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MAY 6, 1960

AUTOSPORT

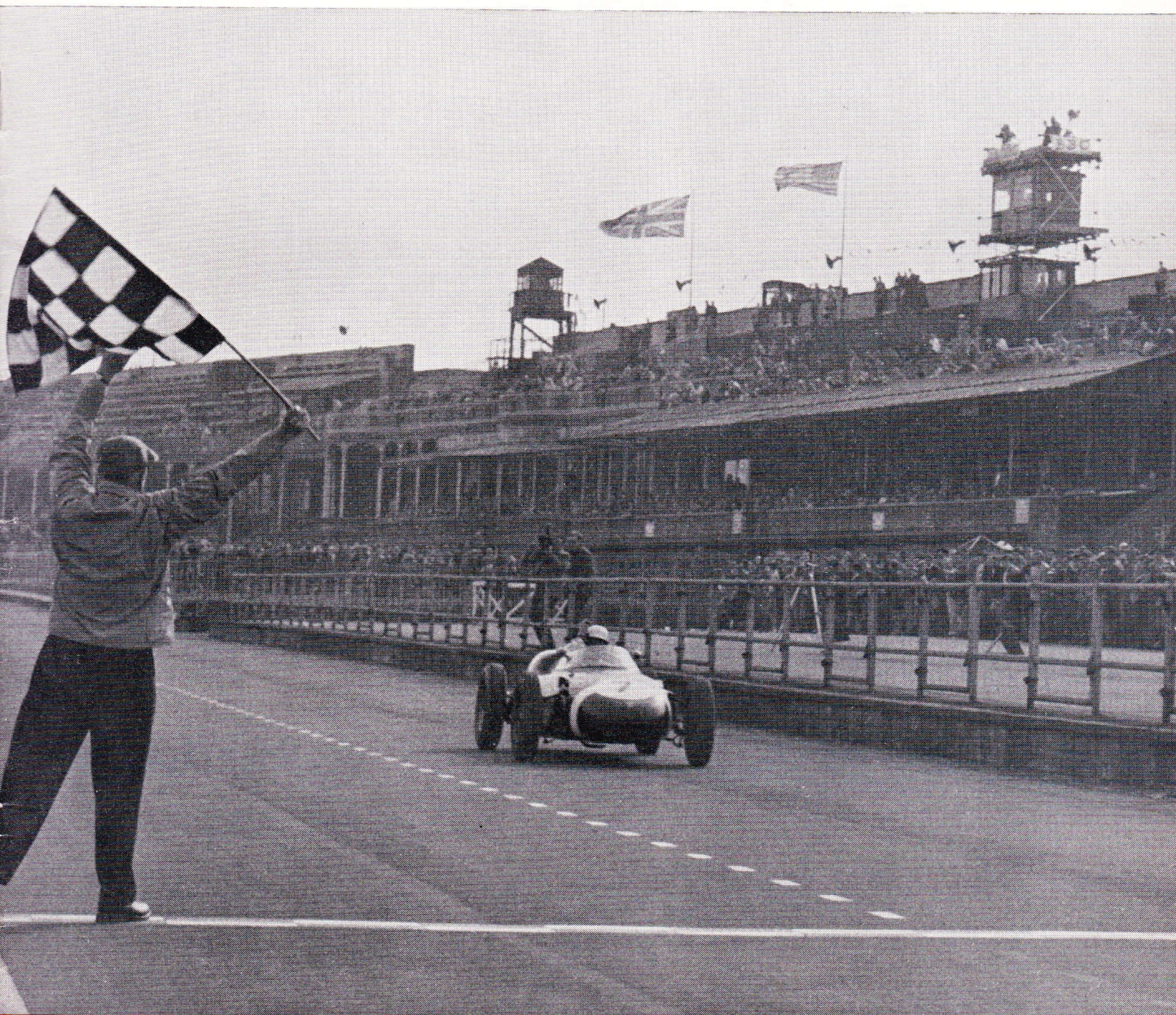
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BRITAIN'S MOTOR SPORTING WEEKLY

EVERY FRIDAY

Vol. 20 No. 19

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



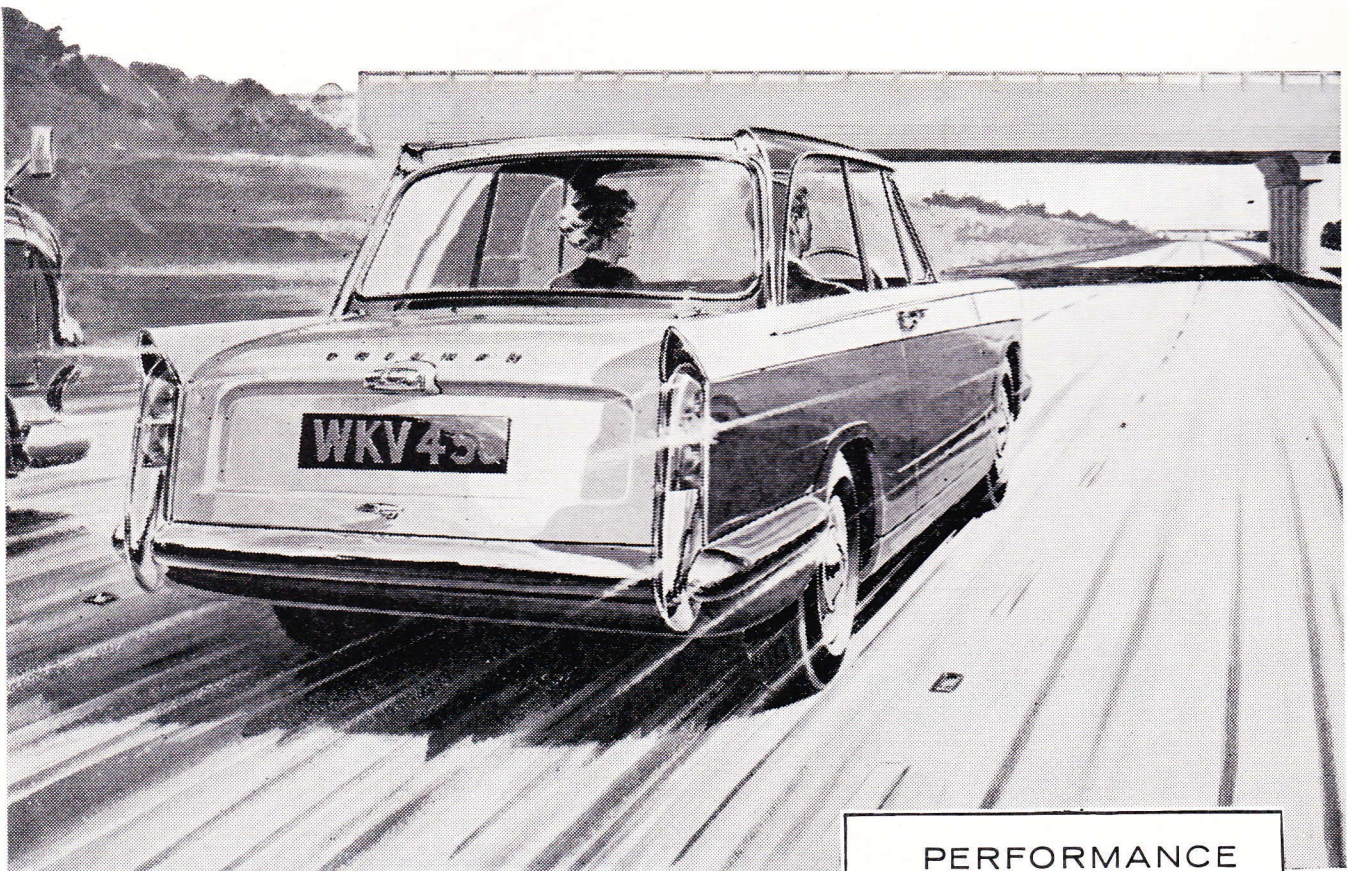
IN THIS ISSUE

THE AINTREE INTERNATIONAL "200" — FULL REPORT AND PICTURES

THE TULIP RALLY STARTS : CLUB RACING AT SILVERSTONE AND SNETTERTON

Introducing the **TWIN-CARB**

TRIUMPH *Herald saloon*



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- * **Consumption**
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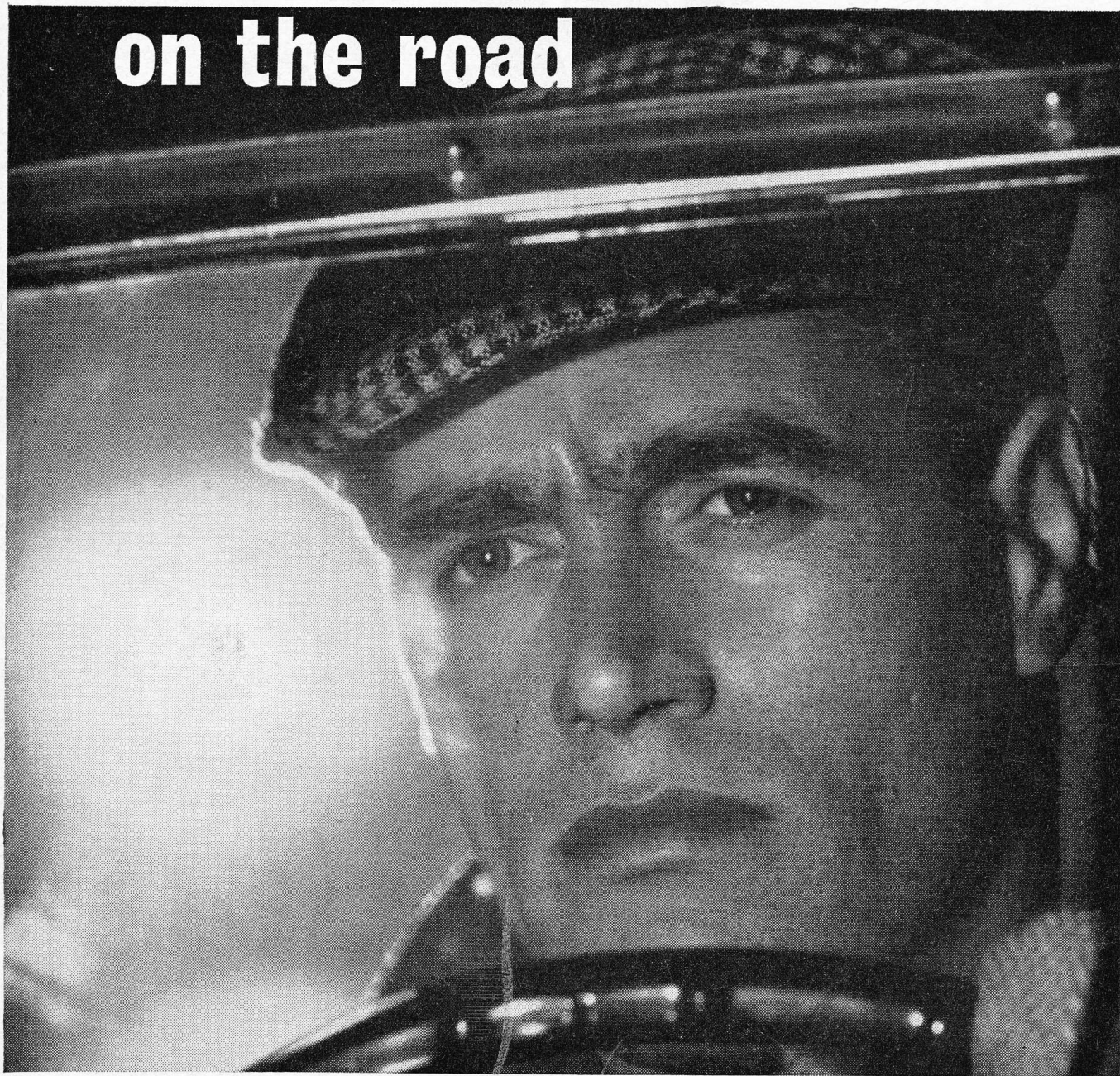
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as lower running costs. Ask your dealer!



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AUTOSPORT

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Vol. 20 No. 19 May 6, 1960

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EDITORIAL

THE FORMULA MUDDLE

WITH the decision of the C.S.I. to go ahead with the 1961 1,500 c.c. formula for Grand Prix cars, a most curious situation has been created. In the first place, British manufacturers have, through the S.M.M. & T., vowed not to recognize this category for World Championship events. Secondly, if the "half-ton" weight restriction is retained, the present F2 machines will undoubtedly be faster than next year's F1 machines. However, F2, as such, will presumably become redundant, and the F.I.A. will probably create a constructors' championship for Formula Junior—this automatically elevating the latter to F2 status, as F3 appears to have disappeared entirely from the International scene. Now comes Formula Course, for which no official status has, so far, been given. This might quite well appeal to race-promoters as a far better proposition than a 1,500 c.c. G.P. class—particularly in the U.S.A. where European-style racing is becoming more and more popular. It now remains to be seen whether or not some organization or group will offer sufficient inducement for the introduction of Formula Course as the most important form of International motoring sport. One must realize that those behind the modern ultra-fast circuits cannot see any future for Grand Prix races with cars that may never attain the lap speeds recorded by the 2½-litre machines. The F.I.A. naturally hope that the introduction of a new G.P. formula will attract big names such as Mercedes-Benz, Alfa Romeo and Maserati. It is evident that both Germany and Italy have now come out in the open as supporting the 1,500 c.c. formula, but there is no positive sign that the three makes mentioned intend to enter. The S.M.M. & T. announcement has created something of an impasse. Obviously the F.I.A. will not climb down, so the future of the new formula looks anything but rosy. It has become increasingly apparent that 1,500 c.c. racing, first-class sport though it is, simply does not have the *panache* of full-scale Formula 1 Grands Prix, almost irrespective of the talent of the drivers taking part. This was distinctly noticeable at Aintree in last Saturday's International "200" race organized by the B.A.R.C. Almost every top-line driver, with only a few exceptions, took part in this race, a Formula 2 Constructors' Championship event, yet somehow something seemed to be lacking. The contrast was even more noticeable at Goodwood on Easter Monday, when the F2 race, though an excellent event on its own, paled into insignificance beside the powerful cars competing in the 2½-litre Formula 1 event—and this was not only due to the excitement of the Moss-Ireland battle.

OUR COVER PICTURE

END OF A JINX! Stirling Moss takes Rob Walker's Formula 2 Porsche across the line to win the B.A.R.C. International "200" race at Aintree, leading a Porsche 1-2-3 result. Second and third were the works cars of Joakim Bonnier and Graham Hill.

BP WINS AGAIN!

AINTREE

INTERNATIONAL "200" RACE

1st Porsche Stirling Moss **5th** Cooper M. Trintignant
2nd Porsche J. Bonnier **6th** Cooper C. Bristow
3rd Porsche G. Hill

CLOSED CAR RACE

Outright Winner Aston Martin DB4 J. Sears

OVER 2000 c.c. CLASS

1st Aston Martin DB4 J. Sears **3rd** Jaguar 3.8 Sir Gawaine Baillie

(Subject to official confirmation)

ALL USING BP FUEL AND BP ENERGOL

Use BP Products in your car



DRIVE IN WHERE YOU SEE THE BP SIGN

FORMULA 1 SCARAB has now completed satisfactory testing, it is reported. It is almost certain that two, possibly three, of these cars will appear at Monaco this month. In shorts is Lance Reventlow.

PIT and PADDOCK

B.A.R.C.-WEBBAIR FLIGHT TO GERMAN GRAND PRIX

FOLLOWING the recent official announcement that the 1960 German Grand Prix will take the form of a Formula 2 race on the five-mile short Nürburgring circuit, John Webb Air Services, Ltd., have revised their special flight arrangements accordingly.

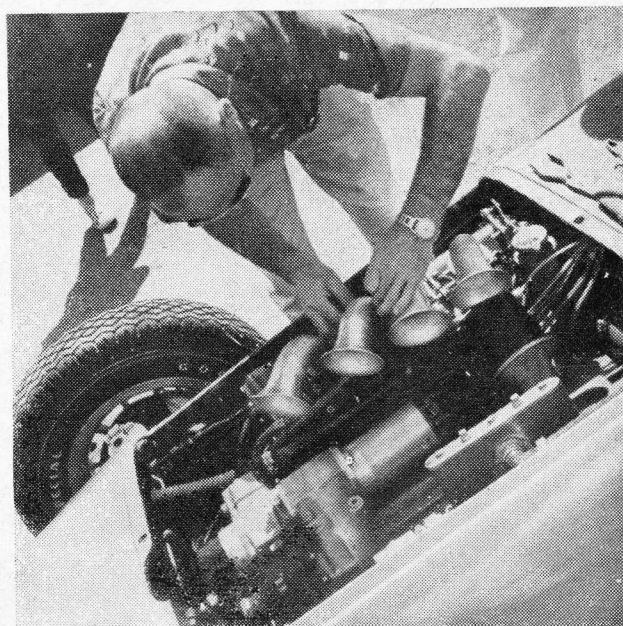
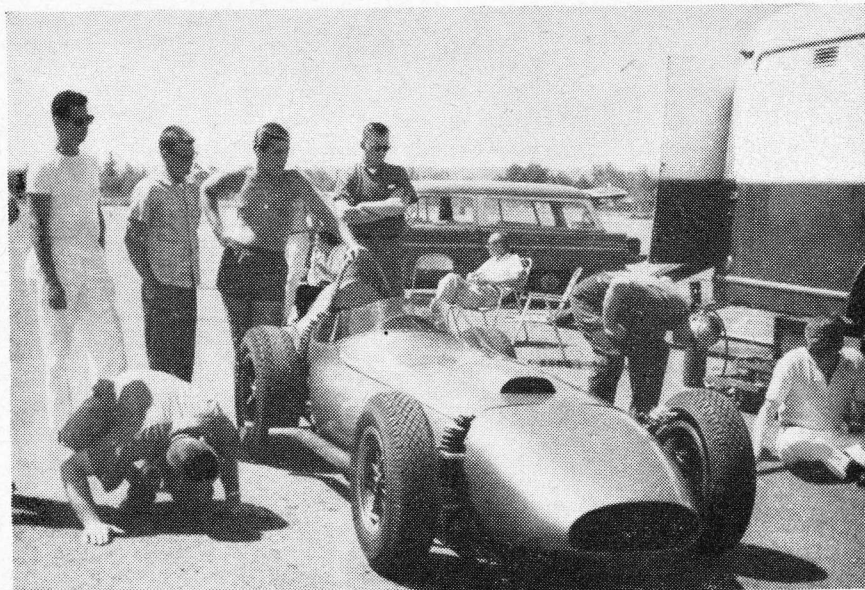
B.A.R.C.-Webbair flight W.27 to Solitude from 28th-31st July will now operate instead from Gatwick to Cologne, with connecting coach transport to the usual Nürburgring hotels. The aircraft concerned will be a 49-seat pressurized Elizabethan and the fares 18 gns. return and 12 gns. single inclusive of in-flight champagne meals and free bar.

In view of the fact that there will now be an F1 race at Brands Hatch the day after the German Grand Prix the projected day return flight W.28 will not now operate. The full flight, W.27, will, however, return to Gatwick within a few hours of the end of the Nürburgring race.

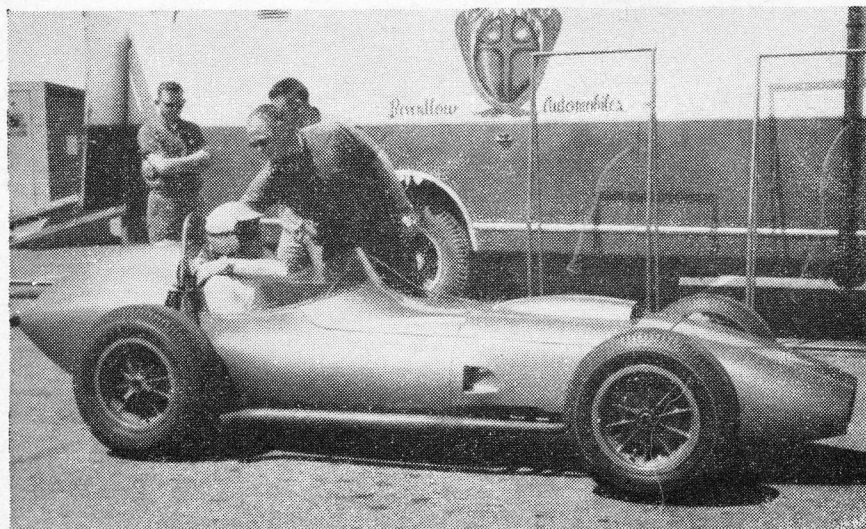
Further details can be obtained from the Flight Secretary, John Webb Air Services, Ltd., 62 Brompton Road, London, S.W.3.

