

**THE ALFA ROMEO 'GIULIETTA' ROAD-TESTED**

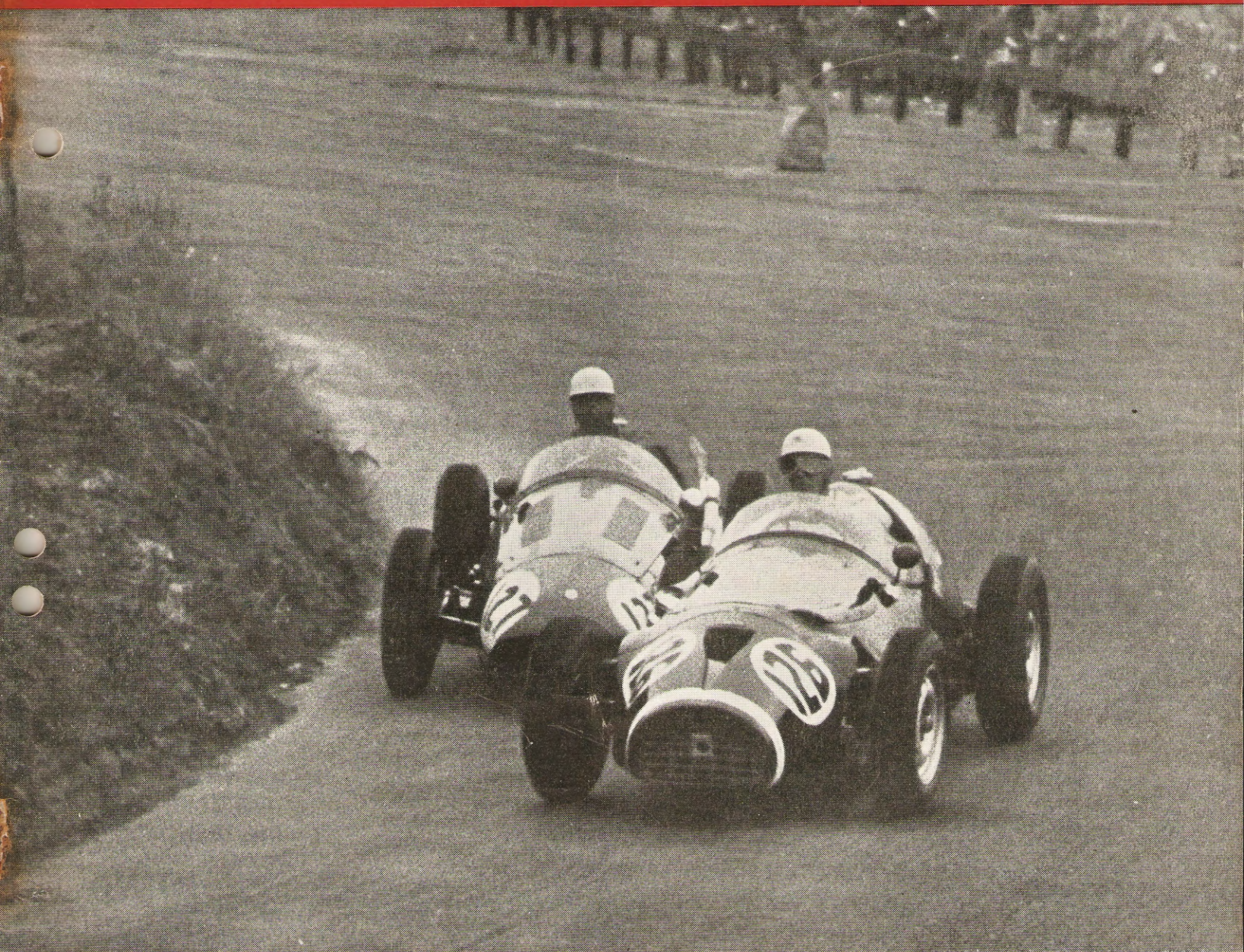
# AUTOSPORT

AUGUST 19, 1955

1/6

EVERY FRIDAY  
Vol. II No. 7

BRITAIN'S MOTOR SPORTING WEEKLY



## ***IN THIS ISSUE***

REPORT AND PICTURES OF THE SNETTERTON INTERNATIONAL MEETING : CLUB RACING AT AINTREE AND SILVERSTONE  
TOMORROW'S NINE HOURS SPORTS CAR RACE AT GOODWOOD : CORKSCREW HILL-CLIMB : BOOK REVIEWS

