

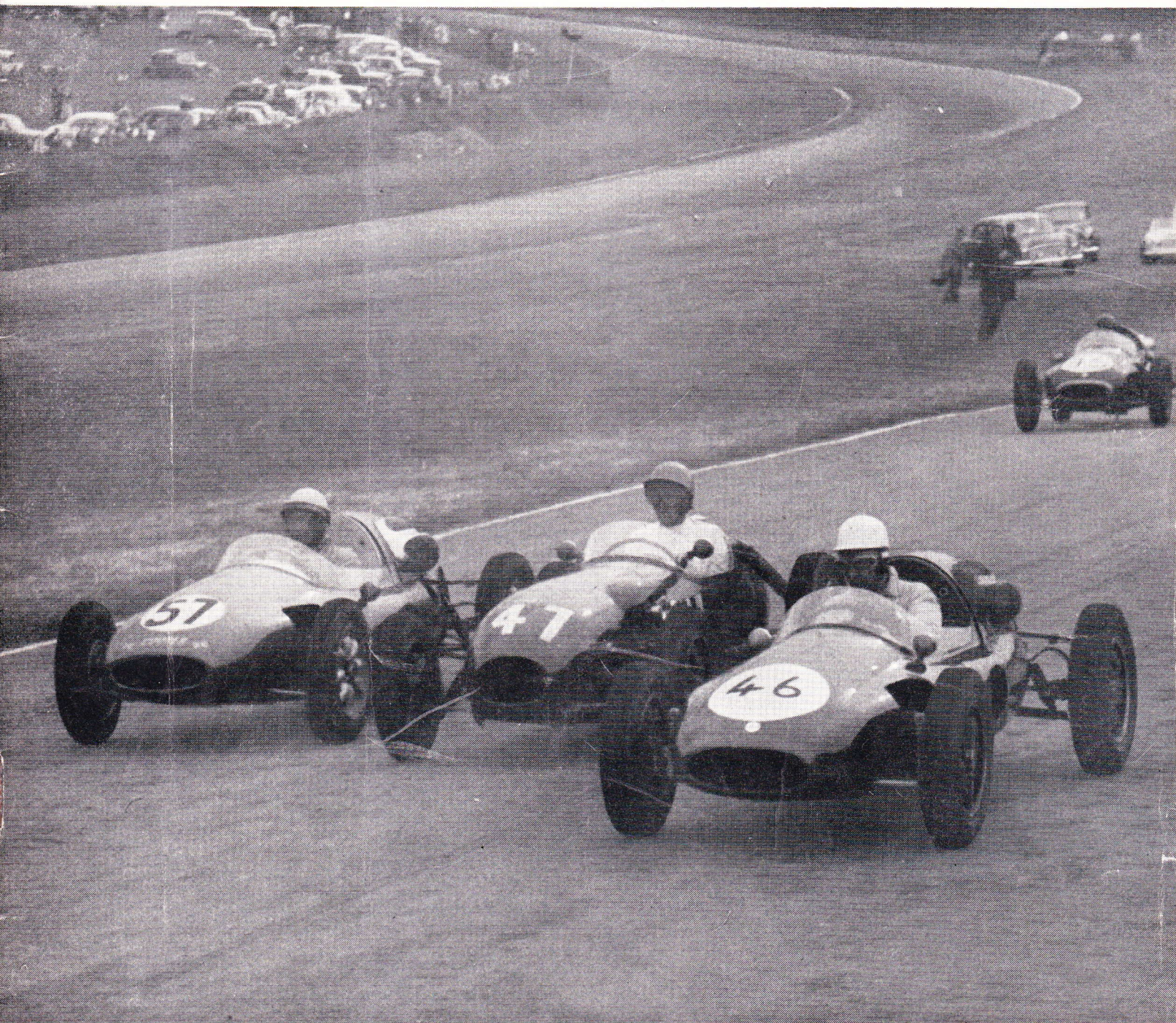
AUTOSPORT

JUNE 14, 1957

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EVERY FRIDAY
Vol. 14 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

JOHN BOLSTER TESTS THE ROVER 1055 : RACING ABROAD AT CHIMAY AND LISBON : CANADIAN COMMENTARY
WHITSUN HOLIDAY RACING AT GOODWOOD, CRYSTAL PALACE, MALLORY PARK, BRANDS HATCH AND KIRKISTOWN

VICTORY AGAIN FOR



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THE BRITISH PETROLEUM COMPANY LIMITED



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 14 No. 24 June 14, 1957

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EDITORIAL

END OF G.M. AND FORD RACING HOPES

THE automobile tycoons of Detroit have decided not to support any form of professional racing, including the popular stock-car events. Also, there will be a complete ban on the advertising of horse-power, maximum speed and references to acceleration. Instead, potential buyers are to be "educated" in terms of useful power, and the ability of U.S.-built automobiles to provide safe and comfortable transportation. This, of course, spells "finis" to the Chevrolet Corvette development-through-racing programme which Americans believed might have resulted in a U.S.-built high-performance car with the handling characteristics of European products. AUTOSPORT agrees that the "horse-power race" was senseless, particularly as really tremendous performance was made available without the necessary improvement in road-holding and braking. However, down through the years it has been proved conclusively that motor racing is the surest way to prove and develop all components in the quickest possible time. One cannot but regret the absence of the blue and white cars at major International sports car races. With their hearts in the job, Chevrolet and Ford could well have upset Europe's long domination of racing, which would have been a good thing for the sport, and a stimulus to further design development. When the gas-turbines arrive, American engineers may wish that they had had the opportunity to test new theories relating to brakes, suspension and roadholding generally—but as the group of companies have not, apart from stock-car events, supported racing for many decades, perhaps their executives know their business best!

GRAND PRIX PROSPECTS BRIGHTEN

IT looks as though the "reduced rate" starting money crisis is over. News from France is that the organizers of both Rouen and Rheims races will not attempt to levy the lower fees which have been non-acceptable to both Ferrari and Maserati. The Italians themselves, of course, had no intention of introducing any cut-rate for Monza next September, and it is likely that Pescara will also be given World Championship status. So it would seem that race promoters realize the futility of attempting to purchase top-line goods at cheap rates. Nevertheless, the high cost of bringing front-grade teams to races hits hard at others: for example, whilst large sums will be disbursed for the G.P. d'Europe at Aintree, no starting money whatsoever is being offered to that band of hard-tryers, the sports car folk!

OUR COVER PICTURE

SURBITON SANDWICH. Cliff Allison in the new Formula 2 Lotus has a Cooper on each side of him at the start of one of the two F2 races held at Brands Hatch on Whit Sunday. On the left is George Wicken, on the right, Roy Salvadori. But both F2 events were won in masterly fashion by the Australian Jack Brabham, seen farther back in the Cooper No. 45. Brabham also won at Crystal Palace on the following day.

PIT and PADDOCK

PPROMISED for the French Grand Prix at Rouen are Fangio, Behra, Schell and Menditeguy (Maserati), and Collins, Hawthorn and Musso (Ferrari), with possibility of Stuart Lewis-Evans in a fourth car. Vanwall, B.R.M. and Cooper will also be there.

BRUCE HALFORD may co-drive with Franco Bordoni in one of the two 2½-litre Talbot-Maseratis which have been entered for Le Mans by André Dubonnet. The other car will probably be shared by Burgraff and Blanc.

LANCE REVENTLOW has purchased a 3-litre Gran Turismo Ferrari, which he plans to drive in the Rheims 12 Hours race and the Tour de France. His co-driver may be Georges Houel.

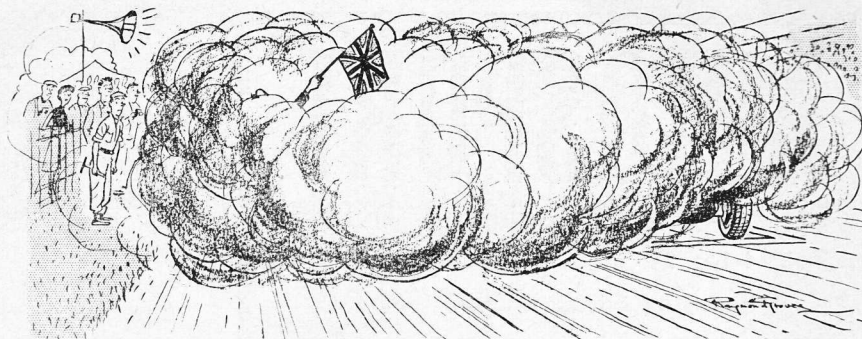
BUSY programme planned by Rob Walker for his twin-cam oversize F2 Cooper includes the French G.P. at Rouen, Rheims G.P. and the British G.P., with Jack Brabham driving, and the Caen G.P., when Tony Brooks may be at the wheel.

PROPOSED—a programme of international sports car races at Spa on 18th August to replace the cancelled Belgian G.P. Big snag is that the Pescara Formula 1 G.P., now a possible World Championship event, takes place on the same day.

IN our Nürburgring 1,000 kms. report (31st May issue) we quoted Peter Simpson as driving in one of the cars of the Fitzwilliam Team that retired. In fact, Simpson co-drove with Richard Fitzwilliam in the M.G.A that completed the course in the 1,500 c.c. sports car class.

ANGUS BARR, Castrol publicity chief, has been appointed to the Board of Directors of C. C. Wakefield, Ltd. A further appointment to the Board is that of C. E. R. Millidge, Manager, Castrol Division.

MAURICE GATSONIDES recently returned from a six-week tour of Northern Nigeria, where he has been demonstrating the Standard range of cars.



"Flag's up . . ."



TERPSICHOREAN exercise was taken by John Bolster, amongst many others, at the recent cocktail party given by the makers of Jenograph, to launch this new oil additive. Here he is, dancing an original routine with one of the Jenograph girls.

CONFIRMED—that Fangio will drive in the works Maserati team for Le Mans; doubtless with the big V8 machine, which should be the fastest car on the circuit. His co-driver will most probably be Jean Behra. Moss's co-driver in the coupé is expected to be Harry Schell, while the other pairings should be Menditeguy/Bonnier and Scarlatti/Horace Gould.



★
THREE GIRLS IN BLUE: The Royal Automobile Club are introducing girl "Patrolletes" for their new "Bambi" road service, and will tour seaside resorts and country beauty spots with their mobile self-propelled offices. Here are (l. to r.) Joyce Goss, Dorothy Oakes and Ann Hunt, ready for their new duties.

THE Alf Francis-tuned single-cam Coventry Climax engine from Rob Walker's Cooper, which was badly damaged at Brands Hatch, has been fitted into Lance Reventlow's Cooper for use in Sunday's Prix de Paris meeting at Monthéry.

UNLIMITED saloon class at the Firle hill-climb (2nd June) was won by John Webb's Jensen 541, and not by B. P. Odoni as recorded in last week's provisional results. Webb's time of 33.05 secs. constitutes a new saloon car record for the Sussex hill.

JOYOUS sight on the Kingston by-pass one morning recently—a certain colonial member of the Cooper organization, taking his Formula 2 Cooper for a warming-up run around the purlieus of the works. No wings, no silencer; no names, no pack drill—but the populace loved it!

ASPECIAL oversize 5,500 c.c. version of the V8 sports Maserati engine is being used in a new Italian challenger for class water records. Called "Maria Luisa V", the boat has hull outriggers in "Bluebird" style.

NEW Talbot "Tourisme-Rapide" production car is to have the 2,580 c.c. V8 BMW engine fitted, with the 3.2-litre unit optional for higher performance.

MEMBERS of the late and much-lamented Connaught G.P. team are being absorbed by other scuderie. While Lewis-Evans has gone to Ferrari, Ivor Bueb is down to drive a Scuderia Centro-Sud Maserati in the Rheims G.P., together with Masten Gregory and Francisco Godia. Ferrari and Maserati will be sending full F1 teams, while Trintignant is due to drive the F2 Ferrari.

THE four-cylinder, twin o.h.c. engine of the 750 c.c. Osca for Le Mans is giving 70 b.h.p. at 7,600 r.p.m., using two twin-choke Weber 32 carburetters. The chassis is very similar to the 1,100 c.c. model. Other "750s" which Lotus will meet are the D.B., Monopole, V.P. and Stanguellini. The first three are familiar Le Mans performers; the "Stangs" have twin-o.h.c. engines.

"WILKIE" WILKINSON left for Monza last week-end to try out the Ecurie Ecosse Jaguars for the 500 Miles race of Monza. David Murray has accepted the organizers' invitation to compete, and anticipates that two cars will run there, immediately following Le Mans. So far no drivers have been nominated.



FROM F3 TO FERRARI: Stuart Lewis-Evans, who signed-up with Ferrari last week, thus becoming the third Briton with Peter Collins and Mike Hawthorn, in the famous Scuderia. He won the Richmond Trophy at Goodwood, and was fourth at Monaco, driving in the now disbanded Connaught team.

BRITISH TRIO FOR FERRARI

Stuart Lewis-Evans Signs for Maranello —To Drive at Le Mans

SCUDERIA FERRARI took a surprise step last week by offering a contract to Stuart Lewis-Evans, thus ensuring the services of three British drivers for Grand Prix, sports car and Formula 2 racing. Lewis-Evans broke into F1 racing only this year as a member of the Connaught team, after making his name with Coopers in F3 events. He is one of the Brands Hatch school of drivers and, driving Francis Beart's cars, is reckoned to be one of the top-liners in the smallest formula. Due to the foresight of Rodney Clarke, Stuart was encouraged to take up F1 racing, and put up some admirable performances, his first drive in a G.P. machine being at the closing Brands Hatch meeting in

SPORTS NEWS

1956. After winning the Richmond Trophy race at Goodwood on Easter Monday, he took part in Continental G.P.s, and finished fourth in the Monaco event—a World Championship race.

Lewis-Evans's first engagement for Ferrari will be at Le Mans, where he will probably share a 3.8-litre with either Trintignant or Gendebien unless, of course, Peter Collins and Mike Hawthorn are not paired together. Von Trips will not be fit for the 24 Hours race, and Musso's recurrent illness makes him a doubtful starter.

PARISIAN F2 RACE

SUNDAY'S Prix de Paris meeting organized by the A.G.A.C.I. at Monthéry includes a race for Formula 2 cars, which has drawn considerable British interest. Amongst the entries are Brabham and Salvadori (works Coopers), Tony Marsh, Ronnie Moore, Raymon Thackwell and Lance Reventlow, all in independent Coopers, also probably Noel Cunningham-Reid, Ron Flockhart and Tony Brooks.

MALLORY PARK NATIONAL

THE B.R.S.C.C. are holding a National race meeting at Mallory Park on Saturday, 6th July. The feature events of the programme will be a race for Formula 2 cars qualifying for *The Auto-car's* National Formula 2 Championship and one for standard production sports cars qualifying for the AUTOSPORT Championship. In order to cater for those who unfortunately have to work on Saturday mornings, the meeting will commence at 3.30 p.m. and finish at approximately 6.30 p.m.

Admission charges will be 5s. per person, children 1s., and car parking will be free to those who purchase tickets prior to the event. Those purchasing tickets on the day at the turnstiles will pay an additional car park fee of 5s. Tickets are available from the British Racing and Sports Car Club, 6 Buckingham Street, London, W.C.2, as are regulations and entry forms for prospective entrants, entries closing on 24th June.

ROUEN IS "ON"

OWING to the sorting out of certain domestic difficulties, the A.C. de Rouen announces that the French G.P. (Grand Prix de l'A.C. de F.) will be held as originally planned on the Essarts circuit on 7th July. One week later the A.C. de Champagne will stage the



LE MANS A.C.: This is the 2-litre Bristol-engined A.C. which is to be driven in the Le Mans 24 hours G.P. d'Endurance on 22nd/23rd June by Ken Rudd and Peter Bolton. Differences from the production model can be seen in the radiator intake, the bonnet and side discharge of the exhaust.

On the left, Ken Rudd tries the seating position of the new car.

Rheims Grand Prix, and it is anticipated that this event will also count towards the World Championship. Ferrari, Maserati, B.R.M., Vanwall and Gordini entries are practically certain for both races. The A.C. d'Italia is attempting to have Pescara also graded as a World Championship event—making two in France and two in Italy. Is there any reason why Great Britain could not have two as well?

FRENCH HILL-CLIMB

VAL DE CUECH hill-climb record standing since 1935 to Juan Zanelli's Nacional Pescara, was broken on 2nd June by Marseilles driver Jean Guichet with a Ferrari Mondial. His time was 2 mins. 43 secs.—2 secs. quicker than the old time. A poorly supported racing class was won by Perino's Bugatti, while two Volpinis came 1-2 in the 500 c.c. class.



ITALIAN WIN AT CHIMAY

Franco Bordoni (Maserati) wins Frontières G.P., but Brian Naylor breaks lap record at over 107 m.p.h. in Lotus-Maserati.

AFTER setting the pace in his 2-litre Lotus-Maserati, and breaking the late Benoit Musy's 1956 lap record, Brian Naylor was forced to retire from last Sunday's Grand Prix des Frontières at Chimay in Belgium, owing to a broken oil pipe. His lead was taken over by the Swedish driver Joakim Bonnier (Maserati) until he, in turn, had to drop out with transmission trouble. Belgium's hope, Willy Mairesse in a Testa Rossa Ferrari, crashed and retired when lying second, after 10 laps.

On Bonnier's retirement, the Italian Franco Bordoni, formerly a Gordini exponent but now driving a Maserati, took over command of the race, eventually winning by a considerable margin from the 1½-litre Osca of Jon Fast, the young Swede who drove at Prescott in May with this car. Tassin's Porsche was third, only 1.1 secs. behind, fourth was a Maserati, and Colin Davies brought his Lotus-Climax home in fifth position. The race was confined to sports cars of up to 2 litres, and was contested over 20 laps (135½ miles) of the well-known 6.7-mile road circuit at Chimay. The subsidiary 1½-litre class was won by Jon Fast's Osca.

Provisional Results

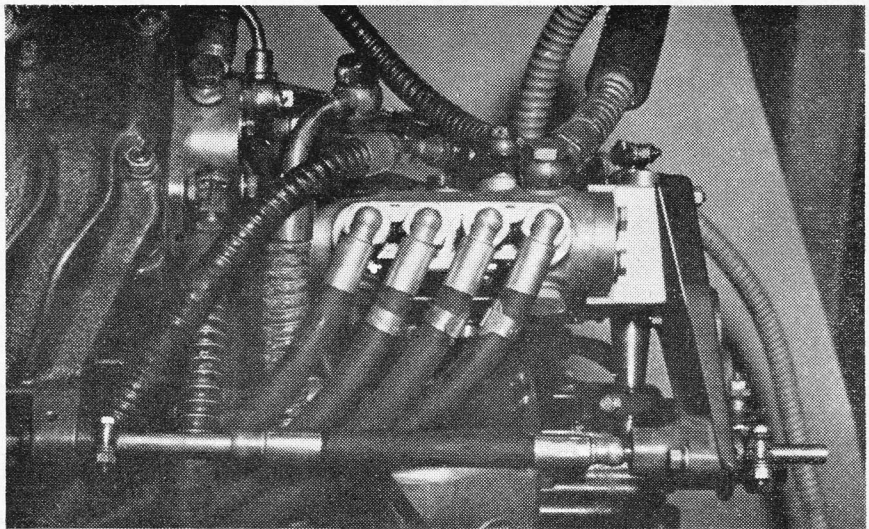
1, F. Bordoni (2-litre Maserati), 20 laps (135.46 miles) in 1 h. 21 m. 30.4 s., 100.5 m.p.h.; 2, J. Fast (1½-litre Osca), 1 h. 24 m. 27.6 s.; 3, P. Tassin (1½-litre Porsche), 1 h. 24 m. 28.7 s.; 4, Wicky (Maserati), 1 h. 25 m. 22.2 s.; 5, Colin Davies (Lotus-Climax), 1 lap behind; 6, Orban (Ferrari).
Fastest lap: Brian Naylor (2-litre Lotus-Maserati), 3 m. 46.6 s., 107.30 m.p.h. New circuit record.

LE MANS ITEMS

GRADUALLY the teams are being made up for France's great 24 Hours race. Maglioli's co-driver in one of the works Porsches is announced to be 57-year-old Louis Chiron, although friends of the great French veteran are urging him to change his mind. Hans Herrmann/Von Frankenberg and Barth/Storez are down to handle the other cars. Aston Martin, now amongst the favourites after their brilliant wins at Spa and Nürburgring, will field Brooks/Cunningham-Reid, Salvadori/Leston and Peter and Graham Whitehead. Reserve will be Henry Taylor, who has done so well of late with the Murkett Bros. D-type Jaguar.

U.P.P.I AND MONZA

LATEST on the Monza 500 Miles driver crisis before going to press was that the U.P.P.I. are sticking to their guns and will not race against the Americans on 29th June. Basis of their argument is that to compete against track machines in a track race with modified European G.P. or sports cars would be futile, unnecessarily dangerous, and harmful to their prestige. It would thus seem that the Two Worlds Trophy will be contested principally by Americans in Indianapolis-type machines. It has been suggested abroad that, if the U.P.P.I. edict prevents the running of the 500 Miles race at Monza in the form originally planned, cars running singly could be timed in the manner of a speed trial, taking two laps to build up speed, then being clocked over, say, five flying laps.



NEATER-LOOKING and more efficient are the new Palmer Silvoflex aircraft-type flexible rubber fuel pipes on the Formula 1 Vanwall. They replace the old metal pipes which were so prone to fracture through vibration. Palmer rubber hose is also used to combat this trouble in the throttle linkage.

VANWALL "MODS"

THE metal fuel injection pipes of the Vanwall, the fracture of one of which caused the retirement of Moss's car at Syracuse, have been replaced with Palmer Silvoflex flexible rubber pipes. The new pipes were used satisfactorily on the Vanwalls at Monaco. A section of Palmer Silvoflex rubber hose has also been used in the Vanwall's throttle linkage to reduce the effects of vibration in that component.

SCOTLAND'S HILL-CLIMB

INTENDING competitors are reminded that the entry list for the R.S.A.C. Rest-and-Be-Thankful hill-climb on 29th June closes on 17th June. Copies of the regulations with entry forms may be had from the secretary, Mr. A. K. Stevenson, O.B.E., Blythswood Square, Glasgow, C.2.

The climb is one of the series for the R.A.C. British Hill-Climb Championship. Present holder of the hill record Tony Marsh, and the 1953-54 winner Michael Christie have both intimated that they will compete at the Rest.

SPANISH SPORT

LAST month's national race meeting for touring and grand touring cars on the Montjuich circuit at Barcelona, Spain, brought successes to G. de Andres (Mercedes-Benz 300SL), who headed Soler's Jaguar and Gasau's Maserati in the over 2,600 c.c. G.T. event, J. Sanglas (Alfa Romeo), J. Jover (Maserati), F. X. Bulto (Porsche), R. Bay (Seat), Almirall (Lancia) and Mur (Renault). The pace of the Giulietta Alfas seems to have been a major sensation of the meeting, Sanglas winning his race at 99.4 k.p.h., comparing well with the 100.23 of the 300 SL Mercedes-Benz, and bettering Jover's 97.57 k.p.h. in the 2-litre Maserati. The Seat car is believed to be a Spanish-assembled Fiat.

In the Galapagar hill-climb Rodolfo Bay in a D-type Jaguar broke the record formerly held by a Pegaso with a climb in 2 mins. 15 secs. A. Fernandez in an Arnolt-Bristol and Gonzalez Llamas (Morgan) figured amongst the class winners.

EASY FOR FANGIO

World Champion Wins Sports Car G.P. of Portugal in Maserati—Fine Drive by Masten Gregory (Ferrari)

PRACTICE on the 3.38-mile Monsanto circuit at Lisbon suggested that Juan Manuel Fangio, driving a 3-litre Maserati, should gain a fairly easy victory in the 55-lap, 185-mile Portuguese G.P. The race on Sunday last confirmed this, but fireworks were provided by Masten Gregory (1955 winner) in a Ferrari, who led the race for the first 10 laps, and turned the fastest lap of the day in 2 m. 16.1 secs. Fangio caught and outpaced the young American, however, to win the G.P. by 16 secs.