B.R.S.C.C. MALLORY PARK

SEVEN events will provide a full afternoon of motor racing at the B.R. and S.C.C.'s Mallory Park fixture on Sunday, 8th May. The two major events of the day will be for Junior Formula and sports-racing cars. Star entries in the former race are Trevor Taylor in a works-entered Lotus-Ford, with support from Chris Summers and Eric Pantlin in similar cars. The Envoy



★
EXAMINING the Scarab power unit is Frank Koons, the development expert. Clearly shown are the enormous belled air intakes for the fuel injection system.
★



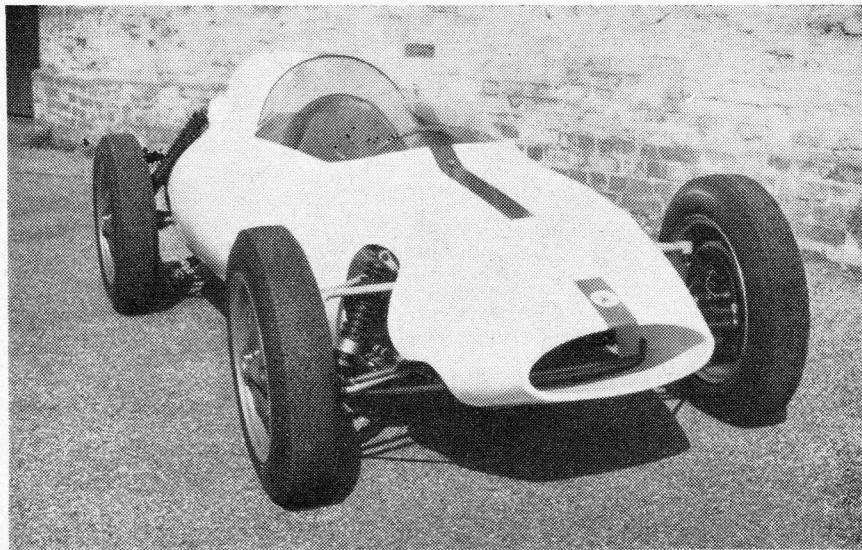
SEATED in the F1 Scarab is Chuck Daigh, one of the team's drivers (with Reventlow as the other). In the background can be seen part of the huge transporter.

Racing Team have made three official entries with cars to be driven by Ian Raby, Philip Robinson and B. P. Spicer. The Chequered Flag have entered two Ford-engined Geminis to be driven by Graham Warner and Alan Foster and amongst the independents are Dick Prior (Lola), Tim Parnell (Cooper), Peter Jopp and Chris Threlfall (Elvas).

The sports car race should produce a good struggle between Brian Naylor in his 2½-litre Maserati-engined Cooper Monaco, Tom Dickson (2-litre Lotus Fifteen), Bruce Halford and Peter Mould (3.8 Lister-Jaguars). Alan Rees has entered his very fast 1,100 c.c. Lola and other similar cars will be in the hands of the Hon. Edward Greenall, L. W. Keens and T. Hayden. An H.W.M.-Jaguar and a Tojeiro-Bristol entered by the Wayside Garage are amongst the other notable entries for this event.

The meeting includes events for B.R.S.C.C. SupaTura Championship cars, Formula 3 cars and AUTOSPORT Series-Production Sports Cars.

The meeting commences at 2.30 p.m.



SLEEK NEWCOMER to Formula Junior ranks is the Britannia, which has been designed by John Tojeiro. Body design is by Cavendish Morton and a Ford engine is used.

SPORTS NEWS

c.c. and 1,500 c.c. sports cars, and for the Britannia Junior has evolved a neat and effective—though many-jointed—right-hand gear-change linkage. Synchromesh is provided on second, third and top gears.

The brakes of the Britannia should be more than adequate, being 9 x 1½ inches with Alfin drums—mounted outboard at the front and inboard at the rear. 15-inch cast magnesium wheels are used at present, but may shortly be replaced by 13-inch wheels. Wheelbase is 7 feet, with a front track of 3 ft. 9 ins. and rear track of 3 ft. 11 ins.

The Formula Junior Britannia

THE Britannia, latest addition to the ranks of British Formula Junior cars, brings not only a new design but a new name into the world of competition motoring.

Although it is the first car to go into production at the Britannia factory in Ashwell, Herts, the new Junior has an excellent pedigree, being the work of John Tojeiro, who was responsible for the design of the A.C. Ace as well as several sports/racing cars bearing his own name, and is now Technical Director of Britannia Cars, Ltd. Tojeiro has wanted to build a single-seater for some time, and in the Britannia has taken what he describes as "the logical step" of putting the engine at the rear. Several other logical steps, such as the use of a space frame chassis, all-independent suspension, a Ford 105E engine and Volkswagen transmission, make this one of the most promising Formula Junior cars yet produced.

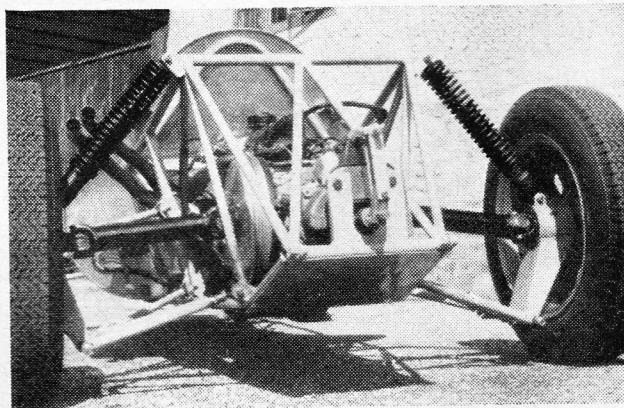
Relatively straightforward in design, the space frame is made up of 1 inch 18 gauge and ¾ inch 20 gauge round mild steel tube. Height is kept to a minimum at the front, but the chassis is swept up at the rear to facilitate the use of long coil spring/damper units.

Double wishbone suspension is used all round. At the front the wishbones are of unequal length, with the lower link incorporating an anti-roll bar. Proprietary uprights (Standard Herald) and steering gear (modified Morris Mini-Minor) are used.

The rear suspension has been designed to completely eliminate rear wheel steering, but incorporates provision for alteration of both toe-in and camber. The fabricated rear uprights extend downwards and outwards to provide broad pick-ups for the lower wishbones, each of which takes the form of a transverse link and a radius arm. The upper wishbones consist of the drive shaft and a radius arm.

The engine is mounted well forward of the rear hubs and is bolted direct to the gearbox/final drive unit via a special clutch bell-housing. John Tojeiro has considerable experience of using the Volkswagen transmission unit in 1,100

★
REAR SUSPENSION of the Britannia incorporates provision for alteration of both toe-in and camber. Double wishbone i.r.s. is employed.
★



RALLY CHAMPION for 1959 is Paul Coltelloni, the first Frenchman to win the title. His score at the wheel of a Citroën includes first in general classification in the Monte Carlo and Adriatic rallies and class wins in the Acropolis, Alpine, Liège-Rome-Liège, Viking and Deutschland rallies.

The bodywork, designed by Cavendish Morton, is panelled in Noral by Maurice Gomm of Byfleet. Fuel tanks are fitted on either side of the seat, outside the frame, and thus an elliptical cross-section is used, while the rear bodywork is extended into a broad tail-fin.

The engine has been extensively modified by Bill Basson, renowned for his work on the engines in Alan Stacey's Lotus Eleven, and can be expected to make the Britannia really competitive in terms of power output; John Tojeiro's chassis and suspension should do the rest.

The Formula 2 Tojeiro, a car basically similar to the Britannia Junior, is due to make its first appearance at Silverstone on 14th May. Power will be provided by a Coventry Climax FPF engine, Girling disc brakes will be fitted, and additional accelerating and braking torque will be accommodated by longer rear radius arms, but in most other respects the two cars will be identical.

ENGINE to be used by Donald Campbell in his forthcoming attack on the Land Speed Record, will be a Bristol Siddeley Proteus turbine unit.

BOB STAPLES and Richard Shepherd-Barron will share the former's A.C.-Bristol in the Nürburgring "1,000 Kilometres".

STIRLING MOSS will not be driving a 2.8-litre "birdcage" Maserati in the Targa Florio as reported in Continental journals.

WELL-KNOWN giant racer is the 12-litre Itala, being brought up to the "hockey-stick" at Prescott by Sam Clutton.

ON the week-end of 23rd and 24th April the Veteran Car Club held a Rally to Evesham, followed by a speed (in some cases) hill-climb at Prescott. Deciding that the best way to report such an event was to take part in it, the Technical Editor set off in his 1911 Rolls-Royce, and found that the whole show was superbly organized, but with absolutely no red tape. The pre-1904 section of the rally was won by G. E. Milligen's Gardner-Serpollet Steamer, and he also carried off the prize in the *Concours d'Élégance*. D. R. Gilbert's de Dion Bouton won the post-1904 section, the beauty prize deservedly going to G. B. Gush's immaculate Humberette.

After the rally a non-competitive tour round the countryside allowed the crews of the cars to enjoy one of the loveliest parts of England. Next day, bright and early, we set off for Prescott in perfect weather.

Veteran Car Club Rally and Prescott Hill-Climb

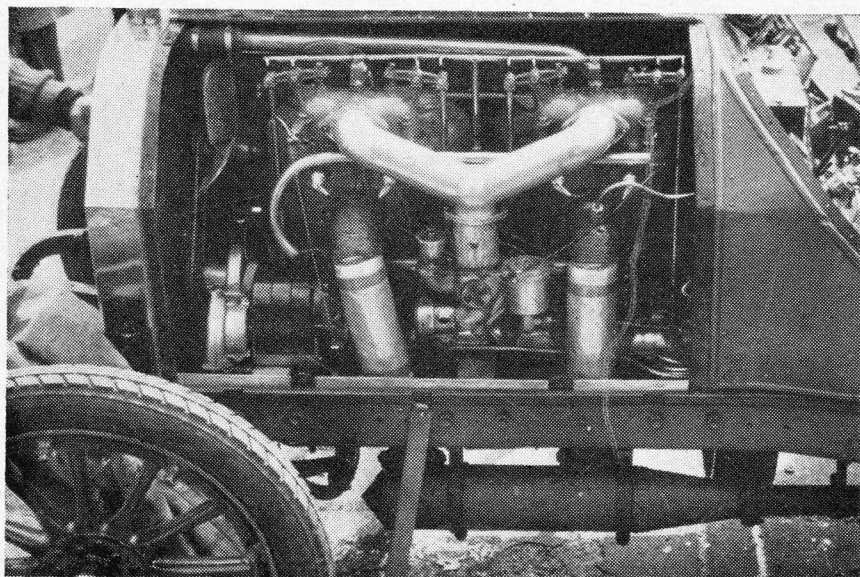
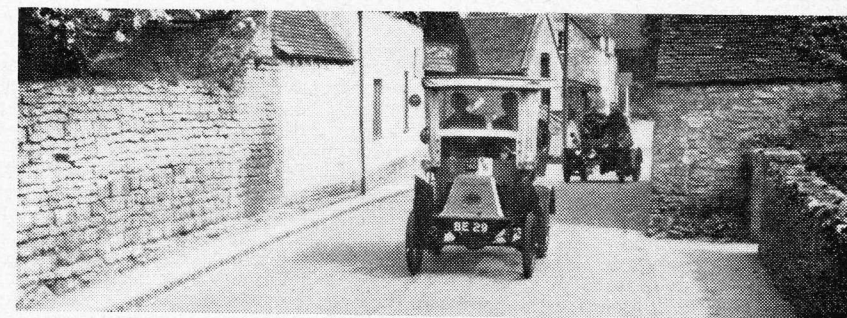
The hill-climb was enlivened by the presence of some very exciting racing cars. The Sears family brought along their Mercedes and the immensely fast 1914 T.T. Sunbeam, its twin-camshaft engine contrasting with the side-valve unit of the 1912 Coupe de l'Auto racer from the same factory. Most dramatic was the 175 mm. x 155 mm. (14,917 c.c.) Itala of 1907, driven by Lord Montagu of Beaulieu. This superbly restored racing car is really too high-g geared for hill-climbs, and it was beaten by Sam Clutton in the 1908 Itala, a mere 12-litre *voiturette*. Sam was in tremendous form and made the fastest run of all, while "Steady" Barker also drove magnificently in the side-valve Prince Henry Vauxhall.

Another survivor from the Prince

Henry contests was Cecil Bendall's Austrian-Daimler, a very fast car of beautiful appearance with a single-over-head-camshaft engine. Right at the end

of the programme Douglas Fitzpatrick, who had been struggling with tyre troubles all the week-end, was able to show us some highly spectacular acceleration with the 21-litre Metallurgique.

Let us not forget the less dramatic early cars. Gresham's de Dion and Littler's Renault found the gradient somewhat formidable, but with only 4½ h.p. apiece that is scarcely surprising. H. R. Timmis and Bob Gregory won their categories in Gladiator and Darracq



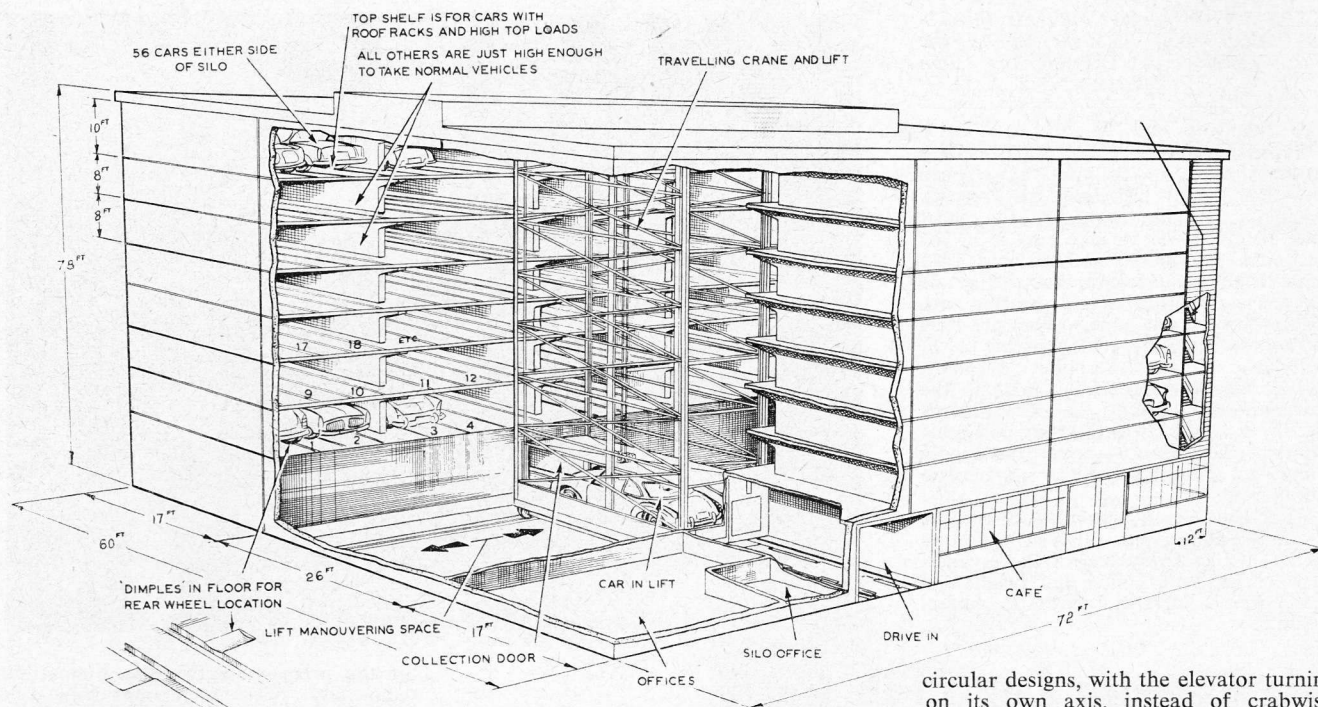
respectively, and "Daddy" Gardiner's 1902 Wolseley fairly rushed up the grade. Among the later touring cars, Francis Hutton-Stott's 38 h.p. Lanchester was driven with the utmost fury, including a few yards of grass track racing, but Shakespeare's Swift made much ado about nothing, while Baily's Cadillac was fast and silent.

JOHN V. BOLSTER.

The 10 Fastest Cars:

- 1, Sam Clutton (12-litre Itala), 56.08 s.; 2, Eric Sears (3.2-litre Sunbeam), 57.86 s.; 3, Douglas Fitzpatrick (21-litre Metallurgique), 60.4 s.; 4, Cecil Bendall (5.7-litre Austrian-Daimler), 61.76 s.; 5, Lord Montagu (3-litre Sunbeam), 63.666 s.; 6, "Steady" Barker (4-litre Vauxhall), 64.5 s.; 7, Lord Montagu (15-litre Itala), 67.59 s.; 8, John Bolster (7.4-litre Rolls-Royce), 68.61 s.; 9, Stanley Sears (18/28 h.p. Mercedes), 76.80 s.; 10, Francis Hutton-Stott (5-litre Lanchester), 77.34 s.

LEFT: Power unit of the dramatic 14,917 c.c. 1907 Itala driven by Lord Montagu. ABOVE: The 1901 single-cylinder 4½ h.p. Renault of E. W. Littler.



THE "AUTO-SILO"

"Untouched by Human Hand" Car Parking By LESLIE BROOKE

RECENTLY I visited one of the four "Auto-Silos" at present in operation: this one is at Wiesbaden, Western Germany, and has a capacity for 112 vehicles.

The whole process is accomplished literally without the aid of the human hand: the car itself is never touched. I found the "Auto-Silo" right in the middle of Wiesbaden's famous hotels centre. At the entrance there is a set of rollers installed in the concrete floor, and flush with it. The car is driven on to the rollers, not necessarily with the precision required when putting a vehicle on an hydraulic ramp. An attendant appears and hands out a numbered ticket. You are then asked to leave the car out of gear, and disengage the hand-brake.

That is all! On your return, you go to the collection dept. and hand in the ticket. The attendant then switches on his microphone and calls up some mysterious minions, giving the number on your ticket. In slightly less than 60 seconds, the two collection doors part, your car comes out all by itself as the doors silently close behind it—simple as that!

Now what happens when you first leave your car at the "Silo"? First, the elevator doors open and a "tongue" on the elevator floor shoots out underneath your car, coming to a stop automatically just behind the rear wheels. Two rollers on each side of both rear wheels unfold radially from the sides of the "tongue", until they lightly but firmly press against each side of the rear tyres. During this operation, two rails at the front of the vehicle, and parallel with its length, extend themselves outwards until they abut on the inside walls of the front tyres. This has the effect of aligning the car exactly with the elevator, with the car sliding into position on the afore-

mentioned rollers. The two rails then recede, and the "tongue" is withdrawn into the elevator, taking with it the car (as the rollers are still in the extended position). The attendant steps into the elevator driving cabin and presses a button, numbered according to your ticket. The doors close and the elevator ascends, and simultaneously travels sideways (a most peculiar sensation) until it arrives at the correct level, and opposite your numbered compartment.

Then the whole thing stops, and the earlier procedure is carried out in reverse, the lift returning to its starting position leaving your car safely parked. When the owner comes for his car, the same thing happens all over again, but this time the elevator stops at a mezzanine floor where the collection bay is situated.

Even larger and more efficient "Silos" are in process of construction elsewhere, which have eliminated the idle space at present occupied by the sideways motion of the elevator. I believe that there are

circular designs, with the elevator turning on its own axis, instead of crabwise. Anyway the secret of the silo lies in an elevator, built into a huge, rigid framework, capable of moving either to the left or to the right and operating in a normal manner with all-electronic control.

Incidentally the Borough of Woolwich has just ordered the construction of an "Auto-Stacker" from a subsidiary of John Brown & Co., Ltd. This will be the first multi-storey parking garage in Great Britain, and will accommodate 256 cars, and will occupy a ground area of 116 ft. x 54 ft. Whilst similar in general idea to the "Auto-Silo", it has a different method of operation.

Statistics

Building (Swiss patent) (concrete construction): Height, 78 feet; width, 60 feet; length, 72 feet. Seven storeys of car storage.

Parking costs (approx.): Per hour, 8d. Per day, 7s. 6d. (24 hours). Per week, 30s. (with daily use of lift). Per week, 22s. 6d. (without use of lift).