WILSON ROGERS • GEOFFREY DEASON • JACK O'DONOGHUE • A. HOLLISTER

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. II No. 7

August 19, 1955

Managing Editor GREGOR GRANT

Associate Editor  
C. POSTHUMUS

Assistant Editor  
F. WILSON McCOMB

Road Tests and Technical  
JOHN V. BOLSTER

Art Editor  
THEO PAGE

**CORRESPONDENTS**

|                  |                     |
|------------------|---------------------|
| North of England | WILSON ROGERS       |
| Northern Ireland | W. A. McMASTER      |
| Eire             | JACK O'DONOGHUE     |
| Continental      | GERARD CROMBAC      |
|                  | MAURICE GATSONIDES  |
| Western Germany  | JOHN CLAES          |
| Portugal         | ALAN BRUCE          |
| Scandinavia      | GUY PHEYSEY         |
| U.S.A.           | HANS FRIES          |
| South America    | RUTH SANDS BENTLEY  |
| Canada           | Dr. VICENTE ALVAREZ |
|                  | RODERICK THURGOOD   |

**PHOTOGRAPHIC SECTION**

|                    |                         |
|--------------------|-------------------------|
| Chief Photographer | GEORGE PHILLIPS         |
| North of England   | FRANCIS N. PENN         |
| Scotland           | W. K. HENDERSON         |
| Continental        | MAURICE LOUIS ROSENTHAL |
| U.S.A.             | RODOLFO MAILANDER       |
|                    | OZZIE LYONS             |

**CONTENTS**

|  | Page |
|--|------|
| Pit and Paddock . . . . .                              | 196  |
| Sports News . . . . .                                  | 197  |
| Portrait Gallery No. 31—Colin Chapman . . . . .        | 199  |
| Road Test of the Alfa Romeo Giulietta Sprint . . . . . | 201  |
| One-Two for Vanwalls at Snetterton . . . . .           | 204  |
| Preview of the Goodwood "Nine-Hours" . . . . .         | 208  |
| Club Day at Aintree . . . . .                          | 210  |
| Nottingham S.C.C. at Silverstone . . . . .             | 212  |
| Corkscrew Hill-Climb . . . . .                         | 214  |
| News from the Clubs . . . . .                          | 216  |
| Book Reviews . . . . .                                 | 219  |

Published every Friday by AUTOSPORT  
159 Praed Street, London, W.2

Editorial and General Office PADDington 7673  
Advertisement Department PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 4s. 6d.  
(U.S.A. and Canada \$12.00)

Direct from the Publishers or all Newsagents

Reprinting in whole or in part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Un-suitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

## EDITORIAL

### THE GOODWOOD NINE HOURS RACE

GR**EAT** BRITAIN gets the chance to see the only day and night event staged in this country when the field lines up for the start of the Goodwood International Nine Hours Race at 3 p.m. tomorrow (Saturday, 20th August). Interest in sports-car racing is now so intense that accommodation in the Chichester area will be taxed to its utmost. This event is anybody's race. The mortality rate for cars cannot be prophesied, and the smaller capacity machines stand as equal a chance of success as do their more powerful brothers. It is a race which demands stamina and reliability, for many laps of the tricky Goodwood circuit at racing speeds can be very exhausting, as drivers fully realize. Unlike Le Mans, Goodwood does limit the speed of the very fast cars, and the accent is on acceleration and road-holding, qualities which, in the eyes of many people, are not always present on the billiard-table-like Sarthe circuit. To manufacturers this should be regarded as a most important event, for it will search out and find inherent faults in design which do not always come to light in fairly short-distance races. It also places a premium on the electrics, for fully a third of the event will be held in darkness. As a rehearsal for next month's Tourist Trophy it should be invaluable, for any car which can complete the "Nine Hours" should be reliable enough to do well on the longer Dundrod circuit in a race of some three hours shorter duration.

### FOREIGN "TOURISTS" AND STARTING MONEY

THE urge to import foreign drivers to bolster up the term "International" has often led certain race organizers completely up the garden path. At a recent meeting, one of the Continental drivers toured round in an obsolescent edition of a famous racing machine; for which futile exhibition he was paid several hundred pounds, which would have been better spread among the British drivers who, at least, tried their best to go as fast as possible. It would be much easier to check the past records of any foreign entrant before accepting him and agreeing to pay a *prime de depart*, often quite out of proportion to his true worth. If organizers have little knowledge of the ability and equipment of a proposed entrant from abroad, they should be chary of accepting him. It would be much easier to get in touch with AUTOSPORT, for we, on this magazine, can at least assess the true value of the would-be Continental entrant from a spectator-attraction point of view. Also, we would point out that the secretary of the British Racing Drivers' Club is always willing to advise organizers as to the merits of all drivers, whether they be from Great Britain or abroad. Certainly foreign drivers, unless they have the backing of a satisfactory past record and modern equipment, should not be given preference to British entrants of proved skill.

