 miles.**

Shortly after the start, Joan Johns slid in the dust and slammed her Austin-Healey into a bollard; the crew were not hurt, but the B.M.C. team now only had three cars. On the linking run to the Col Vrsic, the Belgian girls Annie Spiers and Medeleine Vrijman slid off the road in their M.G.A. when pulling over to let David McKay past on the "works" Rapier. On the climb of the Col, the current Rally Championship leader, Gunnar Andersson, tried just too hard and hit the rocks, buckling a wheel and damaging the front end beyond immediate hurried repair.

The *cognoscenti* reckoned that the clocks at Predil were, as last year, about a minute in the crews' favour, but 11 cars were officially reckoned to have done the climb in the scheduled time. Amongst these were the favourites, Consten/Hébert (Alfa Romeo), Strahle/Buchet and Reiss/Wencher (Porsche Carreras), the "works" 2,136 c.c. TR3As of de Lageneste/Blanchet and Leidgens/Dubois, and two "outsiders", the "works" Volvo of Martensson/Widell—and the Austin-Healey of Pat Moss and Ann Wisdom. On the very first timed climb this pair were out to crush the feminine opposition, beating Annie Soisbault/Renée Wagner (2,136 c.c. TR3A) and Nancy Mitchell/Anne Hall (Austin-Healey) by over two minutes, to say nothing of a lot of mere men, three of whom were driving the erstwhile all-conquering Mercedes 300SLs.

Through the night, over roads made difficult by thick patches of mist in which lurked unlighted carts *en route* to an early start in the fields, the "Marathon" field swept south to Rijeka, alias Fiume, and then turned north again for Zagreb, whence 100 miles of the finest and fastest concrete highway in Europe took them to the start of probably the most appallingly difficult and testing section ever used in any rally.

The 200 miles from Bosnia Gradiska to Solin were a positive nightmare; wash-board roads, with loose gravel surface, on which the dust rose in choking clouds after the passage of each car, twisting, steep cols, near tropical heat, infrequent petrol stations and a 60 k.p.h. average to keep up—or be excluded from the

*NEAR MISS: The Sprinzel/Bensted-Smith Sprite at rest after losing a wheel, which was recovered from the river on the right. Note the road surface, and the Yugoslavian dust. The twin-cam M.G.A. can be seen behind the car.*

event. Some crews didn't bother to be excluded, notably the Belgians Henrard and Henry, who gave up in sheer exhaustion. Others had the mortification of their cars breaking up under them; amongst these were Sprinzel/Bensted-Smith (Austin-Healey Sprite) and Hodgson/Boardman (2.4 Jaguar), who had hub troubles. Others had spectacular crashes, such as the Jaguar 140 of Michot/Campenaire, whose crew, blinded by the dust, dropped into a river, from which they were fortunate to escape with their lives. Those 200 miles alone accounted for no fewer than 10 cars, and proved particularly tough for the Alfa Romeo Giuliettas, whose ground clearance and highly tuned engines could not cope with these conditions, four cars falling out in the stage, although Consten/Hébert were going like bombs.

The following 100 miles to Obravac and the start of the second timed climb up and over Mount Halanmalu would have seemed terrifying to anyone who had not previously tackled the run to Solin, but to those who had it was a relief. Even so, it accounted for a further eight cars, including the "works" Renault of Condriillier/Foulgoc, and the Army TR3 of Raper/Woodrow.

The Army team were having a tough time, for all their papers, petrol coupons and money had been stolen out of their team leader's car whilst it was parked at Rijeka, and they were getting by on loans from other crews.

The 11 heroes (and heroines) who had done the Col Vrsic on time also did the Mount Halanmalu on time, fastest time being made by the Triumph TR3A of de Lageneste/Blanchet, closely followed by Martensson's amazing Volvo.

Col Vrsic, climbed from the opposite direction, after nearly 48 hours on the road, reduced the band of "clean sheets" to eight, Pat Moss missing by only 16 seconds, but still clinging grimly to ninth place in General Classification, over four minutes ahead of the other ladies, who were only 10 seconds apart.

Jugoslavia had accounted for 30 crews, almost a third of the entry, and had established a clear order of merit. Italy, and the Dolomites, was still further to weed them out.

**Italy—The Dolomites, The Alps. Kranjska Gora to Pinerolo, from 8.20 p.m. Friday, 29th August, to 7.12 p.m., Saturday, 30th August. 705 miles.**

If any inexperienced Marathoneers felt that the reduction of the average speed to 50 k.p.h. would be helpful, the very first Italian section, from Villa Dont to Fondo, was to deceive them. This started with the timed climb over the rough, tough little Passo Duran, after which there were only three clean sheets: Strahle/Buchet (Porsche Carrera), Hébert/Consten (Alfa Giulietta Zagato) and the fantastic Volvo of Martensson/Widell, who beat the schedule by 21, 19 and two seconds respectively. Reiss/Wencher (Porsche Carrera) missed by four seconds and Pat Moss by 18 seconds, a feat which put her ahead of all the "works" Triumphs, and well

(Continued on page 342)



**THIRD TIME**—once again this season Tony Brooks takes his Vanwall first past the chequered flag to score another Grand Prix victory for Britain. He took the lead with 10 laps to go, edging in front of Hawthorn just past the tribunes.

JUST when it seemed that Mike Hawthorn would win the Italian Grand Prix for Ferrari, and so clinch the World Championship, Tony Brooks forced the issue and passed the Italian car 10 laps from the end. Suffering from clutch slip, Mike could do nothing about it, and indeed was nearly caught for second place by Phil Hill. Hill drove a really wonderful race, and actually led for the opening five laps, but had to stop to change a faulty tyre. Up till Moss's retirement, there was a fierce battle featuring Hill, Hawthorn, Moss, Behra, Brooks and Lewis-Evans. Then Brooks also had to have a wheel changed; Lewis-Evans gave way to Behra's B.R.M. for second place, but eventually the Bourne car had a series of pit stops, and was retired after 44 laps.

The Owen organization did not have a good day; Harry Schell collided with von Trips on the opening lap, and the B.R.M. did at least three somersaults. Schell escaped with a few cuts and bruises, but von Trips was taken to hospital with a broken leg. Then Bon-



# Tony Brooks Saves The Day

Vanwall Victory in Closing Stages of Italian Grand Prix—Casablanca Now Decides World Championship—

Stirling Moss Retires After 18 Laps—Phil Hill's Magnificent Drive—Harry Schell's Lucky Escape

nier's B.R.M. burst into flames, the Swedish driver getting out unharmed.

Masten Gregory and Hawthorn duelled for some time for the lead, the former

By GREGOR GRANT

Photography by Publifoto, Milan

in the blue-and-white Buell Maserati. Then the American had to stop for a wheel change, and Carroll Shelby took over. Eventually the car finished fourth, behind Phil Hill's Ferrari but was subsequently disqualified. Into fifth place came Salvadori's 2-litre Cooper, driven really well after a lengthy pit stop to cure overheating. Both the G.P. Lotuses, driven by Graham Hill and Cliff Allison, finished, but had pit stops for various troubles. Tony Brooks's 1957 lap record was lowered by Phil Hill, with a time of 1 min. 42.9 secs., 125 m.p.h.

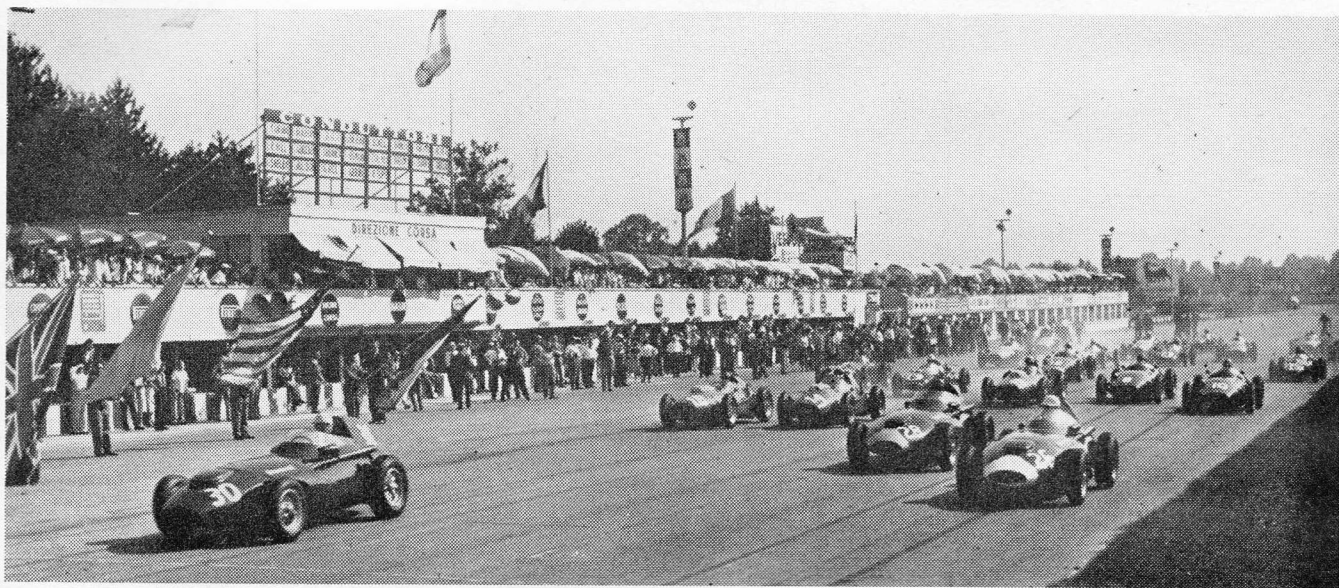
Brooks's dramatic win still gives Moss an outside chance of the World Championship, as Hawthorn now has eight points lead. If Stirling wins at Casablanca and sets fastest lap, and Mike finishes lower than third place the title will go to him—a most exciting prospect. Also exciting is the close battle between Ferrari and Vanwall for the Constructors' Championship, which is now a neck-and-neck affair. Ferrari have a very slight lead, but Casablanca will settle this matter too. If it were to be won by a British manufacturer, it must be regarded as a tremendous filip for British automobile engineering prestige.

To the average Italian motor racing enthusiast, the Gran Premio must seem a strange affair altogether. Passionate allegiance has to be reserved for the drivers from other countries, for gone are the giants of the past such as Nuvolari, Varzi, Fagioli, Ascari, Castellotti and

**CONGRATULATIONS!** Tony Brooks, decked in victor's laurels, looks highly delighted while, beside him, Mike Hawthorn grins broadly—if a trifle ruefully!







Musso; Villoresi, Farina and Taruffi have retired from the scene, and even Fangio with his close-knit ties with Italy has hung up his crash-hat—for ever they say.