His compatriot Carlos Menditeguy, now recovered from his Monaco mishap, took third place in another 3-litre Maserati. Colin Murray drove his Cooper-Jaguar into sixth position, behind the Ferraris of de Changy and Picard. The Spaniard Francisco Godia lay third

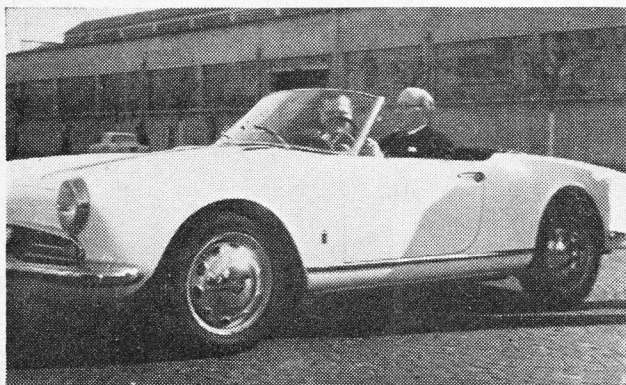
for 34 laps, when his Maserati failed him, and he retired. Phil Hill (Ferrari) also dropped out. Two 1½-litre machines, de Oliveira's Porsche Spyder and Luigi Piotti's Osca, finished in eighth and ninth places respectively, ahead of F. Cortese's 2-litre Ferrari.

Provisional Results

G.P. of Portugal (Sports Cars)

1, J. M. Fangio (Maserati), 55 laps, 185 miles, in 2 h. 8 m. 23 s.; 2, M. Gregory (Ferrari); 3, C. Menditeguy (Maserati); 4, De Changy (Ferrari); 5, F. Picard (Ferrari); 6, Colin Murray (Cooper-Jaguar); 7, F. Landi (Maserati); 8, De Oliveira (Porsche); 9, L. Piotti (Osca); 10, F. Cortese (Ferrari).

Lisbon Cup race (Touring cars): 1, Dos Santos (Alfa Romeo Giulietta), 20 laps in 1 h. 3 m. 24 s.; 2, Mococek (N.S.U.-Fiat). Grand Touring: 1, Simoes (Mercedes-Benz 300SL), 20 laps in 53 m. 21.7 s.; 2, Pinto (Porsche).



LORD MAYOR'S (private) SHOW: Sir Cullum Welch, Lord Mayor of London, recently visited the Alfa Romeo factory in Milan, when he had the pleasure of driving this Giulietta Spyder in the vicinity of the Portello factory.

FERGUSON WINS IN SOUTH AFRICA

ON Sunday, 26th May, the Johannesburg driver, Tony Ferguson (Cooper-Norton) won the Heany "100" Car Handicap in Bulawayo, Southern Rhodesia. Ferguson was led by the local driver, Johnny Love, until the latter's similar car broke a half-shaft and spun off.

On the following Saturday (1st June) the Union Day Handicap, a new event on the South African Calendar, was run at a meeting organized by the Transvaal M.C. and C.C., on the Grand Central Circuit near Johannesburg. Ferguson was again very successful, finishing first out of the 19 entries in the 62-mile race. A 25-mile event for production and sports cars was carried off by an Austin A70, piloted by, believe it or not, Austin (initials N. J.).

31st May also saw the running of a race meeting at the Roy Hesketh circuit in Pietermaritzburg, Natal. Here the 12-lap racing car handicap was won by newcomer Des Gray (M.G.). Gray was hard-pressed by a misnomer of a little car called the B.R.M.-Cooper, which has a 500 c.c. engine and is raced by speedway man, Sid van der Vyver. Third was another lesser-known driver, Brian Safford, also M.G. mounted.

INDIANAPOLIS 500 MILES RACE

Confirmed Results

1, Sam Hanks (Belond Exhaust Spl.), 200 laps in 3 h. 41 m. 14.25 s., 135.601 m.p.h., **New race record**; 2, Jim Rathmann (Chiropractic Spl.), 23 s. behind, 135.382 m.p.h.; 3, Jimmy Bryan (Dean Van Lines Spl.), 134.246 m.p.h.; 4, Paul Russo (Novi Auto. Air Cond. Spl.), 133.818 m.p.h.; 5, Andy Linden (McNamara Spl.), 133.645 m.p.h.; 6, Johnny Boyd (Boves Seal Fast Spl.), 132.846 m.p.h.; 7, Marshall Teague (Sumar Spl.), 132.745 m.p.h.; 8, Pat O'Connor (Sumar Spl.), 132.281 m.p.h.; 9, Bob Veith (Bob Estes Spl.), 131.855 m.p.h.; 10, Gene Hartley (Massaglia Spl.), 131.345 m.p.h.; 11, Jack Turner (Bardahl Spl.), 130.906 m.p.h.; 12, John Thomson (D.A. Lubricant Spl.), 199 laps; 13, Bob Christie, 197 laps; 14, Chuck Weyant, 196 laps; 15, Tony Bettenhausen, 195 laps; 16, Johnnie Parsons, 195 laps; 17, Don Freeland, 192 laps; 18, Jimmy Reece, 182 laps; 19, Don Edmunds, 170 laps.

Retired: Johnnie Tolan, 138 laps; Al Herman, 111 laps; Fred Agabashian, 107 laps; Eddie Sachs, 105 laps; Mike Magill, 101 laps; Eddie Johnson, 93 laps; Bill Cheesbourg, 81 laps; Al Keller, 75 laps; Jimmy Daywalt, 53 laps; Ed Elisian, 51 laps; Rodger Ward, 27 laps; Troy Rutman, 13 laps; Eddie Russo, 0 laps; Elmer George, 0 laps.

Rookie of the Year Award: Don Edmunds (Braund Birch Spl.).

BRITISH RACING GREENE: Keith, son of Sid Greene of the Gilby Engineering Co., sampled the driving of his father's Grand Prix Maserati at Snetterton recently, with a view to eventually racing it. Meantime, he is performing well in the Cooper-Climax, as evidenced at Goodwood last Monday.

PUTTING IT OUT

A MINIATURE, but none the less effective, car or home fire extinguisher is distributed by World Wide Distributors, Ltd., 347 Goswell Road, London, E.C.1. This is the Bradex T50, which is filled with the latest aircraft fire-fighting gas Chlorobromomethane (C.B.M.), particularly suited for petrol, oil, electrical (up to 300,000 volts), spirit and paint fires. C.B.M. is three times more efficient and less toxic than any other fire-fighting gas, leaves no stains and deals with clutch-slip in no time at all! Made of solid brass and finished in polished chrome, the T50 is fitted with a fully controllable discharge valve, and supplied with mounting brackets and screws. When a refill is required, a new extinguisher is supplied in return for the empty one at a special refill price of 12s. 6d. The Bradex T50 complete costs 40s. post free.

N.Z. RECORDS BROKEN

CANTERBURY CAR CLUB drivers established two new flying kilometre records at Swannanoa, near Christchurch, New Zealand, at the beginning of May. In all five records were to be attempted but almost continuous rain put paid to most drivers' efforts.

I. E. O. McKellar, of Ashburton, tackled the Class G with his 1,100 c.c.

Cooper-Climax sports car and returned times of 21.32 secs. and 19.43 secs.—an average speed of 109.8 m.p.h. The previous figure of 99.03 m.p.h. was set by D. S. Drury with a Singer 9 Special in 1955.

R. Campbell, of Christchurch, took the Class I record with his Cooper Mk. 8. His times were 22.09 secs. and 20.76 secs.—an average speed of 104.4 m.p.h. The previous figure was 87.16 m.p.h. The figures are subject to official confirmation by the Association of New Zealand Car Clubs. If they are confirmed they will be national records.

PETER GREENSLADE.

ZANDVOORT RACES

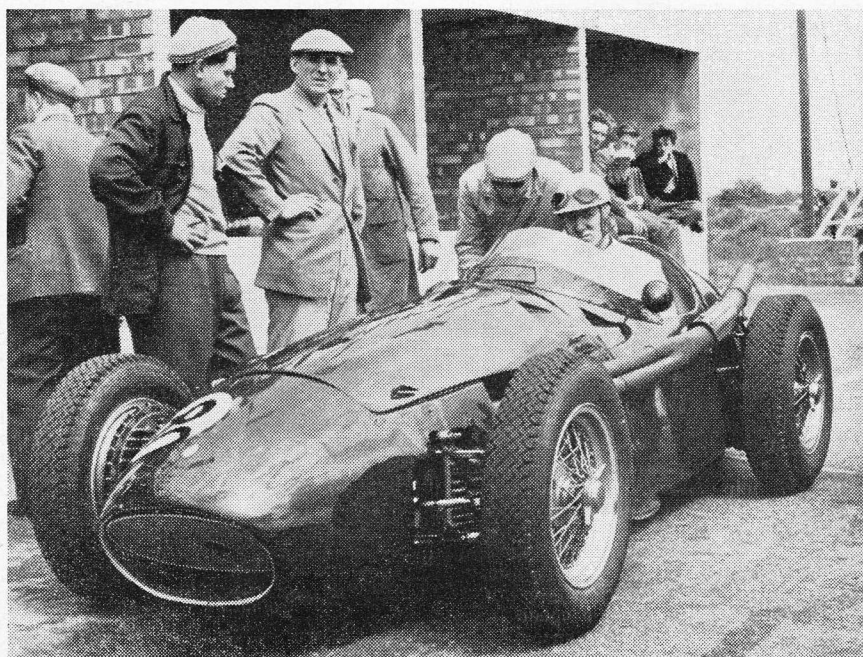
Sports-Racing Car Club of Holland National Sports Car Races, 9th June

Event 1. Classes A, B and C, modified touring cars, 16 laps, 67.09 km. Overall: 1, W. H. Visser (Peugeot 403), 106.37 k.p.h.; 2, H. L. Jonker (DKW); 3, J. A. J. Heidendahl (Alfa Romeo). **Up to 850 c.c.:** 1, M. Bijlsma (Renault 750); 2, R. Leppink (Renault Dauphine); 3, K. Nierop (Renault 750). **850-1,100 c.c.:** 1, H. L. Jonker (DKW); 2, H. J. te Siepe (DKW); 3, A. D. v.d. Woerd (DKW). **Over 1,600 c.c.:** 1, W. H. Visser (Peugeot 403); 2, J. A. J. Heidendahl (Alfa Romeo); 3, C. Kalkman (Simca). **Fastest lap:** Kalkman, 2 m. 18.9 s.

Event 2. Sports cars over 1,500 c.c., 18 laps, 75.50 km. Overall: 1, H. Davids (Aston Martin DB3S), 132.18 k.p.h.; 2, C. Godin de Beaufort (Porsche RS); 3, W. J. J. Tak (Ferrari Monza); 4, A. R. Slotemaker (Jaguar C). **Class K:** As overall. **Class J:** 1, W. L. Poll (P.S.); 2, M. Hezemans (Porsche RS); 3, A. W. Schipperijn (M.G. Spl.). **Fastest lap:** Davids, 1 m. 51.4 s., **new sports car lap record.**

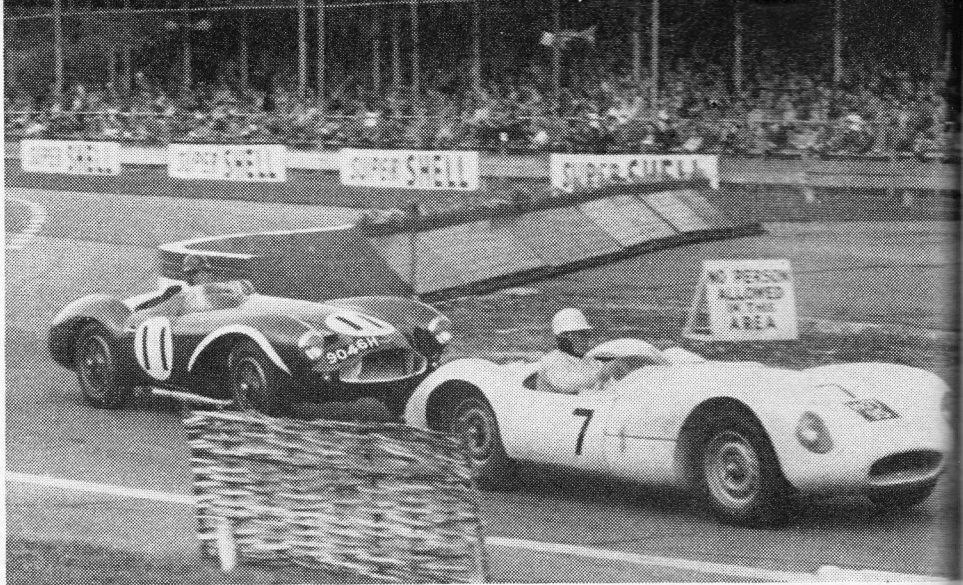
Event 3. Classes F and G sports cars, 18 laps, 75.50 km. Overall: 1, R. André de la Porte (A.C. Ace-Bristol), 117.25 k.p.h.; 2, A. R. Slotemaker (Jaguar); 3, B. G. Dagevos (BMW-Cottura); 4, P. van Mancius (Jaguar). **Class F, 1,600-2,670 c.c.:** 1, André de la Porte (A.C. Ace-Bristol); 2, B. G. Dagevos (BMW-Cottura); 3, J. M. Swaap (Aston Martin). **Class G, over 2,670 c.c.:** 1, A. R. Slotemaker (Jaguar); 2, P. van Mancius (Jaguar); 3, A. M. v. Ramshorst (Bugatti). **Fastest lap:** de la Porte, 2 m. 1.8 s.

Event 4. Classes D and E sports cars, Class H sports-racing cars, 18 laps, 75.50 km. Overall: 1, H. v. Zalinge (Hirondelle), 117.81 k.p.h.; 2, J. Vetter (M.G.A.); 3, H. v. Meulen (Porsche 1600); 4, A. Bouwmeester (M.G.A.). **Class D, up to 1,300 c.c.:** 1, T. J. Koks (Porsche 1300); 2, J. Wiggersman (Lotus). **Class E, 1,300-1,600 c.c.:** 1, J. Vetter (M.G.A.); 2, H. v. Meulen (Porsche 1600); 3, H. Bouwmeester (M.G.A.). **Class H, up to 1,100 c.c.:** 1, H. v. Zalinge (Hirondelle); 2, J. Luyendijk (Ermini Spl.). **Fastest lap:** v. Zalinge, 2 m. 5.3 s.



BLOND-HEAD BATTLE: Peter Blond (Aston Martin DB3S) hangs grimly on to Michael Head's white Cooper-Jaguar in the chicane during their exciting duel in the 100 kilometres race for unlimited sports cars.

WHAT started as a dull meeting under grey skies, was enlivened by a thrilling battle in the 100 kilometres unlimited race, when Michael Head (Cooper-Jaguar) sorted out Peter Blond (Aston Martin DB3S), and the D-type Jaguars of Maurice Charles and Jack Fairman. The struggle went on right from the start, with Henry Taylor (D-type Jaguar) making the running until a cylinder head gasket blew. In the smaller capacity event, Innes Ireland (Lotus) led for 25 out of the 26 laps



MICHAEL HEAD'S WHITSUN OUTING

Cooper-Jaguar Driver Stars at Goodwood—Innes Ireland's Last Lap Misfortune Gives Victory to Alan Stacey—Jim Meikle Shatters Ear-drums with First Practical Demonstration of Jet-powered Car

Report by GREGOR GRANT—Photography by George Phillips

when a timing wheel stripped, leaving Alan Stacey (Lotus) with an unexpected victory. Jim Meikle gave the crowd a thrill when he turned a couple of laps with his pulse-jet-powered Cooper, the thunderous roar of which was deafening. Belching sheets of flame due to a leaking valve, this novel machine was the first of its type ever to appear on a race circuit; not since the rocket-propelled Opel of pre-war days has a vehicle with no drive to the road wheels been seen in action.

* * *

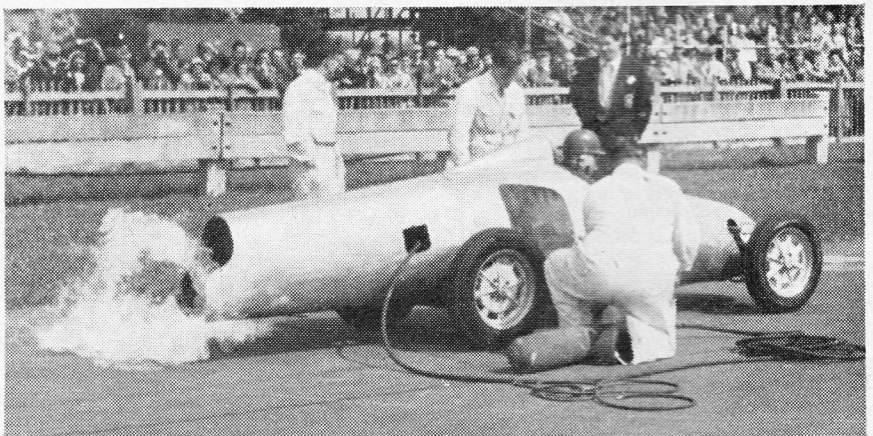
Sensation in practice was the speed of Ron Flockhart in John Coombs's 2-o.h.c. Cooper-Climax. His 1 min. 36.4 secs. (89.63 m.p.h.) was actually better than Mike Hawthorn's existing class record, also with a Lotus. Unfortunately Flockhart's engine dropped a valve, and for the race he had to borrow Maurice Baring's single-o.h.c. Lotus.

For a Whitsun holiday meeting the B.A.R.C. made the bold move of holding a sports car-only occasion. With dull weather the crowds were slow in appearing. On paper it was more or

less a club meeting; this was the first time that such an important date had no formula race, the organizers apparently leaving the single-seater stuff to the rival Crystal Palace meeting.

Luckily there was some excellent racing, otherwise the 1957 Whitsun Goodwood might have gone down as a most unenterprising motor racing meeting.

Curtain-raiser was a seven-lap handi-



JET JOB: Big attraction to many at Goodwood last Monday was Jim Meikle's demonstration run in his unique pulse-jet-powered Cooper. Its thunderous noise easily surpassed that of the old 16-cylinder B.R.Ms.

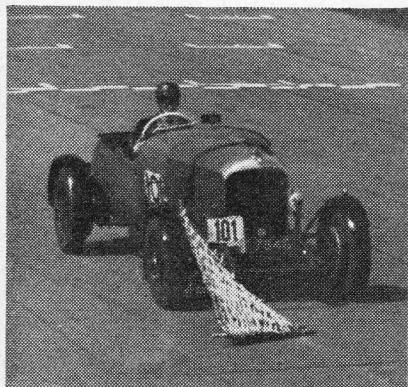
NOSE TO TAIL at Madgwick in the 26-lap race, for up to 1,100 c.c. sports cars, are the unlucky Innes Ireland, Peter Ashdown and Alan Stacey in Lotuses, and Keith Greene (Cooper).

cap for closed cars, the handicapping of which was not exactly a model of its kind. It was a gift for the small-capacity products of Longbridge and Cowley, while the backmarkers whistled round in a vain attempt to overcome great odds. This event produced a variety of machinery; so much so that the starting grid looked like a used car lot. Anyway, the event was an enjoyable one, with some really cracking driving by Jean Bloxam in her Aston Martin DB2/4. She was involved in an exciting dice with D. J. Calvert's fleet





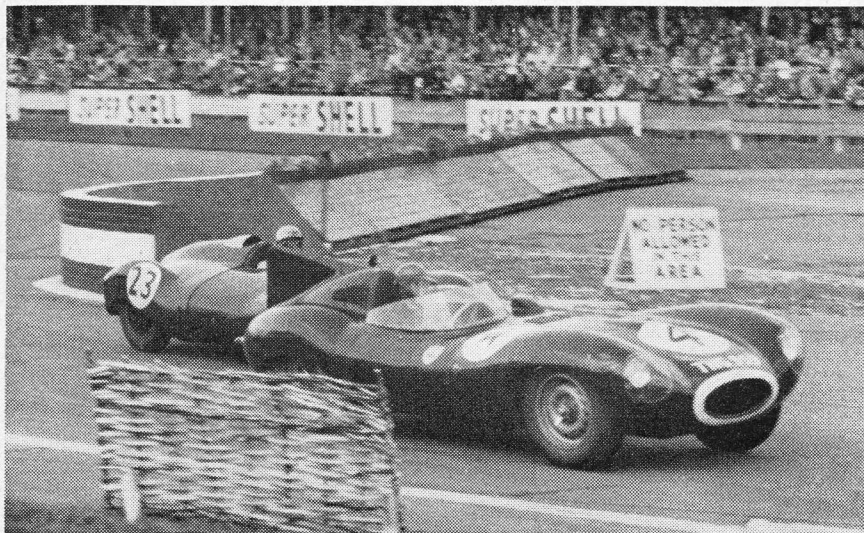
SALOONS AT SPEED: (Above) Mrs. Jean Bloxam (Aston Martin) challenging Needham's M.G. Magnette at Madgwick. The M.G. slid sideways a moment later and was cleverly avoided by Mrs. Bloxam. (Right) Competition debut of the Wolseley "1500" was made by F3 driver Eric Fenning.



COW-CATCHER: M. J. Bradley's Bentley carrying a piece of wattle fencing from the chicane. The car finished second in the Bentley seven-lapper, then overturned at Madgwick without mishap!

Sprint Veloce Alfa Giulietta, which nipped ahead on the last lap after a traffic jam in the chicane.

The tiny red Berkeley "coupette", driven by J. Goddard Watts, cheekily challenged a Mark VII Jaguar, set up a new 350 c.c. lap record in 2 mins. 27.4 secs. (58.02 m.p.h.) then burnt out a piston. R. Draper somersaulted his Ford several times at Woodcote, but crawled out unharmed from the wreckage. E. Fenning's Wolseley "1,500" impressed, and the two Ballamy Ford Populars,



driven by Peter Gammon and J. Turner, displayed astonishing road-holding. John Sprinzel's A35 Austin led the field home, chased by the Morris Minors and a pair of Dauphines which did not go as quickly as anticipated.

The 26-lap race for 1,100 c.c. sports cars was a real hard-luck story—for Innes Ireland (Lotus). He led for 25 laps till a timing wheel stripped, letting Alan Stacey (Lotus) into first place,

ahead of Keith Greene (Cooper), with Chris Threlfall third in his Tojeiro.

It had all the makings of an exciting struggle with Ireland and Peter Ash-down disputing the issue. However, the latter packed up after seven laps, leaving Ireland out on his own. N. B. Hicks (Lotus) shot off-course at Fordwater, damaging nothing but his pride. G. B. Hewitt (Lotus) had a spectacular spin in the chicane, luckily with no other cars in sight. Patsy Burt brought her Cooper into seventh place, scrapping merrily with the Lotuses of Copeman and Vaughan.

Leaden skies had given way to sunshine when the intrepid Bentley drivers hurled their machinery thisaway and thataway in the seven-lap event for these beloved old cars. M. J. Bradley, who finished second in his 4½-litre, had an adventurous passage. First of all he swiped the chicane, and carried on with a piece of wattle fencing in front of him, looking just like a cow-catcher. Then, after crossing the line, he inverted his machine at Madgwick, escaping unhurt. The race went to D. H. Day in his 3-litre. G. H. G. Burton, despite lapping at 77 m.p.h., could not get to grips with the long-handicap men. Comedy was

DAVID AND GOLIATH: Keith Greene in the little Cooper strives mightily to get past Ian Baillie's D-type Jaguar as they take the chicane.

PROVISIONAL RESULTS

Handicap Events

Closed Cars: 1, J. Sprinzel (A35 Austin), 1 credit lap + 50 s., 14 m. 57.4 s. (62.65 m.p.h.); 2, J. K. Bell (Morris Minor); 3, W. G. Wright (Morris Minor); 4, M. P. Conrad (Renault Dauphine); 5, Peter Gammon (Ford-L.M.B.); 6, D. J. Calvert (Alfa Romeo).

Fastest lap: Jean Bloxam (Aston Martin), 1 m. 52.8 s. (76.60 m.p.h.).

Class Record: 350 c.c., J. Goddard Watts (Berkeley), 2 m. 27.4 s. (58.62 m.p.h.).

Bentleys: 1, D. H. Day (3-litre), 1 credit lap + 18 s., 14 m. 56.2 s. (65.11 m.p.h.); 2, M. J. Bradley (4½); 3, A. P. K. Chaffey (3-litre); 4, G. H. G. Burton (4½); 5, R. P. Bradley (4½); 6, G. G. McDonald (4½).