Capacity: 112 vehicles.

Top floor reserved for high vehicles (viz., cars with roof luggage).

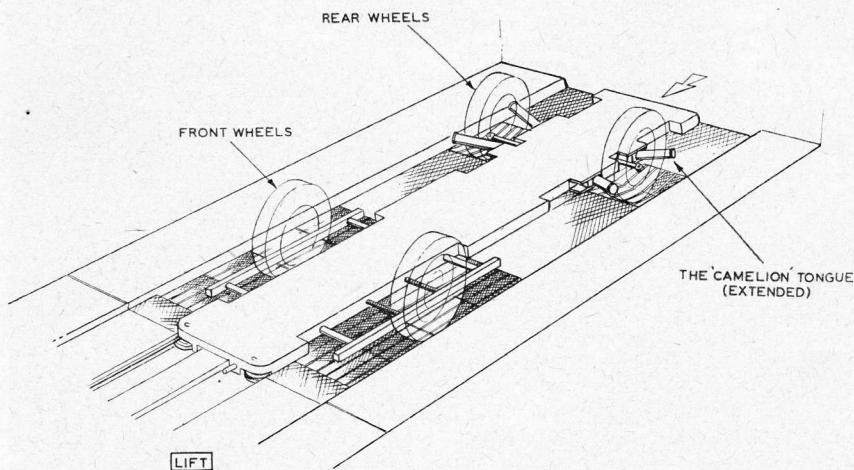
Collection time: From announcing oneself to arrival of car, 60 secs.

Crane: German patent, manufactured by M.A.N., Germany.

Service and petrol facilities: All available on ground floor.

Milk Bar and Café: Ground floor.

Entrance, offices and toilets: Ground floor.



WAITING: J. S. McCartney and D. Gill while away the time until they are due to depart with their Lotus Elite. In the background is a British Riley—another from the biggest-ever British contingent of starters.

By the time these words appear, the winners of the 1960 International Tulip Rally will have been announced. For the first time there was a general start-point from Noordwijk-aan-Zee and the control outside the huge Husher Duin Hotel was a seething mass of humanity.

At precisely 12 midnight on 1st May, the first competitors Eric Haddon and Charles Vivian (Jaguar XK 150S) set off on the first stage of the trip which was to end at Monte Carlo, where competitors had an 18 hours rest period before tackling the return leg via Germany and Belgium, with a speed event at Nürburg as the main eliminating test. This



The Tulip Rally Starts

Britain's Biggest-Ever Entry in Dutch Classic

year the rally will have been won on the road, for the usual short races at Zandvoort have been scrubbed.

Behind Haddon came the Swedish pair O. Swahn and F. Sager in their DB4 Aston Martin. The Morley twins had a special cheer when they left in their Austin-Healey—just ahead of Pat Moss and Ann Wisdom, also in an Austin-Healey.

With 83 crews, Great Britain had the biggest-ever representation in the "Tulip". However, there were several notable absentees in the works teams following the East African Safari and preparation for the forthcoming "Acropolis". Names such as Peter Harper, Les Leston, Peter Jopp, the Harrisons, Ronnie Adams and Denis Scott were missing from the list.

FIRST AWAY (right) was the Jaguar XK 150S of Eric Haddon and C. H. Vivian, seen pulling out of the control on the first stage of the trip.



It has been announced that "Scottie" has retired from International rallies owing to heavy business commitments.

When the last of the 172 cars left Noordwijk, the weather had turned bitterly cold, and there was a threat of rain. There was also the prospect of

snow and ice in the Alps, and several competitors popped chains into their luggage boots as a last-minute precaution. Many recalled the 1955 event when heavy snowstorms swept the Vosges area, although the rest of Europe was bathed in sunshine.

NEW MAN AT SPEEDWELL

SPEEDWELL PERFORMANCE CONVERSIONS, LTD., announce the appointment of Mr. N. A. Mendes as sales executive responsible for promoting and servicing sales of conversions and equipment through the trade. He will also handle sales for the associate company, Aviamotive Services, concessionaires for Continental accessories.

THE B.A.R.C.-Webbair flight to the Nürburgring 1,000 kms. race on 22nd May leaves Gatwick at noon on 18th May, returning in the early evening on 23rd May. Fare is 18 gns. (including a champagne lunch).

SWEDISH PAIR: O. Swahn and F. Sager were the second crew away in their Aston Martin DB4.



CLOSE THING: Lionel Mayman (Morgan), M. C. Bowling (Austin-Healey) and Alan Foster ("Twin-Cam") fight out a battle during one of the AUTOSPORT Championship events.

Maidstone and Mid-Kent Silverstone Meeting

New 750 Formula Lap Record by Tony Densham

THE organization of the Maidstone and Mid-Kent Motor Club's 12th Silverstone race meeting was well up to the high standard which we have come to expect and, for a welcome change, the sun shone brightly nearly all day to set the seal of pleasure on an enjoyable event. It was unfortunate that a few of the races suffered from an outcrop of non-starters and so lacked real interest but, from the promoters' point of view, this is just the luck of the draw.

The 750 Formula boys opened proceedings with a five-lapper, won in fine style by last year's novice award winner Tony Densham. He took the lead on the second lap from Jem Marsh and romped home at just under 65 m.p.h., lopping nearly a second off Eric Millard's four-year-old lap record in the process. C. Featherstonhaugh was a somewhat lonely third and John Wilks's new car was off form in last place, but Pinfold and Butcher, Roy Lee (in the Blood Orange) and Hockney, kept the interest alive with spirited duels.

A similar race for 1172 Formula cars was won convincingly by A. D. Bennett's remarkable little Special, but there was a grand scrap for the places between Jon Derisley, J. J. Cottrell, M. F. Goodwin and M. J. Crabtree who finished in that order. This race saw the first outing in anger of the fascinating wooden Marcos G.T. in the hands of Jem Marsh.

Graham Eden led the first of 10 laps for sports cars up to 1,500 c.c. but he soon got involved in a breathtaking struggle which developed between Geoff Breakell and Chris Kerrison. Giving away 400 c.c., he hung grimly on until half distance, after which the other two drew steadily away while fighting every inch between themselves.

Fifteen laps for half-litres was unfortunately predestined to be dull, with nobody on the programme who could hope to give John Pitcher a run for his money.

The first of the 20-lap AUTOSPORT Championship races featured Class A cars only. It started in grand style, with the new Turners having a definite edge on the Sprites, but the mortality rate became somewhat high and it finished comparatively tamely. Ken McKenzie got well into his stride and looked all

set to repeat his Mallory Park victory when, on only the fourth lap, he had the sickening misfortune to be eliminated by a faulty weld in the throttle mechanism. Bob Gerard found his car going well after practice bothers and set off in earnest after George Morgan who had inherited the lead when McKenzie went out. Henry Elwes held his Sprite in third place behind the two Turners but looked to be right on the limit. On the seventh lap he spun at Woodcote and Simon Scrimgeour shot past on the inside. At half-distance Gerard led and the proverbial pocket handkerchief covered the first three cars, but then Scrimgeour spun, though without losing a place.

Peter Mould's Lister-Jaguar, again powered by the 3-litre engine after two mechanical disasters with the 3.8, led

Results

750 Formula Cars: 1, A. Densham (Austin Special), 64.77 m.p.h.; 2, J. Marsh (Speedex); 3, C. Featherstonhaugh (F.W. Special).

1172 Formula Cars: 1, A. D. Bennett (Ford Special), 72.23 m.p.h.; 2, Jon Derisley (Lotus 7); 3, J. J. Cottrell (Lotus 7).

Sports Cars up to 1,500 c.c.: 1, G. H. Breakell (Lotus XI, 1,475 c.c.), 81.83 m.p.h.; 2, R. C. Kerrison (Lotus XVII, 1,460 c.c.); 3, G. R. B. Eden (Lotus XVII, 1,098 c.c.).

500 c.c. Racing Cars: 1, J. Pitcher (Cooper), 75.86 m.p.h.; 2, P. Ellis (Cooper); 3, D. A. S. Colvin (J.B.S.).

"Autosport" Championship (Class A): 1, F. R. Gerard (Turner), 69.56 m.p.h.; 2, S. J. Scrimgeour (Turner); 3, K. L. Spellman (Sprite); 4, R. R. Bryant (Turner); 5, R. G. Falconer (Turner); 6, C. McLaren (Turner).

Sports Cars, Unclassified: 1, E. H. B. Portman (Cooper Monaco, 1,960 c.c.), 80.46 m.p.h.; 2, P. Mould (Lister-Jaguar); 3, E. Pantlin (Lotus 7, 1,098 c.c.).

"Autosport" Championship (Classes B and C): Class B: 1, *G. A. Warner (Lotus Elite), 76.54 m.p.h.; 2, P. J. S. Lumsden (Lotus Elite); 3, A. T. Foster (M.G.A. Twin-Cam); 4, A. J. Nurse (Lotus Elite); 5, T. Bridger (M.G.A. Twin-Cam); 6, J. G. Whitehead (Elva Courier); 7, R. V. Vincent (Lotus Elite). Class C: 1, R. F. Bloxam (Frazer-Nash), 76.54 m.p.h.; 2, *Royce Paine (Frazer-Nash); 3, *J. Hilder (Jaguar XK 150).

*** Not entered in Championship.**
Sports Cars up to 1,500 c.c.: 1, G. H. Breakell (Lotus XI, 1,475 c.c.), 82.64 m.p.h.; 2, R. C. Kerrison (Lotus XVII, 1,460 c.c.); 3, P. Boshier-Jones (Lotus XI, 1,098 c.c.).

Sports Cars, Unclassified: 1, E. H. B. Portman (Cooper Monaco), 83.22 m.p.h.; 2, G. H. Breakell (Lotus XI); 3, P. Mould (Lister-Jaguar).

Formula Junior Cars: 1, J. S. Cordingley (Elva-Austin), 77.20 m.p.h.; 2, G. A. Warner (Gemini II); 3, J. R. Pearce (Elva Junior).

750 and 1172 Formula Cars: 1, M. Adlington (Lotus 7), 70.27 m.p.h.; 2, J. W. Anstice-Brown (Lotus 7); 3, R. F. Buttle (Valchre).

the first two laps of 15 for sports cars unclassified, but then Edward Portman's Cooper Monaco made up for a hesitant start and went to the front.

The second AUTOSPORT Championship event was a tremendous race and it would be quite impossible to give a coherent account of everything that happened. Classes B and C were running together and it will clear the air slightly if we dispose of the big cars first. Only three of the over-1600s which started were entered for the Championship and two of these were eliminated on the third lap when Michael Bowling apparently spun the Austin-Healey at Becketts right in front of Lionel Mayman's Morgan. Both cars were damaged in the inevitable collision but the drivers were unhurt. This left Roy Bloxam with nothing to do but tour the Frazer-Nash round to the finish for four points. In the 1,600 c.c. class it was a very different story. Not unexpectedly, Chris Meek tore into the lead with the Elva Courier on the opening lap and stayed there for five laps, managing to prevent Graham Warner from getting his Elite ahead. When Warner finally succeeded in getting clear, Meek's engine not surprisingly decided it had had enough, and he retired. Meanwhile, Peter Lumsden was secure in third place with his Elite and Austen Nurse was trying very hard to lose the Twin-Cams of Alan Foster and Tommy Bridger. Having got his Elite ahead on lap six, he spun violently in front of the pits on the next tour.

The next race was another 10 laps for sports cars up to 1½ litres, in which the battles of race 3 were fought again. Once more the struggle between Geoff Breakell and Chris Kerrison stole the limelight, and Breakell was very nearly pushed into making a mistake as they took the flag a fifth of a second apart.

Only five cars came to the line for the second 15-lapper for "sports cars unclassified" and the only real interest lay in the amazing performance of Breakell in holding on to Portman's Cooper Monaco, to finish only 1½ seconds in arrears.

The Formula Junior race was disappointing in that only six starters could be found. J. S. Cordingley won fairly comfortably with the Elva-Austin, the only car which could produce anything of a challenge being Graham Warner's Gemini. This, however, was completed only the night before.

The last race was a seven-lap handicap for 750 and 1172 Formula cars. By the fifth lap the credit laps had been worked out of the system and the order was John Anstice-Brown (Lotus 7), R. F. Buttle (Valchre), M. Adlington (Lotus 7) and M. C. Forsdyke (Lotus 7). On each of the two succeeding laps Adlington picked up one place to notch up a well-deserved win.

Within a few minutes the Press were given the results, the successful competitors were given their awards, and everyone got under way before the arrival of a short, sharp rainstorm. Well done, M. and M.-K.

DAVID PRITCHARD.

FIRST LAP: Jack Brabham leads the field at Anchor Crossing. Behind him are Roy Salvadori, Innes Ireland, Graham Hill, Alan Stacey and Joakim Bonnier, with the rest of the pack in close attendance.

LAST Saturday's International meeting at Aintree, organized by the B.A.R.C., saw complete and utter defeat for British Formula 2 cars in the "200". After both Jack Brabham and Roy Salvadori (Cooper-Climaxes) retired at around half-distance with mechanical troubles when disputing the lead, Stirling Moss went on to win with Rob Walker's Porsche at the record speed of 88.41 m.p.h. He was followed by Joe Bonnier and Graham Hill in factory entered Porsches. Into fourth place came John Surtees in Ken Tyrrell's Cooper-Climax, after a brilliant drive during which he set up a new F2 record of 2 mins. (90 m.p.h.)—4.4 secs. faster than Tony Brooks's and Michael Taylor's previous figures.



Moss Heads Porsche 1-2-3 at Aintree

All F2 Records Smashed in International "200"
—Surtees (Cooper-Climax) Laps at 90 m.p.h.

Team Lotus had a bad day, Innes Ireland finishing in ninth place after taking over Jimmy Clark's car. Ireland, far from fit, was due to go into hospital on Monday for a tonsils operation.

The Formula Junior event went to Trevor Taylor in a Lotus-Ford at 83.75 m.p.h. Clark, in a similar car, established an F.J. record of 2 mins. 7.4 secs. (84.77 m.p.h.). Roy Salvadori, in John Coombs's Cooper-Monaco, won the sports car event at the record speed of 85.96 m.p.h., with David Piper (Lotus-Climax) setting new lap figures with 2 mins. 0.2 sec. (89.85 m.p.h.)—3 secs. quicker than Moss's 1959 record with the Cooper-Climax. Jack Sears drove an immaculate race in the Equipe Endeavour DB4 Aston Martin, to win the fastest closed car race ever run at Aintree. His speed was 78.08 m.p.h., and he lapped in 2 mins. 14.8 secs. (80.12 m.p.h.).

Despite perfect weather, an "all-star cast", and the world's fastest F2 machines, the attendance hardly came up to expectations. The racing was really

BY GREGOR GRANT

Photography by Francis Penn

first-class, but it is quite clear that there is no substitute for Formula 1 when it comes to attracting spectators.

FRIDAY'S practice produced the remarkable fact that no less than 17 drivers bettered the existing F2 lap record, with Stirling Moss heading the list with 2 mins. (90 m.p.h.), followed by Jack Brabham (Cooper-Climax), 2 mins. 0.2 sec., and Graham Hill (Porsche) and Alan Stacey (Lotus)—each with 2 mins. 0.4 sec. Moss's Porsche had a modifica-

tion to the gear selector mechanism, to prevent accidental selection of fifth and sixth gears. John Cooper was not present, Surbiton working flat out on a new car for, it is hoped, Silverstone and Monaco. Innes Ireland, looking very pale, was suffering from acute tonsillitis, but nevertheless returned 2 mins. 1 sec. Surtees quietly did 2 mins. 1.4 secs., whilst Bristow headed the Yeoman Credit effort with 2 mins. 0.8 sec. The Laystall-Climax went fairly well, Henry Taylor recording 2 mins. 4 secs.

The sports car category was dominated by the 2½-litre Coventry Climax-powered Cooper-Monaco and Lotus, driven respectively by Roy Salvadori and David Piper. The former did 2 mins. 1.8 secs., and Piper, 2 mins. 2.6 secs. Up-and-coming Alan Rees equalled Ireland's Lotus 1,100 c.c. figures with his Lola-Climax (2 mins. 9 secs.). Sears, in the beautifully turned-out Equipe Endeavour DB4 Aston Martin, led the closed car list with 2 mins. 16.4 secs.

With 75 b.h.p. Cosworth-Ford engine, and five-speed gearbox fitted for the first time, Trevor Taylor (Lotus) set a Formula Junior target of 2 mins. 7.4 secs. (84.77 m.p.h.). Next best was the Tyrrell-entered Cooper-Austin of Henry Taylor with 2 mins. 8.2 secs.

Came race day, but when the closed cars lined up just before 11 a.m. there were very few spectators. Sears, despite a somewhat juddery start owing to axle tramp, immediately took the lead, and narrowly missed being rammed from behind by a Lotus Elite. He was chased by Dick Protheroe's veteran XK 120, now with 3.8-litre Jaguar engine, and John Wagstaff in a works Lotus Elite.

It was easy for Jack Sears, who soon

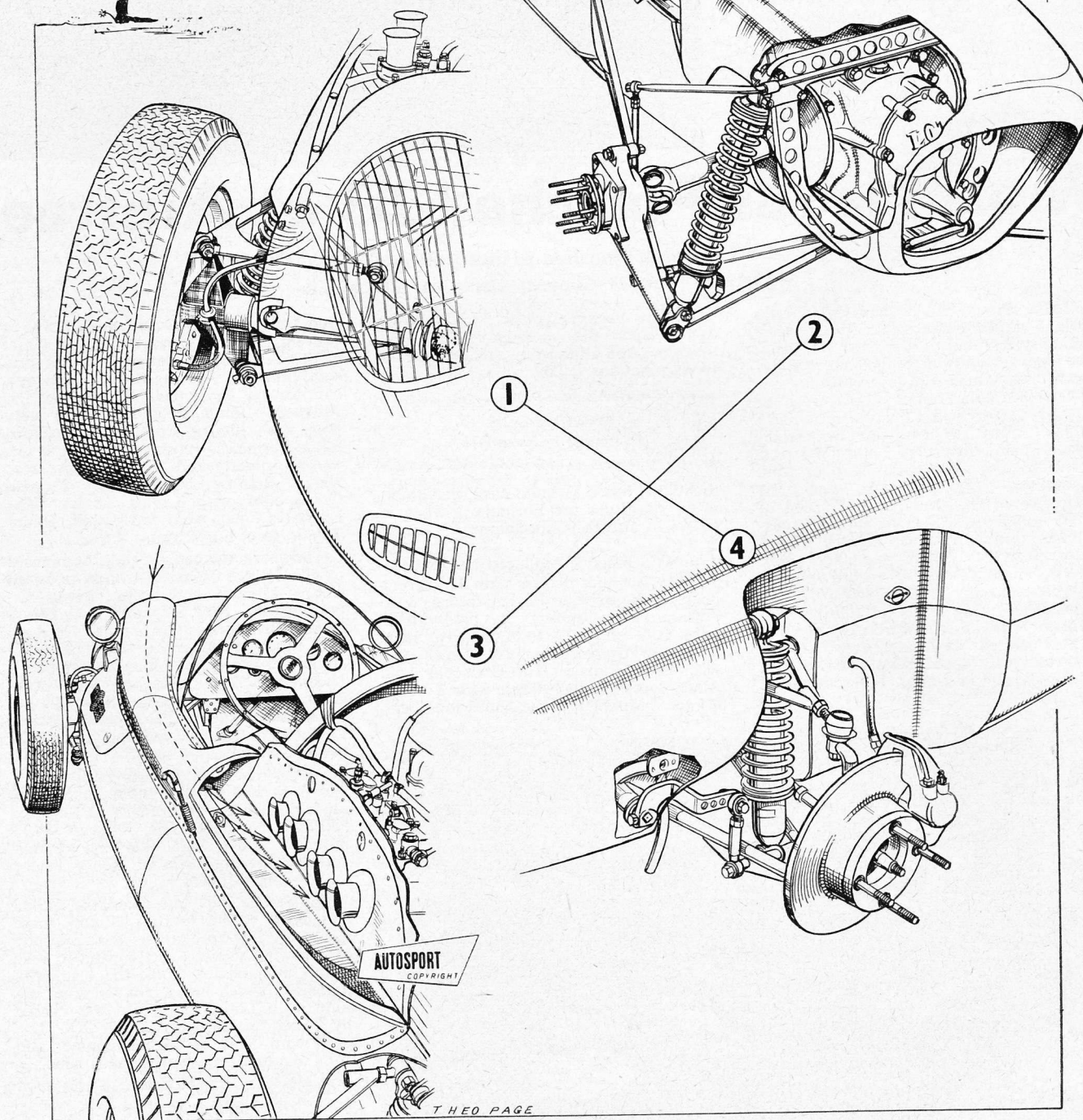
(Continued on page 613)



PRESSING ON: Jack Brabham adopts a characteristic driving stance as he comes up to overtake the Cooper of John Campbell-Jones at Anchor Crossing.