It is on Mike Hawthorn that the main hope lies—a British driver in an Italian-built Ferrari. In truth, there is no native-born driver capable of winning a *grande épreuve*, and anyone showing signs of natural ability would be snapped up immediately. So far, Formula Junior has not produced a future Ascari, but surely there must be some young man so far undiscovered who could carry his country's colours with honour? In the long history of Italian motor racing, there never has been such an invidious position; as the national sport, its future is in the balance, for who can expect Giuseppe, Carlos, Luigi, Giannini and their families to continue to vent their natural fervour on drivers of other nationalities?

For Friday's first training session there was a full turn-out; Vanwall had Moss, Brooks and Lewis-Evans; B.R.M., Behra, Schell and Bonnier; Ferrari, Hawthorn, von Trips, Phil Hill and Gendebien; Cooper, Salvadori and Brabham with Trintignant in the Rob Walker machine; Lotus, Graham Hill and Allison. Masten Gregory was in the Buell Maserati, whilst Herrmann, Maria-Teresa de Filippis and Gerini were nominated for independent Maseratis.

Hawthorn's Ferrari was the very first single-seater from Maranello ever to be fitted with disc brakes, these having been removed from the late Peter Collins's road car. There were rumours that Dunlops were going to provide disc units for the other entries; undoubtedly the experiences of both von Trips and Hawthorn in recent Grands Prix have convinced Commendatore Enzo Ferrari that the brakes are the weakest point of the design.

Juan Manuel Fangio was seen around; he is being featured in a forthcoming B.P. film, for which Nevil Lloyd and Noel Cunningham-Reid are doing a considerable amount of work. The great Argentinian maintains that he has definitely retired from motor racing!

The green Vanwalls dominated the

**THE START:** *Stuart Lewis-Evans rockets away from the pack while, in the right foreground, Moss is fractionally ahead of Tony Brooks. Mike Hawthorn and Phil Hill, who took the lead during the opening lap, accelerate side by side.*

practice period, Tony Brooks making the fastest lap of all in 1 min. 42 secs. (202.941 k.p.h.), the quickest ever recorded on the Monza road circuit, and 0.4 sec. faster than Lewis-Evans's 1957 training time. Stirling Moss and Lewis-Evans returned 1 min. 42.3 secs. (202.346 k.p.h.) and 1 min. 42.4 secs. respectively. Ferrari's best was the 1 min. 42.9 secs. recorded by "Taffy" von Trips in the new Dino "256"; Phil Hill did 1 min. 43 secs., and Hawthorn 1 min. 43.1 secs. with the

disc-brake car. Other times were:—

	m.	s.	k.p.h.
Gendebien (Ferrari) ...	1	44.9	197.323
Bonnier (B.R.M.) ...	1	45.1	196.948
Behra (B.R.M.) ...	1	44.5	198.016
Schell (B.R.M.) ...	1	45.9	195.473
Gregory (Maserati) ...	1	45.2	196.768
Hill (Lotus) ...	1	46	195.283
Allison (Lotus) ...	1	47.9	192.022
Brabham (Cooper) ...	1	47.3	192.915
Salvadori (Cooper) ...	1	50.7	186.991
Trintignant (Cooper) ...	1	46.4	194.549
Herrmann (Maserati) ...	1	55.3	179.531
Cabianca (Maserati) ...	1	54.6	180.628
de Filippis (Maserati) ...	2	01.3	170.651

Thus, three Vanwalls and three Ferraris had all topped 200 k.p.h. Phil Hill's performance was particularly satisfying to Scuderia Ferrari. At one time Cabianca was suggested for the team, but the



**DUEL** *between Moss and Hawthorn as, followed by Lewis-Evans and Jean Behra, both drivers battle for the corner, the Ferrari fractionally in front.*





Osca sports car driver did not exactly shine when he was given a wheel in trials, and was much slower than either Hill or Olivier Gendebien.

Towards the end of the session, Moss missed a gear change right in front of the pits; the engine revs went sky-high, and tinkling sounds suggested that a Vanwall engine would require a complete strip-down. However, sole damage was one bent valve!

Overnight, Ferrari changed Hawthorn's engine, fitting one of the new short-stroke "256" units as on von Trips's car. Nothing could be done about disc brakes for the remaining team cars, these having enormous light alloy fins on the drums. It is said that the latest engine develops close on 300 b.h.p. All four cars had redesigned "snorkels", these being made from "Perspex" with forward-facing air-scoops, fitted with neat wire gauze filters.

During Saturday's training Stirling Moss did the remarkable time of 1 min. 40.5 secs. (205.970 k.p.h.). Brooks returned 1 min. 41.4 secs., and Mike Hawthorn made sure that Ferrari would share the front row of the grid with the Vanwalls by doing 1 min. 41.8 secs. Shelby had a lucky escape when his Centro Sud Maserati broke a stub axle! Thus we had the entire Vanwall trio in the front, with an all-Ferrari second row. The actual line up was as follows:—

Moss (Vanwall)	Brooks (Vanwall)	Hawthorn (Ferrari)	Lewis-Evans (Vanwall)
1 m. 40.5 s.	1 m. 41.4 s.	1 m. 41.8 s.	1 m. 42.4 s.
Gendebien (Ferrari)	von Trips (Ferrari)	P. Hill (Ferrari)	
1 m. 42.5 s.	1 m. 42.6 s.	1 m. 42.7 s.	
Behra (B.R.M.)	Schell (B.R.M.)	Bonnier (B.R.M.)	Gregory (Maserati)
1 m. 43.2 s.	1 m. 43.2 s.	1 m. 44.7 s.	1 m. 44.9 s.
G. Hill (Lotus)	Trintignant (Cooper-Climax)	Salvadori (Cooper)	
1 m. 46 s.	1 m. 46.4 s.	1 m. 47 s.	
Brabham (Cooper)	Allison (Lotus)	Shelby (Maserati)	Herrmann (Maserati)
1 m. 47.3 s.	1 m. 47.8 s.	1 m. 48 s.	1 m. 49.8 s.
Gerini (Maserati)	Cabianca (Maserati)	de Filippis (Maserati)	
1 m. 50.1 s.	1 m. 54.6 s.	1 m. 55.9 s.	

Just before the start of the 24th Grand Premio d'Italia, we had a parade of vintage cars of Fiat origin, led by Lord

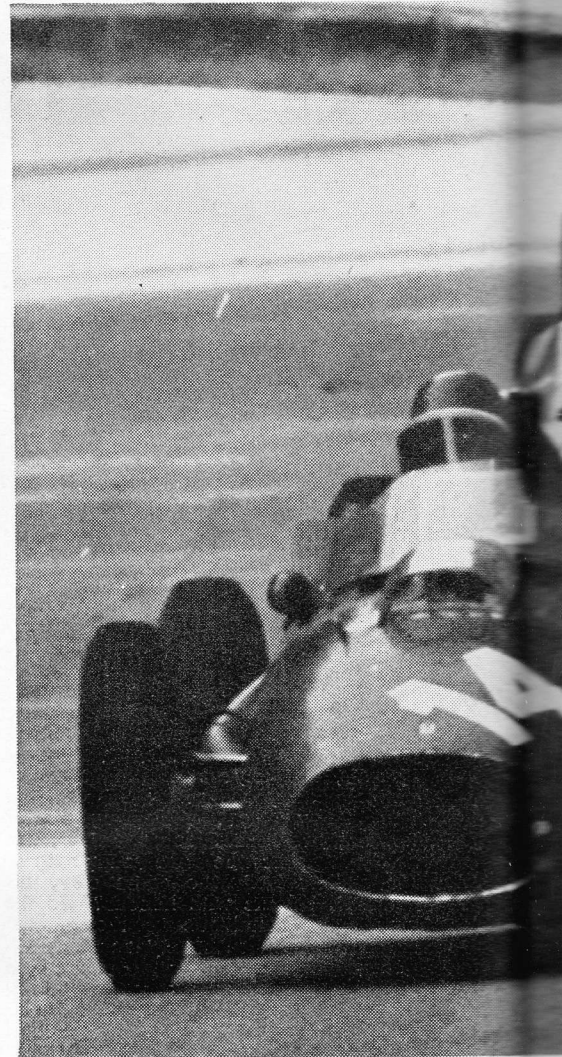
LOOKING like toy cars (above) dwarfed by Monza architecture, go the cars of Masten Gregory, Graham Hill and Maurice Trintignant.

ALL THE DRAMA of wheel-to-wheel Grand Prix racing (right), as Hawthorn leads a slipstreaming trio of British cars: Moss and Lewis-Evans (Vanwalls) and Behra's B.R.M.

Montagu in his 1913 tourer. A feature of this turn-out was a trio of beautifully prepared and really rare-sounding Balillas, and also one of the very early 1,100 c.c. aerodynamic coupé Fiats.

Despite the prospect of the Moss-Hawthorn duel, the crowd was nothing like as numerous as for last June's "500". Undoubtedly the absence of a really outstanding Italian driver was reflected in the attendance. Still and all, the tribunes had a very large British and U.S.A. representation, and there was a great number of G.B. cars in the parks.

The race was due to be started by Prince Caracciolo, assisted by Lord Howe. Not long before the depart there

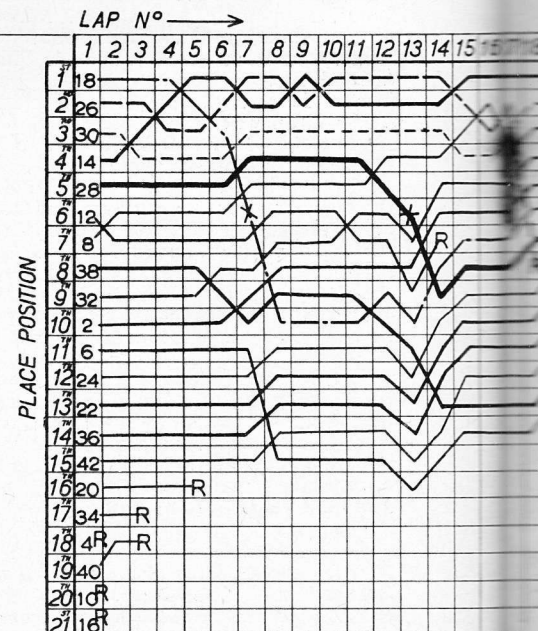


was the usual parade of standard-bearers; a hot sun shone out of a cloudless blue sky, producing an extremely high track temperature which rather indicated that tyres would take a caning. Dick Jeffrey, Vic Barlow and the Dunlop set-up were