### OUR COVER PICTURE

"CONNIE" v. "MASER": Peter Walker (Connaught) and Roy Salvadori (Maserati), during their hectic duel in last Saturday's Formule Libre race at Snetterton, which was won by Walker.

## PIT & Paddock

**ARCHIE SCOTT-BROWN'S** Lister-Bristol is a regretted non-starter for the "Nine Hours". The car was more than considerably bent when it overturned at Snetterton.

**PETER BERTHON**, convalescing from his serious accident, was at Snetterton with the Owen set-up. The B.R.M. back-room boy is recovering remarkably quickly from his multiple injuries.

**STIRLING MOSS** would not have been blamed for being a non-starter at Snetterton after a road accident. However, Stirling is not one to disappoint organizers, and, although still suffering from after effects, pluckily drove his Maserati.

**A** LAP record of considerable note was achieved last weekend during the 500 c.c. Ulster Grand Prix motor-cycle race at Dundrod, when W. A. Lomas, riding an Italian Moto Guzzi, recorded a lap at 94.34 m.p.h., thus breaking the outright record for the circuit of 94.0 m.p.h., set in 1951 by Farina (supercharged 1½-litre Alfa Romeo, type 159) during the Ulster Trophy Race.

"**THEY SAY**" department: that Aurelio Lampredi may join a well-known British concern to design a Formula 1 car. . . . that Briggs Cunningham is closing down his Palm Beach works and that no more Cunninghams will be built. . . . That he is purchasing two more sports Maseratis, a 2-litre and a 1500.



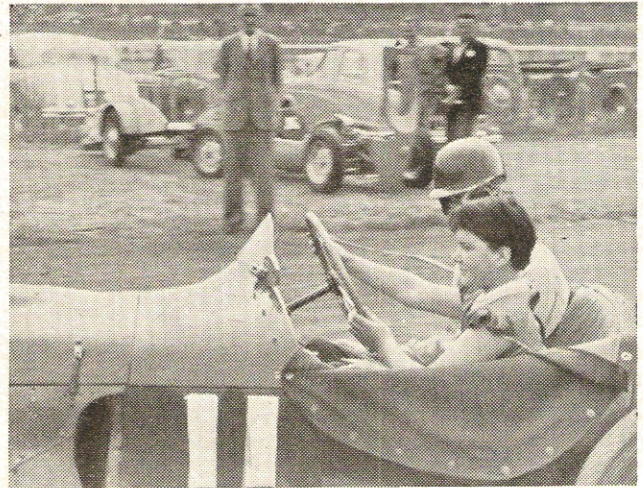
**SNAPPED IN PARIS:** (Left) Two English girls, the Misses Lushington and Halliday, seen with their M.G. and mascots—two cats and a rabbit—en route to London and the end of their journey from Cyprus, which has taken them through Lebanon, Syria, Jordan, Turkey, Greece, Italy and France.

**INDIANAPOLIS** is to have a museum, to be dedicated to the memory of Wilbur Shaw, triple-winner of the great 500 miles race and late president and general manager of the Speedway. Many famous Indianapolis racing cars of all ages will be housed there, including the 3-litre straight-eight Maserati with which Shaw won in 1939 and 1940.

**RESURFACING** of much of the 2½-mile track with Kentucky rock asphalt is amongst the safety measures being adopted at Indianapolis.

**LE MANS** repercussions continue. The Spanish G.P. has now definitely been cancelled. Its date in the Calendar was 23rd October. The Pyrenees Rally (23rd-25th September) is also off.

**DUAL CONTROL:** Tony Crook's daughter Carol steers the famous maroon Cooper-Bristol round the paddock at Crystal Palace, while father works the pedals.



**THE B.S.A. Co., Ltd.**, have purchased the controlling interest in Hobbs Transmission, Ltd., makers of the fully automatic Hobbs Transmission. The Daimler Co. will manufacture these units, which will be made available to the trade, and will be embodied in the Lanchester "Sprite".

**LENGTH** of development time necessary to perfect their fuel injection systems on Formula 1 Connaughts has caused the Send concern to experiment with Weber carburettors. The cars driven at Snetterton by Jack Fairman and Mike Oliver were so fitted.

**FANGIO'S** recent visit to Maserati seems to suggest negotiations for next season's G.P. events. However, it is quite possible that the World Champion may agree to drive a British machine.

**AUSTRALIAN** driver Stan Jones's Maybach Special is now back in circulation, looking even better than before its dramatic crash in last year's Australian G.P. He won the *Formule Libre* race at Altona from the ex-Jack Brabham Cooper-Bristol driven by E. Seeliger.