Fastest lap: Burton, 1 m. 52.2 s. (77.00 m.p.h.).

Ladies: 1, Averil Scott-Monerieff (Lotus), rec'd. 1 m. 37 s., 10 m. 53.8 s. (68.27 m.p.h.); 2, Rosemary Seers (Cooper-Zephyr); 3, Jean Bloxam (Aston Martin); 4, Margaret Ashby (Leco-M.G.); 5, Betty Haig (Turner); 6, Patsy Burt (M.G.A.).

Fastest lap: Jean Bloxam, 1 m. 52 s. (77.14 m.p.h.).

Scratch Races

100 Kilometres

Up to 1,100 c.c.: 1, Alan Stacey (Lotus), 45 m. 00.8 s. (83.18 m.p.h.); 2, Keith Greene (Cooper),

45 m. 25.0 s.; 3, G. B. Hewitt (Lotus), 45 m. 46.2 s.; 4, Chris Threlfall (Tojeiro), 25 laps; 5, Len Gibbs (Lotus); 6, J. M. Copeman (Lotus).

Fastest lap: Innes Ireland (Lotus), 1 m. 41.8 s. (84.87 m.p.h.).

Unlimited: 1, Michael Head (Cooper-Jaguar), 43 m. 44.8 s. (85.58 m.p.h.); 2, Peter Blond (Aston Martin), 43 m. 50.6 s.; 3, Maurice Charles (Jaguar D), 43 m. 53.2 s.; 4, Jack Fairman (Jaguar D); 5, Alan Stacey (Lotus 1,100); 6, Ian Baillie (Jaguar D); 7, Keith Greene (Cooper 1,100); 8, B. Sadler (Sadler Spl.).

Fastest lap: Head, 1 m. 38.6 s. (87.63 m.p.h.).

Marque Race (7 laps)

1. P. G. Fletcher (A.C. Ace), 13 m. 19.8 s. (75.62 m.p.h.).

2. J. Looker (Morgan), 13 m. 23.4 s.

3. Robin Carnegie (M.G.A.), 13 m. 24.4 s.

4. J. K. McKechnie (Morgan), 13 m. 39.2 s.

5. Alan Foster (M.G.A.); 6, Dick Fitzwilliam (M.G.A.); 7, J. Fleming (A.C. Ace); 8, K. W. Mackenzie (M.G.A.).

Classes

A: 1, Fletcher; 2, Looker; 3, McKechnie.

B: 1, Carnegie; 2, Foster; 3, Fitzwilliam.

C: 1, S. C. Norman (Austin-Healey); 2, W. B. Conn (Austin-Healey).

Fastest lap: 1m. 53 s. (76.46 m.p.h.).

F2s AWAY: Tail view of the first corner on the first lap of the Formula 2 race, Part 1, with Lance Reventlow's and Raymon Thackwell's Coopers nearest George Phillip's camera.

KEEPING up the brilliant form he revealed in the recent Monaco Grand Prix, the Australian driver Jack Brabham carried all before him with the works twin-camshaft 1,500 c.c. Cooper-Climax at Brands Hatch last Sunday. He won the first F2 event at 72.70 m.p.h., leading his team-mate Roy Salvadori and Mackay Fraser (Lotus single-seater), and breaking his own F2 lap record of 75.15 m.p.h. with a speed of 75.41 m.p.h.—getting close to Scott-Brown's "absolute" figure of 75.66 m.p.h. in the G.P. Connaught. Then Brabham won the second F2 race from Fraser's Lotus and Leston's Cooper at 71.93 m.p.h., thereby being first on aggregate of the two races by 22.2 secs. from Fraser. The latter scored Lotus's first "places" with the new Formula 2 Lotus, a car still suffering teething ailments; the American's second



JACK BRABHAM'S BRANDS

Cooper Team's Australian Member Wins Two Formula 2 Races and Breaks Class Record—"Sporting Record" Trophy to Jim Russell (F3 Cooper)—Other "Firsts" to Colin Chapman, Keith Hall, Ian Walker, Tommy Bridger and E. V. Koring



MASS motoring at Paddock Bend (above) at the beginning of the second race, with Colin Chapman's winning Lotus in front, and P. R. Crabb's Tojeiro and Roy Salvadori's Cooper in close attendance.

INDIVIDUALIST at Bottom Bend on the first round of race 6 is Graham Hill (Lotus), who rejoined the race, and climbed back to fourth place, sharing fastest lap with Keith Hall. Passing are Dennis Taylor (Elva, No. 15), Ivor Bueb (Lotus, No. 7) and Miss Patsy Burt (Cooper, No. 6).

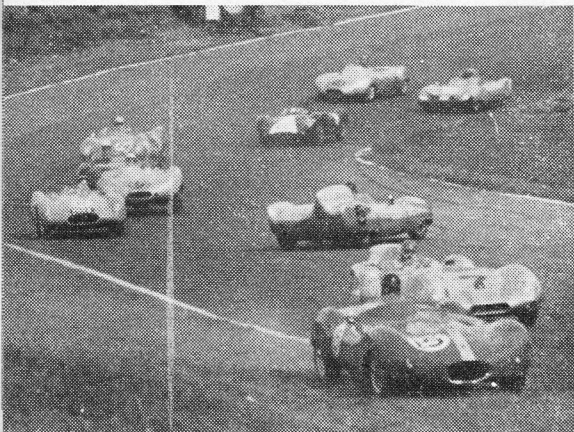
place to Brabham in the final race was gained in third gear only, owing to transmission maladies centering on the crown wheel and pinion, which broke up under the power of the twin-o.h.c. Climax

engine. The single-seaters from Hornsey are nevertheless showing great pace, and as development and reliability progress, should prove formidable challengers to the rear-engined Coopers.

Brands Hatch was spared the rain which so inconsiderately broke England's long drought in the middle of a public holiday. There was a strengthening breeze, however, and mounting clouds which made sunglasses a superfluity and jackets desirable by mid-programme. The holiday crowd was large and keen, and the racing they watched proved excellent from start to finish of the meeting.

As befitted "the cradle of Formula 3", the 500s provided the "kick-off" to the day, with a 10-lap race for Junior drivers—defined in this case as those not placed first, second or third in an F3 event, excluding J.A.P.-engined races, since 1st July, 1955. It proved E. V. Koring's race from start to finish in that venerable but speedy little Smith-J.A.P., now smart in silver-grey finish. He was chased by D. Wagner and T. H. Shaddick, both in Coopers, who held second and third places from lap 4 onwards. Sympathy of the crowd went out to A. C. Goodfellow, in a yellow Cooper, who was penalized 1 min. for creeping forward perhaps four feet before the starter's flag fell, though he immediately slowed and was swamped by the accelerating field. Getting away at last, he drove the busiest of races, moving progressively to sixth place by round 3, to fifth by round 4, and to fourth by round 6. The leading trio were well away, however, so Goodfellow settled to a well-earned fourth place—until the penalization was announced! So close is Brands Hatch racing that the 60 secs. added to his time dropped him to 10th place!

A single-o.h.c. 1½-litre Coventry Climax engine beat a twin-cam in the second race, when Colin Chapman's Lotus won the 10-lapper for 1,100-2,000 c.c. sports cars from Roy Salvadori's Cooper. Roy



made a poor start, lying well back initially, whereas Colin simply rocketed away. By the close of lap 1, however, the Cooper was third and soon Salvadori tore past W. S. Frost's Lotus to run second. But Chapman just wasn't to be caught. Peter Blond, driving J. Sieff's Cooper-Connaught, was lying fifth behind P. R. Crabb's 2-litre Tojeiro when a wheel bade farewell to the rest of the car, depositing Blond off-course and out of the race at Clearways. T. A. Bleasdale in a markedly unhandsome Lester-Riley was flagged off when some entrails from his car were seen to be dragging underneath. W. S. Frost (Lotus) drove an excellent race to come third behind Chapman and Salvadori. Crabb's Tojeiro was fourth, the first of the 2-litre cars, followed by John Horridge's Lister, a car honoured despite its homely aspect, by depiction on the cover of the race programme.

Next was the race everyone was waiting for—the first Formula 2 event—over 10 laps, with every car a genuine F2 single-seater and such names as Brooks, Brabham, Salvadori, Allison, Leston, Wicken and Mackay Fraser figuring in the list. Ten of the cars were Coopers and only two Lotuses, C. T. Atkins not having taken delivery as yet of the car which Graham Hill was nominated to drive. A late entry was that of Lance Reventlow (son of Barbara Hutton) in a new blue and white Cooper. Whilst bandying forth celebrities' names, let us record that the racing was watched and obviously enjoyed, by Jerry Desmond of "64,000 question" TV fame and Richard ("Mr. Pastry") Hearne.

Brooks's car, the Rob Walker blue Cooper, had been qualified by Peter Gammon. Tony being absent from practice, which may account for the most unexpected second lap incident in which the Cooper spun violently at Paddock Bend, to smite the outside bank heartily, Brooks climbing out ruefully and walking cat-like on top of the bank to safety. The car itself was virtually a write-off. Meanwhile Jack Brabham in the fruity-sounding twin-cam works Cooper had gone out ahead, driving superbly, with Allison's Lotus second on Brooks's departure, Salvadori third, and Mackay Fraser (Lotus) fourth. Lap 4, and the Australian was well out in front, and on the next round Allison suddenly slowed on emergence from Clearways, the driver raising an urgent hand to signal his plight, Salvadori whipping past the Lotus into second place.

PROVISIONAL RESULTS

Formula 3 Cars (10 laps): 1, E. V. Koring (Smith), 10 m. 53.6 s. (68.30 m.p.h.); 2, D. Wagner (Cooper); 3, T. H. Shaddick (Cooper); 4, R. H. Ham (Cooper); 5, A. Zains (Flash Spl.); 6, M. H. Clare (Cooper).

Fastest lap: Koring, 70.19 m.p.h.

Sports Cars, 1,101-2,000 c.c. (10 laps): 1, C. Chapman (Lotus), 10 m. 28.0 s. (68.30 m.p.h.); 2, R. Salvadori (Cooper); 3, W. S. Frost (Lotus); 4, P. R. Crabb (Tojeiro); 5, J. Horridge (Lister); 6, G. H. Williamson (Lotus).

Fastest lap: Chapman, 72.47 m.p.h.

Formula 2 Cars (10 laps): 1, J. Brabham (Cooper), 10 m. 14 s. (72.70 m.p.h.); 2, R. Salvadori (Cooper); 3, H. Mackay Fraser (Lotus); 4, D. Taylor (Cooper); 5, L. Leston (Cooper); 6, R. W. Thackwell (Cooper).

Fastest lap: Brabham, 75.41 m.p.h. (new F2 record).

"Sporting Record" Trophy Race (Formula 3) (15 laps): 1, J. Russell (Cooper), 15 m. 34.8 s. (71.63 m.p.h.); 2, T. Bridger (Cooper), 3, D. Parker (Cooper); 4, G. M. Jones (Cooper); 5, A. V. Cowley (Cooper); 6, D. J. Strange (Cooper).

Fastest lap: Bridger, 73.66 m.p.h.

Series Production Sports Cars (10 laps): 1, I. Walker (1,172 Lotus), 10 m. 59 s. (67.74 m.p.h.);

2, M. J. Parkes (1,172 Lotus); 3, R. A. Hudson (2,660 Austin-Healey); 4, J. Dalton (2,660 Austin-Healey); 5, T. Barnard (1,172 Lotus); 6, R. J. Randall (M.G.A.).

Fastest lap: Walker, 69.53 m.p.h.

Sports Cars, up to 1,100 c.c. (10 laps): 1, J. K. Hall (Lotus), 10 m. 22.4 s. (71.72 m.p.h.); 2, P. H. Ashdown (Lotus); 3, A. Stacey (Lotus); 4, G. Hill (Lotus); 5, I. Bueb (Lotus); 6, Miss P. Burt (Cooper).

Fastest lap: Hall/Hill, 72.94 m.p.h.

Juniors v. Seniors, Formula 3 (10 laps): 1, T. Bridger (Cooper), 10 m. 54.4 s. (72.07 m.p.h.); 2, D. Wagner (Cooper); 3, D. Parker (Cooper); 4, R. H. Ham (Cooper).

Fastest lap: Bridger, 73.2 m.p.h.

Formula 2 Cars (10 laps): 1, J. Brabham (Cooper), 10 m. 20.6 s. (71.93 m.p.h.); 2, H. Mackay Fraser (Lotus); 3, L. Leston (Cooper); 4, R. L. Moore (Cooper); 5, R. W. Thackwell (Cooper); 6, L. Reventlow (Cooper).

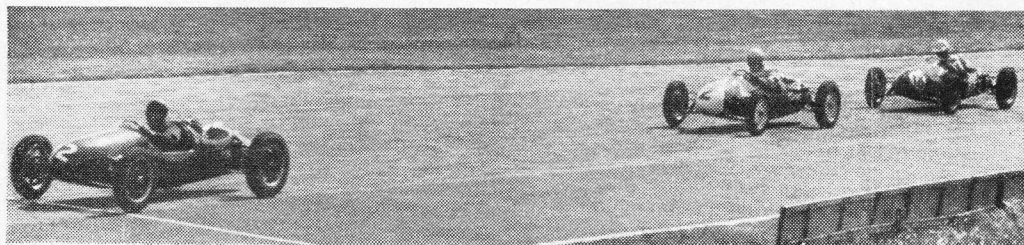
Fastest lap: Brabham, 74.15 m.p.h.

Placings on aggregate with first F2 race: 1, Brabham, combined time, 20 m. 34.6 s. (72.31 m.p.h.); 2, Fraser, 20 m. 56.8 s.; 3, L. Leston, 21 m. 40.6 s.

Next excitement was supplied by George Wicken, who carved his way through to third spot by lap 6, then nearly "lost" his Cooper on the downhill rush into Bottom Bend, resultant weavings letting Mac Fraser past again. Two rounds later the clutch on Wicken's car gave up, so the final order ran out as Brabham, Salvadori, Fraser, with Dennis Taylor a competent fourth, driving Bill Whitehouse's Cooper. A record lap at 75.41 m.p.h. confirmed the brilliance of Brabham's drive—this quiet, likeable Australian has really "arrived" this year.

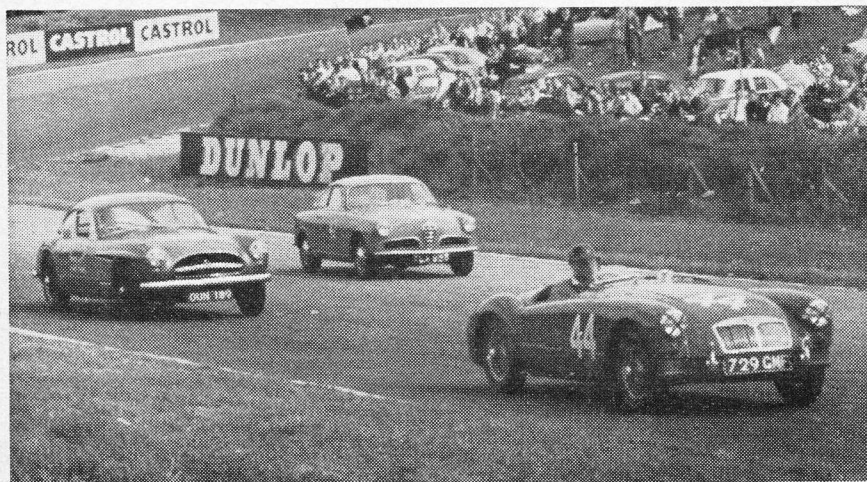
Those eternal protagonists, Jim Russell and Tom Bridger, took their customary first and second places in Event 4, the *Sporting Record* Trophy for F3 cars, over 15 laps. But there was no Snetterton nose-to-tail business this time, for Bridger's getaway was modest, whereas Russell's was excellent, though beaten by

Gordon Jones and Don Parker. It took the Downham Market star nearly two laps to catch Parker, and two more to catch the flying Jones, down by Paddock Bend. Once clear, Russell in the glistening unpainted works Cooper pulled away, but stirring deeds were being performed in his wake. Jones and Parker were locked in combat, as were Bridger and A. V. Cowley. Parker took Jones on lap 6, sprinting through on the inside at Kidney Bend, while Bridger shook off Cowley and by lap 10 was on Jones's tail. A terrific dice ensued until, on the 12th round, Bridger snaked past on that exciting downhill plunge from Druids into Bottom Bend. That little matter settled, Bridger next set about Parker, to pass the old champion on the uphill stretch past the paddock. That was on lap 13. Two to go—not enough for Russell's lead to be imperilled, although given an extra lap or so, one felt that



"SPORTING RECORD" TROPHY for F3 cars was won by Jim Russell, followed by Tommy Bridger, seen above waiting his chance to pass Gordon Jones (No. 2) and Don Parker (No. 12).

ALLSORTS in the Series Production sports car race (left) with Colin Shove (M.G.A.) leading John Webb's 4-litre Jensen 541 and D. J. Calvert's Giulietta Alfa Romeo.



on this day the fighting Bridger might even have caught the master.

After that, a gentle sports car race for series-production models complying with the AUTOSPORT Championship regs. was just the ticket. Gentle? On the very opening lap, when Ian Walker (1172 Lotus-Ford) led off, R. A. Hudson (Austin-Healey) R. D. Jennings (A.C.-Bristol), R. F. North (TR2) and R. N. Prior (Lotus-Ford) all excused involuntarily on the grass, the latter pair spin-

ning at the foot of Druids, with Prior's Lotus the unluckiest, ending up very bent about the front, on the inside of Bottom Bend. On lap 4 the Hudson-Jennings battle grew tenser, both driving splendidly until, alas, the A.C. suddenly slowed up with, of all the maddening things, its exhaust system trailing on the ground. Hudson's third place was therefore secure behind Walker and M. J. Parkes (also 1172 Ford-engined Lotus) for John Dalton in another 100S was farther back. Parkes pirouetted prettily on lap 7, but kept his second place, and the race ran out as another splendid win for Ian Walker and his yellow Club Lotus. Tom Barnard (1172 Lotus) was fifth behind Dalton, and R. J. Randall's standard M.G.A sixth, leading K. P. Tomei's M.G. TD and Calvert's Alfa Giulietta.

Team Lotus ran away with Event 6, for up to 1,100 c.c. sports cars, Keith Hall haring off the mark like a 2-litre, to lead throughout, with Peter Ashdown and Alan Stacey profiting by circumstance to make it a neat works 1-2-3 at the finish. It was Graham Hill (Lotus) who ran closest to the flying Hall on the opening lap, only to spin many places away at Bottom Bend, rejoining the race in 12th place. By lap 2 he was 11th; lap 3 and he was ninth; on lap 4 he was in seventh place, and by the sixth round he was up to fourth, behind the works Lotus trio. His efforts brought him a 50 per cent. share with Keith Hall in the fastest lap in 61.2 secs. (72.94 m.p.h.).

Ian Raby was unfortunate, for after lying second to lap 4, the accumulator in his Cooper came adrift and he was obliged to abandon with spilt acid

threatening his limbs. Other abandons included Dennis Taylor (Elva) and D. B. Mathieson, whose Lotus lost a wheel, Patsy Burt weaving dexterously past the crippled car while the errant wheel soared high, then landed in a neighbouring field. Chris Threlfall's noisy Tojeiro-Climax revolved energetically at Kidney, raising a fine dust cloud, then departing once more. Ivor Bueb, looking unfamiliar in a Lotus, came fifth behind Hill, and next was Miss Burt's blue Cooper, heading Archie Scott-Brown's Elva, this car seemingly having an "off-day".

Event 7, the Juniors v. Seniors F3 race, gave promise of good entertainment, the idea being that Koring & Co. from race 1 go off for their 10 laps 30 secs. ahead of Bridger, Parker and Co. of race 4. Starters were not too numerous, however, at 9, and finishers definitely not, at 4. D. Wagner (Cooper) led E. V. Koring off, and managed to keep the latter at bay for four laps, when the little silver Smith at last got by. Already three cars had dropped out, including J. Brown's smart white Martin, and now Bridger was in third place. Once ahead of Wagner, Koring gradually drew away, but on the sixth lap his car shed a wheel on the descent to Bottom Bend, charging helplessly across the track and fetching up against the outside bank. This was a cruel end to Koring's efforts, and tardy news that his injuries were not serious, coupled with slight concussion, came as a considerable relief. Bridger, meantime, was picking up 5 secs. per lap on Wagner, catching him two laps before the finish, to win for the "Seniors", with Don Parker third,

and Russell Ham (Cooper) the sole remaining runner, in fourth place.

The idea of a repeat of that exciting F2 race, with a virtually identical entry list, was viewed with relish by all, and despite the absence of Tony Brooks Event 8 fulfilled all expectations for sheer excitement. George Wicken and Cliff Allison shot away at flag-fall, but Roy Salvadori passed both to lead on the first round, while Brabham moved up to menace the stubby tail of Allison's Lotus. Wicken, alas, quickly dropped out and then—sensation!—Salvadori, too, retired with a loose steering arm. So up went Brabham, followed by Allison and Mackay Fraser in Lotuses, Les Leston (Cooper) and Ronnie Moore (Cooper). Then Allison suddenly slowed and retired, letting Fraser up a place! But Mac, too, was in trouble, being unable to select his gears properly, and sticking, perforce, to third speed only, he careered round Brands Hatch with his double-knocker Climax engine revving hard all the way. On the eighth lap he made to pull in, but scandalised Lotus personnel, seeing second place still a strong possibility, frantically shooed him off. Leston was now much closer to the Lotus, but Mac pressed valiantly on, holding the Cooper off to the end. Behind Leston came the neat black and white Kiwi Equipe Coopers of Moore and Thackwell, but Lance Reventlow made a desperate bid for sixth place, almost pipping Thackwell in the rush for the line. And with that final touch of excitement, the Whitsun Brands concluded, and the first few drops of rain pattered down. Superb timing, B.R.S.C.C.! C. POSTHUMUS.

Goodwood—continued

supplied at the chicane, when Burton, Eastick and Pacey all tried to squeeze through the chicane at one time, and all came to a full stop!

After Jim Meikle had made history with the pulse-jet car, drivers lined up for the Le Mans start of the 100 kilometres race for unlimited sports cars. First away was Henry Taylor (Jaguar D), followed by Peter Blond (Aston Martin), Jack Fairman (Jaguar D) and Michael Head (Cooper-Jaguar). These positions were maintained for the first two laps, when Maurice Charles (Jaguar D) slipped ahead of Head. On lap 3 Flockhart retired Baring's Lotus. Next time round Blond had seized the lead from Taylor, with Charles, Head and Fairman up each other's exhaust pipes. Poor Taylor dropped out of the contest with cylinder head gasket trouble.

With Blond holding a slender lead, all eyes were on Head, who was driving the white Cooper magnificently, closing up on the healthy sounding DB3S and making Blond ever-conscious of his presence. The Surbiton machine had phenomenal brakes, and really superb road-holding. Gradually the pair outstripped Charles in the ex-Ecurie Ecosse car, and Fairman in Jack Broadhead's machine. In fifth place came Alan Stacey's Lotus "1,100", and Bailey's D-type could not shake off the persistent Keith Greene in his 1,100 c.c. Cooper. Taylor re-entered the race, but the Murkett car was soon retired with no water. This was bad luck, for the concern had done a fine restoration job after the prang at Nürburgring.

The Canadian, B. Sadler, was going well with his Chev-powered special on his first visit to Goodwood, holding off Fisher's Lotus. Charles and Fairman once again got to grips with Blond and Head; this was a most intense battle. On lap 15 Head swooped in front and stayed there until the end. The last lap was exciting; Blond nicked the chicane wall, and crossed the line with his front wheels pointing in different directions, and Fairman just failed to catch Charles.

Averil Scott-Moncrieff (Lotus) won the very dull five-lap ladies' handicap in a race which never looked like developing into a race, enlivened by the wonderful driving of Jean Bloxam in her Aston Martin, who lapped at 77.14 m.p.h. but, owing to the generosity of the handicappers, was well out of the running. Anyway, she had the satisfaction of recording the fastest lap ever achieved with one of Feltham's closed cars at Goodwood.