Page in the Paddock

at **AINTREE**



1. Formula 2 Porsche rear suspension.
2. Rear suspension, inboard disc brakes and five-speed gearbox on F2 Lotus.
3. Air-duct to carburettors fitted to Harry Schell's Yeoman Credit Cooper.
4. Front suspension on Jack Brabham's F2 Cooper, showing detail of anti-roll bar adjustment.

TWO PORCHES: At Anchor Crossing Joakim Bonnier's works-entered Porsche F2 leads Stirling Moss in Rob Walker's similar car. Bonnier eventually took second place behind Stirling.

Aintree—continued

established a clear lead, lapping around 2 mins. 15 secs., to the horror of Tommy Sopwith who almost "did his nut" in the pits, giving him various slow-down signals. Protheroe never gave up, making an XK 120 go quicker than one has ever gone before, keeping ahead of Wagstaff, who had outstripped everyone else in the 2,000 c.c. class.

Behind the leaders there were many battles. Chris Lawrence's indecently fast Morgan managed to get in front of Sir Gawaine Baillie's 3.8 Jaguar—and stayed there. Van Niekerk (G.S.M. Delta) and Aitchison (T.V.R. Grantura) dived it out in the 1,000 c.c. class, but were beaten to it virtually at the post by Hawkins in Sprinzel's Sprite, who forced his way in front during a melee at Tatts. Don Parker (XK 150S) spun off at the same spot, but continued with failing brakes. J. C. Quick was not so lucky, practically demolishing his TR3 at Anchor Crossing. The badly shaken driver was brought back to the pits by Sears.

Another delightful duel featured Julian Sutton (Austin-Healey) and Bob Staples (A.C.-Bristol), but both had to play second fiddle to Peter Bolton in Ron Atkinson's A.C.-Bristol. Lawrence's energetic driving was rewarded with fifth place overall.

In the 17-lap sports car race, the opening laps featured a tremendous battle between Roy Salvadori (Cooper-Monaco) and David Piper (Lotus-Climax), challenged by Jimmy Blumer (2-litre Cooper-Monaco) and Brian Naylor (Cooper-Maserati). Piper drove like one possessed, gaining on Salvadori and setting up a new sports car record of 2 mins. 0.2 sec. Blumer was also out to get the bigger-engined machines. Then on the fifth lap, the entire picture changed. Someone had left a spanner lying loose on Piper's engine, and entering Country Corner, it jammed the accelerator wide open; the unfortunate Piper left the road abruptly, and during his adventures Blumer also arrived very fast. He man-

aged to stop, but flames shot up from the engine; they were quickly extinguished, and Jimmy escaped with slight burns to his arm. During all this, Naylor managed to get through safely; Salvadori sailed past the pits with an enormous lead from Naylor, who was followed by Tony Marsh (Cooper-Monaco), Michael Taylor (Lotus-Climax), Tom Dickson (Lotus-Climax) and Michael Graham (Lotus-Climax). Leading the 1,100 c.c. category was Alan Rees (Lotus-Climax) from Pitts's Cooper-Monaco.

There were several incidents at Tatts; Hitches spun his Lola, as did Edward Greenall. Keens revolved at Anchor Crossing, and his Lotus was out of the race. Behind Salvadori, Naylor's car started to belch out smoke from the cockpit; an oil pipe was leaking lubricant on to the exhaust, but the driver seeing the oil pressure gauge steady, continued. Denser and denser became the smoke, with Naylor scarcely able to see a thing. Out went the black flag, but Brian couldn't even see that, until the marshals literally had to stand in the centre of the track. So, with 11 laps completed, Naylor's car was retired, leaving Michael

Taylor in second place, a long way behind Salvadori, who crossed the line 45.8 secs. ahead, having averaged 85.96 m.p.h. Rees was the only one in the 1,100 c.c. category to complete the 17 laps. Behind Chris Steele (Lola) and Keith Greene (Gilby-Climax), Brierley (Elva) overtook Greenall within sight of the finishing line for fourth place, in a near photo-finish.

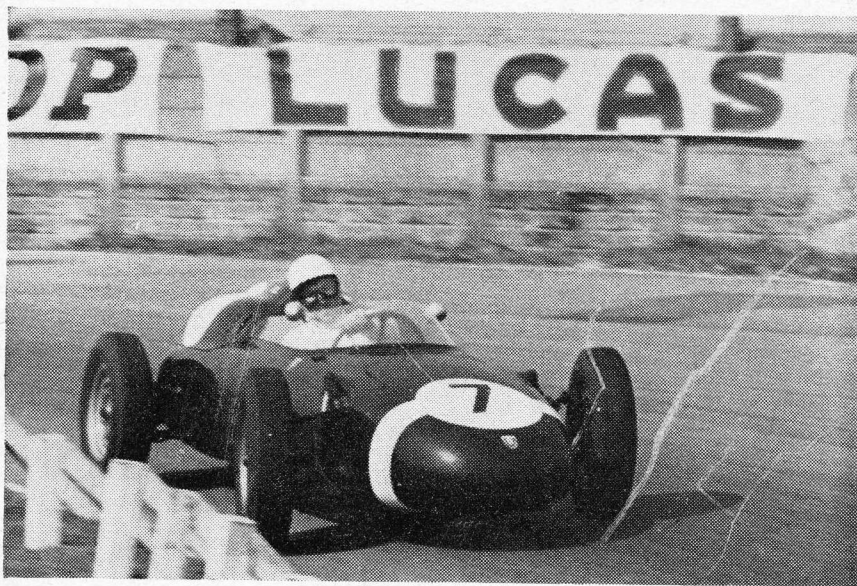
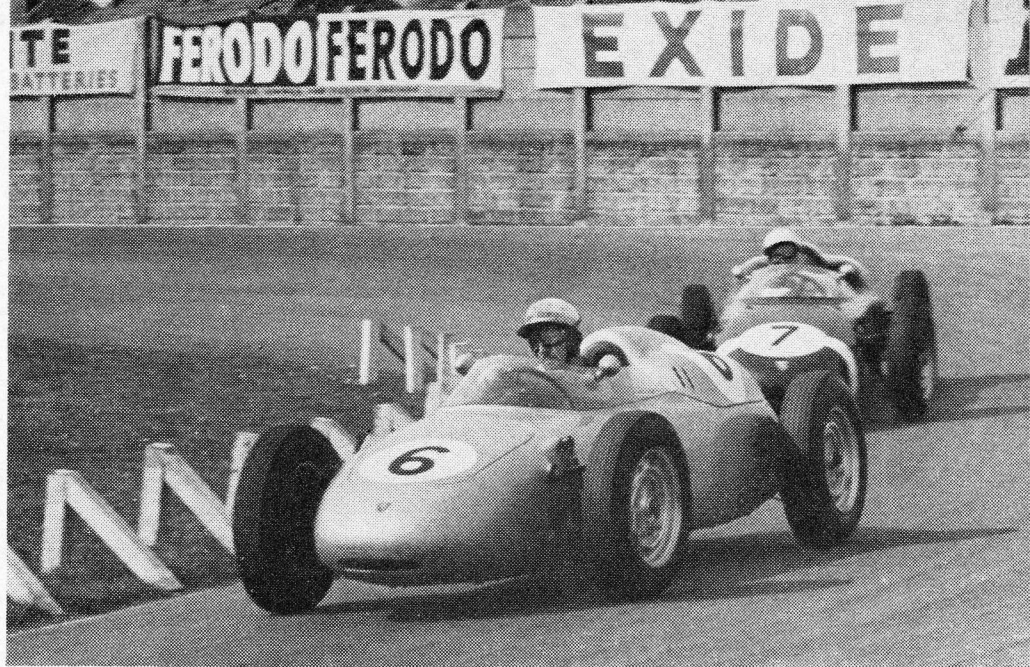
That mechanical troubles are not unknown in the Formula Junior world was evident with 12 non-starters posted, leaving a field of 20 cars. From the fall of the flag, Trevor Taylor and Jimmy Clark (Lotus-Fords) fought for the lead, hotly pursued by Henry Taylor and John Surtees (Cooper-Austins). Mike McKee seemed to run out of gears with his Lotus-Ford just after the start, for he stopped to sort things out, and continued at the end of the procession.

Lap two and Surtees retired at the pits with water pouring out of the engine compartment. This left Henry Taylor as the sole Lotus-chaser, and he grimly held on to the tail of the two leaders; next in line ahead came Peter Arundell (Lotus-Ford), Chris Summers (Lotus-Ford) and L. I. Bramley (Lotus-Ford). The gallant Taylor was certainly amongst the Cheshunt products with a vengeance!

Try as he might, Clark just couldn't get in front of his team-mate, and had to be content with being the centre of a Taylor sandwich. Further back, Chris Lawrence (Deep Sanderson) was involved with the Elvas of Scott Bloor and Peter Jopp. McKee was picking up places at a remarkable rate, but appeared to have only two gears.

On the 13th lap Gil Baird retired his Elva-Austin at Waterway, after being bathed in oil. A lap later Bramley shot off-course at Tatts, continued, only to retire with no oil pressure. Behind Trevor Taylor, Clark was resigned to second place, but Henry was moving closer and closer. Then, Clark, to his horror, saw that his offside front wheel was wobbling violently—two studs were

RIGHT ON FORM: Stirling Moss defeated his jinx, two works cars similar to his own, and the entire pack of British F2 cars to win comfortably in the Aintree "200".



CROWDED CROSSING: Tim Parnell (Cooper), Jack Lewis (Cooper) and Jim Clark (Lotus) arrive at Melling Crossing almost together.

and finished up on the grass before re-joining the race. He found that only his rear brakes were operating! Tim Parnell packed up with falling oil pressure, whilst the Laystall had to stop to have its gears sorted out.

Brabham began to pull away from Salvadori, and on lap seven had 5 secs. advantage. Moss had now moved into fourth place behind Hill, and Surtees was grimly holding on to Stacey and keeping in front of Bonnier. The Australian was displaying real World Championship form, and Salvadori has seldom driven better. In point of fact, all the leaders were doing the right things at the right time. Then Moss had to give way to Stacey, who rapidly began to pick up on Graham Hill. Ireland had speedily moved up the leader board, and on lap 10 was seventh—ahead of Bonnier, and challenging the Hill-Stacey-Moss trio. Meanwhile, Surtees was definitely getting away from Bristow, Gendebien and McKee, whilst Schell was trying desperately to get past Trintignant. One also noted the fine driving of New Zealand's D. Hulme, whose 14th place in such fast company was an excellent show.

Now Salvadori started to close up on Brabham, whilst Ireland had shot into fourth place, ready to take Hill and then set about the leading Coopers. Alas and alack! A tyre punctured and he stopped at the pits. Whilst mechanics set about changing the wheel, the indefatigable Scotsman took it on himself to call in team-mate Clark, and took over his car—then in 20th place. Collomb's gearbox started to spew out oil, so the Frenchman retired; Henry Taylor again called at his pits with the Laystall, complaining of clutch troubles.

Lotus hopes now depended on Alan Stacey, who was merrily bowling along with the circus. Then Surtees went past the Lotus, as Stacey was seen to have trouble sorting out his gears. Moss forged ahead of Hill, and now began to threaten the leaders. Poor Stacey finally retired with selector bothers, and re-

holding it in place. Carefully he nursed the car through the bends, then, at Tatts, his accelerator jammed and the Scotsman crashed backwards into the straw bales, just as Henry Taylor dashed past to take second place, followed over a minute later by Arundell, then Summers and Tim Parnell (Cooper-Austin).

Now came the main item on the menu—the 150 miles Aintree "200", with 31 cars crowding the starting grid, and, in direct contrast to the Junior event, with only one non-starter—Steve Ouvaroff who had sold his Cooper-Climax the same week. The grid was made up as follows:—

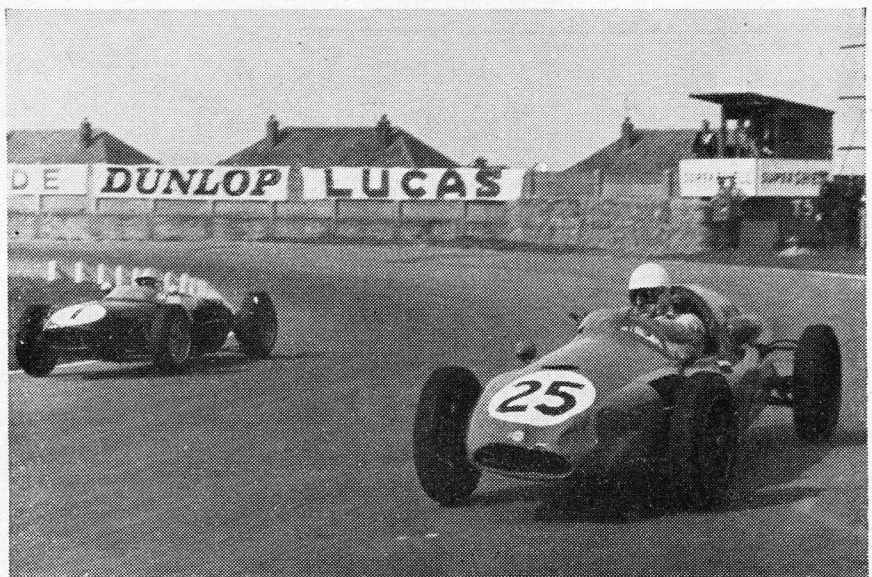
Moss (Porsche) 2 m. 00 s.	Brabham (Cooper-C) 2 m. 00.2 s.	Hill (Porsche) 2 m. 00.4 s.
Stacey (Lotus-C) 2 m. 00.4 s.	Bonnier (Porsche) 2 m. 01.0 s.	Bristow (Cooper-C) 2 m. 00.8 s.
Salvadori (Cooper-C) 2 m. 00.8 s.	Schell (Cooper-C) 2 m. 01.6 s.	Surtees (Cooper-C) 2 m. 01.4 s.
Marsh (Cooper-C) 2 m. 03.2 s.	Clark (Lotus-C) 2 m. 03.2 s.	Ireland (Lotus-C) 2 m. 01.6 s.
Flockhart (Cooper-C) 2 m. 03.8 s.	H. Taylor (Laystall-C) 2 m. 04.0 s.	Halford (Cooper-C) 2 m. 03.2 s.
Gendebien (Cooper-C) 2 m. 04.0 s.	Lewis (Cooper-C) 2 m. 04.2 s.	McKee (Cooper-C) 2 m. 04.6 s.
Parnell (Cooper-C) 2 m. 05.6 s.	Schlesser (Cooper-C) 2 m. 06.6 s.	Piper (Lotus-C) 2 m. 06.2 s.
Ballisat (Cooper-C) 2 m. 06.4 s.	Hulme (Cooper-C) 2 m. 07.6 s.	Raby (Hume-Cooper-C) 2 m. 07.4 s.
Collomb (Cooper-C) 2 m. 11.2 s.	Lawton (Cooper-C) 2 m. 12.2 s.	Bianchi (Cooper-C) 2 m. 08.4 s.
Campbell-Jones (Cooper-C) 2 m. 29.6 s.	Gregory (Porsche) 2 m. 12.2 s.	Trintignant (Cooper-C) 2 m. 15.6 s.
Wicken (Cooper-C)		

Moss made a faltering start, seemingly determined to keep the transmission intact, and Brabham swept into the lead, followed by Salvadori, Ireland, Hill,

COOPER AND LOTUS: Frenchman Jean Schlesser (Cooper-Climax) goes through Anchor in close company with Innes Ireland (Lotus-Climax). Ireland eventually finished ninth with Jim Clark's car after his own had suffered tyre trouble.

Stacey, Bonnier, Surtees, Moss, Bristow and McKee—that was the order as they streaked through Melling Crossing, with Brabham taking the straightest possible line by taking to the grass slightly. Lap two and there was hardly an inch of daylight between Brabham, Salvadori and Ireland; Moss had overtaken Bonnier, Schlesser spun off at Cottage, dented the tail of his blue Cooper and stopped briefly at the pits to repair the damage. George Wicken stopped with vanished oil pressure.

Innes Ireland began to put on the pressure and took Salvadori for second place on lap three. Hurling down to Tatts his brakes failed completely and he spun on to the grass, and carried on well down the field. Brabham's every move was being countered by Salvadori, who was right on top of his form. Graham Hill was in third spot, with Moss, Stacey, Surtees and Bonnier close behind. The next group was headed by Bristow, with McKee leading Gendebien, Hulme, Schell, Halford and Trintignant. Farther back, Gregory's ex-Behra Porsche was heading a general mix-up; Jimmy Clark tried to push his Lotus through at Melling, had to brake hard,



SALOONS AT COTTAGE: Sir Gawaine Baillie leads Chris Summers (Elite) and Peter Bolton (A.C.).

appeared in Ireland's car after mechanics had robbed his own of a wheel. It was certainly not Lotus's day.

At 20 laps, Salvadori was just a couple of seconds behind Brabham, and Moss lay just 11½ secs. from the Australian. Next time round it was 10½ secs., then 9 secs., and 8 secs. Bonnier surged past team-mate Hill, and the Porsche threat was very real. Surtees, driving magnificently, held on to sixth place, ahead of the more experienced Bristow and Trintignant. No one was working harder than Harry Schell, whose arms were being worked like pump handles on the bends.

With 25 laps (half-distance) clocked, the race average was 88.25 m.p.h. and the order was:—

1. Brabham, 50 m. 59.4 s.
2. Salvadori, 51 m. 2.0 s.
3. Moss, 51 m. 08.6 s.
4. Bonnier, 51 m. 11.4 s.
5. Hill, 51 m. 19.2 s.
6. Surtees, 51 m. 40.6 s.

It was anybody's race. Gregory had retired with clutch failure, Halford with a slipping clutch, and Henry Taylor with no oil. Then, to everyone's consternation, Salvadori's engine began to misfire, whilst Brabham's ceased firing altogether. Roy stopped for a plug change, continued, then retired with a suspected broken valve. The unfortunate Brabham took off his crash-helmet—the fuel pump drive had fractured!

This left Stirling Moss securely in the lead, followed by Bonnier and Hill, then Surtees, Bristow and Trintignant in that order. McKee carried on with a badly misfiring engine; Campbell-Jones had to stop for water; Raby suffered clutch failure.

The race then developed into a procession of Porsches, enlivened by the inspired driving of John Surtees, who, in



a desperate attempt to catch Hill and Bonnier, set up a new F2 record of 2 mins. He finished just 5 secs. behind Graham Hill and nearly 40 secs. in front of Trintignant, who had managed to catch and overtake Bristow on the 48th lap, when the latter seemed to slow for some obscure reason.

Behind came Gendebien, Schell, Ireland, Hulme and Flockhart in that order. Ireland had driven in a car which had no front brakes whatsoever, and tended to lock the rear wheels.

The first 25 laps were exciting enough, but as one member of the public remarked: "This second division stuff cannot compare with Grands Prix!" It is a fact that the name, Formula 2, does convey to the uninitiated that it is not first-class racing, no matter who is taking part. In the same way, the term Formula Junior is unfortunate, for the unknowledgeable are apt to confuse it with "Karting".

On the whole a superbly organized meeting, but surely a great disappoint-

ment to Mrs. Topham and her associates that the attendance was so sparse.

Results

Aintree International "200": 1. Stirling Moss (Porsche), 1 h. 41 m. 47.6 s. (88.41 m.p.h.); 2. J. Bonnier (Porsche); 3. G. Hill (Porsche); 4. J. Surtees (Cooper-Climax); 5. M. Trintignant (Cooper-Climax); 6. C. Bristow (Cooper-Climax). **Fastest lap:** J. Surtees, 90.00 m.p.h. (new Formula 2 lap record).