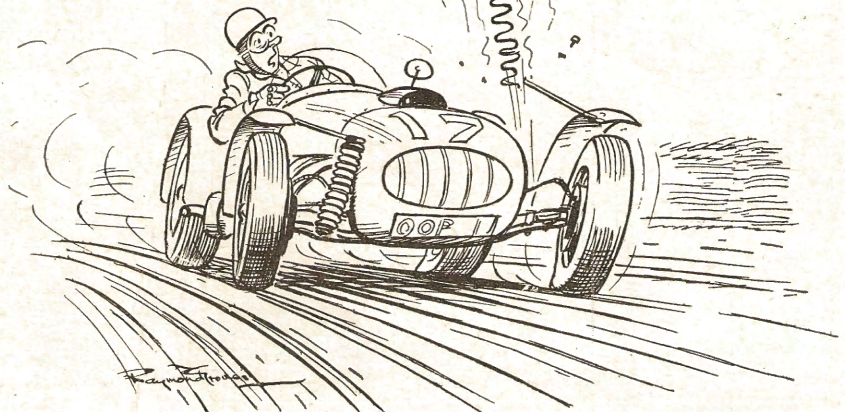
**A**NOTHER famous car "down under", the ex-Claes, ex-Doug Whiteford 4½-litre G.P. Talbot, did well at Leyburn, Queensland, recently, when new owner Ken Richardson (from Queensland, not Coventry!) won the 86-mile Darling Downs Road Race Championship.

**THE B.R.D.C.** has a limited number of pre-war motoring magazines and pre- and post-war race programmes of historical interest. These can be made available to enthusiasts in return for a small contribution to the British Motor Racing Relief Fund.

**HYÈRES** 12 Hours Race winner Gino Munaron may enter a Ferrari for the Dundrod T.T. in September.

**TAKING** part in a hill-climb near Amman, King Hussein of Jordan recorded b.t.d. at the wheel of his new Mercedes-Benz 300SL.

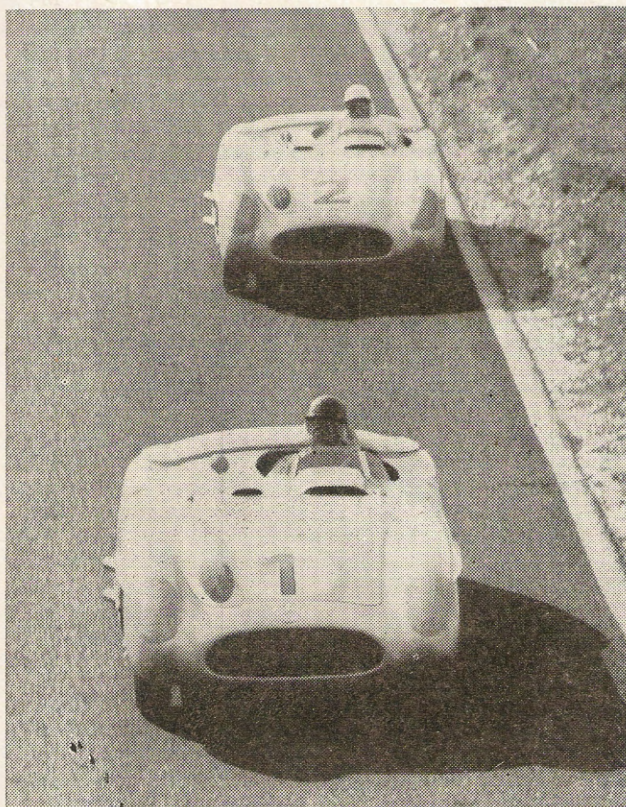
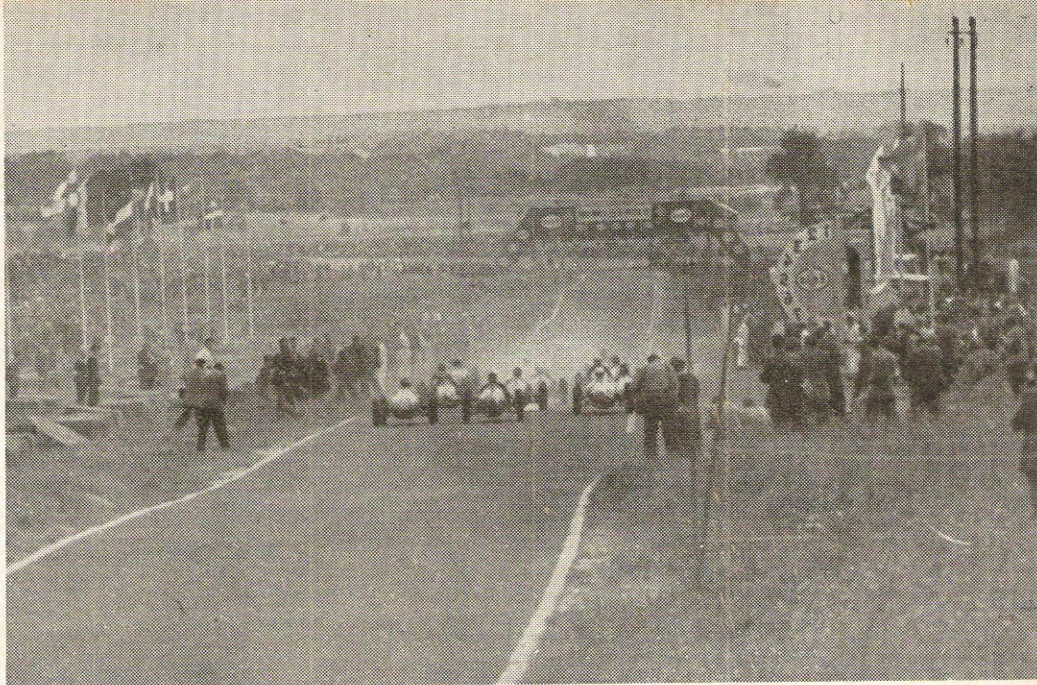
**PANTILES SERVICE GARAGE, LTD.**, will have examples of the Peugeot 203, the estate car, and the new "403" on view for inspection and available for trial at their premises in London Road, Guildford, Surrey, from 7th to 12th September. They are Peugeot distributors for Surrey, Hampshire, Sussex and Kent.