To round off the programme came a marquee race for production sports cars, which, despite barring A.C. Bristol, Austin-Healey 100S, Lotus-Ford and other AUTOSPORT Championship entrants, apparently allowed special alloy bodies—all very confusing.

P. G. Fletcher's A.C. Ace led from start to finish, followed closely by J. Looker's Morgan and Robin Carnegie's Fitzwilliam M.G.A. Dick Fitzwilliam was nudged off-course at Fordwater, motoring on the grass for over a 100 yards. He dropped from second place to 18th, but gobbled up the opposition to such an extent that he actually finished sixth. Hurrell (TR2) revolved at Wood-

cote, and Wagstaff also did a waltzing act with a similar car. Oddly enough, the winner of the largest class, Norman (Austin-Healey), could only finish ninth in the general category. Robin Carnegie took the 1,500 c.c. class, followed by Alan Foster in Dick Jacobs's A-type, and the indefatigable Fitz.

A T.T. TEA TRAY

PRODUCED by Décoramics, Ltd., 11b Liverpool Terrace, Worthing, a coffee/tea tray, framed in Sussex oak, consists of ceramic tiles on one of which is depicted the famous motorcycle T.T. trophy, against a background of the I.O.M. circuit. The remaining tiles record the names of the riders, their machines, positions, speeds and dates—108 winners in all. The tray, which retails at three guineas, has been issued to commemorate the Golden Jubilee of the T.T. motorcycle races.

DEUTSCHLAND RALLYE

Results

General Classification

1, L. v. Zedlitz/R. Hahn (BMW 502), 8.1 points lost; 2, Graf Westerholt/W. Scheube (Alfa Romeo Giulietta), 9.76; 3, R. Golderer/A. Kling (Mercedes 180D), 21.3; 4, M. Riess/G. Küfler (Mercedes 180D), 47.79; 5, R. Weiss/P. Falk (Borgward-Isab. TS), 52.3; 6, H. Boes/T. Schadrack (Borgward-Isab. TS), 52.52; 7, "Max"/D. Lissmann (Porsche Carrera), 54.86; 8, v. Schroeter/Eickelmann (DKW F91), 60.7; 9, F. Hahn Jr./H. Hesen (Borgward-Isab. TS), 71.35; 10, W. Warmbold/H. Henninger (Borgward-Isab. TS), 132.77.

Classes.—Grand Touring (under 2 litres): "Max"/Lissmann (Porsche). Series Production (over 1,600 c.c.): v. Zedlitz/Hahn (BMW). Under 1,600 c.c.: Weiss/Falk (Borgward). Under 1,300 c.c.: Graf Westerholt/Scheube (Alfa Romeo Giulietta). Under 1,000 c.c.: v. Schroeter/Eickelmann (DKW). Under 750 c.c.: Hopfen/Bingemer (Saab). Diesel Cars: Golderer/Kling (Mercedes 180D).

KIRKISTOWN QUINTET

Race Discipline Tightened-up by 500 M.R.C.I. at June Meeting

THE 500 Motor Racing Club of Ireland are plugging away at the very desirable business of keeping motor racing alive in Northern Ireland and staged yet another good meeting at their Kirkistown venue on Saturday, 8th June. The total of 48 entries represents about every available piece of racing machinery in race-starved Ulster, but there are definite signs that things are beginning to improve and that work has begun on a number of specials to augment the list.

The boys taking part in the June meeting had a shock when the stewards of the meeting decided to take rather more of a hand in the proceedings than usual. As a result, two drivers were black-flagged and "told off" for non-observance of the pass-on-the-left rule, while two more were penalized one lap for jumping the flag in the race for Ford specials. After pondering these developments, the boys settled down and for the remainder of the racing, watched the starter's flag carefully, some even acknowledging that it had been dropped by waving their hand before moving off, and then keeping dutifully to the right of the track, waving everything from Goggos to blown Maseratis past them.

In the main, the same old faces (one month older to be exact) as before were worn by the winners. John Black, in his TR2, seemed to have the legs of all the opposition in the Triumph v. Austin-Healey race, although Ernest McMillen (TR3 hardtop) shook all and sundry by a phenomenal getaway following the Le Mans-type start. A lap or two later, by which time McMillen and Black were having it out almost on their own, the stewards shook Ernie by calling him in to explain right-hand from left-hand.

Ernest resumed, now lying last, but being far from subdued by official displeasure, was soon up among the leaders—Black and C. B. Carter (TR2), and making the most of having disc front brakes. Even this advantage, however, was not enough to overcome the enforced halt and he had to be content with third place.

The race for Ford specials produced the bewildering situation in which Norman Henderson was quite visibly out in front of the field, with Brian Bleakley second and John Davidson third. At least, that is what the spectators thought they were seeing. Unknown to them, however, the stewards had veered off on another tack and had penalized both Henderson and Pithers one lap for "jumping the gun", so that the race went to Bleakley from Davidson and brought Reggie Turner's Morton-Ford into third place. That ought to encourage Reggie to widen the scope of his challenge to owners of Ford specials in England—he will probably challenge the world now.

The open handicap first heat was in progress when the writer found clerk of the course Jack Dunlop taking a quick breather away from the telephone. It was to be a very brief respite, however, for soon the flag marshal was out again with the black flag—and this time Tommy Allen was hauled protectingly out of the race. At least, he was halted and "gone over" and retired voluntarily.

The stewards refused my offer to smuggle them out of Kirkistown by a secret exit.

Seriously, however, much good was done by this very literal "showing the flag". Thereafter, the boys desisted from taking liberties with the rules and even if those who had borne the brunt of the official displeasure were not quite the best examples of delinquents, they served the purpose of showing to all and sundry that safer racing was not only possible and desirable, but also within the grasp of all.

It is sad that the club rejoicing in the title of 500 Motor Racing Club could only induce two 500s to the line—but it has to be admitted that both of these, Kinnane's 499 J.P. and Alec Jameson's 498 J.P., have at last reached a high state of reliability. Kinnane, especially, had a field day, winning the open handicap and finishing third to Malcolm Templeton's Lotus-Climax in the *Formule Libre* race. Maybe the attention now being given this motor by Fred Smyth, who used to look after the McCandless cars, has something to do with it.

W. A. McMASTER.

Results

Saloon Car Handicap (10 laps): 1, P. Smyth (893 DKW), h'cap allowance 1 lap, 15 m. 33 s. (54.20 m.p.h.); 2, J. A. Phillips (293 Gogomobil), 2 laps, 15 m. 48 s.; 3, Paddy Hopkirk (Ford Anglia), 80 s., 17 m. 3 s.

Ford Specials' Scratch Race (10 laps): 1, Brian Bleakley, 14 m. 33 s. (62.98 m.p.h.); 2, John Davidson, 15 m. 2 s.; 3, Reggie Turner, 15 m. 11 s. **Fastest lap:** Norman Henderson, 1 m. 25 s. (64.85 m.p.h.).

500 c.c. Scratch Race: Alec Jameson (498 J.P.), 62.77 m.p.h.

Triumph v. Austin-Healey Scratch Race: 1, John Black (TR2), 14 m. 30 s. (63.20 m.p.h.); 2, C. B. Carter (TR2), 14 m. 51 s.; 3, Ernest McMillen (TR3), 14 m. 54 s. **Fastest lap:** Black/McMillen, 1 m. 24 s. (65.45 m.p.h.).

Open Handicap—First Heat: 1, Gerry Kinnane (498 J.P.), 50 s., 14 m. 5 s. (67.46 m.p.h.); 2, P. Smyth (893 DKW), 2 laps + 30 s., 14 m. 14 s.; 3, John Davidson (Ford Spl.), 1 lap + 20 s., 14 m. 18 s. **Second Heat:** 1, Charles Maunsell (1.396 Stuba), 1 lap, 14 m. 17 s. (63.68 m.p.h.); 2, Alec Jameson (498 J.P.), 70 s., 14 m. 18 s.; 3, Brian Bleakley (1.172 Ford Spl.), 80 s., 14 m. 23 s. **Final:** 1, G. L. Kinnane (499 J.P.), 50 s., 14 m. 3 s. (67.63 m.p.h.); 2, Charles Maunsell (Stuba), 14 m. 6 s.; 3, P. Smyth (DKW), 14 m. 12 s. **Fastest lap:** C. A. O'Hara (1500 Gordini), 1 m. 18 s. (70.49 m.p.h.).

Formule Libre Race: 1, Malcolm Templeton (1,100 Lotus-Climax), 13 m. 3 s. (70.22 m.p.h.); 2, Marshall Watson (1,890 Alta), 13 m. 26 s.; 3,

G. L. Kinnane (498 J.P.), 13 m. 28 s. **Fastest lap**, and fastest lap of meeting: Templeton, 1 m. 16 s. (72.34 m.p.h.).

NEW ULSTER CIRCUIT

AS reported recently by our Ulster correspondent, the Ulster Automobile Club have secured a new racing venue—the disused airfield at Long Kesh, near Lisburn. A meeting will be held there tomorrow (15th June) and, if successful, may well be the forerunner of many more. The venue provides an interesting little circuit of 2.6 miles to the lap and, in description, far removed from the average airfield circuit. Only the perimeter track will be used and, in places where this winds between technical buildings, takes on the aspect of a "round the houses" affair.

HUMBER WINS FIJI RALLY

OF the 26 entrants in the Easter Rally held in the Viti Levu district of the Fiji Islands, 22 completed the gruelling two-day event over soapstone and gravel roads. Included was an ascent and descent of Nadarivatu, some 3,500 feet above sea level. The rally winner drove a Humber Super Snipe, second was a Riley Pathfinder and third a Ford Consul. The de luxe Ford Anglia of our correspondent, P. G. Titterton, proved too light on most sections and finished ninth.

CHANCE for Denis Jenkinson, "Sammy" Davis, Allan Moore, Louis Kleman-taski, and other "beards" of note? There's a special £50 prize in the Mobilgas 10,000 Miles Round Australia Rally for "the best natural beard worn by any crew member", to be judged at the presentation ceremony. Donors are Remington Rand, who are also presenting seven electric razors for the first three finishers, and the four class winners.

DESMOND TITTERINGTON'S firm, J. D. Titterington, Ltd., has taken over the Ulster distribution of Bardahl. Address: Annadale House, Hampton Park, Belfast.

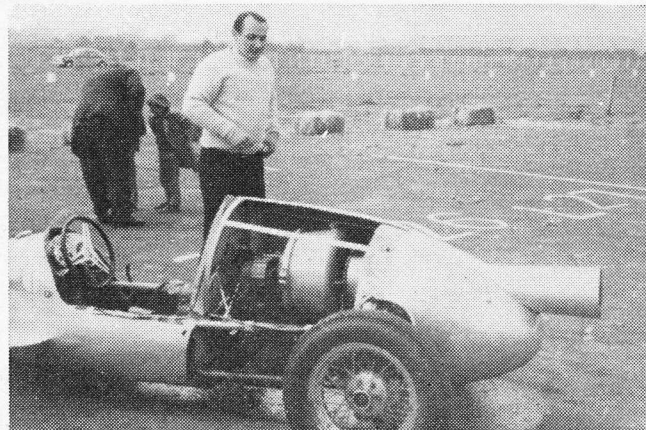
SPORTS car world in the Fiji Islands is limited to one Triumph TR2. An M.G.A. is expected shortly.

A. T. RAJAH of Malaya has just completed a 12,000-mile overland journey from Singapore to London in a second-hand Triumph TR2.

★

ANOTHER probe by the enterprising Jim Meikle into the use of new means of car propulsion; seen at Kirkistown recently, is this turbine-engined jet car, based on a Cooper chassis. It was listed as of 10,000 c.c.

★



RECORDS FALL AT THE PALACE

Jack Brabham Caps Successful Weekend by Winning F2 Race and Breaking Circuit Record in Cooper. 1,100 c.c. Record for Keith Hall. Wins for Stuart Lewis Evans (F3 Cooper) and Archie Scott-Brown (Lister-Jaguar)

IF the racing at the B.R.S.C.C./L.C.C. Crystal Palace meeting last Monday was not particularly exciting, it was certainly fast and both the outright course record and the 1,100 c.c. record fell during the afternoon. In seven of the nine events, the first lap leaders held position to the end; in the other two, they were ousted only in the last few yards to provide a couple of surprise finishes.

The first part of the Formula 2 London Trophy, the day's main event, went quite easily to Roy Salvadori in a works-entered Cooper, although Jack Brabham in a similar car effectively snapped at Salvadori's tail, waiting for him to make just one little mistake. Both works-entered Lotuses disappointed the crowd and their drivers, Cliff Allison and Mackay Fraser. Allison's car stripped its crown wheel and pinion right at the start, while Fraser's repeated its Brands Hatch transmission troubles of the previous day, retiring just after half-distance when lying third. This put Wicken and Leston up a place, on to a completely Cooper leader-board. Farther back, Ray Thackwell led Dennis Taylor, and at the end of the field, Lance Reventlow managed to keep Ronnie Moore's Kiwi Equipe car behind him. All these four drivers, too, were Cooper-mounted.

Mac Fraser managed to get sufficient repairs done to his Lotus to allow him to appear again in Part 2 of the London Trophy. But after a very unsure first lap, the car's final drive packed up again at the back of the circuit and that was that. Brabham, this time, made absolutely sure of winning by getting ahead of Salvadori as they headed for Ramp Bend on the opening lap. He went faster and faster, and managed to crack Stirling Moss's F1 Maserati lap record by .2 sec., leaving it at 62.4 secs., 80.19 m.p.h.

Salvadori, meanwhile, appeared to be having gearbox trouble, passing the grandstands with his head down and fighting the lever. Subsequently, he dropped to third behind George Wicken. Dennis Taylor's Cooper was pushed off the grid and into the paddock as soon as the starting flag fell and Allison's Lotus failed to appear, so it was left to Leston, Thackwell and Reventlow to run steadily and consistently into the remaining three places after Moore retired at half-distance.

With the final result of the London Trophy obtained on aggregate times, the prize went to Jack Brabham, making it a profitable week-end for him in conjunction with his Brands win. Second came Salvadori, and third Wicken, with Leston fourth.

Although the original Redex Trophy was presented to Ivor Bueb for keeps for his successive wins in 1954, 1955 and 1956, the cup has been replaced so that the Formula 3 Redex Trophy Race may continue to be held at the Palace.

Run in two seven-lap heats and a 10-lap final, the first part seemed as though it would be an easy victory for Jim Russell. Russell, indeed, led for

six laps, but creeping up on him during this time was Derek Strange in John Broadhead's Cooper. On the final run in past the grandstand, Strange pulled something extra out of the bag and won by a bonnet's length.

Stuart Lewis-Evans, fresh from signing to drive with Ferrari, made short work of the second heat in his Beart-tuned Cooper, with Alan Cowley, Don Parker and Tom Bridger holding the next three places throughout. David Boshier-Jones's Jackson-tuned Cooper seemed to lack its usual sparkle, falling from fourth to sixth, while Ivor Bueb's



AUSTRALIAN driver Jack Brabham, driving a works-entered F2 Cooper, knocked .2 sec. off the Crystal Palace lap record while winning the London Trophy race.

car could do no better than eighth place at the end.

The final looked as though it might be a fine needle match between Lewis-Evans, Russell, Bridger, Taylor and Parker, with interruptions from Strange and Cowley. As it turned out, though, Strange crashed on the second lap, Cowley went out a couple of laps later and the first five drivers mentioned above ran their 10 laps in the order given, and without incident. Lewis-Evans was completely uncatchable at the head of the field, and so the Redex Trophy (a very large and impressive silver cup) found a new owner, at least for a year anyway.

Archie Scott-Brown's Lister-Jaguar came to the line for the 10-lap unlimited sports car event looking every inch the winner, and proved to be so in no uncertain manner. Although the remains of a shower of rain on the sheltered wooded section of the circuit prevented Archie from lapping at his fastest practice speed and thus setting a new official class record, nothing prevented him from leading all the way. In second and third places throughout lay Graham Whitehead (Aston Martin DB3S) and Les Leston, in George Abecassis's Jaguar-engined H.W.M., while the only change on the lap chart during the entire 10 laps took place during the fifth circuit when Peter Whitehead

(DB3S) and Jack Brabham (Tojeiro-Jaguar) swapped around for fourth and fifth spots. It was Brabham who finished in the higher of the two places.

Stirling Moss had been billed to appear in the Norbury Trophy event, and no doubt many people had turned up to watch the British Champion drive Ken Miles's Porsche-engined Cooper. But they were doomed to disappointment, for the car had not yet arrived from the United States. This, added to the unavoidable non-appearance of Tony Brooks in the London Trophy, having crashed in Rob Walker's F2 Cooper at Brands Hatch the previous day, unfortunately took much of the "star value" out of the meeting.

So the Norbury Trophy became a contest between Roy Salvadori and Colin Chapman in a works Cooper and a works Lotus respectively. Salvadori led for 9½ laps out of 10, but Chapman just managed to scrape past on the final dash to the flag, winning by a nose. Mike Anthony's Bristol-engine-on-its-side Lotus ran into mechanical trouble again and retired after a couple of circuits, while Ian Walker tried his level best (and a very good best it was too) to pass P. R. Crabb's Tojeiro-Bristol. Walker's car was his bright yellow Ford-engined Lotus with Willment conversion—1,172 c.c. snapping at the heels of 2,000 c.c., and all but managing to overtake! Walker finished in fourth place and close behind him came G. H. Williamson's similar car, also converted by Willment.

Previous to this, Walker had really shown the paces of his remarkable little Lotus by winning unhindered the Production Sports Car event over 10 laps. Listed amongst the reserves in the programme and racing because of the non-appearance of John Webb's Jensen, Walker went out in front at the start, beating R. A. Hudson's Austin-Healey 100S, R. N. Prior's Lotus-Ford, the XK 120 of P. J. Sargent, and a couple more Austin-Healey 100S's, driven by D. Buxton and Mike Mainwaring-Evans. It was an eye-opening demonstration of what can be done with the extraordinary Ford 10 engine.

A class record, the one for 1,100 c.c. sports cars, fell during the Anerley Trophy event. It went to the credit of Keith Hall (Lotus), being scored during Hall's successful efforts to keep Colin Chapman behind him and thus finish the winner. The new time knocked 3.2 seconds off the previous record, set two years ago by Ivor Bueb (Cooper). Thus, Hall and Chapman sped off into the lead of the Anerley Trophy with the result already known, while a duel for third and fourth spots developed farther back between Ian Raby (Cooper) and Graham Hill (Lotus). Raby was determined that Hill should not pass, although the Lotus seemed to have every bit as much steam as the Cooper. Then Hill spun, dropping back a couple of places behind Ivor Bueb (Lotus) and Mackenzie-Low (Elva). However, by hard driving, Hill redeemed his loss and finished as closely behind Raby as he had started. Archie Scott-Brown could only manage a constant seventh in a works Elva, while D. B. Mathieson, nothing daunted by his spectacular wheel-loss at Brands the day before, drove steadily to finish ninth.

MAXWELL BOYD.

(Results on opposite page)

CRYSTAL PALACE RESULTS

Formula 2, London Trophy Race, Part I, 10 laps: 1, R. Salvadori (Cooper), 73.38 m.p.h.; 2, J. Brabham (Cooper); 3, G. Wicken (Cooper); 4, L. Leston (Cooper). **Fastest lap:** Salvadori, 79.69 m.p.h.

Part II, 10 laps: 1, J. Brabham (Cooper), 78.17 m.p.h.; 2, G. Wicken (Cooper); 3, R. Salvadori (Cooper); 4, L. Leston (Cooper). **Fastest lap:** Brabham, 80.19 m.p.h., **new circuit record.** **Aggregate result:** 1, J. Brabham (Cooper), 77.90 m.p.h.; 2, R. Salvadori (Cooper); 3, G. Wicken (Cooper); 4, L. Leston (Cooper); 5, R. W. Thackwell (Cooper); 6, L. Reventlow (Cooper).

Redex Trophy Race, Heat 1, 7 laps: 1, D. J. Strange (Cooper), 73.59 m.p.h.; 2, J. Russell (Cooper); 3, S. Foreman (Cooper); 4, R. J. Barrett (Cooper). **Fastest lap:** Strange, 76.75 m.p.h.

Heat 2, 7 laps: 1, S. Lewis-Evans (Cooper), 75.64 m.p.h.; 2, A. V. Cowley (Cooper); 3, D. Parker (Cooper); 4, T. Bridger (Cooper). **Fastest lap:** Lewis-Evans, 77.70 m.p.h.

Final, 10 laps: 1, S. Lewis-Evans (Cooper), 70.64 m.p.h.; 2, J. Russell (Cooper); 3, T. Bridger (Cooper); 4, T. Taylor (Cooper). **Fastest lap:** Lewis-Evans, 72.31 m.p.h.

Unlimited Sports Cars, 10 laps: 1, W. A. Scott-Brown (Lister-Jaguar), 73.50 m.p.h.; 2, A. G. Whitehead (Aston Martin DB3S); 3, L. Leston (H.W.M.-Jaguar); 4, J. Brabham (Tojeiro-Jaguar). **Fastest lap:** Scott-Brown, 75.82 m.p.h.

Norbury Trophy Race, Sports Cars, 1,100-2,000 c.c., 10 laps: 1, A. C. B. Chapman (Lotus), 72.14 m.p.h.; 2, R. Salvadori (Cooper); 3, P. R. Crabb (Tojeiro-Bristol); 4, I. Walker (Lotus-Ford). **Fastest lap:** Salvadori, 74.02 m.p.h.

Anerley Trophy Race, Sports Cars, up to 1,100 c.c., 10 laps: 1, J. K. Hall (Lotus), 75.21 m.p.h.; 2, A. C. B. Chapman (Lotus); 3, I. E. Raby (Cooper); 4, G. Hill (Lotus). **Fastest lap:** Hall, 77.22 m.p.h., **new class record.**

Production Sports Cars, 10 laps: 1, I. Walker (Lotus-Ford), 69.77 m.p.h.; 2, R. A. Hudson (Austin-Healey); 3, R. N. Prior (Lotus-Ford); 4, P. J. Sargent (Jaguar XK 120). **Fastest lap:** Walker, 71.49 m.p.h.

THE BATHURST "100"

Exciting 100-mile race marred by retirement of favourites

AN enthusiastic crowd of more than 25,000 people saw Arnold Glass drive his H.W.M.-Jaguar to victory in the 100-mile Bathurst "100" motor race, held on the interesting Australian (New South Wales) mountain course.

The expected duel between Stan Jones (Maserati) and the New Zealander Tom Clark, in his ex-Whitehead Super Squalo Ferrari, did not materialize as Jones unfortunately broke an axle in an earlier race.

The cars were started separately according to handicap but attention was focused on the scratch section. Clark took an early lead but the Ferrari was unexpectedly forced out with engine trouble after a few laps. With the favourites eliminated, the remainder of the field was relatively evenly matched and an exciting race ensued.

The chance of finishing high in the results forced several competitors to overstrain their cars and the retirement rate was high. Doug Chivas (Lotus 1,100 c.c.) was turning in consistently fast lap times when forced to retire with a broken half-shaft and the battle for the lead was being contested by the H.W.M.-Jaguar of Arnold Glass, the Ferrari of Dick Cobden, the Jaguar Special of Jim Robinson, the Lago Talbot of Ralph

Snodgrass and the surprisingly fast M.G. TC Special of Jim Johnson.

Snodgrass was forced to take the escape road at Hell Corner and lost precious time in restarting the Lago Talbot without outside assistance. Cobden also retired his Ferrari from the fray and a close finish resulted, with Johnson crossing the line first in the M.G. to win the handicap section, closely followed by the outright winner of the Bathurst "100", Arnold Glass in the H.W.M.-Jaguar.