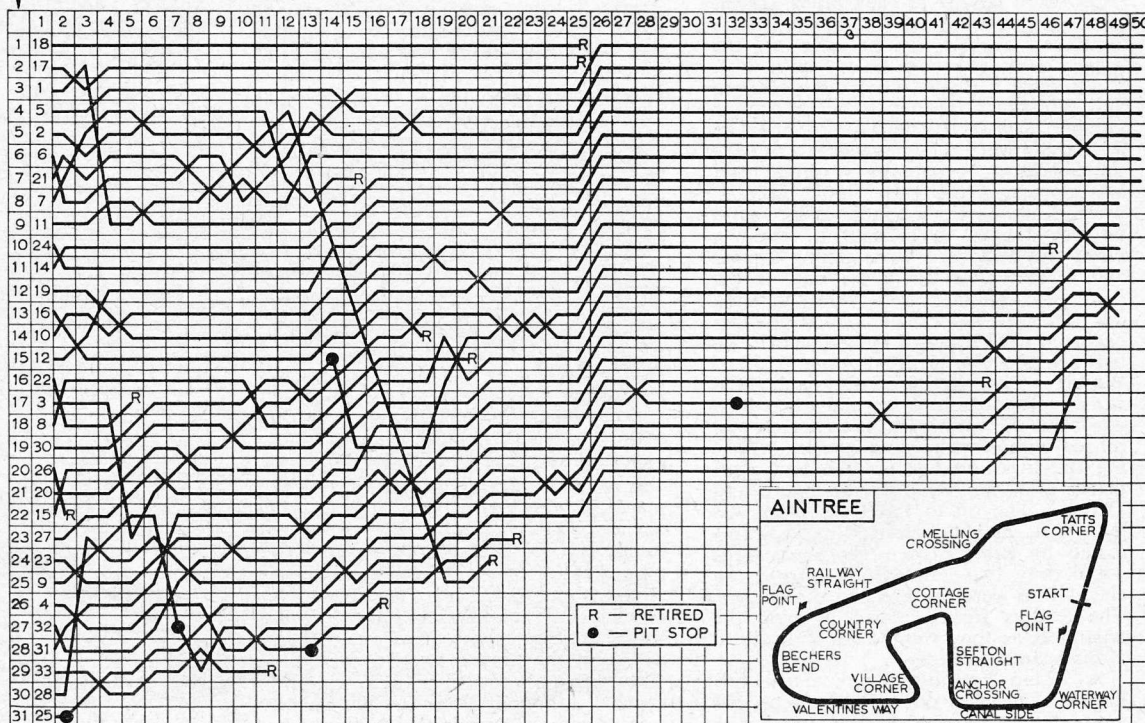
Closed Car Race: 1. J. G. Sears (Aston Martin DB4), 78.08 m.p.h. **Fastest lap:** Sears, 80.12 m.p.h. **Up to 1,000 c.c.:** 1. P. Hawkins (Sprite), 68.81 m.p.h.; 2. J. v. R. van Niekerk (G.S.M.); 3. E. P. Foden (Sprite). **Fastest lap:** Hawkins, 70.68 m.p.h. **1,000-2,000 c.c.:** 1. J. B. Wagstaff (Elite), 76.53 m.p.h.; 2. C. Summers (Elite); 3. C. J. Lawrence (Morgan). **Fastest lap:** Wagstaff, 78.03 m.p.h. **Over 2,000 c.c.:** 1. Sears; 2. E. R. Protheroe (Jaguar XK 120); 3. Sir G. Baillie (Jaguar 3.8). **Fastest lap:** Sears.

Sports Car Race: 1. R. Salvadori (Cooper Monaco), 85.96 m.p.h. **Fastest lap:** D. Piper (Lotus-Climax), 89.85 m.p.h. **Over 1,100 c.c.:** 1. Salvadori; 2. M. Taylor (Lotus-Climax); 3. A. Marsh (Cooper Monaco). **Fastest lap:** Piper. **Up to 1,100 c.c.:** 1. A. B. Rees (Lola-Climax), 81.04 m.p.h.; 2. C. Steele (Lola-Climax); 3. K. Greene (Gilby-Climax). **Fastest lap:** Rees and Steele, 82.70 m.p.h.

Formula Junior Race: 1. T. Taylor (Lotus-Ford), 83.75 m.p.h.; 2. H. C. Taylor (Cooper-Austin); 3. P. J. Arundell (Lotus-Ford). **Fastest lap:** J. Clark (Lotus-Ford), 84.77 m.p.h.

RACE POSITION

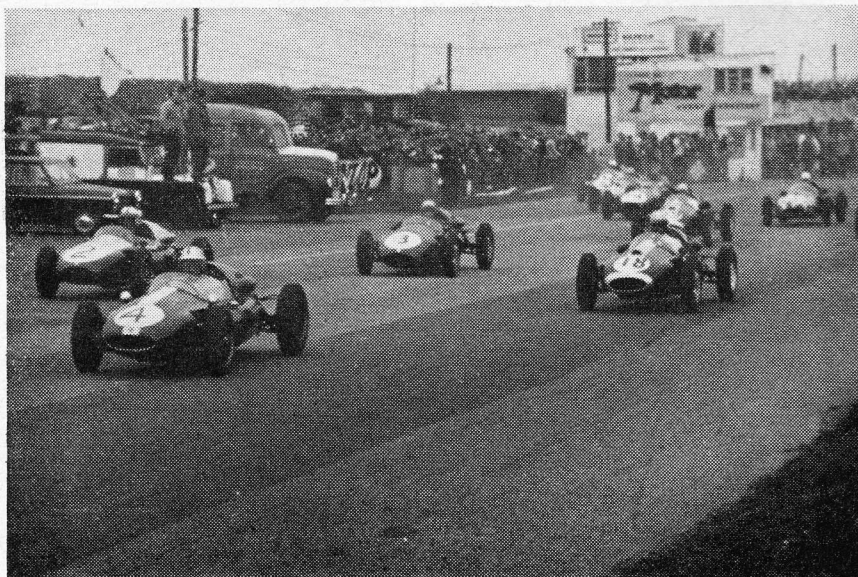
1. Ireland (Lotus)
2. Stacey (Lotus)
3. Clark (Lotus)
4. Piper (Lotus)
5. Hill (Porsche)
6. Bonnier (Porsche)
7. Moss (Porsche)
8. Gregory (Porsche)
9. H. Taylor (Laystall)
10. Schell (Cooper)
11. Bristow (Cooper)
12. Trintignant (Cooper)
14. Gendebien (Cooper)
15. Bianchi (Cooper)
16. Halford (Cooper)
17. Salvadori (Cooper)
18. Brabham (Cooper)
19. Hulme (Cooper)
20. Lawton (Cooper)
21. Surtees (Cooper)
22. Parnell (Cooper)
23. Ballisat (Cooper)
24. McKee (Cooper)
25. Schlesler (Cooper)
26. Wicken (Cooper)
27. Lewis (Cooper)
28. Marsh (Cooper)
30. Flockhart (Cooper)
31. Raby (Hume)
32. Campbell-Jones (Cooper)
33. Collomb (Cooper)



ACCELERATION of Tim Parnell's Cooper takes him away from the similar cars of Mike McKee, George Lawton and George Wicken at the start of the Norfolk Trophy F2 race.

ALTHOUGH the B.R.S.C.C.'s rather dull Norfolk Trophy race meeting at Snetterton was something of a disappointment, it would be very wrong to blame the club for this. The fault lay with those would-be competitors who, having entered for the various events, did not appear and in many cases did not even have the courtesy to inform the secretary of the meeting that they would not be racing. Over one hundred cars were entered for the meeting's four events: there were about 40 non-starters of whom only 20 withdrew their entries before the meeting commenced. Such conduct does the sport no good at all and if the paying public are let down in this way they may well think twice before paying again—with obvious results.

The front row of the grid in the event



Norfolk Trophy Race Meeting

B.R.S.C.C. Let Down by Entrants at Snetterton

for unsupercharged touring cars was most interesting, shared as it was by the 3.8 Jaguars of Sir Gawaine Baillie and Doug Uren, "Doc" Shepherd's A40, J. M. Young's Ford Anglia and B. D. Whitaker's A35. Baillie was very fast off his mark and was first into Riches Corner, closely followed by Shepherd's A40 and Young's Anglia which both showed remarkable acceleration for such basically modest vehicles. Slightly behind this flying trio Doug Uren's 3.8 was getting into its stride and had taken Young for third place by the end of the opening lap and had moved into second place on the second, despite the best efforts of "Doc" Shepherd. Peter Pilsworth (Riley 1.5) and B. D. Whitaker (A35) were having at each other, travelling in very close company, with Whitaker slightly behind due to the bigger car's edge on speed, until Pilsworth went a shade wide at the Hairpin and Whitaker nipped past on the inside. Farther back in the field, the boot-lid of A. Lever's M.G. Magnette began to snap up and down, eventually working itself wide open in the fully "up" position, where it stayed for a couple of laps until he was flagged in to shut it. Baillie, Uren and Shepherd were getting farther and farther away from the rest of the field, who, in their turn, were spreading out all over the circuit. Few changes occurred until the fifth lap, when a tussle between the Cambridge Racing A35s of Whitaker and Richard Aley and Pilsworth's Riley came to an end when Pilsworth hit the banking at the Hairpin and retired with steering derangements, leaving the little Austins in fifth and sixth places after Baillie, Uren, Shepherd and Young. The up to 1,600 c.c. class was led by A. S. Hutcheson (Riley 1.5) followed by Billy Blydenstein (Borgward) —the only two competitors left in the class—who were no threat to the leaders. The leaders forged ahead, lapping the tailenders as they went, each well ahead of his nearest rival.

A 15-lap Formula Junior event followed. This was one of the major disappointments of the day as, of the 25

entrants listed in the programme, there were only nine starters. Mike McKee, in Jim Russel's new Lotus-Ford, went straight into the lead, followed by Mike Spence (Cooper-Austin) and there they stayed for the duration of the race. Spence couldn't get very near McKee and no one could approach Spence. Interest centred on the very real motor race which was in progress in the middle of the field between G. Morgan (Cooper-Austin) and the two Team Triple S Elva-Austins of I. H. Smith and R. A. Hudson. These three, with Brian Hart's Terrier-Ford snapping at their tails, maintained their exciting struggle until the last lap when Morgan retired on the straight with a fuel-line blockage, letting the Triple S team cars away to third and fourth places, on the same lap as McKee and Spence. The Terrier finished a lap in arrears, followed by Peter Jopp, whose Elva-Austin was never running well, although driven impeccably.

The two-minute signal had just sounded before the start of the 10-lap Grand Touring car race when it was noticed that Graham Warner's Elite, in pole position, had a flat tyre. The time taken to get it off the grid and to change the wheel precluded him from starting; a great pity, as he had turned in a practice lap time two seconds faster than R. A. Gibson (XK 120) who eventually won with ease. At the drop of the flag the great surge of acceleration of R. A. Gibson's ex-Dick Protheroe 3.8-litre disc-braked Jaguar XK 120 took it into the lead, followed by Alan Foster and Tommy Bridger (M.G.A. Twin-Cams) and Bob Staples (A.C.-Bristol). These places, established early on the first lap, never changed throughout the event. S. H. Handel (XK 120) kept trying to pass Staples, making up ground on the straights and losing it on the corners but making little impression on the imperturbable Staples, who drove very steadily and kept the more powerful car at bay with apparent ease. Unable to catch the Jaguar, although faster on the corners, Len Adams's Speedwell Sprite waited

for a mistake which never came and had to be content with sixth place, ahead of Roy North's TR3 which was passed on the fourth lap, shortly before the only "incident" of the day, when I. L. Taylor overturned his Twin Cam at the Hairpin, damaging the car but not himself.

To wind up the day's sport came the main event of the day, the Norfolk Trophy race of 38 laps for F2 cars. There were 18 entrants, 12 starters (including G. Morgan's "conscripted" Cooper Junior) and seven finishers spread out over six laps. It was not a very good race.

Tim Parnell's Cooper made a magnificent start and was well into Riches Corner before the second man, Mike McKee (Cooper), but it faltered on the straight and limped into the pits to retire at the end of the first lap. McKee came through in the lead, pulling away from the two N.Z.I.G.P. Coopers of George Lawton and David Hulme, who were being pushed very hard by George Wicken's wine and gold Cooper. The Laystall, driven by Henry Taylor, pulled into the pits with overheating troubles while Morgan's Junior went by going very steadily but a good deal slower than its larger brethren.

(Continued on page 626)

Results

Touring Cars, up to 1,000 c.c.: 1, G. C. Shepherd (Austin A40), 77.92 m.p.h.; 2, J. M. Young (Ford Anglia); 3, B. Whitaker (Austin A35). **Fastest lap:** Shepherd, 79.06 m.p.h.

Up to 1,600 c.c.: 1, A. S. Hutcheson (Riley 1.5), 73.43 m.p.h.; 2, W. B. Blydenstein (Borgward Isabella). **Fastest lap:** Hutcheson, 75.51 m.p.h.

Over 1,600 c.c.: Sir G. Baillie (Jaguar 3.8), 81.96 m.p.h.; 2, D. Lewis (Jaguar 3.8); 3, J. Jowett (Jaguar 3.4). **Fastest lap:** Baillie, 82.96 m.p.h.

Formula Junior: 1, M. B. McKee (Lotus-Ford), 87.73 m.p.h.; 2, M. H. Spence (Cooper-Austin); 3, I. H. Smith (Elva-Austin). **Fastest lap:** McKee, 89.83 m.p.h.

GT. Cars, up to 1,600 c.c.: 1, A. T. Foster (M.G.A. Twin-Cam), 81.71 m.p.h.; 2, T. Bridger (M.G.A. Twin-Cam); 3, L. Adams (A.-H. Sprite). **Fastest lap:** Foster, 83.10 m.p.h.

Over 1,600 c.c.: 1, R. A. Gibson (Jaguar XK 120), 82.39 m.p.h.; 2, R. A. V. Staples (A.C.-Bristol); 3, S. H. Handel (Jaguar XK 120). **Fastest lap:** Gibson, 84.25 m.p.h.

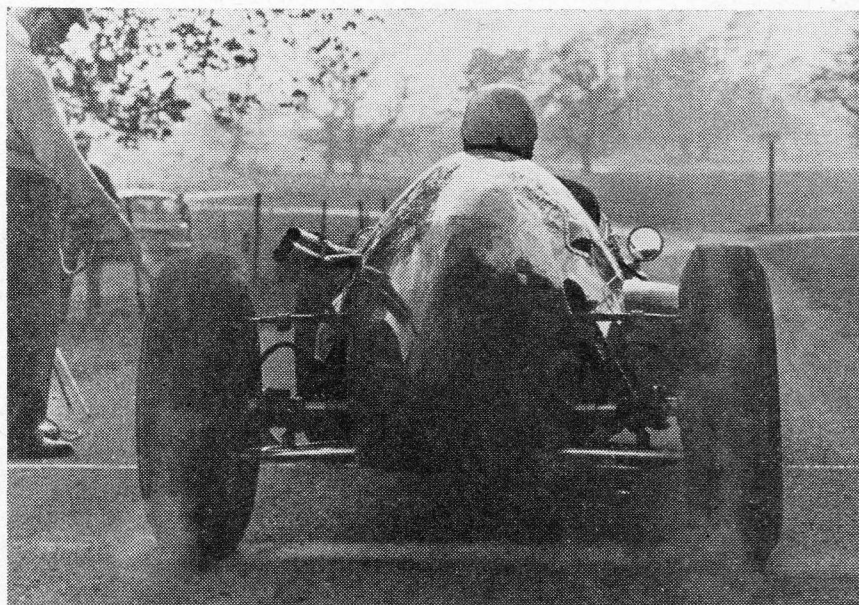
Norfolk Trophy: 1, G. Lawton (Cooper), 90.89 m.p.h.; 2, D. Hulme (Cooper); 3, D. R. Piper (Lotus). **Fastest lap:** Piper, 95.09 m.p.h.

SMOKE as wheels spinning, G. H. Keylock (Cooper) makes a fast start.

THE Ragley Hall events are certainly gaining in popularity. Once again a pleasant day of motoring was provided in delightful surroundings by the active Sunbac. After a late start, both in commencing the practice runs and in the brighter weather, an interesting and varied line up of machines and drivers really had a go in excellent conditions. If there had been a bookmaker on the course he would have lost his shirt, the favourite D. Boshier-Jones romping home with a healthy climb in 24.6 (not without a bit of stable trouble). Patsy Burt beat the ladies (and most of the men) with a climb of 25.6 in her immaculate Cooper.

R. D. Broad did well to win class 1 (Small Production Saloons) in his new type Austin Seven beating larger Austins and a Gordini Dauphine. This class would have been larger but the meeting as a whole was oversubscribed.

Class 2 was reduced to three 2.4s and



Sunbac at Ragley Hall

David Boshier-Jones Makes B.T.D. at Enjoyable Hill-Climb

a Vanguard as Perkins's Elite was quite rightly transferred to the G.T. class. Gerry Flewitt, of Shelsley fame, pulled out the stops and won his class with a climb of 34 dead.

The Grand Touring class produced a fine assortment ranging from Harris's Mini-Minor, which went extremely well in such illustrious company, to the A.C.-Bristols of Cunane and Hassall, the latter winning with a time of 28.6. For once Lionel Mayman's very rapid Morgan failed to show its usual good form, the engine fluffing half way up after a tremendous get away.

Class 5 Grand Touring Cars over 2,000 c.c. produced a well deserved win for M. S. Wright in his XK 120 with a

climb of 29.2, a big improvement over his practice times. Second in this class was John Broad in his recently imported Maserati, a magnificent successor to his Ferrari.

The non-starters reduced class 6 to six runners, the eventual winner being P. B. Bailey in his Lotus Eleven who did his first run in 26.6. C. A. N. May laid aside his microphone for this event to make a neat climb of 29.4 in his Lotus Seven to gain a third place.

Class 7 Sports Cars over 1,600 c.c. produced only three runners as there were a number of non-starters. Unfortunately E. P. Scragg did not have much of a chance to prove his new Lister-Jaguar. This car has quite a history, being an ex

Ecurie Ecosse car which competed in the Monza 500-mile race. It eventually passed to Mr. Scragg after Peter Blond crashed it at Aintree last year, and certainly looks a formidable contender in a class which is unfortunately not so popular these days. Randles's Cooper-Monaco retired with mechanical trouble, leaving the Lister-Jaguar an easy winner with a time of 27 dead.

Class 8 attracted a fair number of the old Formula 3 boys (and girl) Hughes's consistency just beating Pauline Brock who was, however, getting better and better with each run, eventually getting down to 27.4—.2 second behind Hughes.

The *Formule Libre* class produced a battle for second place between R. B. James in his Mk. 7 Cooper and Mike Hatton, in his ex-Mike Christie Cooper. After two excellent runs in which they both clocked 25 dead a second run off left Hatton in second place by .2 of a second. James still gained the award for the best time by a Sunbac member with his climb of 25 secs.

Some light relief was provided during the interval when a number of Go-Karts demonstrated their skill. There was a general feeling of surprise amongst the spectators at the degree of speed with which they ascended the hill. This event was flagged off by the Marquis of Hertford to whom the club are indebted for making available such a pleasant venue for this popular event.

J. W. A. FALLOWES.

Provisional Results

Best Time of Day: D. Boshier-Jones (Cooper), 24.6 s. **Best Time of Day by a Lady:** Miss P. Burt (Cooper), 25.6. **Best Time of Day by Sunbac Member:** R. B. James (Cooper-J.A.P.), 25.0

Class Winners: R. D. Broad (Austin), 35.4; G. B. Flewitt (Jaguar), 34.0; V. A. Hassall (A.C.-Bristol), 28.6; M. S. Wright (Jaguar XK 120), 29.2; P. B. Bailey (Lotus), 27.4; E. P. Scragg (Lister-Jaguar), 27.0; P. W. Hughes (Cooper), 27.2; D. Boshier-Jones (Cooper), 24.6.

FIRST competition outing for John Broad's 3500 GT Maserati, successor to his 250 GT Ferrari.





FIRST STAGE: The Rover 100 boards the Silver City aircraft before leaving Britain for Geneva, a journey on which the car proved itself an excellent machine for Continental touring.

A Tale of Two Rovers

By
JOHN BOLSTER

It is said that a happy land has no history, and that description might almost apply to the Rover Company. Apart from winning the T.T. in the Isle of Man most convincingly in 1907, Rovers have kept right away from the competition limelight. Over the years, they have made good cars that were rather smoother, a little quieter, and perhaps a shade more luxurious than their rivals. They have sold a satisfactory number of them because enthusiastic owners have persuaded their friends to buy, and these friends have told their friends, which is the most satisfactory method of advertising.