# SPORTS NEWS

## INTERNATIONAL AINTREE

THE principal event of the B.A.R.C.'s International meeting at Aintree on 3rd September will be the 17-lap (51 miles) Formula 1 scratch race for the *Daily Telegraph* Trophy, which carries an award of £200 for the winner. Making up the remainder of a full day's sport, starting at 11 a.m., are four other events, all of 17 laps duration—two sports car races (up to 1,500 c.c. and unlimited), Formula 3 and *Formule Libre*, the last with a class for cars of up to 2-litres. Full details and entry forms are available from the B.A.R.C., 55 Park Lane, London, W.1.



**RUSH JOB:** Sweden's promising new Räbelöv circuit at Kristianstad, used for the recent Swedish Grand Prix, was built under the enthusiastic direction of the Royal Swedish A.C. in a few short months. The view down the finishing straight is shown (above) in this start picture of the Formula 3 race, won by André Loens (Cooper).

★

(Left) Fangio and Moss gained an easy 1-2 victory for Mercedes-Benz in the Grand Prix. The course contains some weaving, bumpy stretches, and some tricky turns, but with improvements it is hoped that a G.P. of World Championship status may be staged there.

★

**EXIT A G.P. CAR:** (Below) Recognize it? It's one of the notorious E-type E.R.A.s now converted to sports car trim and fitted with a Jaguar engine. Ken Flint is at the wheel, winning the third race at last Saturday's B.A.R.C. meeting at Aintree.

## THE "PAN-AMERICAN" IS OFF

FIRST postponement, now cancellation of the 1955 Pan-American Road Race in Mexico, has been announced by the organizers, following on the Mexican Government's decision to ban all motor racing on Mexican roads until new regulations have been issued to ensure the full safety of spectators. This puts paid to prospects of an anticipated international struggle between Mercedes-Benz and Italy's Ferraris and Maseratis, and hopes of stronger British participation in this unique four-day race along the great Pan-American highway from the Guatemalan to the U.S. frontiers. The Dundrod T.T. and the Targa Florio thus become the final events in the 1955 World Sports Car Championship.