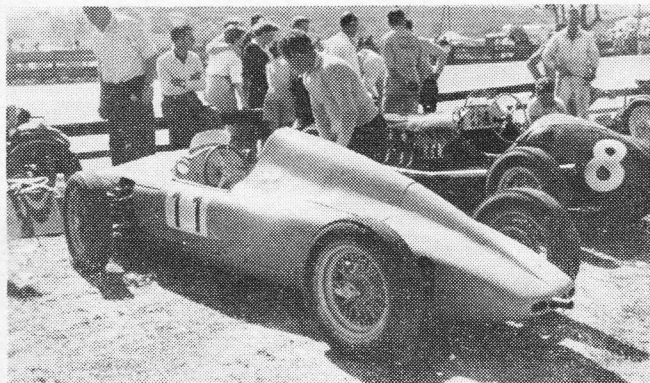
An interesting point is that Clark was timed in the Ferrari at 137.4 m.p.h. over the flying quarter but the honour for the fastest time of the day over that distance fell to David McKay (Aston Martin DB3S) in an earlier race, McKay recording 139.3 m.p.h. to finish second in his event from scratch position. McKay had recently used the same car to set up a new Australian Class "D" national kilometre record of 143.1 m.p.h.

IAN J. GILES.

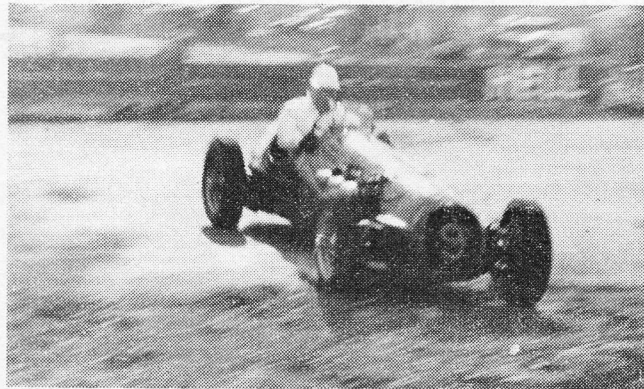
Results

Scratch: 1, A. Glass (H.W.M.-Jaguar), 1 h. 24 m. 32 s.; 2, J. Robinson (Jaguar), 1 h. 24 m. 48 s.; 3, R. Snodgrass (Lago-Talbot), 1 h. 26 m. 44 s.; 4, J. Johnson (M.G. TC Spl.), 1 h. 27 m. 38 s.

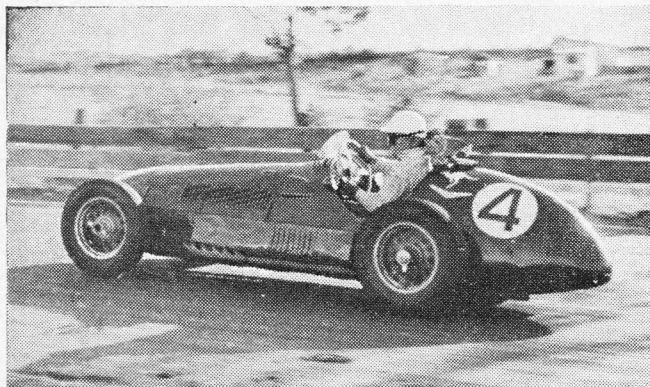
Handicap: 1, J. Johnson (M.G. TC Spl.), 1 h. 31 m. 6 s. race time; 2, A. Glass (H.W.M.-Jaguar), 1 h. 31 m. 27 s.; 3, J. Robinson (Jaguar), 1 h. 31 m. 44 s.; 4, T. Griffith (TR2), 1 h. 36 m. 59 s.



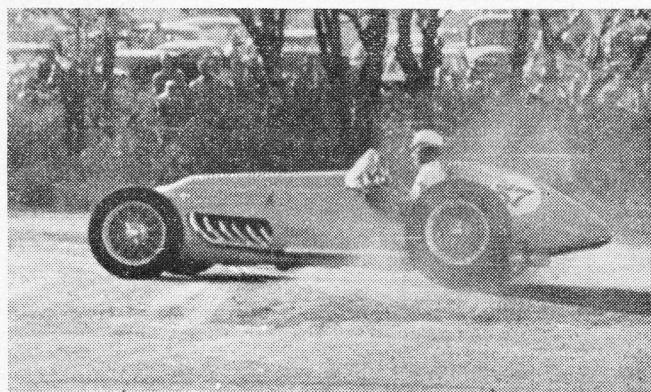
"WHEELER FORTUNE". The rear-engined M.G. special with independent front and de Dion rear suspension, built by Wheeler and Stewart. Sticking out like a sting in the long tail is the exhaust pipe.



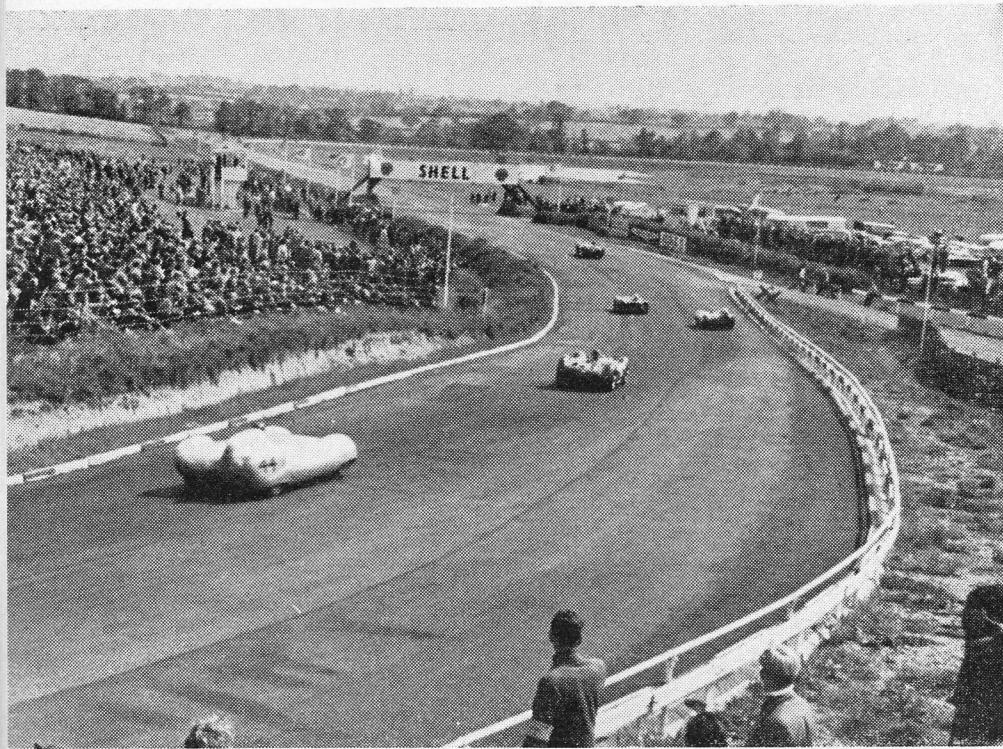
SPINNING GLASS. Arnold Glass, winner of the Bathurst "100", spins on some oil during practice for the race. His car is the ex-Davison H.W.M.-Jaguar, and previous to that ran as an old F2 car.



FORCED to retire during the "100" was Dick Cobden, who drove this supercharged 1½-litre Ferrari. Both car and driver have been seen together at Brands Hatch.



RAISING HELL. Ralph Snodgrass placed third in his elderly G.P. 4½-litre Lago-Talbot. He is seen here raising the dust on taking the escape road at Hell Corner.



COMMENTATOR'S view of Mallory Park from his new eyrie between the arms of the hairpin. The cars dash downhill through the "Devil's Elbow" left-hander to the finish line, while the long, right-hand sweep of Gerard's Bend can be seen in the distance.

had spun at the hairpin, and the latter was not quite able to make up his loss, finishing fifth, although Schofield, too, spun later on, without losing his position.

The 10-lapper for sports cars between 1,500 and 2,700 c.c. brought out the TRs, Healeys—and the Bristol-engined cars, which took the first two places. Dick Stoop's Frazer-Nash was first away, but on the second lap Baird's Lister-Bristol swept by him on the straight and kept the lead until the end. John Dalton nobly defended the non-Bristoleers by hurling his Austin-Healey after the leaders and very nearly catching Stoop on the last lap. Some little way behind, Austen Nurse's very pretty sports Cooper-Bristol led the rest of the field, but fifth place was staunchly held by Mayman's TR3-engined Morgan. This race was marked by the only spectacular "incident" of the day, when Gossage's TR3 spun at the Esses and rolled over twice, taking the unfortunate driver with it. It came

Marsh and Emery Battle at Mallory

Paul Emery (Emeryson) and Tony Marsh (F2 Cooper) Both Set New Lap Record at Nottingham S.C.C. Whit Monday Mallory Park Meeting

ALTHOUGH few of the "stars" were present, a first-class afternoon's sport was enjoyed in fine weather on Whit Monday at the still-new "Midland Brands Hatch"—the Mallory Park circuit, near Leicester. Chief delight of the day was the repeated battle between Tony Marsh in his F2 Cooper and Paul Emery in the F1 Emeryson, the "final" of a series of *Formule Libre* races being won by Emery, less than a second ahead of Marsh. G. M. Jones won the 20-lap F3 race and special mention must be made of the impressive driving of Scotsman Tom Dickson, in his 1,100 Lotus, who vanquished a number of nominally faster machines.

The first 10-lap race, for sports cars up to 1,500 c.c., saw a clear victory go to Dickson, who headed a Cooper/Lotus field from the start. Some little way behind, a hectic duel ensued between D. J. Brough (Lotus) and Chris Summers (Cooper), the latter making frenzied efforts to get past but never quite succeeding. The Hon. E. G. Greenall in M. C. Kearon's Lotus held fourth place for three laps, but began to lose power and dropped to sixth position, McMillan just heading Frost into fourth spot.

A similar qualifying event was next on the programme and was won equally decisively by J. C. Brierley in his own Victoria - Climax — a strange-looking machine, front-engined and generally

Lotus-like, but having a Cooper-type "sawn-off" tail. Anyway, it went very quickly and after an initial tussle with Summers's Cooper-Climax led a mixed field of sports-racing cars, the most vocal of which was the Weldangrind entered Parson-Maserati. This, too, was similar to the Mk. XI Lotus in construction, and screamed round, driven by S. G. Young, in third place behind Summers, the three leaders keeping well ahead of the rest. Young had to ease up towards the end, due to falling oil pressure, but did not lose his place. R. B. Schofield, in an almost equally noisy Mk. VIII Lotus-Connaught, took over fourth spot after Fiander (Tojeiro)

to rest upside down, right across the track, following cars barely having room to squeeze past, and Gossage was lucky enough to escape with only an injured arm. The contents of the fuel tank decanted on to the track, transforming the surface into a sticky mess, a considerable delay in the programme being caused while marshals applied cement dust in efforts to dry it out.

In Event 4, the *Formule Libre*, the field including Paul Emery's veteran Formula 1 Emeryson, a couple of F2 Coopers driven by Tony Marsh and Dick Stoop, J. T. Stuart's Cooper-Bristol (the car with which Bob Gerard set up the Mallory Park course record



RARITY! Sports Cooper-Bristols are not often seen, but Austen Nurse drove this shapely example to good effect. He is seen at the hairpin, pursued by Dalton's Healey and Levy's Ace-Bristol.



of which more anon), W. F. Moss's fleet little Vincent-engined Cooper, Tyrrell's Cooper-Alta, John Dalton in a gleaming dark blue Aston Martin DB3S and John Bekaert's ex-Leslie Johnson C-type Jaguar. The race soon found itself led by two groups of three cars each. Stuart led at first, but was soon passed by Marsh and then Emery, but held on to them firmly in third place. The next group comprised a battling trio of Dalton, Moss and Tyrrell—absolutely neck-and-neck in spite of their driving as diverse a set of cars as one could find! Marsh continued to head the first group to the finish, but Moss in the little Cooper twin got past Dalton on the eighth lap to finish fourth.

A 10-lap Formula 3 race followed in which P. R. Proctor led all the way, but was hotly pursued by Alan Eccles, H. S. Howlett and G. M. Jones. In the last three laps this trio got together and reversed the order in the course of a little scrambling, Jones finishing second and Eccles fourth.

Event 6 was a kind of semi-final *Formule Libre* race of 12 laps, for the fastest cars from the earlier events. Once more Marsh and Emery battled for the lead, Emery leading for the first six and Marsh for the last six laps. Behind them, Stuart, Moss and Tom Dickson were locked in close combat but kept those positions from first to last.

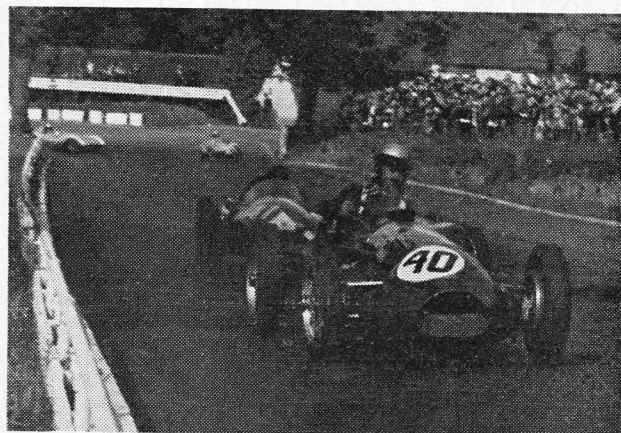
Event 7 contained most of those who were not in Event 6, and Chris Summers shot away at the drop of the flag to establish a 10-second lead by the fourth lap. The Parson-Maserati led the remainder and was pursued by Power's Cooper-Climax and Dalton, back in the Austin-Healey again. On the ninth lap, Power's car began to run roughly and he dropped back to fourth place at the end, at which time Summers was nearly 20 seconds in front of anyone else.

The second F3 race had an almost identical entry to the first, but was of 20 laps this time—and carried a £100 cheque as first prize! Thus spurred on, Jones took the lead on the third lap from Proctor, and A. C. Goodfellow worked his way up to third place; and

★

LAST FLING in his well-used F1 Emeryson brought Paul Emery victory in the 25-lap main event, and with it the Raleigh Trophy and £150! Tony Marsh stands grinning behind him—how close he was in the race can be seen (right) as he pursues Emery towards the finish.

★



on the 19th lap R. A. R. Bell took Jack Moor to finish fourth.

The Big Race—the 25-lap *Formule Libre* final—went one better with a prize of £150 and the Raleigh Cup for the winner. Again the battle was between Tony Marsh and Paul Emery and this time they both tried everything they knew, Emery taking the lead and Marsh doing his very best to alter that situation. The Cooper was nippier and scored on braking, but the 2½-litre Emeryson had power in the Alta engine to pull ahead after each corner as Tony closed up before it. At times they were only inches apart and more than once Marsh tried to squeeze inside at the hairpin but just could not quite get past the big car. Holding a well-merited third place from the 10th lap was Tom Dickson, who drove his Lotus very rapidly indeed, although he must have peeled a great deal of rubber off his tyres as he arrived at the hairpin with the front wheels locked, every time round! Moss in the cheeky little Cooper-Vincent had the bad luck to have the car go sick on the 20th lap and he had to retire when he had been lying fourth and holding off Baird and Brough during a race-long battle. So the faithful Emeryson scored what may well be its ultimate victory in Paul

Emery's hands, for he has some new projects on the way and will not have the time to spend on the old car.

Incidentally, in the course of their battles, both Marsh and Emery broke Gerard's lap record, with the identical speed of 85.86 m.p.h.—and a beaming Bob Gerard was there to watch them do it!

STUART SEAGER.

Results

10 laps, Sports Cars, up to 1,500 c.c.: 1, T. Dickson (Lotus-Climax), 80.54 m.p.h.; 2, D. J. Brough (Lotus-Climax); 3, C. G. Summers (Cooper-Climax); 4, A. McMillan (Lotus-Stanguellini). **Fastest lap:** Brough, 82.35 m.p.h.

10 laps, Sports Cars, up to 1,500 c.c.: 1, J. C. Brierley (Victoria-Climax), 77.98 m.p.h.; 2, C. G. Summers (Cooper-Climax); 3, S. G. Young (Parson-Maserati); 4, R. B. Schofield (Lotus-Connaught). **Fastest lap:** Brierley and Young, 79.67 m.p.h.

10 laps, Sports Cars, 1,501-2,700 c.c.: 1, G. Baird (Lister-Bristol), 75.14 m.p.h.; 2, J. R. Stoop (Frazer-Nash); 3, J. F. Dalton (Austin-Healey 100S); 4, L. B. Mayman (Morgan). **Fastest lap:** Dalton, 78.39 m.p.h.

10 laps, Formule Libre: 1, A. E. Marsh (F2 Cooper), 82.91 m.p.h.; 2, P. Emery (Emeryson); 3, J. T. Stuart (Cooper-Bristol); 4, W. F. Moss (Cooper-Vincent). **Fastest lap:** Marsh, 85.56 m.p.h.

10 laps, F3 Cars: 1, P. R. Proctor (Cooper), 76.60 m.p.h.; 2, G. M. Jones (Cooper); 3, H. S. Howlett (Cooper); 4, A. Eccles (Cooper). **Fastest lap:** Proctor, 78.39 m.p.h.

12 laps, Formule Libre: 1, A. E. Marsh (F2 Cooper), 82.84 m.p.h.; 2, P. Emery (Emeryson); 3, J. T. Stuart (Cooper-Bristol); 4, W. F. Moss (Cooper-Vincent). **Fastest lap:** Emery, 85.86 m.p.h.

12 laps, Formule Libre: 1, C. G. Summers (Cooper-Climax), 77.24 m.p.h.; 2, S. G. Young (Parson-Maserati); 3, J. F. Dalton (Austin-Healey 100S); 4, G. C. Power (Cooper-Climax). **Fastest lap:** Summers, 78.90 m.p.h.

20 laps, F3 Cars: 1, G. M. Jones (Cooper), 78.82 m.p.h.; 2, P. R. Proctor (Cooper); 3, A. C. Goodfellow (Cooper); 4, R. A. R. Bell (Cooper). **Fastest lap:** Jones, 80.89 m.p.h.

25 laps, Formule Libre: 1, P. Emery (Emeryson), 81.93 m.p.h.; 2, A. E. Marsh (F2 Cooper); 3, T. Dickson (Lotus-Climax); 4, G. Baird (Lister-Bristol). **Fastest lap:** Emery and Marsh, 84.67 m.p.h.

CAR COVERS

AQUATEX, well-known makers of car covers, have just introduced the only car cover with easy, self-fixing bands. The covers are made of heavy gauge "Teretex" P.V.C., shaped to fit the car and fully ventilated. They are quickly, neatly and securely fixed by the unique white Terylene bands. Retail prices range from 49s. 6d. for a 12 ft. car in medium quality covering, to 92s. 6d. for a top quality cover for a 16 ft. car. Full details from Aquatex, Ltd., 102 Colindale Avenue, London, N.W.9.

SOLID WORTH inherited from the earlier and more staid limousines is evident in this new, high-performance model, although appearance has changed little for several years.

DURING the last 50 years the Rover Company have probably built more really good cars than almost any other firm. Nevertheless, most of these models have rather been notable for long life and reliability than for flashing performance. It was therefore a matter of exceptional interest when Rovers recently announced that they were entering the 100 m.p.h. market with their new 105S. I have just been testing this model, and am at present in a condition of starry-eyed enthusiasm—a rare state indeed for an old and experienced professional driver!

The 105S is broadly similar in

JOHN BOLSTER TESTS

specification, and indeed in appearance, to the other models of the Rover range, but the difference in performance and handling has to be experienced to be believed. It is unusual nowadays in having a separate body and chassis, with rubber insulation between them. The frame is a massive box-section affair with a low platform level, and the power unit is mounted fairly far forward, a two-piece propeller shaft taking the drive to the spiral bevel rear axle, which is on gaitered semi-elliptic springs.

In front, the independent suspension is somewhat unusual, for the king pins articulate on fore and aft torque arms, which extend right back to a cross-member beneath the gearbox, where they pivot close together on ball joints, rubber backed. The normal upper and lower arms have a considerable rearward inclination, and the bottom ones are so long that they pivot virtually at the centre of the car. Their joints are on rubber, as are the rear spring



The ROVER 105S

100 m.p.h. from the latest and fastest of a famous line of "quality saloons"

shackles, which is advantageous both for sound damping and the avoidance of periodic maintenance. The steering connections have sealed pre-packed bearings, and the king pins have oil reservoirs requiring only bi-annual topping up. There are only four grease gun nipples on the universal joints.

The brake drums are large and massive, and the Girling hydraulic operation includes a vacuum servo. The hand-brake has a mechanical hookup on the well-known wedge principle, and the right hand lever is commendably rigid, nor does it impede entry by the driver's door. The central gear lever is somewhat unusually placed on a raised ball joint, to keep the floor clear.

The six-cylinder engine has its light alloy head considerably inclined on the cylinder block. The chain-driven camshaft is mounted fairly high and very much to the nearside of the unit. It operates the overhead inlet valves through inclined pushrods and rockers. The exhaust valves are in the block, but steeply inclined to render the combustion chambers more compact, and have rockers which bear directly on the cams. The twin S.U. horizontal carburettors have a large silencer and an oil-bath air cleaner.

The body is of steel, but with aluminium doors, boot lid, and bonnet top. The individual front seats have folding arm-rests for lateral location, and in addition to the normal quick fore and aft adjustment, the height and angle can be altered to choice by employing the numerous alternative bolt holes underneath. The arm-rests on the doors are also adjustable, and there are pockets on the doors and behind the seats. The black instrument panel can be quickly hinged down from the wooden dashboard for attention to the mechanism behind.

As the floor is exceptionally low and

the roof fairly high, entry is unusually easy. One sits well up in the car, and the controls are nicely positioned. The engine starts instantly from cold, and if one forgets to push in the rich mixture control, a warning light comes on when working temperature is reached.

In spite of the fairly considerable weight, the car accelerates briskly. The engine is not a high-revving unit, but it gives an exceptionally high torque in the accelerating range, and is really lively all the way from 2,000 to 4,000 r.p.m. It never becomes fussy or noisy, but at about 4,500 r.p.m. it just stops going any faster, so a change up is indicated. However hard it is driven, this remains an unusually quiet car, and passengers invariably comment on this feature.

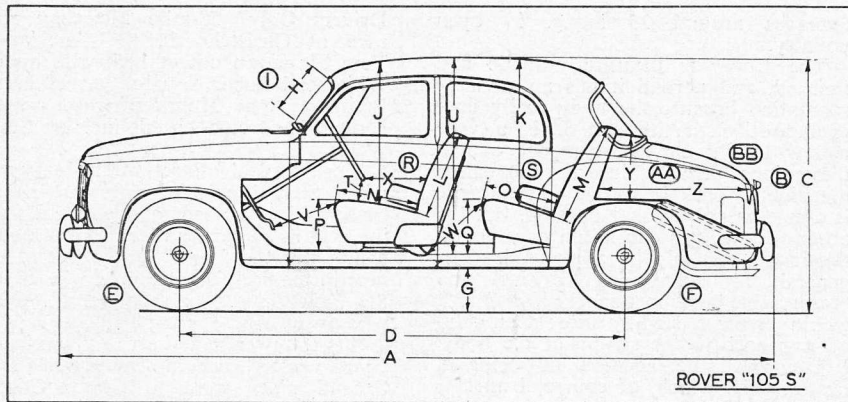
The maximum speed is a genuine 100 m.p.h. Curiously enough, I recorded this identical speed in both directions on a dead level stretch of road, and as there was not a breath of wind on that lovely morning, the conditions were perfect for accurate measurement. This was on the overdrive, and on the direct top one runs out of revs. at about 88 m.p.h., though the engine remains smooth.

An unusual type of central gear lever is employed. It is a form of remote control with a high pivot, to give some foot room to an occasional third front passenger. With practice, one becomes accustomed to the slightly odd movement, but I would prefer to forget the extra passenger and go back to that well-loved short lever of the older Rovers. In any case, it is vastly superior to any steering column lever, and probably represents the best compromise for family motoring.

Quite outstanding, and deserving of the highest praise, are the brakes. Powerful, smooth, and progressive, they are completely silent, except for a suspicion of vibration when really hot, and never fade. It is literally impossible to "feel" the servo, and the suspension copes admirably with panic stops without the usual nose-diving sensation.

ROOMY cockpit is sensibly laid out. The gearchange is unusual, being an acceptable compromise between direct operation and a clear floor.