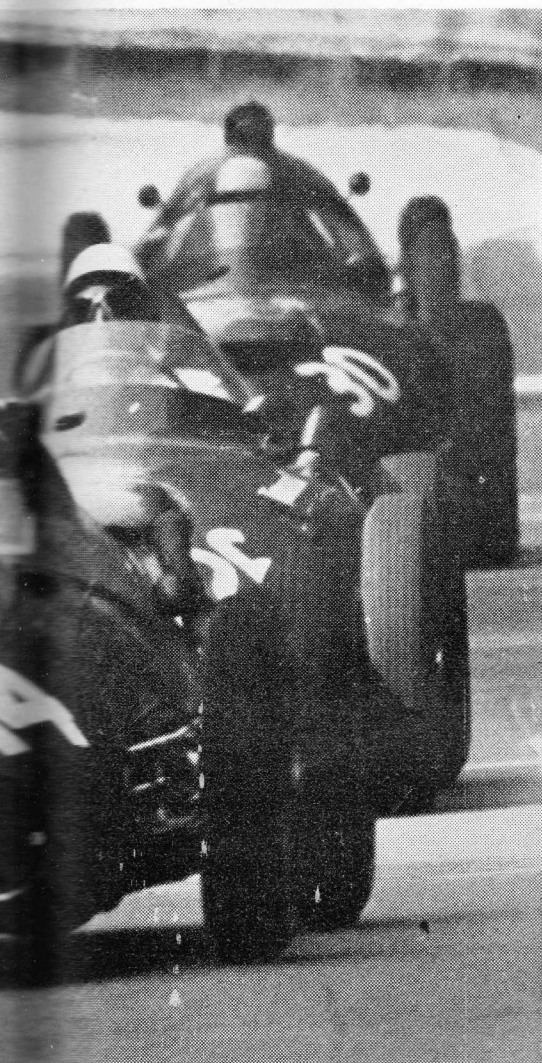
Lap-by-Lap Progress Chart

No.	Driver	Car
2.	M. Trintignant	Cooper
4.	J. Brabham	Cooper
6.	R. Salvadori	Cooper
8.	J. Behra	B.R.M.
10.	H. Schell	B.R.M.
12.	J. Bonnier	B.R.M.
14.	M. Hawthorn	Ferrari
16.	W. von Trips	Ferrari
18.	P. Hill	Ferrari
20.	O. Gendebien	Ferrari
22.	G. Cabianca	Maserati
24.	H. Herrmann	Maserati
26.	S. Moss	Vanwall
28.	C. A. S. Brooks	Vanwall
30.	S. Lewis-Evans	Vanwall
32.	M. Gregory	Maserati
34.	C. Shelby	Maserati
36.	C. Allison	Lotus
38.	G. Hill	Lotus
40.	G. Gerini	Maserati
42.	M. T. de Filippis	Maserati

Follow the progress of each car throughout the race from its position at the end of the first lap.







convinced that their covers would last the full 400 kilometres, but plenty of spares were available should they be proved wrong.

Colin Chapman had altered the exhaust system on both his G.P. cars, the pipes



*JOCKEYING for position on a right-hander, the field follows Moss during the period when he led the race. Hawthorn sweeps across in front of Stuart Lewis-Evans, who is followed by Brooks and Behra. Allison comes up behind them.*

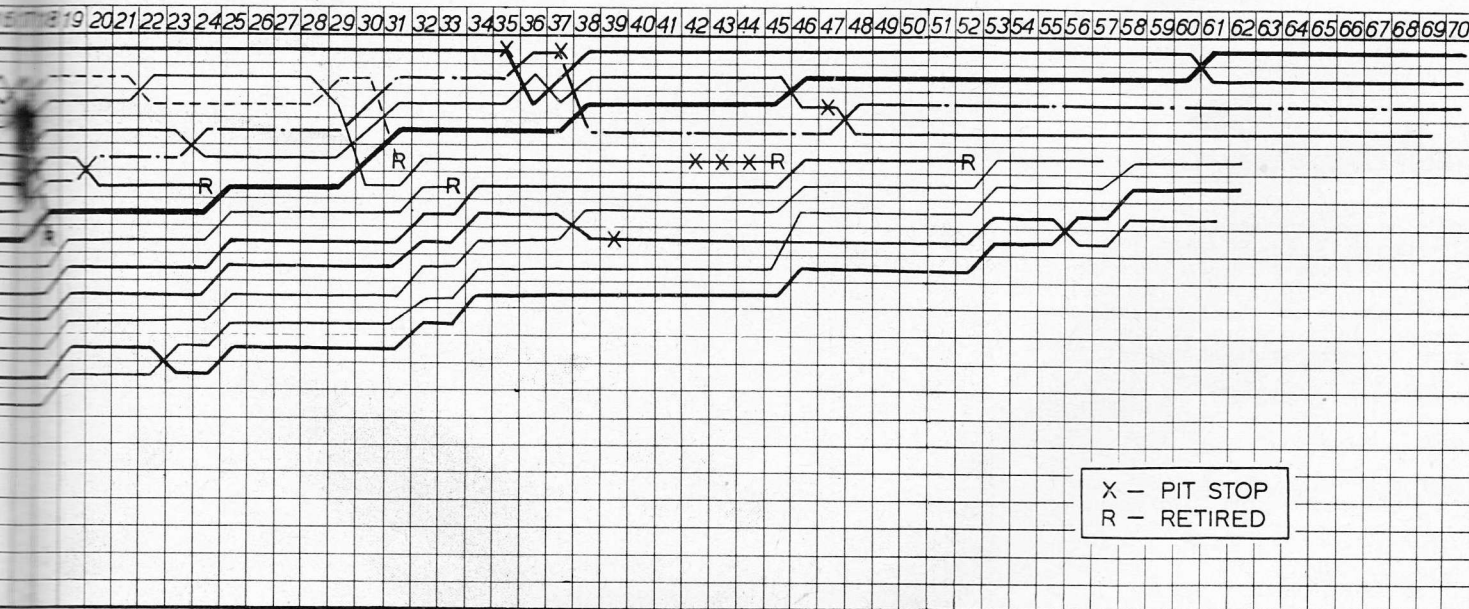
now coming out into the open air instead of through the body; the older enclosed arrangement was rudely described by Hill and Allison as the Lotus Espresso machine.

The starting grid was a wonderful sight for British eyes, with three green cars in front along with Hawthorn's Ferrari. However, the start itself was somewhat chaotic, with Brabham's Cooper becoming involved in a slight *contretemps* with Gendebien's Ferrari. The Australian bent his front suspension so his race was finished before he had even begun; Gendebien stalled his engine, and had to be pushed away from the start. As the flag fell, practically everyone was creeping, with the exception of Phil Hill. Moss made one of those dream starts,

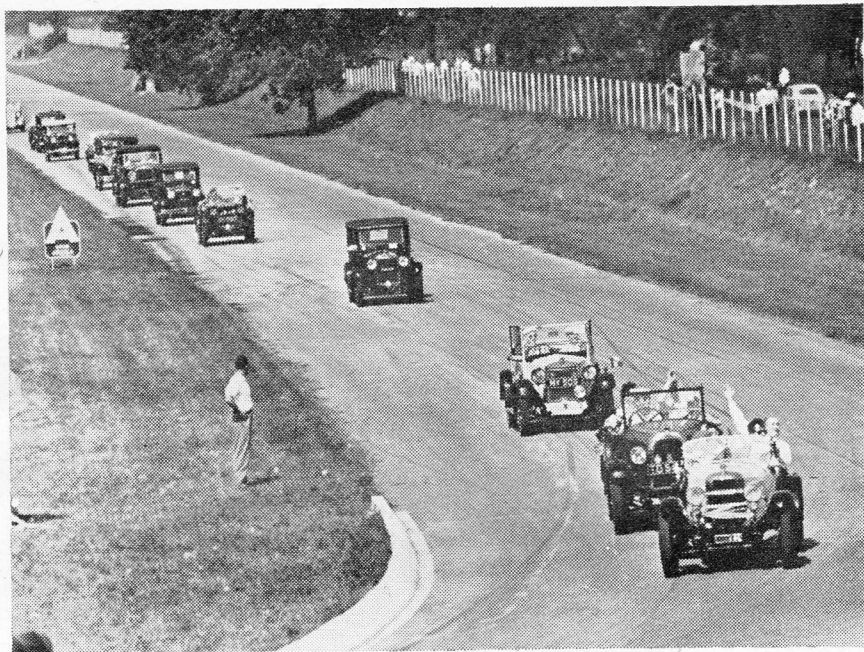
and shot straight into the lead. However, as the cars came into sight of the tribunes on the short Valonne straight, it was a Ferrari in front! Round they came through the South Curve, and as they accelerated past the pits it was still a red car, closely followed by the Vanwalls of Lewis-Evans and Moss, with Hawthorn and Brooks fighting it out ahead of the B.R.M.s of Bonnier and Behra.

At the end of lap 1, Hill led from Moss, Lewis-Evans and Hawthorn. We looked in vain for Schell and von Trips; they had crashed at Lesmo. Out went the white "ambulance" flag in front of the pits, and everyone waited anxiously for news. Brabham's car was too badly damaged to continue, so after just one lap, three cars were out. Next time round, Hill still led, but Behra had overtaken Bonnier, behind Brooks. Gerini and Shelby stopped with their Maseratis, which, after examination by mechanics, were pushed to the dead car park.

Phil Hill was certainly setting a cracking pace, and behind him Moss and







Hawthorn were locked in combat, with Lewis-Evans, Brooks and Behra running almost wheel-to-wheel. For four laps the American held the lead, and was then passed by Hawthorn; on the sixth tour, he dropped to third place and Moss tucked in behind Hawthorn's Ferrari. Gendebien toured slowly in to retire with a damaged de Dion tube, so Maranello's challenge was reduced to two cars.

The Hawthorn-Moss duel had the crowd on its feet, and on the seventh lap the British car went ahead. Phil Hill stopped with his nearside rear tyre in bad shape, and restarted in 10th place after a wheel change. Moss and Hawthorn were passing and repassing, and on the ninth lap Mike came through in the lead, with Moss now being challenged by his team mates Lewis-Evans and Brooks, and Behra's B.R.M. Into the pits went Salvadori, and the Cooper remained there some time whilst mechanics investigated serious over-heating. With 10 laps on the board, the race order was:—

	m.	s.	k.p.h.
1. Moss (Vanwall) ...	17	38.3	195.596
2. Hawthorn (Ferrari) ...	17	38.7	
3. Lewis-Evans (Vanwall) ...	17	39.3	
4. Brooks (Vanwall) ...	17	40.2	
5. Behra (B.R.M.) ...	17	40.7	

The race had now developed not merely into a Moss-Hawthorn battle, but a five-car contest. From lap 11 to 14, Moss just managed to hold the advantage; on the fast stretches of the circuit Hawthorn's Ferrari was definitely quicker, but the green car had superior acceleration. Mike's disc brakes seemed to put him on more level terms with the Vanwall, and rarely have the two rivals been so evenly matched. Behra now began to take a hand, and scorched past Lewis-Evans to take third place after 15 laps. Salvadori, who had rejoined the race, stopped again with more over-heating, and Allison, who had been going well in his G.P. Lotus, halted to check on a bad misfire; Tony Brooks rejoined

**LAPPED**—Roy Salvadori's Cooper is passed by Stirling Moss, Stuart Lewis-Evans, Mike Hawthorn and Jean Behra to put him a lap behind the leaders.

the race in ninth place after a stop to check a rear suspension oil leak.