If I may be forgiven for being personal for a moment. I must confess that as a young schoolboy I used to drive a 12 h.p. Rover on the comparatively deserted country roads of Kent when I was 12 years old. (Much earlier, on the even emptier roads of Scotland, my mother took her first driving lessons in a single-cylinder Rover.) I have long ago lost count of the number of Rovers I have driven since then, but all of them have been well-made cars of adequate performance and with many practical virtues.

Thus, it was with the certain knowledge that the journey would be a pleasant one that I arranged to visit the Geneva Show by Rover. The 3-litre is to be the subject of a full road test, but I was not familiar with the 80 and the 100, which were introduced last September. So, Gethin Bradley, Rover's P.R.O., arranged that I should drive the 100 from London to Geneva and the 80 in the reverse direction.

COLD OUTSIDE, but wonderfully warm within the Rover's well-insulated and comfortably upholstered interior. This pause was made on the Col de la Faucille.

In brief, the body and chassis of these two cars are identical, and differ very little from those of the previous 90 and 105 models. Both cars now have Girling disc brakes in front, with servo assistance, and the suspension has been modified in detail. The engines, however, are entirely new.

The power unit of the Rover 90 was a four-bearing design with an unfashionably long stroke. The 100 engine is basically the 3-litre with a short-throw crankshaft, which runs in seven bearings. With the inlet-over-exhaust valve arrangement an over-square engine is not practical, because the large combustion chamber would limit the compres-

sion ratio. With a bore and stroke of 77.8 mm. x 92.1 mm. (2,625 c.c.) the Rover 100 has a compression ratio of 7.8 to 1 and develops 104 b.h.p. at 4,750 r.p.m.

The 80, on the other hand, forsakes the traditional I.O.E. arrangement and is a four-cylinder engine with pushrod operated overhead valves. This is an over-square unit with dimensions of 90.5 mm. x 88.9 mm., and as it shares its bottom end components with the Rover Diesel it is sturdy in the extreme. From its 2,286 c.c. it develops 77 b.h.p. at the moderate crankshaft speed of 4,250 r.p.m.

Both the test cars were fitted with manual gearboxes and Laycock-de Normanville overdrives, the axle ratio being 4.3 to 1. As applied to the Rover, the overdrive has provisions so that it cannot be engaged under unsuitable conditions of car speed and throttle opening, which makes it impossible for any jerk to be felt. The complete transmission unit, with overdrive and extension, is so long that only a short propeller shaft is required.

The 100, which I sampled first, proved to be a remarkably silent car, even for a Rover. It had impeccable manners in London traffic, and a fast third gear that permitted rapid overtaking. Silver City performed their usual magic carpet act, and the Rover found itself on the right-hand side of the road, heading for Paris. I would say that the Rover 100 has a genuine maximum speed of 92 m.p.h., with 94 m.p.h. available under slightly favourable conditions. It rides well over bumpy roads, and the brakes simply cannot be faulted. They never fade, are very light and smooth in action, and seem much less affected by rain than do most disc installations.

The Rover 100 is thus an excellent luxury car for Continental touring. It cannot, however, be thrown about in quite the same carefree manner as could



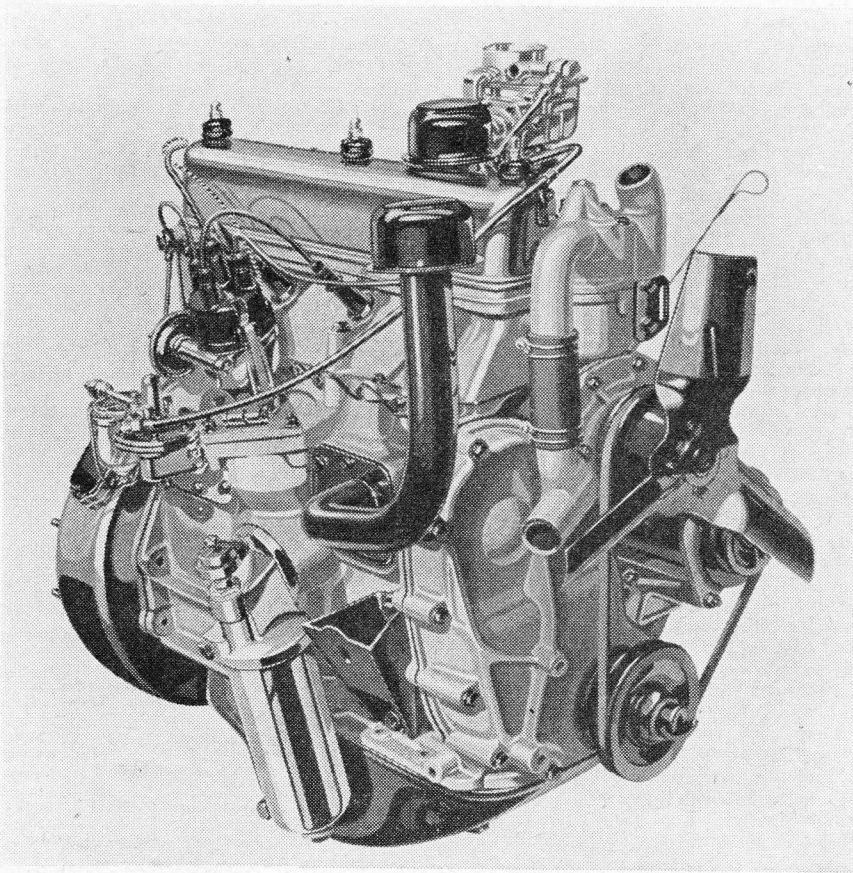
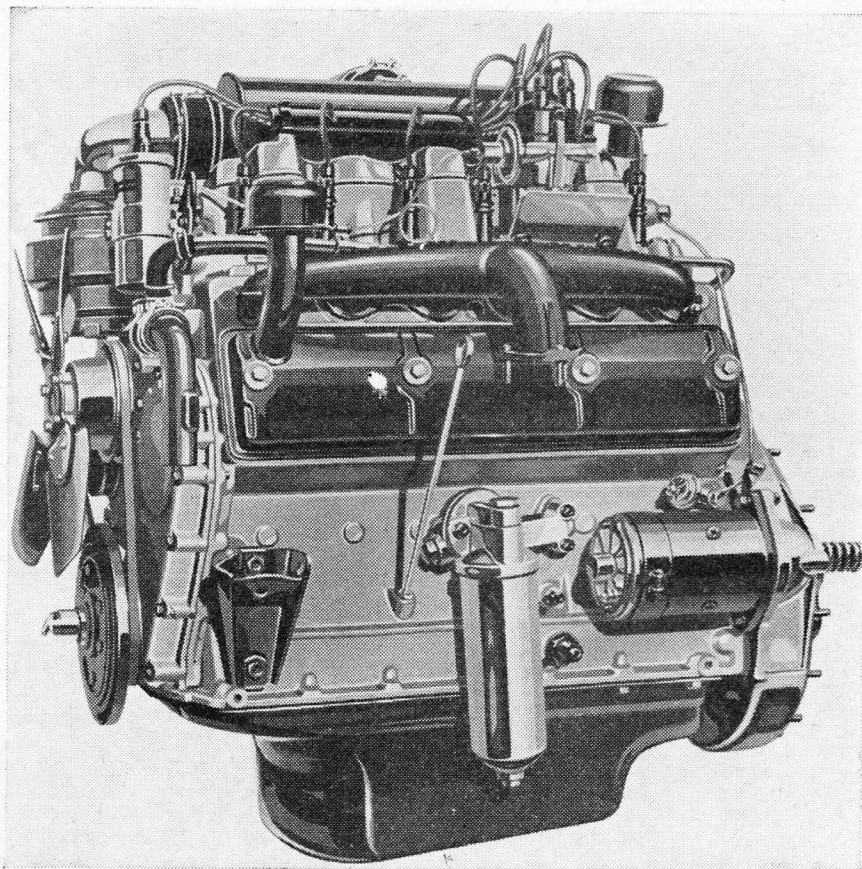
SIX CYLINDERS and the inlet-over-exhaust valve arrangement, which has been used by Rovers for so long, are features of the "100" engine.

the old 105S, though most owners of this type of car will not be worried on that score. With the overdrive in use, the cruising speed may be anything up to the maximum in almost equal silence.

After a night in Paris, the six-cylinder Rover headed for Geneva. The fuel consumption was working out at just over 20 m.p.g., and the average speed was entirely satisfactory. Of course, all the time which we gained on the road was lost in the restaurants, but then one was in France. The Col de la Faucille was open, but there was plenty of snow on the upper slopes. The Rover negotiated this hazard on third speed, a light foot on the accelerator keeping wheel-spin at bay.

So we descended into Switzerland and Geneva, where a disaster of the first magnitude was discovered. I had been booked into a temperance hotel! Furthermore, it was on a main road that was busy all night, and—you've guessed it—close to an even busier railway station!

The Rover 100 was handed over to Gethin Bradley, running as sweetly as when I had taken it over. In its place, I had a four-cylinder 80, which was to be my companion for the next week or so. The first impression was that the 80 is phenomenally smooth and quiet for a "four". Both in this respect and in



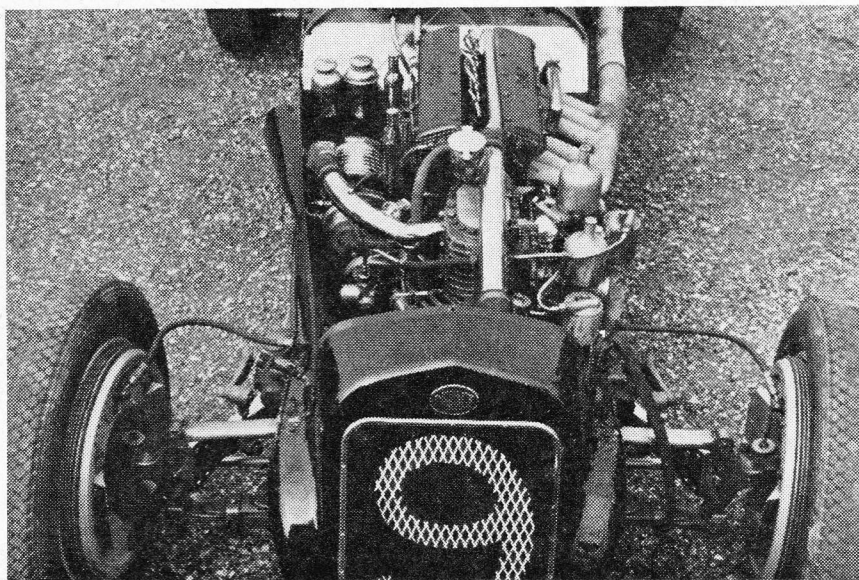
FOUR CYLINDERS and pushrod-operated overhead valves—all of them—distinguish the "80" power unit, which is notably smooth and quiet.

performance it is in a different class altogether from the previous four-cylinder 60.

Naturally, the gear lever must be used much more frequently than that of the 100, but the 80 covers the ground in fine style. Over the Faucille second speed was the correct wear, but the different weight distribution brought about by the shorter and lighter engine allowed fast driving to be indulged in without wheel-spin on the snow. This car is not as fast as the six-cylinder machine, of course, but its steering characteristics encourage one to handle it in a carefree manner. My co-driver, Theo Page, agreed with me on this point, and we also decided that the rear seat ride of the "four" was preferable.

A genuine maximum speed of the order of 85 m.p.h. was available, and a fuel consumption was recorded that was some two to three m.p.g. lighter than that of the bigger machine. Theo and I felt tired after the rigours of the Geneva Show, and so the Rover found itself visiting the night spots of Paris during a blissful week-end. All too soon the familiar road to Le Touquet flowed under our wheels, and after a 20-minute flight the Rover was back on British soil.

On the crowded roads of England, the 80 was noticeably less lively than the 100. Without the bumps, steep cambers, and slippery surfaces of France, its handling superiority was also less evident. So, you pay your money and you take your choice, knowing that both cars are equally well made, superbly finished, and will last practically for ever. For £1,365 or £1,538, you can make a transportation investment that is bound to pay off.



FINE bright weather and the usual excellent entry turned out at Silverstone on 23rd April for the start of the Silverstone racing season, and the first racing event of the year of the Vintage Sports Car Club.

Proceedings opened with a one-hour high-speed trial for vintage and thoroughbred sports cars. All the usual "blind" noises echoed above the squealing of large and expensive tyres and the following drivers qualified by reason of maintaining their required average speed: D. G. Marchant (1930 Austin), P. de Villiers (1931 Austin), C. S. B. Duerden (1931 M.G.), P. R. Walwyn (1934 Lagonda), P. M. Bough (1931 Riley), M. R. Maguire (1930 M.G.), K. Knight (1930/6 Riley), B. J. Simpson (1930 Alvis), H. W. Ratcliffe (1926 Alvis), J. F. Barber (1927 Frazer-Nash), L. J. Wickham (1929 Alvis), J. Astle (1927 Alvis), R. D. K. Buchan (1928 Alfa Romeo), P. G. Cobb (1928 Frazer-Nash), M. J. Bassano (1930 Alvis), W. F. J. Brogden (1927 Bentley) and J. W. T. Crocker (1937 Lagonda).

Then followed a five-lap handicap event in which scratch man was Sid Day (E.R.A.). Day put up a fine performance, weaving his splendid car through the field in a manner wonderful to watch, but all he could do was not sufficient to catch Morley's well-driven 8-litre Bentley, which was given 1 min. 10 secs. start on him. Morley eventually came home to win from Hardman's Riley and Bill Michael's Lagonda, while Day took fourth place and set fastest lap at 75.76 m.p.h.

A five-lap handicap for Edwardians brought some extremely elegant machinery: it's funny how these cars, even racing machines, invariably look elegant enough to be someone's transport to an evening dress function! Almost each and every one of the drivers ignored the age of his mount and drove it right to the limit, and the spectacle was suitably historic. Only one non-starter made things much easier to follow, as there was then only one car with a credit lap. This was the superb Hillman Coatelen of Phillip Mann, which made splendid "teuf-teuf" noises. Noises of a different order were made by some of the giant racers, cars like the 21-litre Metallurgique of Douglas Fitzpatrick,

Jack Williamson's 9-litre Mercedes 90, Dr. Pinkerton's 10-litre Fiat, and the Itals of Sam Clutton and Lord Montagu—12 litres and 14 litres respectively! Ultimate winner was Anthony Heal's 1912 3-litre Sunbeam, which could not be caught in spite of a lap at over 60 m.p.h. by Kenneth Neve in his 1914 Humber!

Event four, another five-lap handicap, brought out some really delightful Austin Chummies, one of which produced a simply amazing turn of speed. This was R. V. Wallis's 1928 model, which led by a distance which actually increased for four laps until caught on the last by Frank Lockhart's 1924/9 Peugeot. This now has a prop-shaft and gearbox, instead of chains, to transmit the power from the 1,100 c.c. J.A.P. engine. This machine was extremely brisk and ran like a train all through. Fastest lap went to McArdle's very fast Riley, which was a sight to see at Copse. Also impressive on this bend were the Chummies, which displayed the most enormous front wheel patter!

This event was followed by a parade of Bentleys, a tribute to the late Forrest Lycett whose name meant so much in Bentley circles. This was a nice gesture on the part of the club, but the manner of its execution was a little frightening: to see Bentleys going very fast indeed round the circuit, one of them containing several people and a small child, was a little too alarming in its possibilities of disaster.

Next race of the day was event five, the 10-lapper for the Itala Trophy. The event was open to vintage cars with a handicap race-run in conjunction with the scratch part of things. Leader after one lap was Jim Berry (Bugatti) from Keith Schellenberg's huge and terrifying Barnato-Hassan Bentley. This had suffered from brake troubles earlier in the day, but these were now sorted out and on lap two he passed Berry to lead for the rest of the race. Both cars drew well away from third man Mike Bradley

A JOY FOR EVER: The two-stage blown E.R.A. engine of Joe Goodhew's 1927 Delage is typical of the highest standards of the V.S.C.C.

(Bentley) who retained his third place throughout the race and was notable for the speed at which he entered the Becketts hairpin. Berry continued to pursue hotly the leading Barnato-Hassan Bentley, but made little impression on this frightening machine. After six laps great clouds of smoke poured out of every part of the Bugatti and reduced visibility caused Jim to slow down considerably: inspection at a pit stop proved the cause to be less serious than the result, oil spouting out of a defective breather being the reason for the fog. The breather was plugged with a piece of rag, but this blew out and the same thing happened again, but with the addition of a fire!

With Berry out of the hunt Schellenberg had it all his own way and went on

V.S.C.C's Sunny Silverstone

Bill Moss Returns to Vintage Racing

to win easily at 73.31 m.p.h., also setting fastest lap at 75.97 m.p.h.

Next event was another five-lap handicap, in which G. Jones's Riley managed to beat C. B. L. Harding's into first place after both had started from the same mark. A. E. Barnett's Lagonda Rapier was extremely well driven in this event, as was Bill Mason's 4½-litre Bentley. Lockhart's Peugeot appeared again, being both rorty and fast, but failed to achieve a place.

The all-comers' scratch 10-lapper came next, with a fine line-up of machinery to contest the result. Sid Day (E.R.A.) made an excellent start, with a good

(Continued on page 622)

Results

Event 2, 5-lap handicap: 1, F. P. Morley (Bentley), 66.54 m.p.h.; 2, R. V. C. Hardman (Riley); 3, L. S. Michael (Lagonda). **Fastest lap:** S. I. Day (E.R.A.), 75.76 m.p.h.

Edwardian cars: 1, A. S. Heal (Sunbeam), 53.07 m.p.h.; 2, J. A. Williamson (Mercedes); 3, R. Barker (Vauxhall). **Fastest lap:** K. Neve (Humber), 60.55 m.p.h.

Event 4, 5-lap handicap: 1, F. S. Lockhart (Peugeot), 56.73 m.p.h.; 2, J. Astle (Alvis); 3, P. de Villiers (Austin). **Fastest lap:** G. R. McArdle (Riley), 59.56 m.p.h.

Event 5, 1908 G.P. Itala Trophy: 1, C. K. W. Schellenberg (Bentley), 73.31 m.p.h.; 2, M. J. Bradley (Bentley); 3, C. H. Donne (Alfa Romeo). **Fastest lap:** Schellenberg, 75.97 m.p.h.

Event 6, 5-lap handicap: 1, G. Jones (Riley), 51.83 m.p.h.; 2, C. B. L. Harding (Alvis); 3, A. E. Barnett (Lagonda). **Fastest lap:** A. J. Gibson (Frazer-Nash), 69.41 m.p.h.

All-Comers: 1, Hon. P. Lindsay (E.R.A.), 77.25 m.p.h.; 2, S. I. Day (E.R.A.); 3, C. K. Schellenberg (Bentley). **Fastest lap:** Lindsay, 79.47 m.p.h.

Vintage sports cars: 1, M. J. Bradley (Bentley), 67.78 m.p.h.; 2, M. L. Quatermaine (Vauxhall); 3, J. V. Skirrow (Frazer-Nash). **Fastest lap:** Bradley, 69.58 m.p.h.

Event 9, 5-lap handicap: 1, W. F. Moss (E.R.A.), 78.99 m.p.h.; 2, R. W. Husband (Talbot Sp.); 3, L. S. Michael (Lagonda). **Fastest lap:** Moss, 80.40 m.p.h.

Event 10, 5-lap handicap: 1, F. Pocklington (Riley), 61.14 m.p.h.; 2, P. R. Walwyn (Lagonda); 3, J. S. Mudd (Alfa Romeo). **Fastest lap:** Mudd, 72.54 m.p.h.

Event 11, 5-lap handicap: 1, M. J. Bradley (Bentley), 70.80 m.p.h.; 2, R. W. Husband (Talbot Sp.); 3, W. F. Moss (E.R.A.). **Fastest lap:** Moss, 79.95 m.p.h.

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Vintage Silverstone—continued

lead at Copse, but Patrick Lindsay, in "Remus", the well-known E.R.A. which Bill Moss used to drive with such tremendous effect, gradually overhauled him, taking the lead on lap three and pulling out a four-second lead by half-distance. Third place throughout the race, which was curiously devoid of excitement other than the enormous speed of the leaders, was held by Schellenberg in the Barnato-Hassan car.

A five-lap scratch event for vintage sports cars was won by Mike Bradley's 4½-litre Bentley from Quatermaine's 30/98 Vauxhall, with J. V. Skirrow's Frazer-Nash third. Halkyard's 3-litre Bentley provided some spectacular cornering at Becketts and the Rileys of Heap and Mayhew enjoyed a vigorous dice for much of the race.