Dimensions

- A Overall length, 14 ft. 10½ ins.
- B Overall width, 5 ft. 5½ ins.
- C Overall height (unladen), 5 ft. 3¼ ins.
- D Wheelbase, 9 ft. 3 ins.
- E Front track, 4 ft. 4 ins.
- F Rear track, 4 ft. 3½ ins.
- G Ground clearance 7¼ ins.
- H Windscreen depth, 1 ft. 1½ ins.
- I Windscreen width, 3 ft. 10 ins.
- J Front headroom, 3 ft. 2 ins.
- K Rear headroom, 3 ft.
- L Front squab height, 1 ft. 7 ins.
- M Rear squab height, 2 ft.
- N Depth of front seat cushions, 1 ft. 7 ins.
- O Depth of rear seat cushion, 1 ft. 7 ins.
- P Height of front seat to tip of cushion, 1 ft. ½ in.
- Q Height of rear seat to tip of cushion, 1 ft. 1 in.
- R Width of body at rear of front seat, 4 ft. 7½ ins.
- S Width of body at rear of rear seat, 4 ft. 5½ ins.
- T Top of front cushion to steering wheel, 6 ins.
- U Height of interior of body, 3 ft. 11 ins.
- V Front cushion to accelerator pedal, 1 ft. 6½ ins. (min.), 1 ft. 11½ ins. (max.).
- W Rear cushion to front rest, 1 ft. 9½ ins. (min.), 2 ft. 1½ ins. (max.).
- X Front squab to steering wheel, 11 ins. (min.), 1 ft. 4 in. (max.).
- Y Locker height, 1 ft. 2 ins.
- Z Locker depth, 3 ft. 2 ins.
- AA Locker width, 3 ft. 4 ins.
- BB Minimum external width of boot opening, 2 ft. 11¼ ins.

Specification and Performance Data

Car Tested: Rover 105S 4-door saloon, price £1,595 17s, including P.T.

Engine: Six cylinders 73.025 mm. x 105 mm. (2,638 c.c.). Overhead inlet valves in light alloy head. Inclined side exhaust valves in cast iron block. 108 b.h.p. at 4,250 r.p.m. 8.5 to 1 compression ratio. Twin S.U. carburettors. Lucas coil and distributor.

Transmission: Single 9 ins. dry plate clutch. Four-speed gearbox, with synchromesh on upper three gears and central lever. Laycock-de Normanville overdrive, with manual or semi-automatic engagement. Ratios 3.34 (overdrive), 4.30, 5.92, 8.78 and 14.5 to 1. Divided propeller shaft with rubber mounted central steady bearing. Spiral bevel rear axle.

Chassis: Box-section chassis frame. Independent front suspension by extra long lower and shorter upper arms, with torque taken by long radius arms to chassis cross-member beneath gearbox. Helical springs with torsional anti-roll bar. Recirculating ball-type steering box with three-piece track rod. Rear axle on semi-elliptic springs.

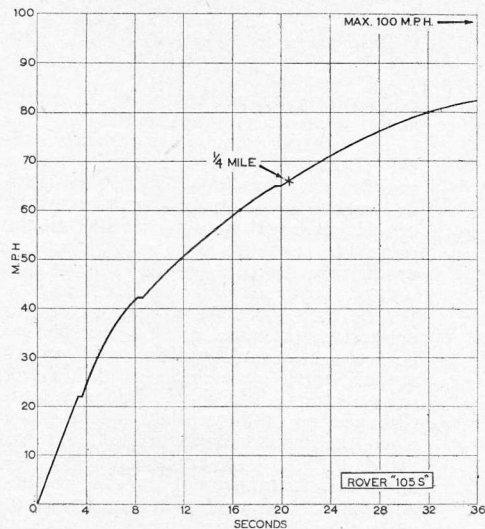
Telescopic dampers all round. Girling hydraulic brakes, with vacuum servo and right-hand lever. Bolt-on wheels, fitted 6.00 x 15 ins. tubeless tyres.

Equipment: 12-volt lighting and starting. Speedometer, ammeter, temperature, fuel and oil level gauges. Electric clock. Windscreen washers and self-parking wipers. Flashing indicators. Electrically operated reserve tap. Spot and fog lamps. Radio (extra). Built-in heating and ventilation system.

Dimensions: Wheelbase, 9 ft. 3 ins. Track, front 4 ft. 4 ins., rear 4 ft. 3½ ins. Overall length, 14 ft. 10½ ins.; width, 5 ft. 5½ ins. Turning circle, 37 ft. Weight, 29 cwt.

Performance: Maximum speed, 100 m.p.h. (overdrive). Speeds in gears: Direct top, 88 m.p.h.; 3rd, 65 m.p.h.; 2nd, 42 m.p.h.; 1st, 22 m.p.h. Standing quarter mile, 20.6 secs. Acceleration: 0-30 m.p.h., 5 secs.; 0-50 m.p.h., 11.8 secs.; 0-60 m.p.h., 16.6 secs.; 0-80 m.p.h., 32 secs.

Fuel Consumption: 20.2 m.p.g.

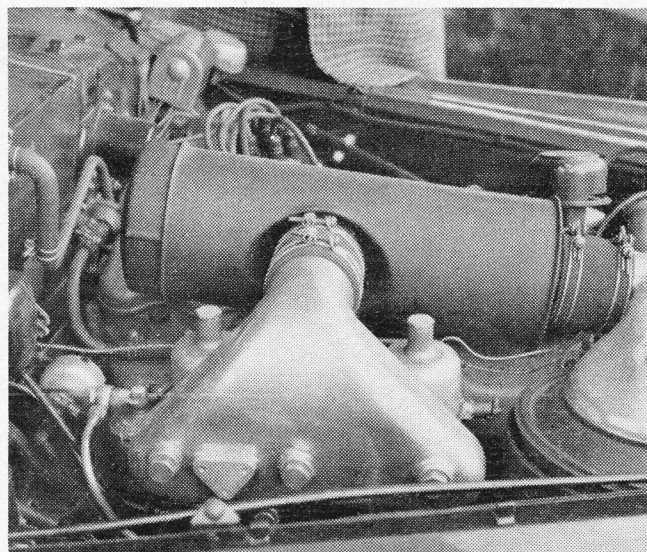
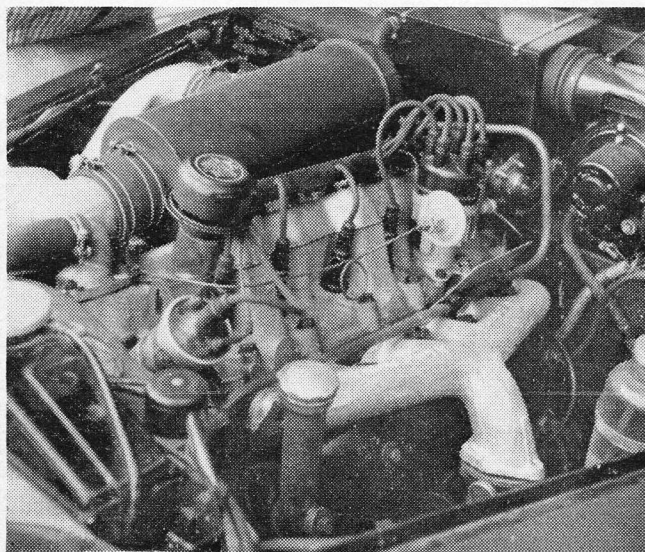


Acceleration Graph

Yet the wheels do not tend to lock on wet roads.

The suspension is firmer than that of previous Rovers, and the stability is enormously improved. A level ride is given, and normally car-sick passengers seem immune, possibly because the seat cushions have the correct resilience to complement the suspension characteristics. Where the road surface is considerably rippled, the driver is made aware through his steering wheel that the front suspension is hard at work, but the directional stability is so marked that one-handed driving at 100 m.p.h. is quite usual.

The car can be cornered exceptionally fast for a substantial saloon with a commendable absence of tyre scream. At first, there is nothing to indicate that the cornering power is abnormal, and many owners will remain unaware of this particular virtue. The expert, however, will gradually find that the machine responds willingly to the more advanced techniques. Eventually, he will be taking the typical 80 m.p.h. main road bend at nearer the 90 m.p.h. mark, and enjoying the taut and responsive handling that one meets so very seldom. The steering has quite a strong



ENGINE compartment is fairly crowded, accommodating a 2.6-litre engine which has overhead inlet and side exhaust valves. The head is of light alloy and twin S.U. carburettors are fitted, with an elaborate air cleaning and silencing system.

self-centring action, but is by no means heavy even at parking speeds.

The general smoothness and mechanical silence are most marked, and a cruising speed as high as 80 m.p.h. can be restful to all the occupants. Much of this ease of running is due to the overdrive, and this can be switched on or off in a moment by the conveniently located lever under the left fingers. When the overdrive is in action, a deliberate pressure of the accelerator past the "flat-out" position will secure a temporary reversion to the direct drive for additional acceleration. Changes, up or down, do not take place when the throttle is completely shut, to avoid a jerk. In practice, this semi-automatic arrangement works admirably and it seems literally impossible to make the slightest jerk, even deliberately. The overdrive saves petrol, too, and one

averages around 25 m.p.g. in open country.

The Rover is beautifully made and finished, and abroad it has an enviable reputation because the body really does exclude dust. Although it is a very roomy family car, its compact overall dimensions make it a convenient machine to park in towns. Appearance is a matter of personal opinion, but the absence of vulgar chromium ornamentation must certainly be applauded. The general air of being British and "respectable" is most marked, and if I would prefer a slightly more Continental approach to the styling of the body, I may well be accused of being a Francophile, which, of course, I am!

This 105S is a most important new high performance car. I put it, without hesitation, among Britain's four best cars—and well among them, too.

NEW ZEALAND NEWS

From PETER GREENSLADE

SUBJECT to approval from the Royal Automobile Club, the New Zealand International Grand Prix will be held on the Ardmore circuit, near Auckland, on 4th January, 1958, the secretary, Mr. Frank Perkins, has announced.

The Grand Prix will be divided into two heats and a final—a departure from the usual practice. "Our whole aim this year is to attract a completely new set of overseas drivers—and of the highest calibre," he said, adding that the emphasis would be on more and shorter races.

According to Mr. Perkins it is almost certain that Roy Salvadori will race at Ardmore, and he added that the organization is offering big money to attract world champion Juan Fangio himself. Invitations have also been sent to Mike Hawthorn, Stirling Moss, Peter Collins, Luigi Musso, Carroll Shelby, Harry Schell, Jean Behra and Archie Scott-Brown. Mr. Perkins said the organization is confident that it will successfully negotiate with some of these drivers.

Mr. Perkins said he had recently talked with the former Aston Martin racing manager, John Wyer, and had been told that there was every chance that Aston Martins would compete in the sports car event—now named the Ken Wharton Memorial Trophy, after the popular British driver fatally injured during the race last January.

New Zealand friends of Wharton have already donated a trophy for annual competition and the organization now plans a set of trophies that can be won outright—these in addition to the trophies already donated for this event. Mr. Perkins appealed to all those interested in the sport to contribute towards the financing of the Ken Wharton Trophy race. Donors will receive a special script with a photo of Wharton driving at Ardmore. Names of donors will be kept in three bound volumes—one to be kept in New Zealand, the second to be sent to the British Racing Drivers' Club and the third to Wharton's family.

Referring to the possibility of Fangio competing in New Zealand, Mr. Perkins said his organization had reason to believe that if Fangio was available for

racing in January he could be attracted to compete in New Zealand.

The 750F Monza Ferrari in which Wharton crashed has been bought by the New Zealand enthusiast Ken Harris, of Glen Innes, Auckland.

At present the car is being rebuilt. The main damage was to the bodywork and frame, but Harris hopes to have the car ready for testing by August and he will enter it in the 1958 Ardmore meeting. Wharton's other two cars have been shipped out of the country. The Maserati went back to Italy and the Formula 2 Cooper back to England, there to be acquired by Bill Whitehouse.

Jack Brabham's ex-Owen, disc-braked Maserati has been bought by the Hamilton driver Gavin Quirk, who up to now has used a Cooper-Bristol.

FOLLOWING the example set by John Cooper, who has established a racing drivers' school, Syd Jensen, of Palmerston North, one of the best-known Cooper exponents in New Zealand today, has decided to open a similar school and run it through the winter this year at the Levin circuit.

Jensen hopes to have three Cooper 500s available for the school and he will run it on similar lines to the British school.

The most successful pupil will be given a Cooper for next season, plus free servicing, provided he is prepared to race on the complete New Zealand circuit of events. Pupils must be prepared to take part in race meetings throughout the country.

Fees have not yet been fixed, but Jensen said they would probably be lower than those current in England.

A working knowledge of car engines will be essential for all entrants into the school. Drivers will also be given lessons on the working of a car, car construction and driving techniques as well as practical driving experience.

Jensen will have as his "schoolmasters" a number of other well-known New Zealand drivers.

AFTER romping away with the Canterbury Car Club's "New Zealand

Drivers Only" 50-mile Mairehau road race at Christchurch, the Auckland Tom Clark ran out of luck with his ex-Whitehead Super Squalo Ferrari in the Bathurst "One Hundred" race on the Mount Panorama circuit in New South Wales.

Clark looked all set for an easy win when Stan Jones did not start as his Maserati had broken an axle on the starting grid in an earlier race. But a melted piston put the Super Squalo out of the race in the early stages. The winner was the New South Wales driver A. Glass with an H.W.M.-Jaguar.

Clark, however, had an easy win in the 12-mile scratch race in 8 mins. 49.34 secs. Second place went to Cooper-Climax driver A. Mildon in 9 mins. 12.67 secs., and a Lago-Talbot, driven by R. Snodgrass, finished third in 9 mins. 28.8 secs.

In the Mairehau race Clark had things all his own way. He won the scratch and handicap sections cutting out the 50 miles in 41 mins. 19.2 secs. and he also broke his old lap record of 2 mins. 6 secs., established with a 2-litre H.W.M., bringing it down to 1 min. 59.8 secs. with the Super Squalo.

Sid Jensen took second place in both sections with his Formula 2 Cooper in 43 mins. 18.8 secs. Third place in the scratch section went to John McMillan with the ex-Parnell Super Squalo Ferrari in 44 mins. 20 secs., and in the handicap section it was filled by I. E. O. McKellar in a 1,100 c.c. Cooper-Climax.

Always a popular fixture with club members, this year's Mairehau race drew a very mixed bag. There was Peter Whitehead's Monza Ferrari in the hands of Ross Jensen, Whitehead himself was among the spectators, an ex-Parnell 4CLT Maserati, a bunch of U.S.-engined specials, two 500 c.c. Coopers and some potent sports cars as well as a Ford 10-engined Mistral driven by Bob Blackburn. Blackburn is building the fibreglass Mistral bodies in Christchurch under licence and is offering a range of power units.

NEW ZEALAND'S first racing Gold Star has been awarded to Auckland driver Ross Jensen, who last season drove Peter Whitehead's Monza Ferrari in all the major events.

Introduced by the Association of New Zealand Car Clubs, the Gold Star awards will cover racing, trials and rallies. The racing award is based on the eight major events of the New Zealand season. Overseas drivers do not count and for the first New Zealander home in each race 10 points are awarded, seven for second, five for third, three for fourth and one for fifth.

Ross Jensen came out with 10 points at Ardmore and Dunedin, seven at Wigram and Dunedin and one at Ryal Bush, making a total of 35. In second place with 30 points was another Auckland, Ron Roycroft, who picked up 10 points at Wigram and Ryal Bush with his ex-Rosier 4½-litre Ferrari, and another 10 in the New Zealand Beach Racing Championship with his Bugatti-Jaguar.

An Auckland driver also took third place. He was Tom Clark, who had wins at Mairehau and Levin with the ex-Whitehead 3½-litre Super Squalo Ferrari and picked up three points at Dunedin and five at Ryal Bush with his 2-litre H.W.M. Sid Jensen, using his Formula 2 Cooper as well as his Mark IX model, finished in fourth place.



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JUNE 10

London Trophy Race

1st JACK BRABHAM *Cooper-Climax 78.17 m.p.h.
and Record Lap 80.19 m.p.h.*

2nd ROY SALVADORI *Cooper-Climax*

Norbury Trophy Race

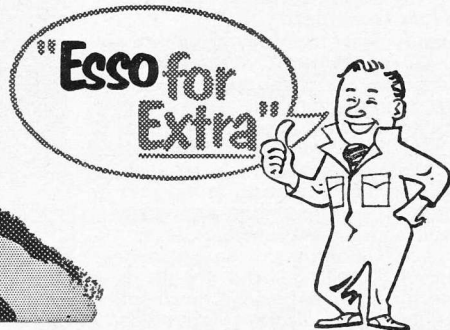
1st COLIN CHAPMAN *Lotus-Climax 72.14 m.p.h.*

Anerley Trophy Race

1st KEITH HALL *Lotus-Climax 75.21 m.p.h.*

(Subject to official confirmation)

and all using Golden Esso Extra



CANADIAN COMMENTARY

By Jack O'Donoghue

THE Sport prospers on the great North American continent, while here in Eastern Canada it not only prospers but thrives as well. There are many enthusiastic owners of British and Continental sports cars (bread and butter saloons too!) and just as a duck takes to water these boys have taken to playing with their motor cars.

Arriving in Toronto as the new AUTO-SPORT correspondent to Eastern Canada, this writer wondered what was in store for him. Within a few days he had been invited to three club meetings and had seen two motoring events. Any doubts he might have had about the sport being like what he knew in "The Old Country" were quickly dispelled. The Canadian boys will forgive a newcomer for such doubts; after all 3,000 miles of water is a sizeable barrier.

First surprise came when we were invited along to a meeting of the Toronto VW Owners' Club and we met amongst others an enthusiastic bunch of boys who had come all the way up from Buffalo in the United States . . . just for the meeting! Then, next night, we were invited to a meeting of the British Empire Motor Club held in the big Rootes Group Building in that part of Toronto which goes under the imaginative title of "The Golden Mile". The "Bemcee" boys were finalizing their plans for their big Spring hill-climb meeting scheduled to take place the following day down at a place called Hockley Valley, near the town of Orangeville. People go to Hockley Valley to ski in the winter time, but on Saturday morning from around the hour of dawn, Hockley Valley was strictly a Mecca for motoring types and the place was alive with TR2s, M.G.s, Austin-Healeys and other sights familiar to European eyes.

Surprise Surface

The hill-climb course was a steepish, snaking seven-eighths mile with about 500 yards of near straight at the beginning, a sharp left-hander about half way up and a near hairpin right-hander just before the finish. All very interesting, but the surface was of none too smooth, though hard packed, sand! Seemingly it is impossible in this part of the world to get Authority to close a road for any event and it is impossible, therefore, to hold such things as hill-climbs on macadam surfaces. The only solution left is to pick some little used road and press on regardless, even though the surface be far from ideal.

The sandy surface looked ghastly dangerous to a newcomer, but in practice it was the complete opposite; the straights became smooth and hard under the wheels of the cars, while the corners got well and truly ploughed up in such a manner that the technique required to succeed was to motor almost flat out into everything and the loose sand took care of any wild slides, back-end break-away being a slow affair and consequently easily corrected. All this did not mean that proceedings were boring; far from it, the sight of the dicers approaching bends at what looked like impossible speeds and then disappearing around them in a flurry of sand and slide was worth going a long way to see. The

whole manoeuvre called for courage and a considerable amount of skill. These boys had both and the time of 1 min. 6.28 secs. (f.t.d.) set up by Fred Hayes driving a veritable brute of a Cadillac-engined Allard amounted to approximately a 60 m.p.h. average . . . fast motoring for such a tortuous climb on any surface. This man's driving and speed was one of the highlights of the day, but his younger brother, Peter, rocketed to the top just 1.9 secs. slower in a beautifully prepared Bristol-engined A.C. Ace to claim second fastest time.

Third man was Alan Sands driving a TR2-engined Morgan; his 1 min. 11.9 secs. was an outstanding effort and one that the horde of regular Triumph boys could do nothing about, although Jim Duncan got down to 1 min. 14.78 secs. in his TR3. Then George Taylor took a blown Volkswagen to the top in 1 min. 24.4 secs. but a gentleman called Paul took an unblown sister ship up in a mere 1 min. 20.6 secs., so added "poke" did not seem to be the complete answer, when pushing instead of pulling.

Walter Hardy was the best of the M.G. boys, getting there in 1 min. 16.22 secs. with his immaculate white A-type, and Don Albertson did 1 min. 13.16 secs. in his Austin-Healey, very quick motoring indeed. Naturally, Detroit was represented and Victor Hayes showed a Corvette's potentialities by surging to the top in 1 min. 22.87 secs. Not a spectacular time but the power of this American car was very obvious and its time might have been very much quicker if the road surface were more suitable for big machinery.

Spectators in their hundreds wandered up and down the hill between runs and did nothing to add to the complacency of the officials. Then, alas, towards the end of a long and enjoyable day, these same spectators succeeded in doing such a good job of trampling the timing wire into the damp sand that the timer gave up the ghost and that was that. Unfortunate "Bemcee" were obliged to call the whole day's sport "no contest" as



DOUBLE WIN for Fred Hayes and his J2X Allard, here raising a fine dust cloud, was scored in the recent Sports Car Club hill-climb at Rattlesnake Point. His best time of 50.89 seconds won the contest outright, plus the unlimited sports class. Hayes also made B.T.D. in the earlier hill-climb at Hockley Valley.

there were still four entrants out of 91 starters who had had no run. Be that as it may, "Bemcee" worked very hard and efficiently, obviously not for the first time in Hockley Valley because the entry included people from as far away as Montreal, people like Jack Young who brought his VW and Brian Sugden who came along with an A-type.

Toronto Driving Tests

The following morning, Sunday 13th, saw The Sports Car Club of Toronto stage a series of driving skill tests on the vast parking lot attached to a supermarket a few miles outside Toronto. Again the entry (45) was a sizeable one and again we had many of the previous day's hill-climbers on hand to try their skill.

The tests were of a very simple variety. They included a wiggle woggle, a parking test, and an affair wherein the drivers were required to do a "U" turn about a pylon. Yet another manoeuvre called for the placing of off side front wheels on discs laid on the ground. At no point was the run-in to the "hazards" more than about ten yards, consequently there were no fireworks, but the skill of the drivers was obvious in many cases.

Best man at the games was Brian Sugden of Montreal driving his A-type M.G. Brian was kept quite busy because he had a "go" in a Magnette saloon too, though it is a mystery to this correspondent how he got both cars down from Montreal.

Second best was Dermot Marnell in an old side-valve Minor with a very fruity exhaust note and third was Ross Paterson in a TR3.

The fun and games were not confined to the men and several ladies did their bit to prove the equality of the sexes. In particular we noted Mrs. Jean Shannon having a needle match with husband Bob, both using his TD and Jean gave nothing away in driving skill at that. As on the previous day at Hockley Valley, Doug Bennett did his best to uphold the reputation of the "Detroit Irons" by flinging his big Studebaker around amongst the pylons, but, despite some very smart work with his automatic gear change (accompanied by much tyre squeal under acceleration), he was fighting a losing battle against the nippier "foreign" opposition like M.G., Austin-Healey and Triumph.