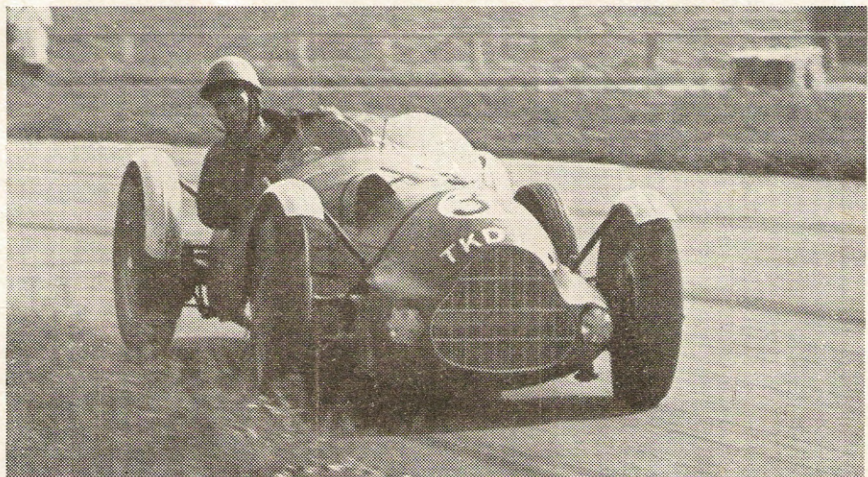
## ROB ROY HILL-CLIMB

ONE of Australia's major hill-climbs, the 1955 Rob Roy event was won by G. W. (Bill) Patterson in his 996 c.c. Cooper-J.A.P. after a needle match with Stan Jones (Cooper-J.A.P.) and A. N. (Lex) Davison (Cooper-Vincent). Patterson's best time was 26.22 secs., against Jones's 27.07 secs. Davison's car, fitted with a supercharger, had clutch trouble. Stan Jones's rebuilt Maybach Special, rather large for the hill, was driven up by Charles H. Dean in a creditable 28.8 secs. The 500 c.c. class fell to J. M. Wynne's B.S.A. Special—powered by only 125 c.c.s of B.S.A. Bantam engine.

## NÜRBURG SPORTS CAR G.P.

ENTRIES for the International Sports Car meeting at Nürburgring on 28th August close tomorrow, 20th August. This event, "substituted" for the cancelled 1,000-km. World Sports Car Championship race, will be run over 22 laps (800 kms.) of the Nürburgring circuit in Western Germany, cars running in categories for sports-racing and series-built sports cars in up to 750 c.c. and up to 1,500 c.c. classes, and Grand Touring and special production cars up to 1,000 c.c., 1,300 c.c. and 1,600 c.c.

Many home-based Porsches are entered for the race, one or more Oscas are expected from Italy, while three works 750 c.c. Stanguellinis will be driven by the Frenchman Faure, who won the 1,100 c.c. class at Lisbon recently, Sesto Leonardi and Sra. Annamaria Peduzzi. British entries are expected.



### THE GRAND PRIX BUGATTI

**A**LTHOUGH it is unlikely that the G.P. Bugatti will be ready in time for the G.P. of Italy at Monza on 11th September, an agreement has been signed recently between Simca and Bugatti which will bring some much-needed finance to complete the development work. It has also been decided that all Simca engines will be reconditioned at Molsheim for the Paris concern's engine-exchange scheme.

This announcement of business co-operation between Simca and Bugatti leads to the hope that the good-looking Simca Sport will at last be fitted with a proper sports power-unit. It is known that Bugatti engineers have been working on a 4-cylinder, twin-o.h.c. "1,500", which is, in effect, one half of the new G.P. unit.

As for the Grand Prix engine, bench-tests are about to begin, and new valves are being made in Italy to replace the original ones which gave trouble. One car is actually complete, but must await full-scale engine tests before being track-tested. In any case, this highly unorthodox design, with its special non-independent suspension and 8-cylinder engine set cross-wise in the frame behind the driver, must require considerable development work. This is made more difficult because so many of Bugatti's pre-war specialists have gone elsewhere. For example, several are with Gordini, including Piquetto. It is understood that Ferrari's chief mechanic, Meazza, is leaving Modena, and will join Bugatti at the request of Ing. Colombo.

GERARD CROMBAC.

### B.R.S.C.C./B.R.D.C. SILVERSTONE

**S**ILVERSTONE on 17th September will be the scene of a race meeting run by the B.R.S.C.C. in association with the B.R.D.C. It will include the annual 100 miles Formula 3 races for the Yorke Trophy, and other events for sports and racing cars, all staged over a 2.5-mile circuit layout, varying slightly from that used for the 750 Club's Six Hours Relay Race. One or two novelty events of a lighthearted nature will be introduced, there will be a wine bar, and possibly a band. Clearly this will be a meeting well worth attending, and the organizers will be offering tickets at 10s. which admit holders to the paddock, the pits balcony and the grandstands, "all-in" car tickets at 15s. and individual admission tickets for the rest of the circuit at 3s. Further details will be published shortly.

### OVER 100 ENTRY APPLICATIONS FOR THE "T.T."!

**W**ELL before the official closing date for entries in the Dundrod T.T. the Ulster A.C. have received applications numerically far in excess of the 54 cars which will be permitted to start in the race. So far 100 applications have been received—and more are coming in daily! Selection will be made to ensure a race of the highest quality—which should not be difficult considering the quality of many of the applicants. There are factory entries from Mercedes, Ferrari, Jaguar, Aston Martin, Maserati, M.G., Cooper, Porsche, D.B.-Panhard, etc., and others of Gordini, Phoenix, Arnott, Connaught, Osca, Stanguellini, Austin-Healey, Elva and other cars. With such makes, and the cream of racing drivers at the wheels, the success of the Golden Jubilee T.T. race would seem to be assured.