Masten Gregory forced his Maserati ahead of Trintignant's Cooper and Bonnier's B.R.M. to take fifth place. Then Bonnier had to jump for it when the Bourne car caught fire. On lap 17, Mike had slightly increased his lead, and Behra was trying desperately to take both Moss and Lewis-Evans. Next time round, Hawthorn was leading Lewis-Evans and Behra by 3 secs., and Stirling Moss's championship hopes faded when he toured slowly into the pits to retire with gearbox troubles. Faces were glum in the Vanwall pit, as Behra gradually began to draw away from Lewis-Evans. Phil Hill was making up for his earlier stop, overtaking Trintignant and then Gregory for fourth place. On his 19th

*BEFORE the race a splendid parade of Fiat models, led by Lord Montagu's 1913 tourer. A feature of the line-up was a trio of beautifully prepared Ballilas.*

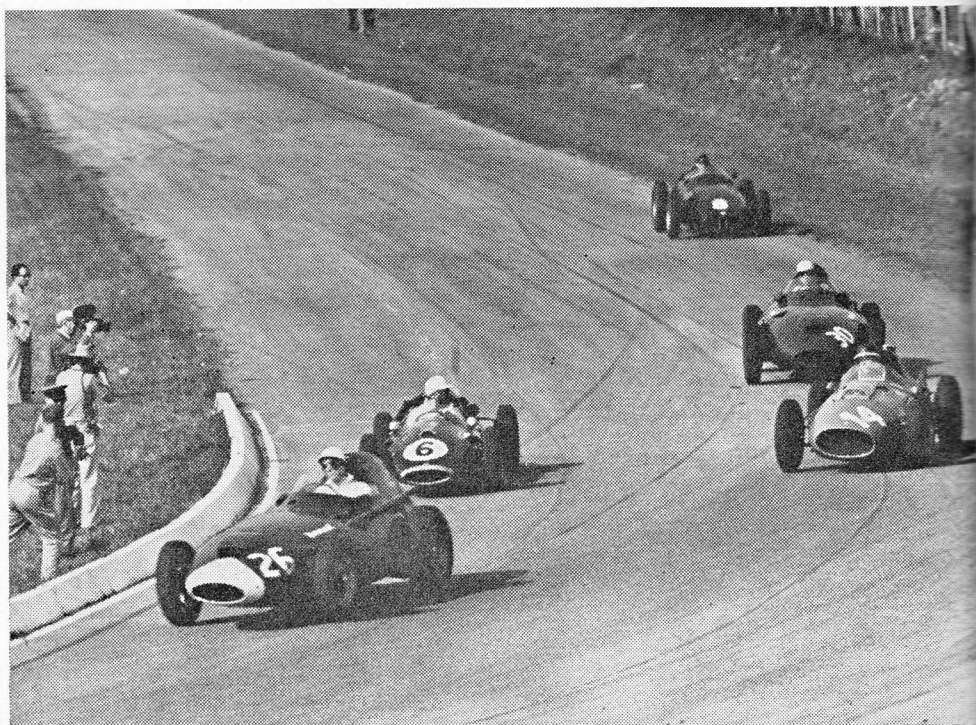
lap, he was announced as having set up a new lap record in 1 min. 43.2 secs. (200.581 k.p.h.)—the first ever 200 k.p.h. lap during a race on the road circuit. After 25 laps the order was:—

	m.	s.	k.p.h.
1. Hawthorn (Ferrari) ...	43	47.8	196.932
2. Behra (B.R.M.) ...	43	55.1	
3. Lewis-Evans (Vanwall) ...	43	58.8	
4. Phil Hill (Ferrari) ...	44	38.3	
5. Gregory (Maserati) ...	44	41.4	
6. Brooks (Vanwall)			

Only these six were on the same lap, the remainder being headed by Herrmann (Maserati), followed by Cabianca (Maserati), Graham Hill (Lotus), Maria-Teresa de Filippis (Maserati), Allison (Lotus) and Salvadori (Cooper), in that order. Thus, of the 21 starters, just a dozen were still running. Then came another blow to B.R.M. Behra, securely in second place and within striking distance of Hawthorn, pulled into his pits with rear brake trouble. He restarted in sixth place, a lap behind the leaders. Now came a shock for Vanwall; Stuart Lewis-Evans drew in with the water temperature gauge right off the dial. A brief examination by the Vanwall mechanics, and the car was pushed away with a suspected warped cylinder head. This put Ferraris into first and second places, followed by Masten Gregory and Tony Brooks, the sole hope of the Acton concern. The latter now began chasing the leaders in earnest, cutting off about a couple of seconds per lap from the American-entered Maserati. On lap 33, Herrmann retired his Maserati with valve troubles.

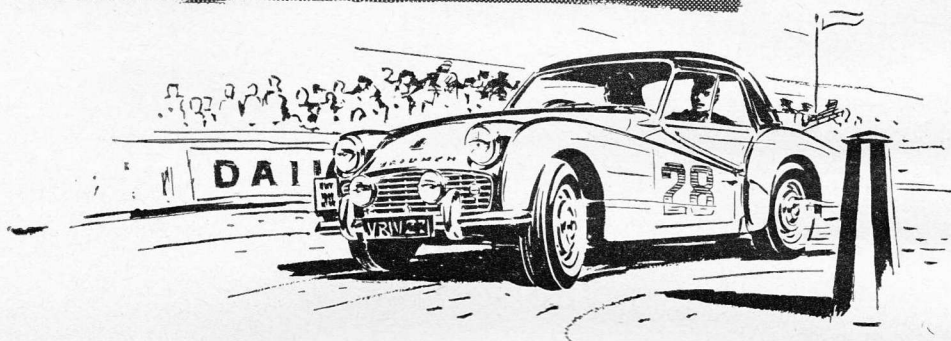
Hawthorn was seen to be looking anxiously at his tyres; the Engelbert rears were 16 x 650, against the 17 x 650 Dunlops on the Vanwalls. On his 34th lap, when he led Phil Hill by 35 secs., he was

*(Continued on page 340)*





# Still



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an over 100 m.p.h. on the open road, yet is perfectly docile in crowded streets. **Disc brakes** provide extra safety and a 26/32 m.p.g. fuel consumption keeps running costs down to a minimum. No other sports car can offer such outstanding value for money.



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*HAWTHORN takes the bit between his teeth to bring his Ferrari swooping past Phil Hill's car, which is followed by Stirling Moss and Stuart Lewis-Evans.*

#### Monza—continued

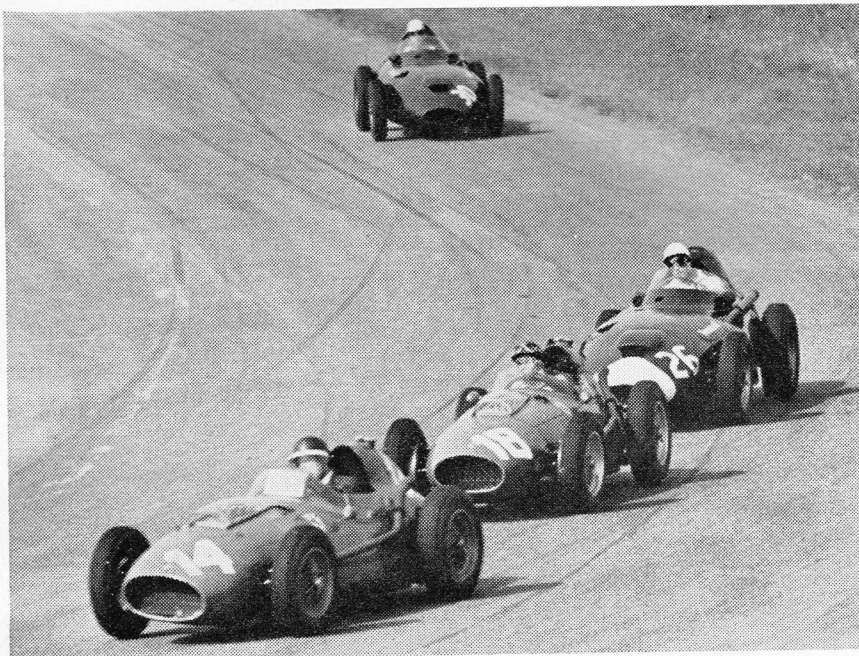
called in; wheels were changed, the whole operation taking about 45 secs. Meanwhile, Hill had gone into the lead, but he also was signalled to come in for a wheel change. This took just over 30 secs. Hawthorn managed to get past Masten Gregory, and retook the lead on the 36th tour when his team-mate was in the pits. Somehow or other Mike did not realise that Gregory was not only on the same lap, but was challenging him for the lead. The Maserati actually did get in front for a brief period, then Hawthorn suddenly realised that here was a real danger. However, could he shake off the determined little American? He couldn't! The Maserati slip-streamed the red car for lap after lap, until Mike did a quick swerving manoeuvre in front of the tribunes, and just managed to draw away. On the 40th lap, with 30 to go, the race order was:—

		h.	m.	s.	k.p.h.
1.	Hawthorn (Ferrari) ...	1	11	11	193.865
2.	Gregory (Maserati) ...	1	11	11.4	
3.	Brooks (Vanwall) ...	1	11	21.1	
4.	Hill (Ferrari) ...	1	11	34.6	
5.	Behra (B.R.M.)	1	lap	behind.	

Trintignant had disappeared earlier with top gear missing, and it was announced by the timekeepers that, on his 26th lap, Phil Hill had set up another lap record in 1 min. 42.9 secs. (201.166 k.p.h.).

Now Masten Gregory began to lose ground to Hawthorn, and Tony Brooks was closing up relentlessly. The American, only 10 days out of bed since his Silverstone crash, was finding his injured shoulder painful. His tyres were also wearing pretty thin, a fact that the Temple Buell pit realised. Poor Behra was in and out of the pits attempting to find some brakes, but on the 44th lap the B.R.M. was sadly pushed to the dead car park.