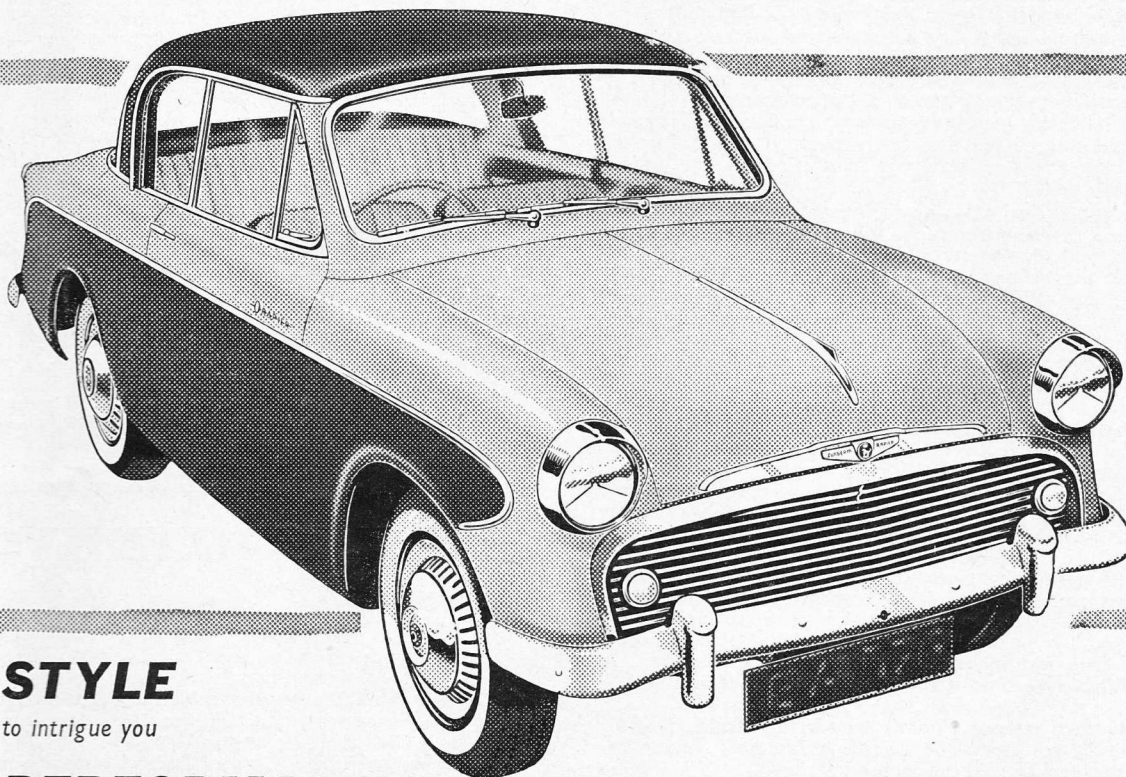
Fred Hayes Again

Rattlesnake Hill-Climb, up a winding, 700 yard, 1-in-4 gradient situated some 35 miles west of Toronto, was won by Fred Hayes in his Allard J2X. His time was 50.89 secs. Second came D. Stewart (XK 120 Jaguar) in 51.90 secs., and third Peter Hayes, brother of the winner, in an A.C.-Bristol; time 52.74 secs. Fred Hayes also won the unlimited sports car class with the Allard. Detailed report of the Rattlesnake Hill-Climb will be published shortly.

Here is one for John Bolster, culled from *Wagen Wheels*, club magazine of the Buffalo area VW Club: "The only difference between an understeering and an oversteering car . . . they both go through the same hole in the fence . . . one frontwards . . . the other backwards".

Jack Ensley, who took third place at Sebring last year, sharing his D-type Jaguar with Bob Sweikert, won the recent 100-mile "Canadian Carrera" race at Jarvis.

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BOOK REVIEWS

Title: Henry's Wonderful Model T, 1908-1927.

Author: Floyd Clymer.

Size: 11½ ins. x 8½ ins.; 219 pages. Innumerable illustrations.

Publishers: McGraw-Hill Publishing Co., 95 Farringdon Street, London, E.C.4.

Price: \$5.95 (U.S.A.). 44s. 6d. (London).

A CAR which survived, nay, flourished, in spite of years of good humoured mockery, which made a genius into a multi-millionaire, and which took a nation off horseback and set it on wheels, deserves a book or two to its memory. In fact, the unique Model T Ford has several devoted to it, and the latest, written by Floyd Clymer, stands as a fair monument to Henry Ford's greatest work. The Model T brought motor-ing to millions in America and other Continents, and can lay indisputable claim to being the first "people's car". It first appeared in 1908, an inelegant, spidery, chuffing but rugged vehicle. With it came the first really planned application of mass production, and a resultant revolution in the automobile industry.

The T thrived exceedingly; as the years passed it acquired somewhat better looks, but never at the expense of the practical simplicity which made the car what it was. Concentration on the one basic model meant immense yearly production, and between 1908 and 1927 over 15,000,000 of them were built. Technically the T's cleverest point was its two-speed planetary gearbox with pedal-operated reverse; the engine was a tough four-cylinder side valve unit; the whole design straightforward, making no concession to ornamentation or "gew-gaws".

Its down-to-earth austerity set off a wave of jokes which swept the English-speaking world. "Bitza tin, bitza board, put together make a Ford" echoed the sentiments of most of them. Floyd Clymer's book contains many, many more in the "humor" section. The gallant Model T survived them all to become the legend it is today. Its successor, the A, was more modern, equally sound, better looking, but it never had the personality of the T. Clymer's book contains a tremendous abundance of photographs depicting Ts of all years in all sorts of forms and situations, laced together with text on the origin of the car, reminiscences, technical data, special accessories produced by outside firms, and the joke section aforementioned. One not included went something like this, I recollect: "What's the time when two Fords pass each other?" "Tin past tin".

That's how they treated Henry's wonderful Model T—but dignity didn't bother Ford—he offered unbeatable value for money, and the world could not ignore it.

C. P.

Title: Twenty-four Hours at Le Mans.

Author: J. A. Gregoire.

Size: 5½ ins. x 8 ins. 199 pp.

Publishers: Cassell and Co., Ltd., London.

Price: 15s. net.

THIS is a novel about motor-racing, written by the well-known designer, J. A. Gregoire, and translated from the French by Bryen Gentry. Background is the 1954 Le Mans 24 Hours Race, and the story concerns the participation of a French-built Maller gas-turbine car. Liberties are, of course, taken with the actual progress of the race, and no doubt Duncan Hamilton will not be too pleased to read that he ran out of road when leading with his Jaguar, nor will Gonzalez agree with his Ferrari's elimination at the pits. However, all that is literary licence to bring the Maller up to second place, with a chance of victory if the young French driver can catch the John Gordon Benett/Briggs Cunningham Cunningham. The tragedy of the closing stages of the race is graphically told, and the author's personal knowledge of gas-turbine engines gives the technical side of the story a fair amount of authenticity.

Le Mans itself is well described, but the financial characters who hold the future of the Maller concern in the hollow of their hands lack realism, although Gregoire himself must have had experience of their type in connection with many of his own past enterprises. Nevertheless, it is an interesting book, and caused this reviewer to wonder why the organizers bother to issue strict rules and regulations when, on Gregoire's own admission, blue-painted cars have little difficulty in side-stepping

certain essential clauses. One wonders what the A.C.O.'s reactions to the Mallers' acceptance for the race were—in view of the peculiar interpretation of the regs. by their own officials.

G.

MOTOR SPORT is an 8 ins. x 5¼ ins., 48-page booklet, published by Educational Productions, Ltd., in collaboration with the R.A.C., and written by Vaughan Davis of the Competitions Department of the latter body. It forms an excellent introductory guide for the new spectator, describing all branches of the sport, explaining the various rules and regulations, and generally offering an insight on competitive motoring. Maps of racing circuits and major rally routes are included, together with numerous photographs and line drawings. The only "beef" we have on this useful work is the "Boys' Magazine" style cover illustration, with what looks like a Ferrari in British green taking a deplorable line on a left hand bend—unless the car in French blue has run off-course into the infield!

C. P.

JUST published is the R.S.A.C.'s Year Book 1957, affording an invaluable guide to motoring in Scotland. A few copies are available to the general public at 6s. (including postage) from the Club H.Q. at Blythswood Square, Glasgow, C.2.

A NEW pocket guide recently issued by the A.A. deals with motoring in Denmark, Norway and Sweden.

FOR those talented persons who can read Danish (it bristles with "a"s having little circles above them and "o"s with strokes across them!) *Motor Bogen 1957* is the latest annual survey of the sport in Denmark. Treatment is about 50-50 cars and motorcycles, and this 136-page year book is edited by B. Nees Jensen. Publishers' address is Albanigade 33-37, Odense, Denmark.

CORRESPONDENCE

Forward, Ford Specialists

FROM time to time there has been discussion in your correspondence columns about the comparative performances of 1,172 c.c. Ford Specials on your side of the Channel and over here and the hope has been expressed that perhaps some day the two camps might be given an opportunity to do battle against each other.

The 500 Motor Racing Club of Ireland hopes to promote a 1,172 c.c. Ford Championship Race at Kirkistown, County Down, on Saturday, 6th July, and it seems an admirable opportunity for settling the argument.

I would be very grateful for your assistance in making it possible for me to extend an invitation to all those interested parties on your side to come over for the event. If they will get in touch with me without delay I will forward to them all relevant information.

J. H. DUNLOP, *Hon. Secretary,*
500 Motor Racing Club of Ireland, Ltd.

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The U.P.P.I. Ban

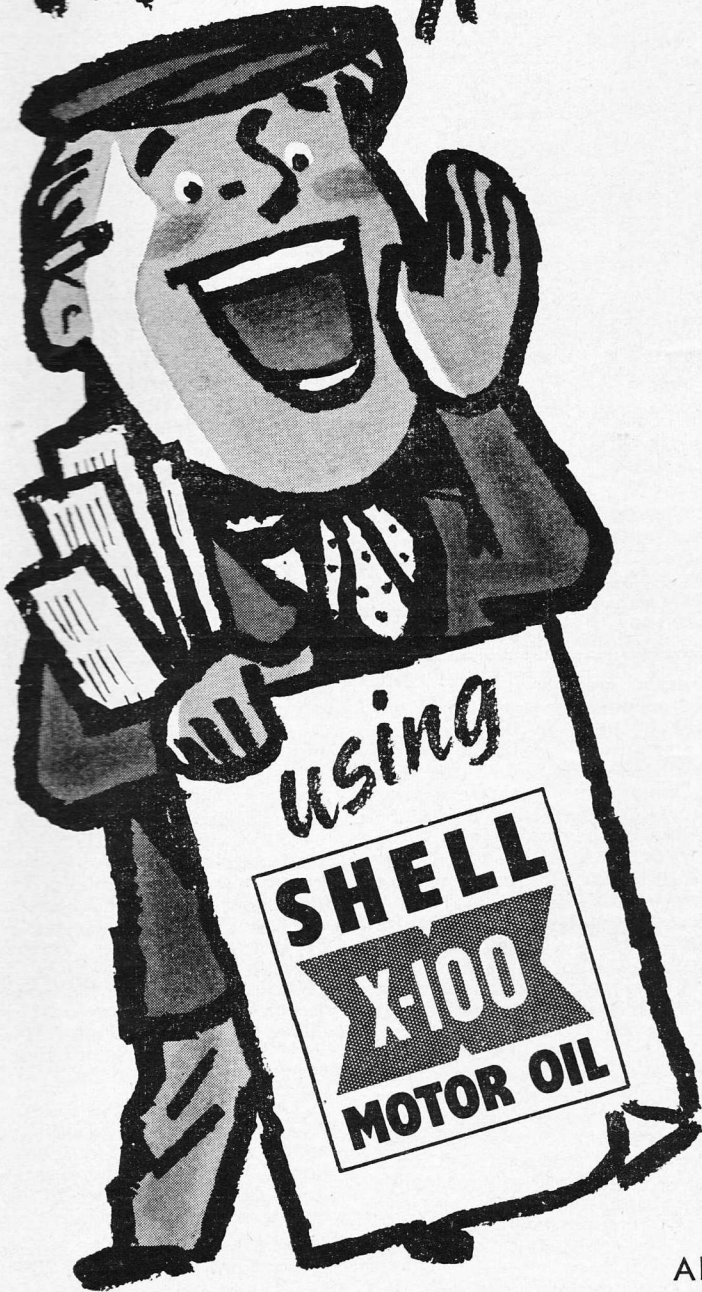
IT appears at last that motor racing is locked in a mortal battle with man's unquenchable desire to organize. With the launching of a drivers' union it would seem that little life remains to the sport. While no one can deny the top Grand Prix drivers their right to the maximum safety on the track, one, at least, of their recent demands has very peculiar overtones indeed.

It is extremely curious that the newly formed union should suddenly demand improved safety conditions, or else a race excluding the banked sections, at the projected International race at Monza. This interesting contest, affording for the first time an opportunity for American and European drivers to race against each other, has been in the works for more than a year. Why, one may ask, do the European drivers suddenly make objections less than a month before the scheduled date?

Anyone who reads regularly any and all news of motor racing might well conclude that the reasons for the sudden

(Continued on page 760)

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Correspondence—continued

and dictatorial action can be found either in a fear amongst the Grand Prix drivers of the extraordinarily high speeds envisaged or else that they might be soundly beaten by their American Indianapolis rivals.

Isn't it odd that after a year of silence the ultimatum should be handed in just a week or so after American driver Pat O'Connor returned from testing Monza and declared it to be safer than Indianapolis? Isn't it curious that the Grand Prix boys should suddenly have qualms about the course after O'Connor, in an Indianapolis car with a hopped-up Chrysler saloon car engine, raised the track record held by Fangio by nearly 10 miles per hour? How is it that a track considerably wider than Indianapolis becomes more dangerous with only 20 cars on it as compared to Indianapolis where 32 race with reasonable safety? What is good enough for O'Connor should be good enough for the G.P. men . . . or else they are not in the same class. I wonder whether we will ever know.

R. H. ROSE.

WHITCHURCH, BUCKS.

The Connaught Club

IN his letter last week Mr. I. M. Surman gave the impression that an alleged lack of contributions to the Connaught Grand Prix Car Club may have contributed towards the decision of Mr. Kenneth McAlpine and Mr. Rodney Clarke to close down the motor racing side of Connaught Engineering.

I am sure that the many enthusiastic followers of Connaught's progress would like to know that at no time was the day-to-day economy of the Connaught organization in any way dependent on the club. On the other hand it was only through the promise of a donation of £500 by the G.P.C.C. to Connaughts that the latter organization decided to send two cars to Monaco.

Even if, in the short time it had been in existence, the club had been able to raise as much as £10,000, I am sure that the recent decision would have been the same. When the club was started motor racing was not in the chaotic state by which it has recently been engulfed.

JOHN WEBB.

LONDON, W.C.2.

The Future of G.P. Racing

HEARTIEST congratulations to J. V. B. on his excellent article on the future of G.P. racing. I think the time has come for us all to raise our voices in protest against the expensive farce of the sports/racing car. Even the expression "sports/racing" means nothing, and is rather like saying that somebody is dressed in a rather nice black/white coat. We all know

that all branches of motor racing have sunk to the level of a commercial battle and that only rarely is there ever in any top-line event an entrant who is content to enjoy the thing as it was surely traditionally intended.

Is it, though, too much to hope that just one branch of the sport can remain as its name implies—"sport", and from which the farcical bolides referred to by J. V. B. will be wholly and entirely barred? Is there any hope, for example, of the industrial moguls, who dominate motor racing, interpreting the spirit rather than the letter of motor racing regulations?

ALAN CUTLER.

SHOREHAM-BY-SEA, SUSSEX.

An American "Specialist"

RECENT references in your most excellent journal to Akton Miller, the brilliant young American driver and "special builder", I find of great interest. Of the 45 cars entered in the sports divisions of the "Carrera Panamericana" or Mexican road race, only one carried United States colours across the finish line—a hot-rod or, as we know it, a special.

This 1927 T Ford roadster-bodied special, a weird-looking machine by today's standards, assembled by Miller after much salvaging and improvising, and containing parts from several automobiles, showed a clean pair of heels to some of the cream of European and American sports cars in 1953. His terrific struggles with Ferraris, Lancias, Alfa Romeos, Maseratis, etc., on long stretches of road, many in excess of 300 miles, are of course past history.

A cracked differential housing was discovered late in the race, accounting for the fact that several crown wheels and pinions had worn off to razor sharp edges, which slowed Miller from time to time, coupled with partial collapse of the front suspension (long suffering) which was the result of flying a railroad crossing at a speed in excess of 130 miles per hour. The resultant landing, which can only be imagined by others, cost Miller further time. In spite of this, Ak Miller and his "special" finished fifth in his class and seventh overall in the race, a wonderful performance which speaks volumes for his ability as a mechanic, and for his skill and courage as a driver. A Freddie Dixon-Colin Chapman type, for sure.

We are going to hear a lot more about this intrepid special builder, and being interested in specials myself, along with lots of specialists, I shall be looking forward to his progress with interest and pride.

"GRIFF" GRIFFITHS,
SPECIAL BUILDERS' CAR CLUB.

BATTERSEA, S.W.11.

The Editor is not bound to be in agreement with opinions expressed by readers.

1957 U.S. MOBILGAS ECONOMY RUN

SENSATIONAL wins in all four classes by Chrysler Corporation cars marked the end of this year's annual U.S. Mobilgas Economy Run over the 1,568 miles from Los Angeles, California, to Sun Valley, Idaho. This year's route was covered in five days by a field of 23 production cars, running one lap each day and terminating at the snow-covered ski resort of Sun Valley on 18th April.

Women contestants were permitted to enter the Mobilgas Economy Run for the first time this year, and the new ruling was amply justified when a top U.S. sports car racing driver, Miss Mary Davis, beat off the male competition to win first place in the popular low-price-class in her Plymouth Belvedere V8.

Miss Davis, a strikingly beautiful blonde business woman from West Hollywood, had previously established quite a reputation for herself by winning either first over-all or first in class in every one of the 27 sports car races she has entered in her Triumph TR2. This was her first time competing in any type of an event with an American car.

Mel Alsbury Jr., driving his heavy Chrysler Crown Imperial, was crowned

Economy Run Sweepstakes Winner for the second year in succession with a ton-miles mark of 64.51 in the high-price class and an actual 20.94 miles per gallon. This is the first time anyone has ever won this honour two years in a row. Mel Alsbury's brother George topped the upper-medium-priced car class in a Chrysler Saratoga model. The Dodge Cornet 500 driven by Bill Losher won the low-medium price class.

The closest contest was Miss Davis's hard-fought win with 52.62 ton-miles over Marshall Martin in his Ford "6" with 52.58 ton-miles. Martin had the honour of recording the best actual mileage of all the cars entered, however, with a 22.25 miles per gallon compared with Miss Davis's 21.39 in the low-price class. The average fuel consumption for all the women drivers entered was only fractionally less than that of the men. The average for all cars was 20.48 miles per gallon with all cars equipped with automatic transmission, as compared with the U.S. motorist's national driving average of approximately 15 miles per gallon.

In this year's contest only one car dropped out with mechanical difficulties, and none was disqualified for being late at check points.

JAMES WATT, late of (amongst others) Lagonda and Aston Martin, Bristol, Austin and Rootes, has gone into business on his own as resident British representative for overseas motor agents, acting as a direct liaison between overseas dealers and the British factories which supply them. With James Watt's vast experience of the export side of the motor industry and its problems, this could be an extremely useful service and do much to foster trade relations between manufacturers, wholesalers and retailers often separated by thousands of miles and who can seldom pop across to see one another to solve individual difficulties. James Watt (Motor Industry), Ltd., is operating from Garson Croft, Wraysbury, Bucks.

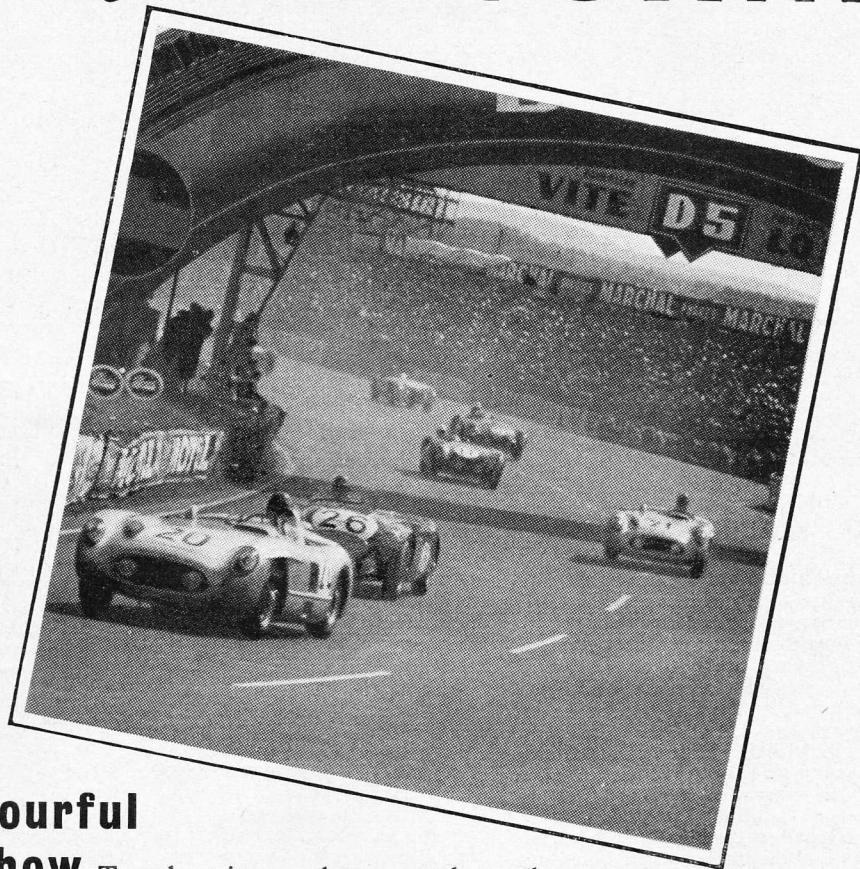
NORWAY Travel Association, who can supply tourist and travel information on their country to any motorist thinking of holidaying there, have moved their London H.Q. to 20 Pall Mall, S.W.1, telephone TRAFalgar 6255.

THE A.A. has published a pocket route-guide for Italy, issued free to members and obtainable from any A.A. office. Other similar route-guides cover the French Riviera, the Costa Brava, Switzerland and the Italian Riviera.

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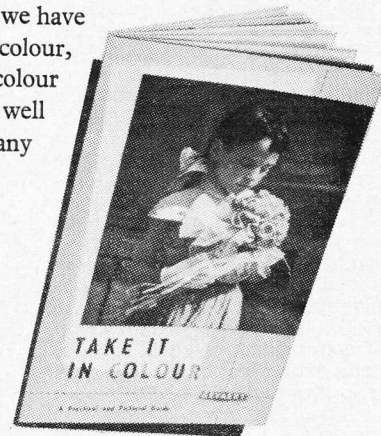
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MAURICE TOULMIN skating round a pylon in a works-owned Magnette-engined M.G. PB in the 1936 Singer Trial. During the 'thirties Toulmin was a member of the famous "Musketeer" and "Cream Cracker" M.G. factory teams.



No. 24—MAURICE TOULMIN

IN the person of Maurice Toulmin, meet for the first time in our series a member of that very august body the R.A.C. Competitions Committee; in fact, in company with two more gentlemen whom we hope to meet at a later date, he might be affectionately termed one of our Northern resident R.A.C. Stewards.

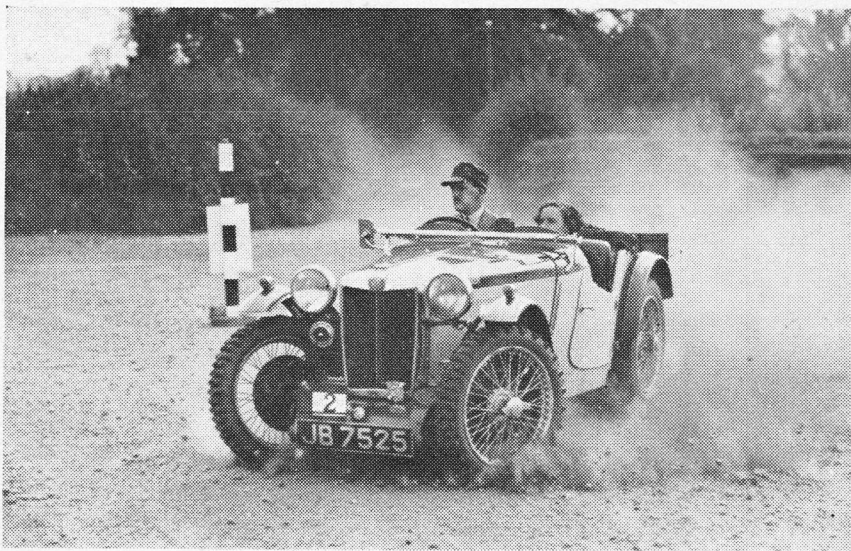
Born in 1906, Maurice Toulmin entered competitions way back in 1926 driving a two-wheel-braked Cowley Chummy in the M.C.C. London-Edinburgh. He had an accident at Lockerbie and retired. Previously he had failed on Ascrigg, now a main road "doddle".