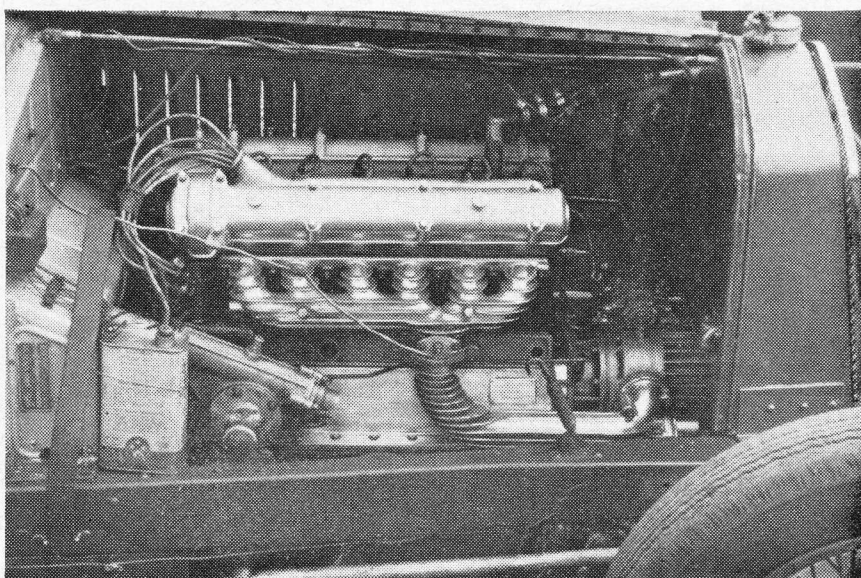
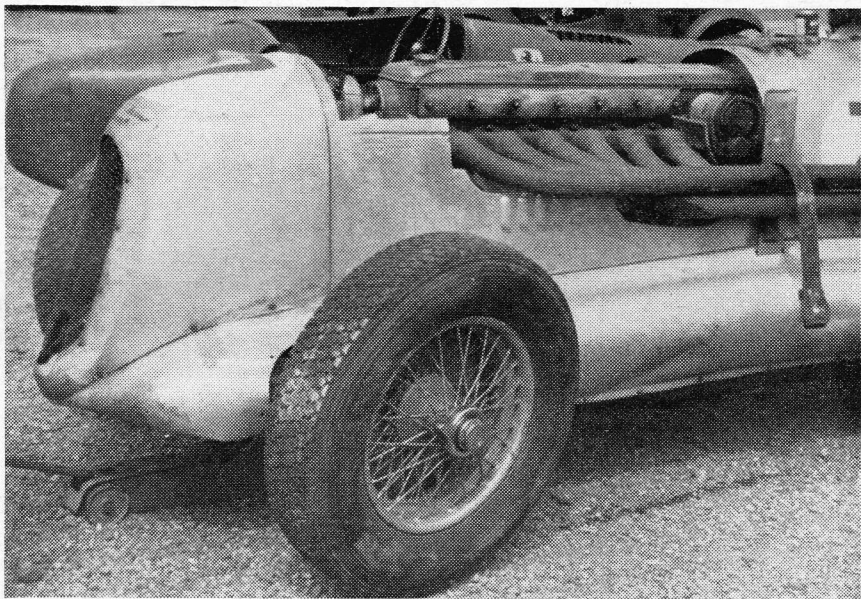
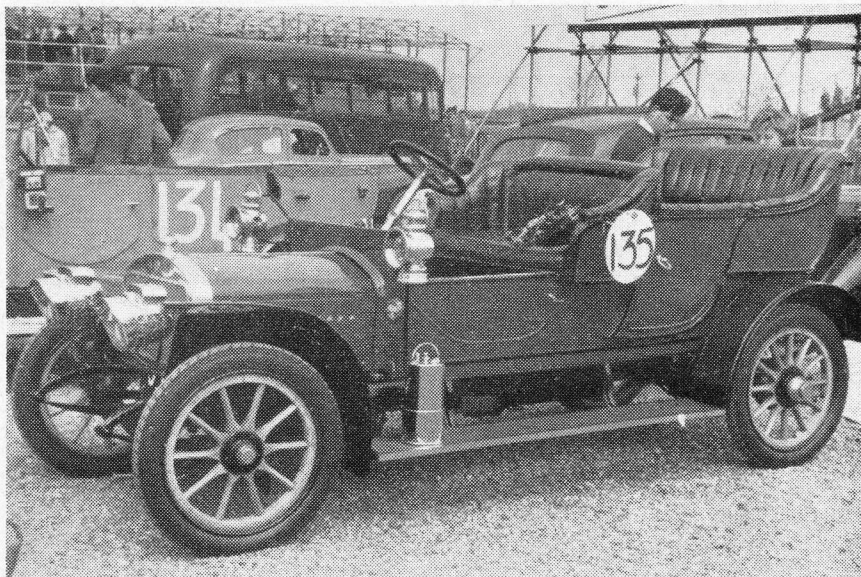
Then came another five-lap handicap, in which Bill Moss driving Sid Day's E.R.A. proved himself once again to be the finest driver of E.R.A.s we have. A little consternation at the start followed the near-departure of the Triangle Special of Bird, who obviously had a fixed idea it was a scratch. But he remembered in time. Moss and Lindsay, the latter in "Remus", departed together from scratch, Moss being much faster off the line. At the end of the first lap Bill was in 13th place, and providing one of the finest sights in a long time as he weaved his way through the field like a master. Lap two found him in eighth place, lap three in sixth, lap four in second spot and, on the last lap, he swallowed up Husband's Talbot Special to win. Poor Lindsay tried very hard to keep up but just could not do so, despite some rather exciting cornering at Woodcote: it has been a long time since we have seen an E.R.A. driven in the way such a car ought to be driven, and Moss gave us the chance again. His fastest lap was completed in 1 min. 12 secs. (80.40 m.p.h.), although in practice he had achieved a tour in 1 min. 9 secs.!

Event 10 was another five-lap handicap, chiefly notable for the manner in which Halkyard got the huge 90 Mercedes, which still has its market garden body, through the corners so much faster than (whisper it) Bugattis and things! Eventually, however, he came to a stop opposite the pits with apparent transmission difficulties—a great shame, this, for the car was going really well and providing a tremendous spectacle. Ultimate winner was Pocklington's Riley, ahead of Walwyn's Lagonda.

Last of all came another handicap again featuring Bill Moss (E.R.A.), but this time much more balking went on and he could do no better than third place from scratch. Evidence of the crowded nature of the circuit is given by his fastest lap, which was over a second slower than previously.

MARTYN WATKINS.

IMMACULATE: Looking as smart as it did in 1908, Phillip Mann's 2,360 c.c. Hillman Coatlen (top) maintains the high standard of appearance he has applied to his Bentley. CENTRE: The massive six-cylinder, 8-litre Bentley engine of Schellenberg's Barnato-Hassan single-seater. BOTTOM: The beautiful 1,750 c.c. Alfa Romeo engine.



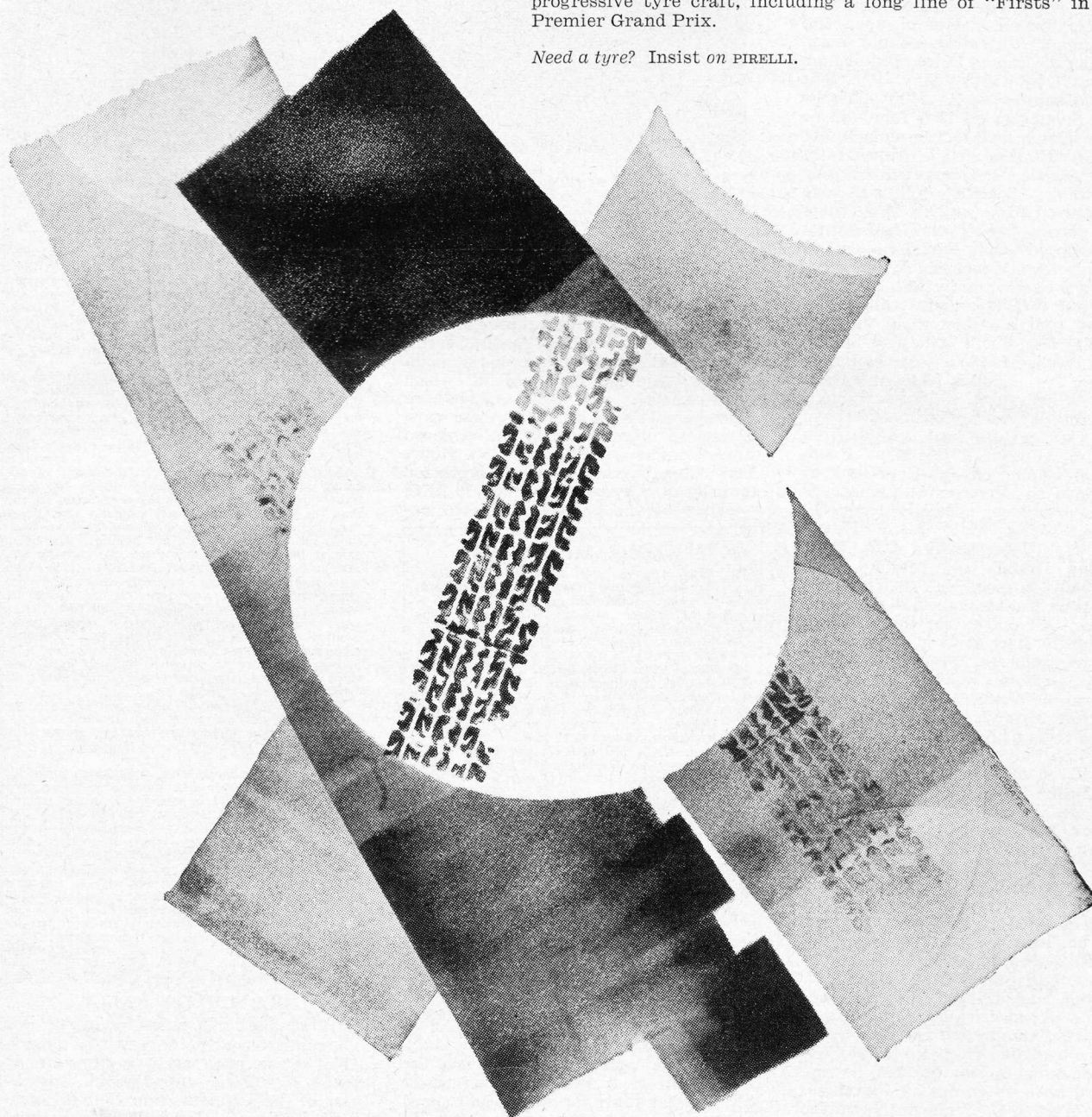
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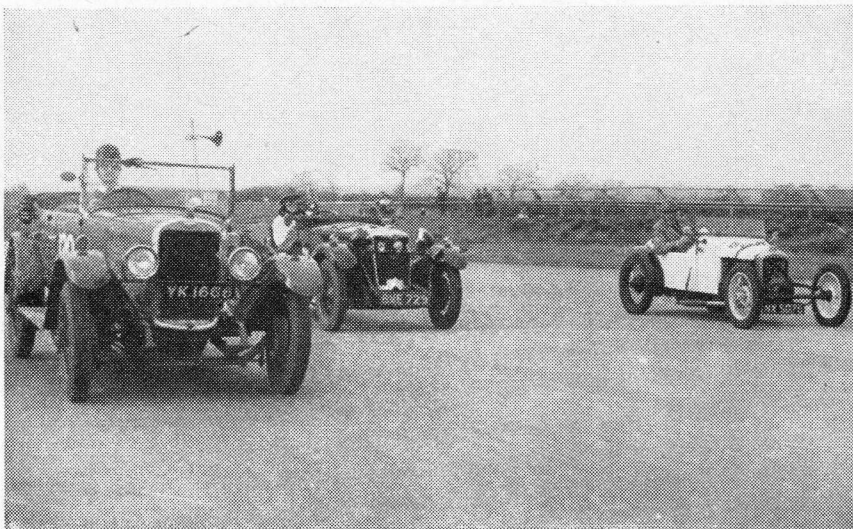
PIRELLI TYRES

Club News

By MICHAEL DURNIN

THE Harrow C.C., Singer O.C. and 250 M.R.C. will present a co-promoted sprint and race meeting at Eelmore Plain, Aldershot, at 2 p.m. on 14th May. The only racing at this closed meeting will be done by 250 c.c. racing cars and Berkeleys up to 500 c.c., but there will be sprints for all classes of open and closed cars. All entries should reach E. P. Ellis, 23 Elmers Drive, Teddington, Middlesex, by 11th May. . . . **The Eastern Counties M.C.** "100" Trophy Race at Snetterton on 19th June will be a 37-lap scratch race for Formula Junior machines. Further details from M. R. Sharp, Conrods, St. George's Road, Old Felixstowe. . . . **B.A.R.C. (S.E.)** will have a hill-climb at Firlie on 29th May. There will be classes for all cars, and entries for this closed event should be sent to K. Strudwick, Tappetts, Wilmington, Polegate, to reach him by 18th May. . . . **Land-Rover O.C. (Northern)** will have a rally and trial at Chesterfield on 15th May. Entries to J. T. Guest, 4 Sunnyside, Whitwell, near Worksop, Notts, by 12th May. . . . **London M.C. and Herts County A. and Ae.C.** will co-promote a kart meeting at Gosling Stadium, Welwyn Garden City, on 4th June. Regs. from Mrs. Eira Gibson, 23 Milman Road, London, N.W.6. . . . **Welsh Counties C.C.** are to have an autocross at Llanedeyrn on Whit Monday. Details from W. Atkinson, 27 St. Malo Road, Heath, Cardiff. . . . **Leicestershire C.C., Eastwood and D.M.C. and Mallory Park S.C.C.** will co-promote their closed Whitsuntide Scarborough Rally on 4th-5th June. All entries for this 180-mile event, due to start at 11 p.m. from the Robin Hood Garage, White Post, Farnsfield, Notts, should reach J. M. Easten, Sunbeams, 9 Westgate, Oakham, Rutland, before 27th May. . . . **Oxford M.C.** will have their fifth closed Walter Rally on 14th-15th May. Start of this 180-mile event will be at 9.30 p.m. from Shepherds' Hall, Long Hanborough, and information is available from A. C. Broadnick, Cheney Lea, Cumnor Road, Henwood, Boars Hill, Oxford. . . . **Bugatti O.C. and S.U.N.B.A.C.** will co-promote a closed hill-climb at Ragley Hall, near Alcester, at 2 p.m. on 22nd May. Entries close on 11th May and should be sent to the Secretary, 106 Jockey Road, Sutton Coldfield, Warwickshire. . . . **East Surrey M.C., B.R.S.C.C. and Sutton and Cheam M.C.** will co-promote a closed driving test meeting at Biggin Hill Aerodrome on 19th June. Regs. are available from R. G. McCoy, 57 Dukes Avenue, New Malden, Surrey, who must have all entries by 13th June. . . . **The Aintree C.C.** inform us that the date of their Aintree race meeting ("Coming Attractions" last week) has been changed from 7th May to 21st May. Further details from J. Shankland, 5 Stonebarn Drive, Maghull, Lancashire.

INNIS IRELAND is in a Welbeck Street, London, W.1, nursing home, following an operation for the removal of tonsils.



102 YEARS of motoring between them. F. S. Lockhart's 1924-29 Peugeot-J.A.P. passes R. C. Batho's 1929 1,100 c.c. Riley and P. J. Evans's 1925 2-litre Sunbeam at the V.S.C.C.'s recent Silverstone meeting.

NEW TROPHY FOR ULSTER AUSTINS

ANNOUNCED recently is a competition which will take place throughout the racing season for Ulster Austin Sevens, the remarkable little vintage and immediately post-vintage machines of which many examples still exist. It will be remembered that a team of these cars, in almost original condition, achieved fantastic success in last year's Six Hours relay race, the national event organized annually at Silverstone by the 750 M.C. Object of the competition is to en-

sprints and hill-climbs 5 points will be awarded to the fastest competitor driving an Austin Ulster, provided a minimum of three such cars registered in this competition are entered for the event, the best five performances during the season to count. Whereas points scored in racing will be recorded automatically, for other speed events it will be necessary for the entrant to claim his points by submitting an official result sheet.

Specification. The body must conform to its original shape. Steel parts may be replaced by those of a lighter metal of suitable strength but may not be omitted. Materials other than metal will not be permitted. Engine modifications permitted will only be those allowed by the current 750 Formula. It is a ruling that all competitors must use Ulster gearboxes. In the event of this being impossible any alternative Austin box used must have a third gear ratio, not closer to top than the 1.41/1 of the Ulster second. This means that the currently marketed ultra-close ratio four-speed gear conversion sets are banned. The beam axle at the front will be insisted on, and the rear axle must be of standard narrow track with quarter elliptic springs normally mounted. Hydraulic dampers of any type on the front are banned. The following non-hydraulic or friction types are permitted: All standard friction types, original Luvax, original Girling or Rotoflow replacements. Any type of hydraulic or non-hydraulic damper is permitted on the back provided that the type used does not alter the original external appearance.

Wheels. Wheel modifications according to the 750 Formula are permitted and desirable.

Brakes. Any satisfactory braking system will be permitted.

Notes.

(a) Austin Ulsters in this competition must be driven on the road to the meeting in which they are competing and it is expected that they should be used as everyday transport.

(b) It is expected that all entrants will submit their cars in a condition which is to the entire satisfaction of the R.A.C. and Club scrutineers with particular regard to appearance and turn-out.

(c) Should a registered entrant wish to run in a Goodacre Trophy event with any special modifications not permitted above, he must notify his intention in writing to Martyn Watkins, when his points will be disallowed for the purposes of the Ulster Trophy, but not for the Goodacre Trophy.

VERULAM A.C. SCOTCHLITE RALLY

THE support of entries for events is a controversial point, yet it is remarkable how a good event is often anticipated by a large entry. Such was the case of the Verulam Auto Club "Scotch-lite" Rally on 23rd-24th April, whose permit for 120 entries was 50 per cent. oversubscribed.

Thoroughness and attention to detail were the keystones of the organization of this rally, coupled with well-briefed marshals who understood their duties and impeccably implemented the theory that "marshals should be helpful towards

(continued on page 626)

Coming Attractions

- 7th May. Lanes and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 1.30 p.m.
- B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2.30 p.m.
- 7th-8th May. Jaguar D.C. Ramsgate Weekend and Sprint.
- 8th May. Targa Florio, Sicily.
- B.R.S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics.
- 14th May. B.R.D.C. International Trophy Meeting, Silverstone, near Towcester, Northants. Start, 10.15 a.m.
- Harrow C.C., 250 M.R.C. and Singer O.C. Closed Race Meeting and Sprint, Eelmore Plain, near Aldershot. Start, 2 p.m.
- 15th May. Prix de Paris (F2), Monthéry.
- 19th-22nd May. Acropolis Rally.
- 21st May. A.M.O.C. National Race, Silverstone, near Towcester, Northants. Start, noon.
- B.A.R.C. Closed Race Meeting, Mallory Park, near Hinckley, Leics.
- Aintree C.C. Race Meeting, Aintree, near Liverpool.
- 21st-22nd May. Stafford and D.C.C. Restricted Rally.
- 22nd. Nürburgring 1000 Kilometres (S, G.T.). Bugatti O.C. and Sunbeam Hill-Climb, Ragley Hall, near Alcester, Wors. Start, 2 p.m.
- 29th May. B.R.S.C.C. Race Meeting, Brands Hatch, near Farnham, Kent.
- B.A.R.C. Hill-Climb, Firlie, near Lewes, Sussex.

courage the preservation and use for competition of Austin Ulsters in basically original form for racing and speed events within the framework of the 750 Formula. Details of the regulations are given below:—

Eligibility. All entrants for this trophy must register their car and driver for the season with Martyn Watkins, c/o AUTOSPORT, 159 Praed Street, W.2. All registered competitors must be members of the 750 Motor Club, Ltd.