Closer and closer to Gregory came Brooks, and closer to Hawthorn also! Tony had obviously been conserving his tyres, realising that another pit stop would completely put him out of the running; on the 46th lap, the Vanwall moved into second place, and Buell's mechanics showed Gregory a spare wheel. Into the pits came the American, wheels were changed and Carroll Shelby leapt into the car, moving off in fourth



#### Results

1. **C. A. S. Brooks (Vanwall)**, 2 hrs. 3 mins. 47.8 secs., 195.077 k.p.h., 121.2 m.p.h.
2. **J. M. Hawthorn (Ferrari)**, 2 hrs. 4 mins. 12.0 secs.
3. **P. Hill (Ferrari)**, 2 hrs. 4 mins. 16.1 secs.
4. **R. Salvadori (Cooper)**, 2 hrs. 3 mins. 49.3 secs. (62 laps).
5. **G. Hill (Lotus)**, 2 hrs. 5 mins. 24.8 secs. (62 laps).
6. **C. Allison (Lotus)**, 2 hrs. 4 mins. 19.8 secs. (61 laps).

**Fastest lap:** P. Hill (Ferrari), 1 m. 42.9 s., 201.166 k.p.h. (125.00 m.p.h.). (New lap record for road circuit.)

#### Retirements

Brabham (Cooper), 1st lap; von Trips (Ferrari), 1st lap; Schell (B.R.M.), 1st lap; Shelby (Maserati), 2nd lap; Gerini (Maserati), 3rd lap; Gendebien (Ferrari), 5th lap; Bonnier (B.R.M.), 15th lap; Moss (Vanwall), 18th lap; Trintignant (Cooper), 25th lap; Lewis-Evans (Vanwall), 31st lap; Herrmann (Maserati), 33rd lap; Behra (B.R.M.), 43rd lap; Cabianca (Maserati), 52nd lap; de Filippis (Maserati), 58th lap; Gregory/Shelby (Maserati), disqualified.

place behind Phil Hill. There was now a real suspicion that Hawthorn's Ferrari had a slipping clutch. Brooks gradually began whittling down the Ferrari's lead, by about half a second a lap. Out went

the "faster" signal to both drivers, but Hawthorn gave a "thumbs-down". Brooks, on the other hand, began to turn on the pressure, and palpably gained on the South Curve on sheer acceleration, only to lose slightly in maximum speed on the back straight.

Cabianca, going extremely well in fifth place, went on to five cylinders, then retired after 52 laps. His exit put the plucky Maria-Teresa into fifth position, in front of Salvadori, Graham Hill and Allison. Salvadori had picked up astonishingly well after his lengthy pit stop, but both Lotuses had minor troubles, and Hill's car was running with a dangerously high water temperature.

Every lap David York's men hung out the gap between their man and Mike. Tony Vandervell paced up and down, wondering whether the tyres would last the rest of the race, or if the rear axle would overheat. These were anxious minutes; Moss was tense, realising that Brooks's effort might put him back in the championship race, for it was quite clear that Mike could do nothing about beating Hill's lap record with a slipping clutch.

The crowd was now mad with excitement. Six seconds, five seconds, three seconds, till on the 60th lap, both cars came past nose to tail, and the Vanwall edged in front just after the tribunes. The British element danced jigs of joy, and even the Italians cheered Brooks's superb effort. However, there were still 10 laps to go; Brooks could not let up, as Hawthorn, slipping clutch or not, could still circulate fast enough to retake the lead. However he was leaving his gear changing later and later, easing off to take the load away from the sadly overheated clutch plates. On the back leg, Maria-Teresa's grand drive came to an end when a rod came through the side; this left only seven cars circulating, with just Brooks, Hawthorn and Hill on the same lap.

Relentlessly Tony drew away from Mike and his ailing Ferrari; Phil Hill was also catching up on the "Farnham Flyer". Brooks eased off ever so slightly, carefully watching his tyres. However,

(Continued on page 344)



★  
AS his car burns, Joakim Bonnier watches while a marshal directs a fire extinguisher at the B.R.M.  
★





## High compression...

The MGA Twin Cam (congratulations to the MG Car Company on this brilliant newcomer!) has a compression ratio of 9.91:1. The fact that a car like this can come off the lines in any considerable numbers is largely due to one thing: modern high-octane fuel. For without such fuel its engine would not perform as the designer intended.

## Super Shell...

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*and I.C.A.*

What is more, Super Shell is the only high-octane petrol with Ignition Control Additive—and this is important. For today's high compression ratios need not only high octane, *but also I.C.A.'s protection from pre-ignition. And that goes for a lot of cars nowadays: not only for sports models like the MGA, but for plain run-of-the-factory family cars.*

*stop for* **Super Shell and GO**



**Marathon—continued**

ahead of her Austin-Healey male teammates.

The next timed section was the long passage over the Stelvio and the Gavia. Taken at dawn, and without any cloud on these giants, the section was not as difficult as the organizers had hoped. No fewer than 14 crews managed it on time, including, of course, the three leaders. Fastest time was made by Strahle/Buchet, followed by Reiss/Wencher, the incredible Moss being fourth. All the "works" Triumphs managed it on time, as did the Kat brothers—by a bare five seconds!—the Austin-Healey of Burgess/Croft-Pearson and the twin-cam M.G.A. This latter, with its 9.9:1 compression ratio, had found Jugopetrol not to its liking and had shaken its distributor loose in protest on two timed climbs. It had slowed noticeably and come out of Yugoslavia in 26th position, but had since been put right.

The last of the Italian timed climbs was the passage of the Vivione, taken at a speed which represented a reduction of no less than three minutes over the "Alpine" schedule. Despite this no fewer than eight crews managed the time, including the three leaders, whilst the dashing Pat Moss improved on even her efforts by making the second fastest time, equal with Hébert/Consten, 41 seconds behind Strahle/Buchet. Only de Lageneste/Blanchet of the "works" Triumph team made the time, Gatsonides missing by 15 seconds and the twin-cam M.G.A. by 18 seconds.

The fast run across the Italian plains gave crews a chance to work on their cars, rest themselves and generally prepare for the last, and toughest, 24 hours. It also gave them a chance to size up the situation.

The magnificent run of the Volvo came to a sudden end at Pray, where the crew were a minute late and so excluded. This was due to working too long on the car and then missing a turning in the last frantic rush to the control. Thus the Porsche and the Alfa Giulietta Zagato alone were still "clean" and in a joint lead, followed by Reiss/Wencher, four seconds behind, de Lageneste/Blanchet, 34 seconds behind, Pat Moss/Ann Wisdom four seconds behind them, and the veterans Reip/Velge (Porsche Carrera) 1 minute 49 seconds behind the joint leaders. Gatsonides was ninth, the twin-cam M.G.A. had pulled up 16 places to 10th, followed by Leidgens/Dubois ("works" TR3A), and Gerry Burgess/Sam Croft-Pearson (Austin-Healey). Nancy Mitchell/Anne Hall were 16th, MacKay and Lewin, who were driving the Rapier with terrific verve, 19th, the Kat brothers, who had almost gone over the edge on Mount Halanmalu when their disc brakes grabbed on, 21st, the sole surviving Army TR3, the Senior Officers' crew of Lt.-Col. Crosby and Major Holmes, 25th, and the gallant Ford Zephyr of King/Sproxtton 27th and last.

At three-quarter distance 70 cars had retired, just under three-quarters of the starters.

In the Ladies' class, Annie Soisbault had retired with boiling troubles on the Stelvio, without ever having been any sort of threat to Pat Moss, leaving the B.M.C. with a very firm grip on this class.

The Marque Team Prize was being sternly fought out between the "works" TR3As and the Austin-Healeys, with the

★  
*PREPARATION: Final adjustments are carried out on the lights of the class-winning Moerenhout/Gosse-lin SAAB, which finished 20th overall.*  
★



Triumphs in the lead, the Renault team now being completely wiped out and the Citroëns having only one car still running.

The R.A.C. team of the three Austin-Healeys and the twin-cam M.G.A. were the only intact Club team still running.

Things were looking very rosy for Britain, but there was the toughest stage yet to come, and crews and cars were getting very, very tired.

**France—The Testing Ground, The Alps and the Valdrome. Pinerolo to Grenoble, from 7.12 p.m., Saturday, 30th August, to 9.23 a.m., Sunday, 31st August. 427 miles.**

By setting an average speed of around 72 k.p.h. over the most difficult French passes, the Royal Motor-Union officials



*SADNESS: Martensson and Widell (Volvo) drive away from the Pray control, where they were excluded for lateness after having been among only three unpenalized crews.*

had served notice that they did not intend the 28th Marathon to be done "clean".

The crews were equally determined to prove the Club wrong—but their task was impossible. Over the Izoard, the fastest crew, Strahle/Buchet, were no less than 2 minutes 44 seconds late, and the slowest, the Army TR3, over 10 minutes adrift. This latter was only possible because the Club had increased the margin of permissible lateness from nil to half an hour, a leniency of which the

Army strategists, now the only survivors in their class, were wisely determined to make the maximum use.

The Izoard actually decided that the winner of the Marathon was almost certain to come from either Strahle/Buchet, Reiss/Wencher (Porsche Carreras), Hébert/Consten (Alfa Romeo Giulietta Zagato) or de Lageneste/Blanchet (2,136 c.c. Triumph). Over the pass these four opened such a gap between themselves and the rest of the field that mechanical failure or accidents could alone beat them. The first to go was the Triumph, which broke its throttle linkage on the timed climb of the Allos. Although he was carrying a spare assembly, de Lageneste retired after trying unsuccessfully to repair it. This left the marque team prize and the 2-litre-plus class firmly in the hands of the Austin-Healey 100-Sixes, the fabulous Moss/Wisdom leading the best of the "works" Triumphs, that of Gatsonides/Gorris, by over five minutes.

With these two passes climbed, Strahle/Buchet led Hébert/Consten by 38 seconds and Reiss/Wencher by 1 minute 55 seconds, the next challenger, the Porsche Carrera of Reip/Velge, trailing 3 minutes 49 seconds behind.

The route now swung off the Alps on to the goat-track passes of the Valdrome area, with their loose, dusty and rough surfaces. Here suspensions and chassis took an even bigger thrashing than did the engines. As a matter of interest, the Carreras held a steady 8,000 r.p.m. over the tests, the Alfa being slightly less stressed at a steady 7,300 r.p.m.

Over the Col St. Jean, a nightmare of loose stones, six inches deep in places, the order was still Strahle/Buchet, Hébert/Consten and Reiss/Wencher, the difference now being 43 seconds and 2 minutes 11 seconds. The "works" car of Reiss/Wencher was proving unable to hold the privately tuned car of Strahle/Buchet, when the chips were really down.

The Soubeyrand, which had so devastated the "Alpine" field, was to prove equally decisive in the Marathon. Buchet ran out of road on the dangerous descent, and the Porsche's lead was immediately turned into a deficit of nine seconds behind the flying Alfa. The pass also saw the end of the Reiss/Wencher Porsche, which damaged its sump beyond immediate repair, and was accordingly retired at the foot.