Next came an Austin 7, with which in 1929 he secured a silver medal in the Land's End; this time the only failure was Beggar's Roost. The Austin, later that year and modified with twin carbs, "proceeded slowly up Shelsley Walsh".

In 1930, Maurice secured his first M.G., an M-type coupé, and in so doing started the long association with that marque, which was to bring him fame as a works driver, and as a member of the well-known "Cream Cracker" and "Musketeer" teams. In 1931, the M-type was the first coupé to climb the "Roost" and in so doing brought a "Gold" in the Land's End. After an experimental Morris Minor-engined M-type, Maurice acquired one of the first of the J2s, took a Premier in the Land's End and was a member of the first team competition, taking third place. Next came a class win in the Sunbac Shell Trial, and for the Exeter, membership of the first works team with J. A. Bostock and T. C. Taylor, under the guidance of J. R. Temple, then Competition Manager of M.G. Result, a premier award, the team prize and more satisfying "a clean on Simms".

Before parting with the J2 Maurice, together with J. W. Utley on another J2, made one of the first crossings of the notorious Waina Scar from West to East.

In 1934-35 came the first "Cream Cracker" team—the drivers Toulmin, J. A. Bostock and R. A. McDermid, the cars PAs. For 1936, the cars were un-



PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

blown PBs, the team Toulmin, H. K. Crawford and J. S. Jones. In 1937, the cars were TAs and in 1938, 1½-litre engines in TA chassis. In 1939, Maurice retired after running in the Land's End with an NA and taking a Premier.

Just a few of the successes gained in those years are: winner of single-lap scratch race M.C.C. Brooklands Members' Day, 1933-34-35; runner-up, Experts Trial, 1935, winner, 1937; captain, winning team, M.C.C. Team Championship, 1936-38; member winning team, Donington 12-hour sports car race, 1937; class record holder 1,100 c.c. unblown at Craigtantlet, and winner of this class for three successive years; winner of seven successive Premier awards in the Exeter up to the outbreak of war, covering the period when Simms Hill was the chief obstacle; winner of four M.C.C. Triple awards; winner, *Autocar* Trophy twice in the Sunbac Trial; winner, *Sporting Life* Trophy twice in the N.W. London Team Trial; class wins in the Gloucester, Colmore, Brighton-Beer and many other principal pre-war trials.

Maurice Toulmin's great regret was that the "Cream Crackers" could never bring back to England the Scottish Team Trial Prize; three times they were runners-up.

After the war, in which he was a Flight-Lieutenant in the R.A.F. on the motor transport side, Maurice became chairman and then president of the B.T.D.A. and was elected to the Competitions Committee of the R.A.C. Devoting his time to furthering the interest of all Northern events, he has taken a leading part in the formation of the R.A.C. Trials Championship and the building up of the R.A.C. Rally. Maurice is well known at all the Northern circuits, officiating as R.A.C. steward at such meetings as Aintree, Oulton Park, Queensferry, Rhydymwyn, Barbon, etc.

Incidents brought the following, funniest: At Buxton in 1935, to see the whole "Cream Crackers" team chewing gum like mad to patch a hole in McDermid's sump; they succeeded, and won the main trophy in the Sunbac. Most disappointing: in 1929, when all his worldly wealth went in the full modification of an Austin 7, then to break its

crank in the middle of the night on the way down to its first Southern event.

Maurice is married to Marjorie who accompanies him to all meetings. They have two boys aged 11 and 13 and Maurice's ambition is to see one or both of them have as much fun as he has had in motoring sport.

Maurice, in business, is general manager of a large provincial newspaper, and a director of the Press Association. He has no connection with the London M.G. firm bearing his name. His hobbies are soccer, winter sports and outboard motorboat racing. For personal transport he uses a Ford Prefect with Handa overdrive. His favourite hill was Craigtantlet and he is an active committee member of the Lancashire Automobile Club. Lastly, as a suggestion for improving the sport, Maurice would like to see a greater enthusiasm by the production car driver for main road car trials and a return to something on the scale of the pre-war Gloucester or Colmore trial where production cars could battle with the terrain; he does agree, however, that this is being done today in a number of trials in a modest form.

FRANCIS PENN.

REMOVABLE WHITE TYRE WALLS

REMOVABLE white rubber mouldings which can transform normal tyres into white walls at a fraction of the usual cost are now available to British motorists. These roundels, called "Styla" White Wall Tyre Trims, can be fitted and removed simply by the deflation of the tyre cover. Clipped in place between the wheel rim and the tyre bead, the trim is held back tightly against the tyre wall purely by the contour of the moulding. No adhesive is used and it is impossible to remove the trim without deflating the tyre. Costing £3 5s. per set of four, they are available in wheel sizes of 13 ins., 15 ins. and 16 ins. Sole suppliers are Rootes, Ltd., and the trims can be obtained from the parts depot at Ladbroke Hall, Barlby Road, London, W.10, and at Rootes provincial depots throughout the country.

Club News

By **STUART SEAGER**

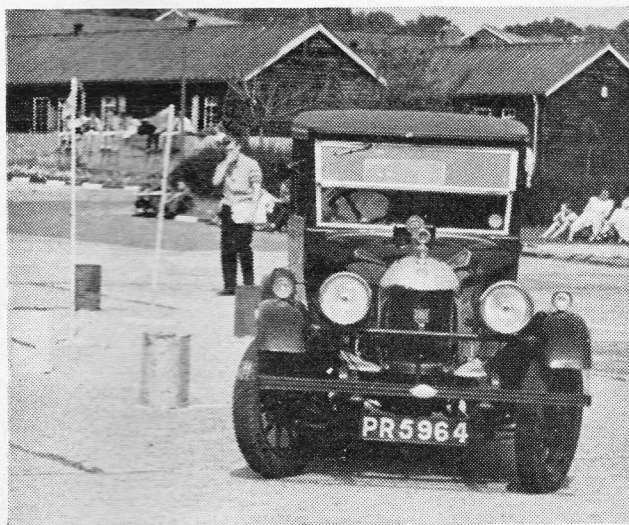
A COUPLE of years ago, the Bolton-le-Moors Car Club ran a series of "classes" on the subject of competition motoring, in particular from the club rally angle, and found them very successful. The response showed that there were many motorists in the club's area who were daunted from entering rallies merely because they did not know what to expect, and it has been decided to try the experiment again—the ultimate idea, of course, being to bring new members into the club. The "course" will consist of half a dozen sessions, comprising a talk followed by a non-competitive run, with an analysis after-



***BULL - SHINE** in the shadow of the Albert Memorial (above). A row of Fiat 600s at a recent Fiat 500 Club Concours in Kensington Gardens.*

★

***BULL - NOSE** Morris Cowley (left) performing with dignity at a West Hants & Dorset C.C. driving test meeting is in the hands of B. Allen.*



wards of the problems encountered. Initially non-members will be most welcome, but after the first two classes they will be expected to join the club, in order to comply with R.A.C. regulations, when timed sections are used. The new series starts next week and anyone interested should write to P. A. Marshall, "Oakwood", Princess Road, Lostock, Bolton, Lancs.

REGULATIONS are now available for the eighth St. John Horsfall race meeting, promoted by the **Aston Martin O.C.** and open also to members of one-make clubs and the V.S.C.C. driving any of the following makes: A.C., Alfa Romeo, Allard, Alvis, Aston Martin, Austin, Austin-Healey, Bentley, Berkeley, BMW, Bristol, Buckler, Bugatti, Connaught, Cooper, Citroën, Dellow, Elva,



Ferrari, Fiat, Frazer-Nash, Healey, H.R.G., H.W.M., Jaguar, Jowett, Kieft, Lagonda, Lancia, Lea-Francis, Lester, Lister, Lotus, Maserati, Mercedes-Benz, M.G., Morgan, Morris, Porsche, Riley, Rolls-Royce, Simca, Singer, Sunbeam-Talbot, Swallow Doretti, Talbot, Triumph, Vauxhall, Volkswagen—plus 750 and 1,172 formula cars. Cadillacs, it would seem, are not eligible. There is quite an assortment of scratch and handicap races for this meeting on the Silverstone club circuit on 13th July, and full details are obtainable from R. Mennell, Woden Law, Firs Road, Kenley, Surrey. . . . Regulations have now been published for the **Herts County A. & Ae.C.** National Hill-Climb at Westbrook Hay, near Hemel Hempstead, Herts, also on 13th July. This is a qualifying event for the Midland A.C. Junior Hill-Climb Championship and full details may be obtained from Miss I. Sweet, 72 Alexandra Road, Hemel Hempstead, Herts. . . . On 21st July, the **Southsea M.C.** are to hold their Thorney Island Sprint, which is open to members of the B.R.S.C.C., London, West Essex, West Hants & Dorset, Kentish Border, B.A.R.C., Brighton & Hove, Vintage S.C.C. and Hants & Berks. There are classes for saloon, sports and racing cars, and entries close on 12th July with A. A. Hind, 9 Wigan Crescent, Bedhampton, Havant, Hants. The club are also running a *Concours d'Élégance* at Southsea

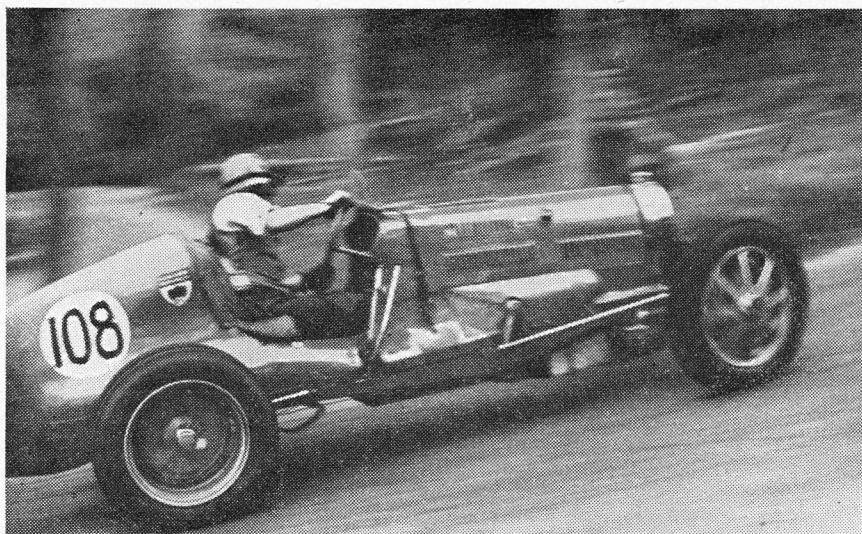
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THE SOUND AND THE FURY: A fine shot of Bugatti exponent Peter Stubberfield in action in his famous Type 35B 2.3-litre single-seater at Prescott in May. He was again in action at the Bugatti O.C. members' meeting on Whit-Sunday, when he was second in the Formule Libre class to J. T. Stuart's ex-Bob Gerard Cooper-Bristol. Full results are on this page.

on 14th July; open to anyone, entries close on 8th July with A. E. Symonds, 6 Queen Anne's Drive, Bedhampton, Havant, Hants. Incidentally, the club assure us that their new headquarters are at Hilsea, Portsmouth, not Plymouth, as we announced last week. Sorry, wrong Mouth! . . . Entries close tomorrow (15th) for the **B.A.R.C. (S.W.)** Brunton Inter-Club Team Hill-Climb, to be held on 23rd June. Any R.A.C.-recognized club may enter one or two teams of three cars each—saloons, G.T., sports, sports-racing or racing, and full details are to be had from W. R. Short, 5 Brownhill Road, Chandler's Ford, Eastleigh, Hants (Chandler's Ford 2221). . . . Entries close on 19th June for the **Midlands M.E.C.** race meeting at Silverstone on 29th June. It is open to the Mid-Cheshire, Nottingham, Northampton, Vintage, M.C.C., Sunbac, Bugatti Owners, Sheffield & Hallam, Seven-Fifty, B.R.S.C.C. and M.G.C.C., there are events for racing, sports and closed cars and the Secretary of the Meeting is L. Hill, 100 Prospect Lane, Solihull, Warwicks. . . . The Northern branch of the **Jaguar Drivers' Club** are to visit the Jaguar factory on 26th, and anyone interested should contact W. D. Bleakley, Sandy Bank House, Edgworth, near Bolton, Lancs.

CLUB LOTUS IN U.S.A.

As there are now quite a large number of Lotus owners in the U.S.A. who are members of the Club Lotus, an American branch is being formed. The Hon. Sec. is John T. Timanus, 4954 Cartwright Avenue, North Hollywood, Calif., who will be pleased to hear from any American Lotus owners.

THIRD BRITISH MOBILGAS ECONOMY RUN

THE third Mobilgas Economy Run in Britain will be held this year from 30th August to 1st September, the fuel situation permitting. It will once again be organized by the Hants and Berks Motor Club and International status has been granted by the F.I.A. The start and finish will be at Ascot, Berks, and

the route, which will be nearly 1,000 miles in length, will take competitors through the Midlands and the North of England, including the Lake District. The Secretary of the Meeting is Holland Birkett, Hants and Berks Motor Club, 228 Fleet Road, Fleet, Hants.

BUGATTI O.C.

Members' Prescott, 9th June

Sports cars up to 1,100 c.c.: 1, J. Miles (Lotus Mk. VI), 47.80 s.; 2, C. M. J. Andrew (Lotus Mk. VI), 48.20 s.; 3, S. C. S. Martyn (Lotus Mk. IX), 49.47 s. **1,101-1,500 c.c.:** 1, T. G. Cune (Lotus Mk. VIII), 49.37 s.; 2, E. G. Willmott (Lotus Mk. VIII), 50.20 s.; 3, P. H. S. Cottrell (Lester-M.G.), 51.50 s. **1,501-3,000 c.c.:** 1, Sir Clive Edwards (Cooper-Bristol), 49.92 s.; 2, J. R. Rudd (Frazer-Nash), 49.96 s.; 3, W. G. Wilson (Ace-Bristol), 50.53 s. **Over 3,000 c.c.:** 1, A. C. Barrett-Greene (Jaguar C), 53.38 s.; 2, J. Berry (Bugatti, Type 55), 51 s.; 3, M. Parker (Jaguar C).

Formula 3: 1, R. B. James (Cooper), 45.82 s.; 2, Pauline Brock (Cooper), 46.48 s.; 3, J. B. Welton (Cooper), 46.69 s.

Formule Libre, over 750 c.c. S, or 2,500 c.c., four or more cylinders: 1, J. T. Stuart (Cooper-Bristol), 45.29 s.; 2, P. J. Stubberfield (Bugatti, Type 35B), 45.78 s.; 3, R. W. Phillips (Cooper-Climax), 45.89 s. **Two- or three-cylinder cars, exceeding 500 c.c.:** 1, M. A. H. Christie (Cooper), 43.70 s.; 2, A. E. Marsh (Cooper), 44.42 s.; 3, G. H. Keylock (Cooper), 45.28 s.

Bugatti Handicap: 1, J. M. Perkins (Type 35B), 47.69 s.; 2, R. C. Symondson (Type 57S), 55 s.; 3, P. J. Stubberfield (Type 35B), 46.82 s.

Closed cars (handicap): 1, W. E. Ford (Hillman), 60.32 s.; 2, H. S. Shepherd (Sunbeam), 59.59 s.; 3, A. R. Twentyman (Aston Martin DB2), 53.75 s.

Coming Attractions

June 15th. B.A.R.C. Members' Race Meeting, Aintree, Liverpool. Start, 2 p.m.

V.S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.30 p.m.

Leeds Univ. Union M.C./B.A.R.C. Driving Test Meeting, Woodhouse Moor, Leeds, Yorks.

June 16th. Prix de Paris (F2, S, T), Monthléry, France.

Thames Estuary A.C. Sprint Meeting, Brands Hatch, near Farningham, Kent.

Eastern Counties M.C./East Anglian M.C. Driving Test Meeting, Raydon Airfield, Essex. Start, 2 p.m.

Alvis O.C. Concours d'Élégance and Driving Tests, Heston Aerodrome, Middx. Start, 10 a.m.

June 20th-23rd. Geneva Rally, Switzerland.

June 22nd. B.A.R.C. Members' Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

M.C.C. Race Meeting, Silverstone. Start, 10.30 a.m.

Sunbac Race Meeting, Mallory Park, near Hinckley, Leics. Start, 1 p.m.

Chester M.C. Sprint, Summers Drive, Queensferry. Start, 2 p.m.

Brighton & Hove M.C. Driving Tests, Madeira Drive, Brighton, Sussex. Start, 10.30 a.m.

Dumfries & D.M.C. & C.C. Concours d'Élégance, Whitesands, Dumfries. Start, 2 p.m.

June 22nd-23rd. Le Mans 24-Hour Race (S), France.

June 23rd. Roskilde Races (F3, S), Roskilde, Denmark.

Circuit de la Chatre (F3), Bourges, France.

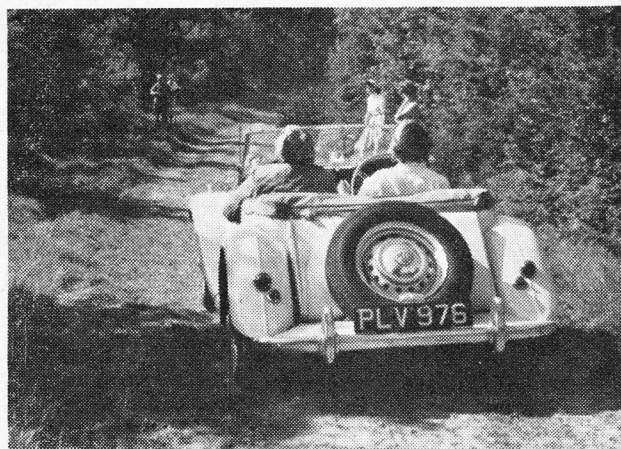
B.A.R.C. Inter-Club Team Hill-Climb, Brunton, Sussex. Start, 2.30 p.m.

Brighton & Hove M.C. Concours d'Élégance, Madeira Drive, Brighton, 1.30 p.m.

BMW C.C. Concours d'Élégance, Moor Place Hotel, Esher, Surrey.

★
PEACE AND QUIET: A sylvan scene as Mrs. J. S. Laughton's M.G. negotiates a test during the recent B.A.R.C. Coronation Rally run by the N.W. Centre.

★



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A40 SPORTS, 1952, light blue, superlative condition, 7,000 miles on new engine. £445.—Kingston 9035, Elmbridge 3171 evenings.

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BASIL ROY, LTD., See and try the new BERKELEY sports car.—161 Gt. Portland Street, W.1. LANgham 7733.

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DELLOW, 1952, very sound car with new engine and many extras.—Phone: Hornchurch (Essex) 8916 evenings.

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1952 ZEPHYR, 19,000 miles since new engine, perfect mechanical condition. Many extras including Honda overdrive, three SUs, Aquaplane manifold, six-branch Servais exhaust. Timed 103 m.p.h., 23 m.p.g. at 70 m.p.h. £500 o.n.o.—R. Carnegie, Dunsford, Rogate 309, near Petersfield.

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FRAZER-NASH Nürburgring model sports 2-seater, 11-litre Meadows engine, hydraulic brakes. Suitable for everyday use and all club events. Complete with supercharger, not fitted. Fine original condition. £225.—Gaskell, 243 Hagley Road, Birmingham. Tel.: EDGbaston 3059, 6.30 to 7.30 p.m.

MEADOWS T.T. Replica, £275. Also Boulogne, less engine, £50. Wanted, wings for British Salmsun 12/50 tourer.—9 Lesney Park Road, Erith, Kent. ER1th 4315.

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H.W.M.-JAGUAR, registered March, 1955. Fitted with "D"-type Jaguar specification engine. Three Weber carburettors. This car has never been circuit raced or thrashed about. Fitted with full two-seater body, suitable for racing or road work. Similar to car tested by AUTOSPORT in 1955. Performance: 0-60 m.p.h., 6.5 secs.; 0-80 m.p.h., 10.6 secs.; 0-100 m.p.h., 17 secs. Fitted with de Dion rear suspension. Car ready for road or track. Price £1,200.—Barton Motors, Corporation Street, Preston. Telephone: Preston 4664, 10 lines.

(Continued overleaf)

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M.G. SPARES.—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queen's Garage, Queen's Road, Wimbledon, S.W.19. LIBerty 3083.

M.G. 1952 YB saloon, tuned engine, fresh air heating and demisting, superb condition throughout. £495—226 Larks Hall Road, Chingford, E.4. Silverthorne 3543.

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MORGAN PLUS 4 cars. Prompt delivery of these cars. Spares for same, huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialists, 1a South Ealing Road, Ealing, W.5. EALing 0570.

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1951 (Nov.) "DYNA" 750 c.c. cabriolet, blue/blue hood/cream hide. Just completely overhauled. Rare, economical and fast car. £375.—C.N.C.A., Ltd., Newbury. Tel.: Newbury 2000.

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ELVA-CLIMAX Stage 2. Actual car ill. AUTOSPORT, 29/3/57, page 396. Also tubular trailer for above, easily towed 10 h.p. car. Would sell less engine and gearbox.—Hickman, Churchsettle Farm, Wadhurst, Sussex. Tel.: Wadhurst 264.

E.R.A. SUPERCHARGED 2-litre R7/B, ex-Arthur Dobson, £450. ALTA supercharged 1½-litre, ex-Lady Mary Grosvenor, £450. Terms. Exchanges.—Lockhart's Service Depot, 12-16 Chiltern Road, Dunstable. Telephone 114.

500 C.C. IOTA, 1951, s.o.h.c. Norton and spares or D.S. J.A.P. £115 o.n.o., quick sale.—Mutton, 148 Brooklyn Gardens, Cheltenham, Gloucester.

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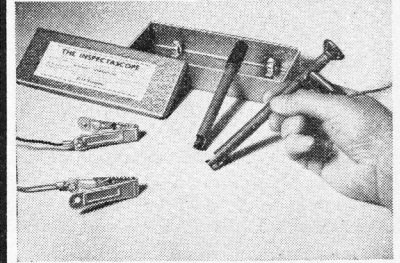
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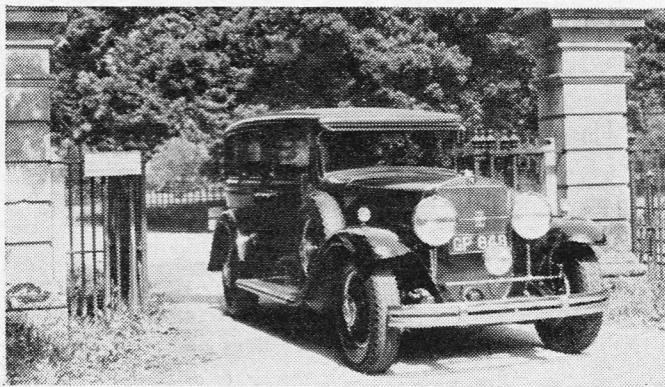
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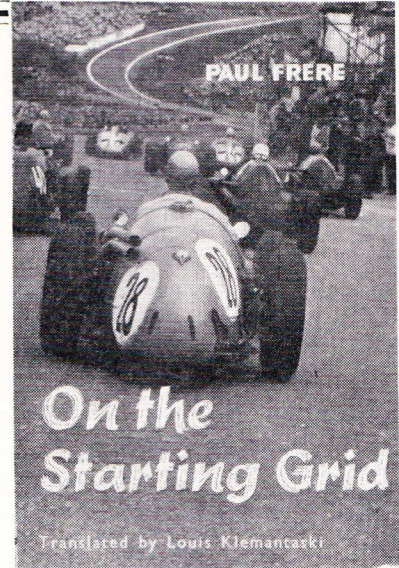
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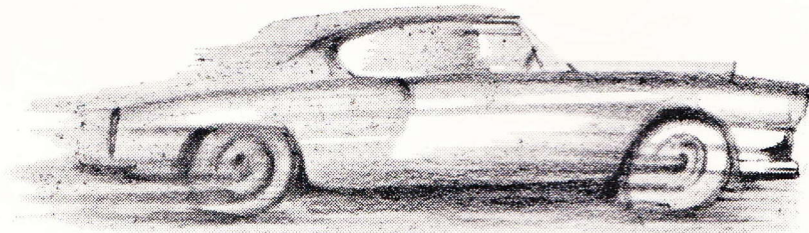
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