Scoring. The principle of scoring in circuit racing will be as in the Goodacre Trophy and will be extended to 20th place, competitors' best five performances during the season to count. In

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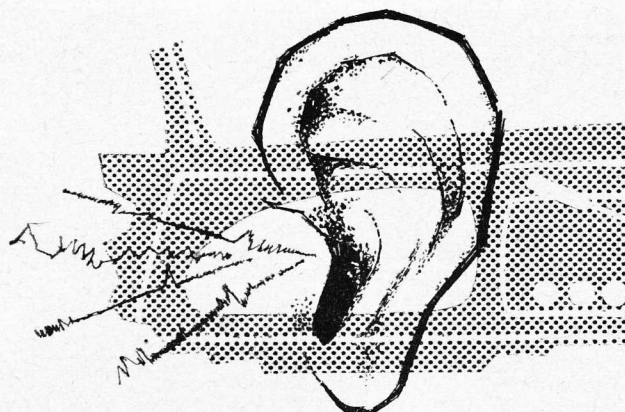
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Club News—continued

competitors—not obstructive”. Route check boards in Scotchlite were visible in headlights from $\frac{1}{4}$ mile away, while most of the villages passed through were prefixed by a large Scotchlite board warning of a noise control area. After scrutineering, each competing car had its rear panels treated with Scotchlite tape while lining up for the start at Waters Garage, Hatfield.

The first section consisted of 20 check points denoted by map references to be visited in order, the cumulative mileage to each point being given on the Road Book; some of these points were manned and thereby became undisclosed time controls where early or late penalties applied. The route commenced in an eastwards loop skirting Hertford, then proceeded north and west towards Luton. Check No. 15 plotted in the centre of the M1; however, no alarming headlines have appeared as a consequence because due to the direction of approach given the check was in fact at an underpass beneath M1. Continuing westwards near Dunstable the section (70 miles) finished at Whipsnade. The “yellow roads” used allowed for no errors in navigation and called for brisk driving on the drivers’ part; the frequency with which we were overtaking earlier numbers in our Renault Gordini made it apparent that many crews were finding the section somewhat tricky.

The second leg was a further 70 miles with 37 check points to visit and followed a maze of “yellow roads” contained in an ellipse bounded by Tring, Wendover, Great Missenden, Chesham and Berkhamsted and finishing back at the Whipsnade control. This time, advance plotting was denied by the map references of check points being displayed at the previous check point; cumulative mileages were given and again several points were undisclosed time controls. Misfortune befell organizers and competitors on this section when one of the route check boards bearing, of course, a vital map reference had been removed by “persons unknown”; a nearby repetition had also vanished. By the employment of that sixth sense with which some navigators are endowed it was possible to pick up the route ahead and complete the section; however, the organizers rightly decided to scrub the marking of this section because of the sabotaged check board.

After a stop for supper the last section was tackled; this consisted of a 70 miles route containing 25 check points detailed by diagrams of km. map squares,

utilizing somewhat better roads in the areas of Markyate, Goddesden, Winslow and to the finish back at Whipsnade control. By comparison, this section was easier, having the nature of a “cooling down section”! Nevertheless, the Richards/Fletcher Ford Anglia succeeded in approaching more than one manned check point from the non-standard direction, while E. Harris driving a Riley 1.5 was seen to do a remarkable feat of “motorbatics” at a sharp right-hander when he all but balanced his Riley on its nose!

LL.R.

Provisional Results

1, F. T. Butler and M. Butler (TR3A); 2, R. Cooke and Mrs. E. Cooke (Sunbeam Alpine); 3, L. Roberts and J. Rogers (Renault-Gordini); 4, P. Steiner and L. Needham (Austin A40). **Team Award:** Butler (TR3A), Steiner (Austin A40), P. Seigle-Morris (Austin A35).

Snetterton Race Meeting—continued

This order remained unchanged for six more laps, with David Piper (Lotus) rapidly closing on Wicken until he was running very close to the Cooper’s tail, but unable to pass, while the pressure had made Wicken draw very close to the New Zealanders. On the seventh lap Piper got past Wicken coming into Norwich Straight and a patch of oil at the Hairpin (from an untraced car) combined with a light rain upset all the drivers except Count Stephen Ouvaroff whose line through the corner took him clear of it. Wicken and Piper passed and re-passed until the 10th lap, when George’s exuberance caused him to pull his gear-lever out by the roots, which made him motor slowly to the pits.

McKee began to increase his lead and Piper closed on the New Zealanders, but the rest of the field were well spread out over several laps. Piper passed Hulme on the 18th lap on Sear Corner and the race, as a spectacle, was greatly improved by the re-emergence of George Wicken, several laps in arrears, who established himself behind Hulme and began to chase the leaders for the sheer fun of it, driving beautifully and gaining a little on every lap. On the 20th lap he passed Hulme, and Piper challenged Lawton’s second place, Ouvaroff retired at the Esses with engine trouble, while Wicken and Hulme, feet apart, were providing the spectators with the best racing of the day. The leaders lapped Collomb, whose Cooper had been boiling like a kettle for several laps; and Piper’s car began to sound rough and lap very slowly. On the 32nd lap the whole aspect of the race changed when race leader McKee and Hulme both had

recourse to the escape road at Sear, McKee having to retire with bent steering but Hulme being able to continue. Wicken soon after this retired with a broken cam-follower and the two New Zealanders, having driven very well indeed on their second appearance in Europe, were left with no competition; Lawton was a lap ahead of Hulme, who, in turn, was two laps ahead of Piper’s ailing Lotus in third place. Morgan’s Junior was still circulating steadily six laps in arrears.

That wound up a rather drab day which had, however, been somewhat enlivened by the delightful driving of Messrs. Lawton, Hulme, Piper, McKee and Wicken in the last event.

MICHAEL DURNIN.

KING’S COLLEGE M.C.**ALLENDALE RALLY**

THERE was a disappointing entry for the King’s College Motor Club’s enterprising restricted “Allendale Rally” which, while a straightforward sporting event, is also a notable social occasion in the club’s calendar.

The rally started from Stanington, just north of Newcastle, with a run of four sections via by-roads to the north of Rothbury and across the Otterburn moors.

Here there were early fireworks when J. Yeoman’s 2.4 Jaguar left the road at a sharp bend over the brow of a hill and became bogged down on the moor. He was lucky, as the following competitor, G. Cook (Rover 90), stopped and pulled him out.

The whole Saturday afternoon run covered 130 miles and wound south to Allendale, after 22 time controls where everyone lost marks. After the Saturday sections the cars were put away and competitors gathered at the Deneholm Hotel for dinner and a party later, but next morning all were ready for the Sunday section.

This consisted of about 55 miles of motoring which included four special tests—all on roads at hills, cross roads and fords.

Provisional Results

Allendale Trophy (Best Performance): M. Menzies (A35), 30 penalties; navigator, H. Brookes.

Deneholm Cup (Best Test Performance): G. Cook (Rover 90), 60.

First Class Awards: P. G. Paulson (M.G.A.), 60; R. C. Stoddart (Morris Minor), 160.

Novice Award: A. Makepiece (Citroën I.D. 19).

Allendale Shield (Best King’s College M.C. member): M. Goodall (Austin A40), 100.

Best Student: P. W. Gale (Sprite), 800.

More Club News on page 636

NORTH
SOUTH
EAST



Come West

TAUNTON MOTOR CLUB

AUGUST 1st ★ NATIONAL AUTOCROSS

BRITISH CHAMPIONSHIP EVENT

WISE MEN RESERVE THEIR ENTRIES

APPLY: W. G. CAWSEY, 14 STATION ROAD, TAUNTON

COO, LOOK! An unmoved spectator watches calmly as A. C. Bulpin's Austin-Healey vanishes into the undergrowth at the gateway.

THE fourth Wiscombe Hill-Climb, run on Sunday, 24th April, can easily be described as the best in the series to date.

A gloriously sunny day, a resurfaced course and an excellent entry all combined to make a day which must have been most satisfactory to the organizing clubs.

Class 1 was a battle between Mini-Minors and Austin 7s, with P. Lloyd's forcefully driven Minor taking the honours with 48.30. Class 2 went to Tommy Wood's Messerschmitt, which delighted the spectators with some well held tail slides on the corners, taking 47.06 on its second run. Among the tail wagers was L. I. Atyeo's Volkswagen, which skated around in the S bend, but only took 47.70. In Class 4 F. W. Scott made two tremendous runs on a distinctly "hairy" Minx, being driven right on the limit all the time, 45.64 being the quickest.

Class 5 brought forth the sports cars, J. M. Fursdon's white Lotus being fastest in 40.75. Second spot went to



Wiscombe Hill-Climb

A. Owen Makes B.T.D. at West Hants & Dorset C.C. Event

Peter Banbury's Elva in 41.30, and third place to I. M. Roger, who also won the Novices' award, with a first tour in 41.72. On his second run, Mr. Roger overcooked it coming out of the wood, and, leaping from bank to bank in startling fashion, ended up by diving into the undergrowth, without damage to driver or motor car.

Ken Piper drove his yellow Messerschmitt without the hardtop, and brought forth gasps from the spectators. Class 6 went to S. J. Broad, in 43.75, while Tom Pascoe tried very hard indeed with the Porsche, doing 43.80.

The bigger boys were dominated by M. H. Morris's lovely Frazer-Nash, which had that perfect calico tearing snarl, and tore up in 40.41. Among those present were John Buncombe, whose Ace-Bristol was firmly driven in 41.04, and K. W. Jeans, with a fine red XK 120C, which thundered to the top in 43.01, winning Class 8. During this class A. C. L. Bulpin visited the undergrowth

very neatly, and M. F. Phillips was unfortunate to find a gatepost in the way when he tried for Mr. Bulpin's exit, with a little front end derangement as the result.

Among the racing cars, which were running at Wiscombe for the first time, possibly the least successful, but quite the luckiest, was G. S. Snow, who ran amok on the fastest part of the course, and rolled the car several times. Mr. Snow appeared to roll just that bit faster than the car, and managed to escape serious hurt, though things looked quite frightening at the time.

The 500s went to Wally Cuff, who got Hells Hammers to the top in 42.37, driving in his usual forceful fashion. The bigger class was taken by A. Owen, who came over from the Channel Islands and fairly hurled his red and white Cooper-Climax through the bends with a sparkling 38.02. Keen competition came from Patsy Burt, who put up two excellent runs, in 39.88 and 40.35.

Worthy of mention from the Vintage angle were Major C. W. Lambton's 1500 Bugatti and M. H. Morris's 6½-litre Bentley. Both cars performed most creditably, among the modern machinery, with 47.40 and 45.70 as their fastest runs.

A. HOLLISTER.

Provisional Results

Class 1: 1, P. Lloyd (Mini-Minor), 48.30; 2, J. A. Stringer (Austin 7), 48.44; 3, P. H. Channon (Mini-Minor), 49.39. **Class 2:** 1, T. L. Wood (Messerschmitt), 47.06; 2, C. H. Pollard (Austin A40), 48.68; 3, R. H. York (Mini-Minor), 49.06. **Class 3:** 1, L. I. Atyeo (Volkswagen), 47.70; 2, H. Rose (Riley 1.5), 48.72; 3, P. F. Downer (Popular), 53.24. **Class 4:** 1, F. W. Scott (Minx), 45.64; 2, A. F. Lefevre (Rapier), 45.88; 3, A. R. Hartwell (Rapier), 46.74. **Class 5:** 1, J. M. Fursdon (Lotus 7A), 40.75; 2, P. S. Banbury (Elva), 41.30; 3, I. M. Roger (Lotus 7C), 41.72. **Class 6:** 1, S. J. Broad (Lotus-M.G.), 43.75; 2, T. Pascoe (Porsche), 43.80; 3, C. W. Lambton (M.G.A.), 44.30. **Class 7:** 1, M. H. Morris (Frazer-Nash), 40.41; 2, J. Buncombe (A.C.-Bristol), 41.04; 3, J. B. Banbury (Morgan), 41.75. **Class 8:** 1, K. W. Jeans (XK 120C), 43.01; 2, I. Cobb (R.G.S.-Atalanta), 45.08; 3, M. F. Phillips (Austin-Healey 100), 45.40. **Class 9:** 1, W. C. Cuff (Hell's Hammers), 42.37; 2, D. A. S. Colvin (J.B.S.-Norton), 43.91; 3, T. Stevens (Alti'cok), 48.97. **Class 11:** 1, A. Owen (Cooper-Climax), 38.02; 2, Miss P. Burt (Cooper-Climax), 39.88; 3, W. C. Cuff (Cooper), 41.97.

Best Time of Day: A. Owen (Cooper-Climax), 38.02. **Best Time of Day by West Hants Member:** A. Owen. **Best Time of Day by Yeovil C.C. Member:** J. Buncombe (Ace-Bristol), 41.04. **Fastest Novice:** I. M. Roger (Lotus 7C), 41.72. **Best G.T. Car:** T. Pascoe (Porsche), 43.80.

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A.C.

A.C. ACE-BRISTOL, Sept. 1957, blue with white leather, new Michelin X tyres, suspension, bearings, drums and liners just renewed, unmarked. £1,125 o.n.o. Or would exchange for a really good T.V.R. with M.G. engine or similar. —M. Kellelt, 101 Shetcliffe Lane, Bradford, 4. Tel. 681356.

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1958 GIULIETTA T.I. saloon, blue, 21,000, as new. £1,395. H.P. and exchanges.—Jones Garage, Syston, Leics. Syston 2257.

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M.G.A., 1956. Two-seater, white, special alloy crossflow head, X tyres, twin spots, heater, washers ... £695

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21st MAY, 1960

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CIRCUIT

1st RACE 1.30 p.m.
PRACTICE STARTS 9 a.m.

Admittance 2/-. Children half price. Under 14 accompanied by adult, free. Unlimited free car park.

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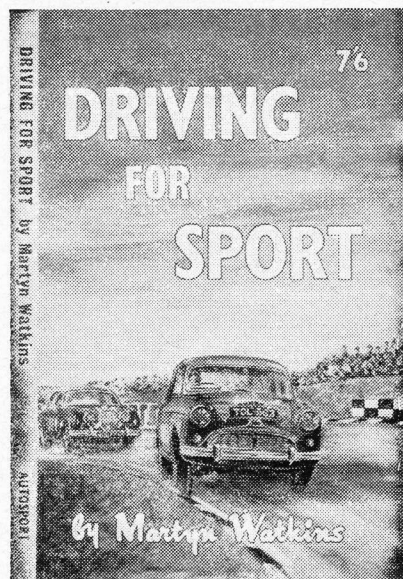
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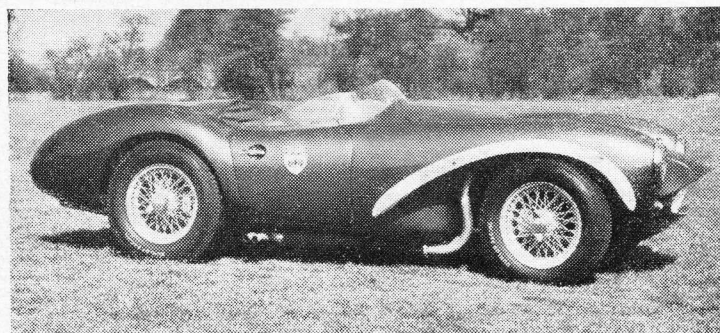
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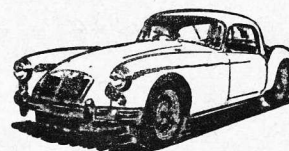
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JACKSON WINS THE "RODERICK GRAY"

ERIC JACKSON repeated his last year's performance to win the Darlington and District Motor Club's "Roderick Gray" trial, the most northerly of the sporting trials qualifying for the R.A.C. Trials Championship and the B.T. and R.D.A. Gold Star competition.

The trial was held on the usual ground at Gandale Moor, Catterick, where Jackson completed the course of two laps of 12 sections with a loss of only 33 marks—a lead of 11 over his nearest rival, Bernard Dees.

Better supported by southerners than the usual Yorkshire entry, the Roderick Gray attracted 29 entries in all, no fewer than 11 of them from the London Motor Club. Local drivers failed to give the event the support it merited, and as a result the "oftcomed-uns" collected a major share of the awards.

After the week of wonderful weather following Easter the ground was very dry when the trial was planned, and it looked as though it might be hard to arrange some sections. As it happened, a heavy shower started soon after the "off" which made some sections far better and some impossible.

The first series of five sections, tackled before the rain, were not difficult at all and many clean climbs were recorded. The second—a very easy climb—was climbed without penalty by the whole entry excepting A. Myers (Ford) who reached the "seven lost" marker.

Section six was a real crowd drawer—a very steep climb on dry grass with a hump soon after the start. Although the early numbers could do no better than

eight, it was thought that Dees or Jackson might be able to get up, but the rains came and the highest anyone climbed then was to the eight mark.

The next section was a rough, rock-filled gully with a hairpin and a return along a muddy gully followed by a right-angle turn out and up a bank—a difficult section without any gradient to matter. Ten drivers managed without penalty, but others clipped the markers with their front wheels or were unable to make the last climb. Only two incurred the maximum penalty.

Sections eight and nine were straightforward climbs, managed without difficulty by most of the experts, but section 10 was a real stopper on the first round and possibly the best section of the trial on the second lap. It consisted of a long climb up a fairly steep bank with a chicane, taking the drivers into a wet patch in the middle and then a climb over the top. No one managed to climb it on the first time round, the best eight all reaching the four mark. The rain made section 11 into an impossible climb as it involved an attempt up a wet gully which soon became a stream under the conditions. Only the previous day a car had got well up in the dry, but the best anyone could do was Eric Jackson's short but successful climb to the eight mark.

The last, long and boggy section stopped almost the entire entry in the upper sub-sections, with D. D. Render (Cannon) and G. L. Holdrup (Cannon) the best, losing two.

For the second lap most of the

sections were extensively altered owing to the change in the weather and the first five again included some climbed by most of the entry. No one climbed section 18, but Jackson, showing the form which was to win him the trial after his lead at the halfway stage, and K. Lindsay (Cannon) reached the six mark.

Sections 19, 20 and 21 had little change either in shape or performance from the first round, but 22 had been made a little easier, and it was here that Jackson and Dees were to emerge as the leaders. Most people climbed higher than before but could not get right up; then Jackson came along and climbed to the top.

The impossible section 11 was eliminated for the second lap, and a much easier section used last year replaced it. Only G. H. Herbert (Harfeach) and G. L. Holdrup failed to clean this, both losing three marks. The final section was similar to the first time but the drivers did not manage to climb as far.

That ended the 1960 and 11th Roderick Gray, a trial which definitely turned out an enjoyable success in spite of starting out a bit of a gamble owing to the dry conditions. Six out of eight awards were won by Cannon cars.

PETER CRAVEN.

Provisional Results

Roderick Gray Trophy (best performance): E. Jackson (Cannon), 33 marks lost; **Quaker Trophy (runner-up):** B. H. Dees (Cannon de luxe), 44; 3. R. Chappell (Cannon), 45. **First Class Awards:** G. L. Holdrup (Cannon), 51; L. Hurt (Ford), 51, and F. E. Wall (Cannon), 56. **Best Club Team:** North Midland M.C. (Jackson and T. A. Marshall (Cannon) 65.

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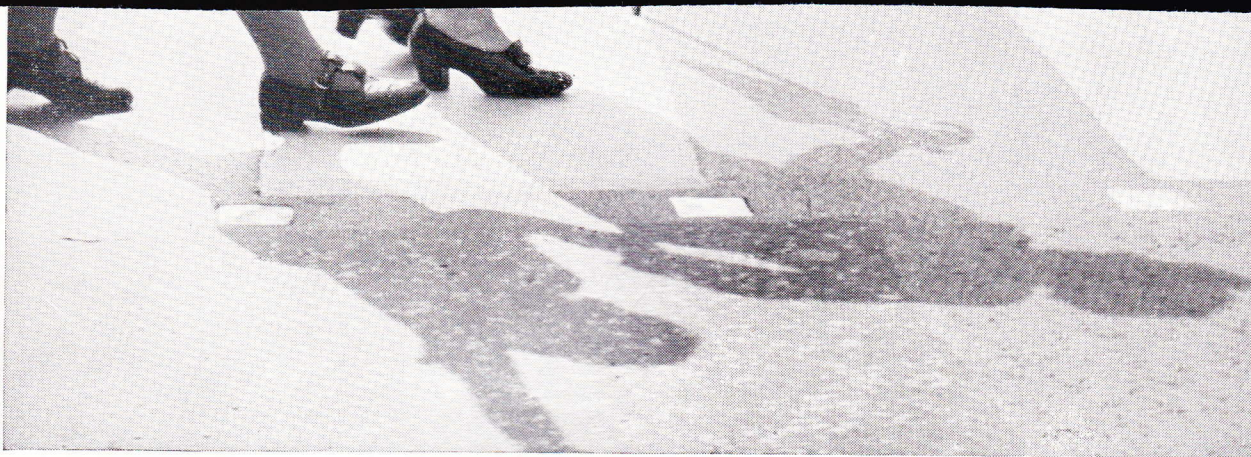
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