With two passes to come, Strahle/Buchet had to make a difficult decision, whether to hold a certain second place

(Continued on page 346)



# Valve Springs...

## *effect on performance*

### Engine speeds

Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

### Valve Temperature

The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

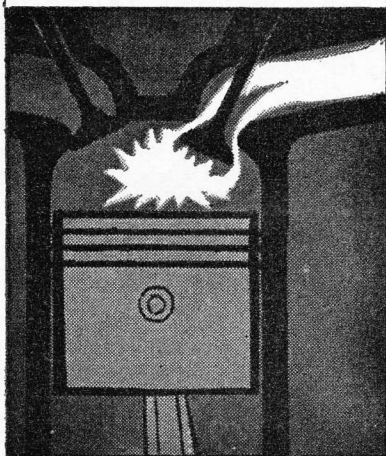
**Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open**

### Valve Bounce

At *high* revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the

spring and so permits valve bounce at *lower* revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at *all* engine speeds. Thus poor performance and high petrol consumption can be caused by weak or worn valve springs.

Hot exhaust gases escaping



Badly burnt exhaust valve



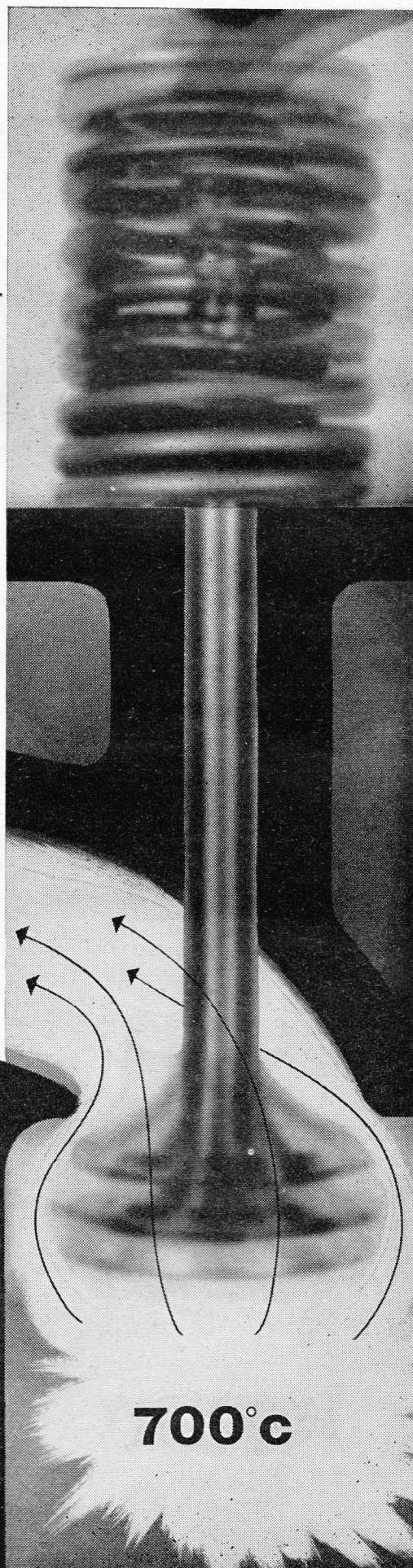
For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to specify Terrys, the most efficient and reliable valve springs made.

## TERRYS AERO VALVE SPRINGS

*The experts' choice*

HERBERT TERRY AND SONS LIMITED, REDDITCH, ENGLAND

Q24





*CUTTING IT FINE at Riches Corner is Innes Ireland, leading the Lotus-Elva challenge race from Campbell-Jones and Dickson, while Piper takes a wider line.*

#### Snetterton—continued

Lister-Jaguar of neat appearance which finished in seventh position overall.

The eight-lap Formula 3 race, which followed, proved to be a battle between Don Parker and Trevor Taylor, both in Coopers. Victory ultimately went to Parker at an average speed of 83.87 m.p.h., leading Taylor across the line by just over a second. Third was J. R. Lewis (Cooper), while fastest lap went to Tom Bridger in 1 min. 52.4 secs., a speed of 86.47 m.p.h.

Last race of the day was the 15-lap *Formule Libre* event for the Archie Scott-Brown Memorial Trophy. Ivor Bueb took over the Lister-Jaguar, and with opposition coming from over a dozen fleet F2 cars—including that of Jim Russell—there seemed little doubt that things would hum.

And hum they certainly did. As the starter dropped his flag it was Bueb who shot away, with Jim Russell, from pole position, hard on his heels. Brian Naylor tore through the grid, mounted this time on his F2 Cooper, while Bruce McLaren (Cooper) and Tom Bridger, in the British Racing Partnership Cooper, were not far behind.

At the end of the first lap it was Bueb just—and only just—in the lead, only a few feet separating the cars as they swept past the pits. In third place was the Cooper of Taylor and then, hot on his heels, came Bruce McLaren. Naylor, after his tremendous start, came into the pits at the end of the lap and, after covering one more circuit, pulled into the paddock to retire.

Meanwhile the battle raged on. Russell held on to Bueb's big car as though tied to it, slip-streaming all the



way past the pits and away out of sight. McLaren and Taylor duelled frantically for third place while Geoff Richardson's F1 Connaught thundered along at their heels.

On the fourth lap Keith Greene brought the Gilby Engineering F2 Lotus into the pits. A cloud of smoke announced the removal of the bonnet. However, all was apparently well, and the hatch was replaced and the car shot away—to go even better than it had been! On the same lap Taylor dropped back, and McLaren seized third place with Michael Parkes, in the unorthodox but beautifully produced Fry-Climax F2 car, hard on his heels in fourth place. On the next lap Taylor repassed the Fry, and on lap six the still-new car retired to the paddock.

Bueb still held the lead, with Russell right on his heels. On the eighth lap Russell was just in front as they entered the pits straight from Paddock

Bend—but the Lister's sheer weight of litrage won on the straight and Russell swung in behind him again. So it went on: Bueb, Russell, McLaren and Taylor. On the 10th lap Taylor dropped back another place but the positions of the first three cars did not alter.

At the end of the race only four-tenths of a second separated Bueb and Russell, the big car just having the lead. McLaren secured third place, just over half a minute behind Russell. Bueb's winning speed was a tremendous 93.92 m.p.h., while his fastest lap—at 1 min. 41.8 secs., 95.48 m.p.h.—was only fractionally below Archie's Formula 1 course record!

This was real motor racing, as indeed had been the pattern for the whole day. The first Scott-Brown Memorial Trophy meeting will be remembered for as long as Archie will be remembered—and that will be a very, very long time.

MARTYN WATKINS.

#### Silverstone—continued

V. Staples, in second place, in close attendance. Turvey, however was driving with tremendous verve and zest and was working his way very quickly through the field to appear in 11th position on lap two, seventh on lap three, fifth on lap four, third on lap five and pulling up to second place on the last lap—great stuff this. His spin, however, had delayed him too much and second place was all he could manage—although, in all conscience, it was far more than could possibly have been expected of him. Boshier-Jones led him home by just over 10 secs., but he had the consolation of making fastest lap in a rousing 1 min. 20.2 secs.

The stage was now set for the day's longest race, a 50 kilometres event for "popular sports cars", this being a Sunbac classification which includes things like Austin-Healeys and Sprites, Triumphs, Morgans, Jaguars and M.G.s.

An initial lead was taken by Roy North in his hard-worked TR2, while David Shale, uncrowned king of the B.A.R.C. "marque races" which are the Goodwood equivalent to this sort of thing, sat in second place, pressing North very hard. North, however, lapping in around 1 min. 20 secs. or so, was not to be caught and he kept ahead in this tremendous dice for five laps. On the sixth lap it was Shale who came past the pits first, but a lap later North was back, 6 secs. ahead of the second car—which

was now Sid Hurrell's TR3, with no sign of Shale. Then the latter's Austin-Healey came slowly into sight and turned straight into the paddock.

This rather took the meat out of things, and left North in undisputed possession of the lead. By the 10th lap—half-distance—Hurrell began to close the gap and cut it down to 4 secs. North's pit crew were alive to the situation, however, and frantic "get-a-move-on" signals spoilt Hurrell's attack. The lead never changed hands after Shale's retirement and North won by just over 10 secs., with Hurrell second and Belcher's Morgan a consistent third, well behind the leading pair of Triumphs. Fastest lap went to North in 1 min. 20.2 secs.

This brought the programme to the last race of the day, a 10-lap *Formule Libre* handicap. Jimmy Stuart was again on the scratch mark, giving away two laps and 50 secs. to the limit man, R. A. Levett (1.172 Austin). Levett, as it happened, could not be caught, even by Jimmy Stuart, who got his lap time down to 1 min. 10.2 secs. in trying. But the Austin won at an average speed of 65.55 m.p.h. to finish an easy 8 secs. in front of Ashmore's D-type from the 45 secs. mark. Jimmy Stuart managed to work up to third place, a little less than a minute behind the winner, while in fourth position came Bill Moss in the ex-Berwyn Baxter DB3S Aston Martin.

MARTYN WATKINS.

#### Monza—continued

Mr. Dunlop did not let him down, and a jubilant Vanwall pit watched him getting the chequered flag. Mike, disappointed but not down-hearted toured in for a well-earned second place—but he was nearly caught by Hill, who, seeing that he might pass his team-mate, deliberately shut off. His car, nearly packed up on the line, but some desperate blipping of the throttle caused it to cut in again, and his third place was safe. Into fourth position came, as he thought, Carroll Shelby, but Temple Buell was informed that his car had been disqualified, as Shelby had been entered to drive for Scuderia Centro Sud, and not Scuderia Buell. Despite protests, the Maserati was disqualified, which was hard luck on Masten Gregory and Shelby, who had both driven really well. However, it's an ill wind, etc., and the official decision raised the consistent Salvadori to fourth spot, and the Lotuses of Allison and Hill in fifth and sixth places.

Altogether it was a fine race. No praise can be high enough for Tony Brooks, who fought back when it seemed that a Hawthorn victory was certain. With no Brooks to trouble Mike, and backed up by Phil Hill, it would have been a different story, and we might have all gone home hailing a new World Champion. This puts a new importance on Casablanca which, we were assured is definitely on, despite reports to the contrary.



# Club News

By MARTYN WATKINS

FIRST, a note from the **Aston Martin O.C.** which says that, owing to unforeseen difficulties which presented themselves at the last moment, it has not been possible to proceed with their popular Martini speed match event. It was scheduled to take place on 27th September at Brands Hatch, **A.M.O.C.** and **Jaguar D.C.** being jointly responsible for the organization.