Photograph by Patrick Benjafield

## PORTRAIT GALLERY

### No. 31—COLIN CHAPMAN

**T**HE name Chapman is, of course, synonymous with Lotus, and the name Lotus in motoring spheres is synonymous with—oh, lots of things!—good power-to-weight ratio, leech-like roadholding, low-drag bodywork—or let us just say outstanding success in sports car racing. When joining the R.A.F. in 1948, Anthony Colin Bruce Chapman aspired to be a fighter pilot, but his interests veered gradually from wings to wheels, and soon, with the minimum of equipment, he was building his first car, an Austin-based trials special, prettily named the Lotus. Lotus the second had a Ford Ten engine, and with it Colin won his first motor race, at the 1950 Eight Clubs' Silverstone. Lotus No. 3 was a 750 M.C. Formula car in which he made a corner in that branch of racing until his clever engine "mods" were banned.

Soon the Lotus Engineering Co. was formed at Hornsey, strictly a spare-time occupation for Colin, employed as a structural engineer with the British Aluminium Co. For the wonderful little Mk. VI he evolved Lotus's first tubular space frame; on the Mk. VIII a de Dion back-end and the now familiar twin cocked-tail aerodynamic bodywork appeared, while today the Mk. IX version disputes 1,100 c.c., 1,500 c.c. and 2,000 c.c. sports car classes with a variety of power units.

The success of Lotus is a testimony to Chapman's engineering prowess and his capacity for hard work, but also for his fearless ability in the cockpit. Definitely he ranks as a "sixth former" in the "designers who drive" school; remember when he beat the Porsches at Silverstone in 1954? And how he won at Goodwood, Oulton Park, Crystal Palace, Snetterton and elsewhere that same season? Pressure of Lotus business nowadays keeps 27-year-old Colin engaged full-time, but he *did* find time to marry Miss Hazel Williams in October of last year, and he still enjoys a flip in an aircraft—when he's not racing.

C.P.

## STRONG CONTINENTAL ENTRY FOR OULTON

Admission Details for the "Daily Herald" International Meeting on 27th August

STARTING at 11 a.m., the *Daily Herald* International Trophy meeting at Oulton Park, on 27th August, has attracted an outstanding entry for the principal race of the day—for sports cars, over a distance of 80 laps (221 miles). Oddly enough, and in distinct contrast to British races of a similar nature in recent years, there will be no less than 11 Italian cars to help dispute the Trophy race. Among foreign competitors in the unlimited class will be the American winner of the Lisbon G.P., Masten Gregory, driving a 3-litre Ferrari 750S, while similar cars will be driven by Jean Lucas, MacKay Frazer of Brazil, who made a great impression with his performance in the Lisbon G.P., Portugal's Nogueira Pinto and French veteran Louis Rosier, backed up by our own Mike Hawthorn. Also in Italian 3-litre cars will be the ex-Swiss motorcycle champion, Benoit Musy (Maserati) and the Swedish driver, Joakim Bonnier (Alfa Romeo). Stirling Moss is to drive a Mercedes-Benz, Uhlenhaut's own 300SL, in fact, Carol Shelby will be making a welcome return from the U.S. with a 4.4-litre Ferrari, and Curt Lincoln, who made such an impressive showing at the August Bank Holiday Brands Hatch meeting with his C-type Jaguar, will have the meeting's one and only D-type. The British spearhead in the unlimited class will be the works Aston Martin team.

In the 2-litre class, the reigning monarch, Archie Scott-Brown with his Lister-Bristol, will have Ken Wharton in a similar car trying to unseat him from his throne, while two foreign contenders will be the Italians Azzurro Manzini (Maserati) and Franco Cortese (Ferrari Mondial), the latter being well remembered for his winning the 1951 Targa Florio in a Frazer-Nash. Competition should be keen in the 1,100 c.c. class, as all five entrants have Coventry Climax-powered cars. They are the Coopers of Russell, Bueb and Gammon, Flockhart's Lotus and Eric Brandon's Halseylec.

### ADMISSION DETAILS

#### In Advance

ADVANCE bookings by post for the *Daily Herald* International Trophy Meeting at Oulton Park, Cheshire, on 27th August, will be accepted up to Wednesday, 24th August, at the following addresses, from which booking forms may be obtained:—

Cheshire Car Circuit, Ltd., 29 Eastgate Row North, Chester, or Oulton Park International Meeting, *Daily Herald*, 96 Long Acre, London, W.C.2, or Oulton Park International Meeting, *Daily Herald*, 2 Chester Street, Oxford Road, Manchester.

Thereafter, and until 4 p.m. on Friday, 26th August, bookings may be made at these addresses on personal application only.