Arrangements are, however, already in hand for the meeting to take place early next season.

And while we're on the subject of Brands Hatch, you might like to know that a national permit has been granted to the sprint meeting to be held there by the **Sevenoaks** and **D.M.C.** Incidentally, the membership fee of this four-year-old club includes a north Kent country club and a Soho night club—and some motoring as well!

It looks very much as though the **Special Builders C.C.** has reached its crossroads, in spite of being in a strong financial position with an enormous membership. However, for some time the officers have suffered from a fairly complete lack of support from the members and this more or less came to a head at what was to have been the annual general meeting of the club on 11th August. Only a handful of members turned up for this, though, and the committee had no alternative but to postpone the meeting until Friday, 12th September.

At this second meeting the future existence of the club hangs in the balance. For, should the attendance be of such small proportions on this occasion, it will be assumed that members have no further interest in the club. The decision will be taken to terminate its existence.

The meeting takes place at the Mason's Arms, Maddox Street, London, W.1, and starts at 8 p.m.

REGULATIONS have arrived for the Bodiam hill-climb to be run on 11th October by the **Hastings**, **St. Leonards** and **East Sussex C.C.** Invited clubs are the **B.A.R.C.**, **Brighton** and **Hove M.C.**,



**NEW SCRUTINEERING BAY:** Recent addition to Snetterton's amenities is this newly erected bay, built with the proceeds of a special fund as a memorial to Archie Scott-Brown. A bronze plaque with a list of Archie's major successes is to be added.

**Tunbridge Wells M.C.**, **Maidstone** and **Mid-Kent M.C.**, **B.R.S.C.C.**, **Eastbourne** and **D.M.C.** and the **Seven-Fifty M.C.** Entries go to **D. H. Morren-Wilkins**, 16 Mercatoria, St. Leonards-on-Sea, Sussex, and close on 29th September.

Regulations are available from 55 Park Lane for the 32nd **B.A.R.C.** members' race meeting at Goodwood on 27th September, open to members elected on or before 6th September. Closing date for entries is 13th September.

**Midland A.C.** holds a members' half-day "rallyette" on 28th September, the idea being that the event is designed to give the newcomer and novice experience so that he can progress to the bigger events. Regs. are obtainable from the secretary, Gerard Flewitt, at 4 Vicarage Road, Edgbaston, Birmingham, 15, and entries close on 17th September. The same club holds a restricted driving test meeting on 27th September, invited clubs being **Midlands M.E.C.**, **Wolverhampton** and **South Staffs M.C.**, **Shenstone** and **D.C.C.**, **Bugatti O.C.** and **Birmingham Y.C.M.C.** Secretary of the meeting is again Gerard Flewitt and entries for this one also close on 17th September.

**North Staffs M.C.** holds a restricted race meeting at Silverstone on 27th September. Invited clubs are **Bugatti O.C.**, **Hants and Berks M.C.**, **B.A.R.C.**, **Not-**

**tingham S.C.C.**, **Aston Martin O.C.**, **Seven-Fifty M.C.**, and **B.R.S.C.C.** Entries close on 15th September and secretary of the meeting is **J. H. Greenwood**, c/o **Minster Mills, Ltd.**, **Walley Street**, **Biddulph, Staffs.** **Harrow C.C.** holds its "navigators' nightmare" closed 100-mile rally on 13th-14th September. Details are available from **F. E. Still**, "Rally Equipment", 295 Edgware Road, N.W.9. **Godiva C.C.** holds a closed rally on 11th-12th October, for which regs. can be obtained from **Norman Dewis**, 397 Holyhead Road, **Coventry**.

Regulations are available from **Dr. M. D. King**, **The Fosseway**, **Stow-on-the-Wold, Glos.** for the **M.G.C.C.** **Western Rally** on 11th-12th October, which is now in its third year as a **Silver Star** rally. Invited clubs are **Bristol A.C.M.C.**, **Bristol M.C.** and **L.C.C.**, **B.A.R.C.**, **Burnham-on-Sea M.C.**, **Cambridge University A.C.**, **Cheltenham M.C.**, **Coventry** and **Warwickshire M.C.**, **Falcon M.C.**, **Guildford M.C.**, **Hagley** and **D.L.C.C.**, **Hants and Berks M.C.**, **Herefordshire M.C.**, **London M.C.**, **Maidstone** and **Mid-Kent M.C.**, **Midland A.C.**, **M.M.E.C.**, **Morgan 4/4 Club, M.C.C.**, **Nottingham S.C.C.**, **O.U.M.D.C.**, **Oxford M.C.**, **Riley M.C.**, **Seven-Fifty M.C.**, **Sunbac**, **Taunton M.C.**, **T.E.A.C.**, **Torbay M.C.**, **V.S.C.C.**, **West Hants** and **Dorset C.C.**, and **Yeovil C.C.** Entries close on 23rd September or on 29th September at an increased fee, and the secretary of the meeting is **Ken Faire**, who won this year's **Cats Eyes Rally** with a clean sheet. His address is **The Victoria Garage, Ltd.**, **Swindon, Wilts.**

**Southsea M.C.** holds its "Autosport gymkhana" (no connection, by the way) on 21st September, starting at 2 p.m. Invited clubs include **Esso Fawley M.C.**, **B.A.R.C.**, **London M.C.**, **Jaguar D.C.**, **Gosport M.C.**, **Chichester M.C.**, **Association of Central Southern M.C.s**, **Bognor Regis M.C.**, **Brighton** and **Hove M.C.**, **West Hants** and **Dorset C.C.**, and **Haslemere M.C.** Secretary of the meeting is **B. R. Sheppard**, 9 Mulberry Avenue, **East Cosham**, **Portsmouth, Hants.** **Healey D.C.** holds a restricted rally on 4th-5th October. Invited clubs are **A.M.O.C.**, **American D.C.**, **Blackfriars M.C.**, **Bolton-le-Moors C.C.**, **Coventry** and **Warwickshire M.C.**, **East**

(Continued overleaf)

## Coming Attractions

**September 13th. International Tourist Trophy Race, Goodwood, near Chichester, Sussex. Start, 2 p.m.**

**September 14th. Bugatti O.C. National Hill-Climb, Prescott, near Cheltenham, Gloucestershire.**

**Triumph S.O.A. Sprint, Brands Hatch, near Farnham, Kent.**

**September 20th. Mid-Cheshire M.C. International Race Meeting, Oulton Park, near Tarporley, Cheshire. (F3, S, Closed and Vintage). Start, 1.30 p.m.**

**Peterborough M.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.30 p.m.**

**September 21st. Berlin G.P., Avus Circuit. (F2).**

**September 27th. North Staffs M.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.**

**B.A.R.C. Members' Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.**

**September 28th. Modena G.P. (F1, F2, S).**

**Winfield Joint Committee Race Meeting, Charterhall, Berwickshire. Start, 2.30 p.m.**

**M.G.C.C. Sprint, Brands Hatch, near Farnham, Kent.**

**Oxford M.C. Sprint, Chipping Norton Airfield, Gloucestershire.**

**B.A.R.C. Sprint, Hudson Road Mille, Leeds. Start, 2 p.m.**



**Marathon—continued**

or to counter-attack and try to regain the lead. The Col de la Chaudière, a new and shocking little track, gave them the answer. The Porsche was now damaged after the Soubeyrand incident and that master mechanic, Buchet, saw clearly that it would be unwise still further to stress it. He accordingly took it fairly easy over the Chaudière, dropping another 20 seconds to the Alfa, and very easy over the final test, the Col de la Echarasson out of St. Jean de Royans. This was a delight to the crews, for it was the only test on a tarmacadam surface. Here the Porsche made its slowest performance, in ninth place, behind the inevitable Alfa Zagato. This climb was much to the taste of the irrepressible Moss/Wisdom, who made second fastest time, only 21 seconds behind the Alfa, to round off a fantastic drive.

Another excellent climb was made by the little 850 c.c. D.B.-Panhard of Masson/Vinatier, the sole survivor of its class, which screamed up only 1 minute 20 seconds behind the Alfa to consolidate a wonderful seventh place in General Classification.

It is some measure of the difficulty of the six timed tests in France that over them the winners were no less than 16 minutes 40 seconds late, whilst the slowest car, the Triumph TR3 of Crosby/Holmes, driven solely, it is true, to finish, was 1 hour 54 minutes late.

It is a tribute to the staunchness of the cars and the guts of their crews that in those punishing miles through France, coming at the end of 72 continuous hours on the road, only six dropped out. Sadly enough one of those was the Ford Zephyr of King/Sproxtton, suffering from steering troubles.

**France, Belgium—The Long Grind Home. Grenoble to Spa, from 9.23 a.m. to 10.10 p.m., Sunday, 31st August. 510 miles.**

Even to British rallyists, 500 miles at an average speed of 60 k.p.h. represents a pretty hard day's driving, and to many of the crews these were some of the most nerve-racking miles of the Marathon. The noises from hard-stressed engines and chassis became magnified out of all proportion, for each could spell the end after struggling so far. This actually did happen to the SAAB of Lagae/Van de Castele, the clutch of which packed up so that the unfortunate crew were excluded at Gray for lateness, as, once off the tests, even a second's lateness could spell exclusion.

The enthusiasm of the general public

and the kindness of the officials did much to keep off tiredness, but many experienced Marathoners felt that it was inviting accidents to subject the tired crews to a fifth evening on the road, without the stimulus of tests. This will probably be cut out next year.

However, none of the thousands who turned out to watch the survivors returning from Spa to Liège under Police escort over closed roads would have thought that they were tired. There were impromptu races between Porsche and Alfa, Austin-Healey and Triumph. "Gatso" did skid turns and Consten weaved through the maze of cars in a way that would have turned a smash-and-grab driver green with envy. Finally, with horns blowing and to the cheers and hand-clappings of the huge crowd in the centre of Liège, the flower-decked cars were parked in the centre of the main square, under the benevolent eyes of the Police.

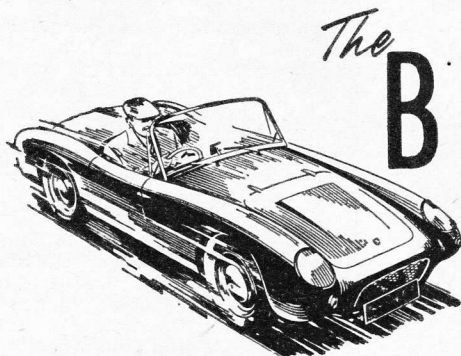
This was classic rallying as it should be run—no protests from the crews, an impeccable organization (a good feature was the fact that the passage of the cars was separately recorded on tape over all timed sections as a cross-check on the time-keepers, and played back to the drivers if required—Rallye Monte Carlo, please copy!), an interested and enthusiastic public, and an order decided solely by the performance on the road, without c.c. handicaps or the hazards of separate starting places. It has long been recognized that the Marathon is the best-run and toughest of all the Continental rallies; it was interesting indeed to hear two drivers who have run in the Coronation Safari and the Australian Redex rallies comment that for sheer, concentrated, difficult driving the Marathon is by far the harder proposition.

It is therefore all the more fitting that the Marathon should decide the Championship of France, Consten first and Hébert second, the Championship of Belgium, Lhote, and probably the Ladies' Rally Championship of Europe, Pat Moss and Ann Wisdom now having an almost uncatchable lead. The Male Championship was not greatly affected as the leading crews, Andersson and Reiss/Wencher, did not finish, and Peter Harper did not compete.

The 28th Marathon will go down as being the hardest of the series, and it will be coupled with the names of Hébert/Consten (Alfa Romeo Giulietta Zagato) and Pat Moss/Ann Wisdom (Austin-Healey 100-Six) who put in drives which even they will have difficulty in reproducing.

**Club News—continued**

Surrey M.C., Harrow C.C., Herts County A. and Ae.C., Lancia M.C., Lancashire A.C., London M.C., Mid-Surrey M.C., Selfridges M.C., Sevenoaks and D.M.C., South Essex M.C., Surrey Sporting M.C., and T.E.A.C. . . . **M.G.C.C.** (south-eastern centre) holds a speed trial at Brands Hatch on 28th September, invited clubs being Maidstone and Mid-Kent M.C., Sevenoaks and D.M.C., N.L.E.C.C., West Essex C.C., A.M.O.C., Hants and Berks M.C., Allard O.C., London M.C., Cemian M.C., Morgan 4/4 Club, Harrow C.C., Brighton and Hove M.C., Guildford M.C. and Romford E.C.C. Entries close on 22nd September and go to Gordon Cobban, 6-10 Birkbeck Road, Ilford, Essex. . . . Annual general meeting of the **Forces M.C.** takes place on 25th October at the Pimms pub, "Olde Dr. Butler's Head", just off Moorgate, London, E.C.1. On 4th-5th October the club runs a night navigation rally, a restricted event for which regs. are available from Capt. D. B. Callow, 60 Holmesdale Road, Kew Gardens, Surrey. . . . **Lancs and Cheshire C.C.** hold a restricted race meeting at Oulton Park on 11th October. Invited clubs are A.M.O.C., B.A.R.C., B.R.S.C.C., Darlington and D.M.C., Seven-Fifty M.C., Sunbac, Mid-Cheshire C.C., Bolton-le-Moors C.C., Nottingham S.C.C., Border M.R.C., and Bugatti O.C. Entries close on 27th September and go to E. N. Bloor, 33 Gibwood Road, Northenden, Manchester. . . . **Cemian M.C.** holds its closed-to-club "barbecue rally" on 27th September, a 60-mile event which finishes near Chipperfield with a barbecue at about 11 p.m. There are two classes, for novices and experts, and the entrance fee includes food and drink. **B.R.S.C.C.** hold a national British race meeting at Brands Hatch on 5th October, entries closing on 18th September. Secretary of the meeting is Nick Syrett, 6 Buckingham Street, London, W.C.2. . . . **Motor Enthusiasts' Club**, Dublin, has available its regulations for the Altitude Hill-Climb, near Kilpeddar, Co. Wicklow, on 20th September. Entries close on 12th September, and secretary of the meeting is G. O'Sullivan, c/o D. O'Sullivan and Son, 16 South William Street, Dublin. . . . **Peterborough M.C.** holds a restricted race meeting at Silverstone on 20th September. . . . Regulations are available from H. T. Hood, 173A Ewell Road, Surbiton, Surrey, for the **Mid-Thames C.C.** South-eastern Shield Team rally on 11th-12th October. Invited clubs are most of those in the Surrey and Sussex areas.



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**1933/4** AUSTIN Seven, ash and aluminium body by Super Accessories, Ltd., cycle type wings, Bowdenex front conversion, remote control, new battery, completely rebuilt, all bits, needs finishing, owner called up. £75.—G. F. Cope, 12 Barker Road, Sutton Coldfield. SUTTON 4060.

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**A**USTIN-HEALEY BN5, 1957, 100/6, 11,000 miles, disc brakes, overdrive, twin exhaust, two tone. £1,000 o.n.o.—Bond, Saunderton, Princes Risborough, Bucks.

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**BMW**, 1939, 320 4-seater tourer model, fawn and maroon, new hood, good appearance, m.p.h. speedo fitted, new battery, etc. H.P. could be arranged if required. Price £185.—Raeburn Motors, 340 South Lambeth Road, S.W.9. Macaulay 4697.

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### FRAZER-NASH

**F**RAZER-NASH, 1934, Colmore, Meadows 4ED, good running order. £125 o.n.o.—Tel.: ELMbridge 8356.

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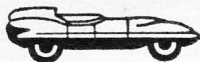
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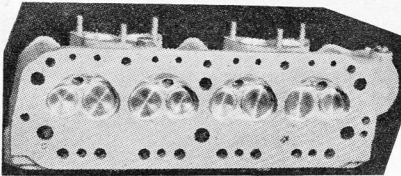
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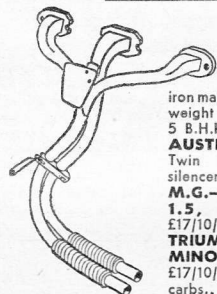
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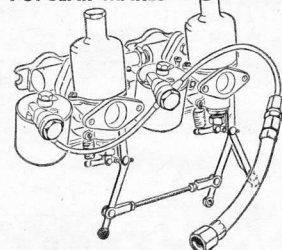
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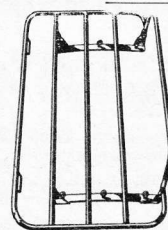
**AUSTIN-HEALEY** 4 cyl., £25. Twin bore straight through silencer for use with manifold, £5. **M.G.—A & ZA, ZB, RILEY 1.5, WOLSELEY 1500,** £17/10/-.

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**TR2 HARDTOP, black. £30 o.n.o.—Thomas, 13 Acton Gate, Wrexham.**

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**1957 TURNER 950.** Extras include heater and tonneau. Stage tuned; 20,000 miles. £475.—A. J. Nurse, Sibleys Garage (B'ham), Ltd., Edward Road, Birmingham 12.

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**N**EW 100E FORD engine and E93A rear axle complete.—Schofield, Yeovil, Som.

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**C**LACTON Rally, 1958, 26th-27th September. A B.T.R.D.A. Silver Star event. 180 miles, no tricks, navigation in safe hours and easy daylight sections with driving tests. Starts Hendon, Bury St. Edmunds or Kenilworth. Results and prize-giving same evening. Regs. from E. S. Ridley, East Anglian Motor Club, Ltd., 1 Out Northgate, Bury, St. Edmunds.

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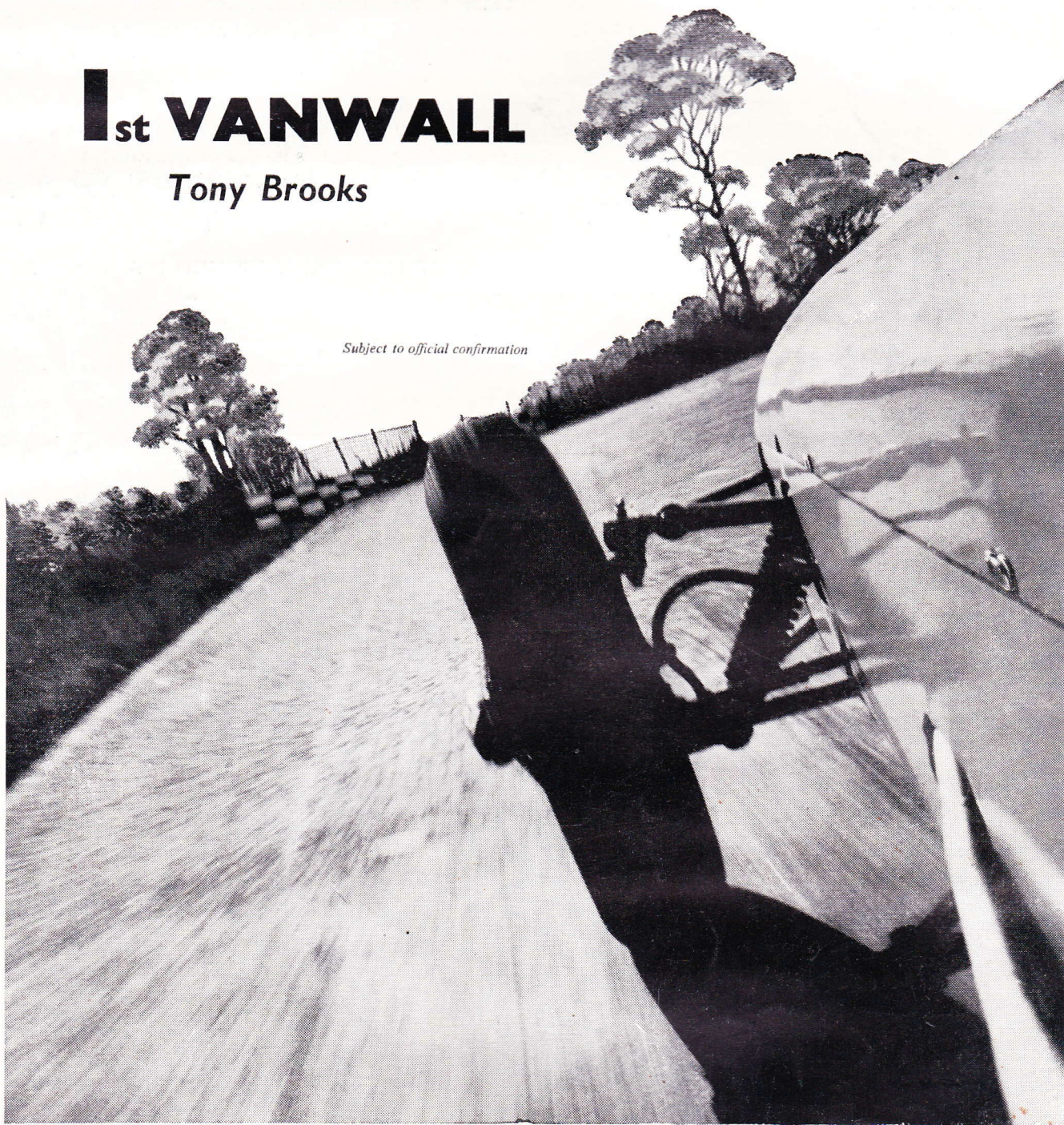
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