#### Advance Booking Prices

All-in (car and passengers), £1. (Admits to car parks within circuit area). Grandstand Pits, £1. Paddock Transfers, 10s. Motor-Cycles, 2s. 6d. Coaches, 5s. Admission, 5s.

#### On the Day

"All-in" tickets will be sold at 25s. and no separate "car park only" labels will be available for car parks within the circuit area. Unlimited accommodation, however, is available in the official outside car parks, within 100 yards of the main pedestrian entrances.

Admittance by turnstile to Course, 6s. each. Car Parking (outside Course) off Main Gate, 6s. Coaches (outside Course), 20s. Motor-Cycles (inside Course), 3s. Motor-Cycles (outside Course), 2s. 6d. Transfers to Paddock, 10s. each. Children under 10 admitted FREE. Grandstand and Paddock Transfers, FULL PRICE.

\* \* \*

### BRITONS FOR ITALY

A STRONG contingent of British drivers and cars have entered for the 10th Sila Cup race for 750 c.c. racing class cars at Cosenza, Italy, on 11th September. Stuart Lewis-Evans, Eric Brandon, George Wicken and Dennis Taylor are down to drive Coopers, and John Brown a Martin. André Loens, winner at Kristianstad, the German Kuhnke, Beels and Hutchinson from Holland and the Belgian Swaelens also drive Coopers. Home defence will be in the hands of the Stanguellini 750 c.c. team, and B. Taraschi's Giau, now fitted with a de Dion rear axle. The Swiss Keller has entered a 4-cylinder Gilera-engined car.

### FORMULA 1 FERRARIS AND MASERATIS FOR OULTON PARK?

THE big International race at Oulton Park on 25th September has gained additional interest owing to the possible abandonment of the French Grand Prix, and the cancellation of Barcelona. Negotiations are almost complete between the Mid-Cheshire C.C. and Italy for Ferrari and Maserati entries. Scuderia Ferrari propose to send Mike Hawthorn and Eugenio Castellotti, while Jean Behra and Roberto Mieres will probably

represent Maserati. Gordini entries are also likely, whilst from this country there will be two Vanwalls, several Connaughts, including one "works" car and Rob Walker's machine. Schell and Wharton are named for the Vanwalls; Stirling Moss, Gilby Engineering and Horace Gould will enter their Maseratis; Jack Brabham and Bob Gerard are more or less definite starters with their Cooper-Bristols.

A 100-mile race for production sports cars will be run. This definitely excludes the more specialized type of sports-racer, and will encourage owners of M.G., Austin-Healey, A.C. Ace, Allard, XK 120 Jaguar, Morgan, Doretti, TR2 Triumph and so on for an event which has been called for by many clubs. Also in the programme is a 25-mile race for standard saloon cars of up to 1,000 c.c. and 1,001-1,600 c.c.

### GRAN PREMIO D'ITALIA

THE 26th Italian Grand Prix will be run on 11th September, over 50 laps (310.7 miles) of the new, banked, 6.2-mile circuit at Monza. Following the cancellation of the Spanish G.P., it is the only World Championship event remaining in the 1955 calendar, and will thus be hotly contested by all the principal marques. An entry of four cars has already been received from Mercedes-Benz; both Ferrari and Maserati are expected to run new machines, the former a development of the Super Squalo, the latter having a 2½-litre, 6-cyl. engine as before, but giving some 280 b.h.p. in conjunction with reduced weight and modified brakes and suspension. It is hoped that Farina will drive for Ferrari, who are also expected to field two of the very fast G.P. Lancias, recently handed over to them by the Turin firm. Also regarded as runners are an Osca and the new, aerodynamic 8-cyl. Gordini. No information has yet been received concerning British entries but it is known that no Connaught entries will be forthcoming.

### OUR INTERNATIONAL CAMERA CONTEST

ENTRIES are already coming in well for the AUTOSPORT 1955 International Camera Contest, for which prizes of £20, £15 and £5 are offered for the best prints sent in by *bona fide* amateur photographers, who have received not more than £5 5s. in reproduction fees for photographs published during 1955.

Pictures, which must have been taken during 1955, on the subject of motor racing, should be sent to AUTOSPORT, 159 Praed Street, London, W.2, to arrive at the latest by first post on 19th October. They will be accepted only if accompanied by the completed entry form to be found on page 218 of this issue.

The minimum size of prints should be half-plate (6½ x 4½ ins.), and a glossy finish is preferred. No correspondence can be entered into in connection with this contest. In addition to the principal prizes, the best photograph submitted by an overseas reader who has won no other prize, will receive an award of £10, and there will be consolation prizes of £2 2s. Award-winning photographs will be published in AUTOSPORT, while any other photographs, if published, will be paid for at the usual reproduction fees. Photographs will not be returned unless accompanied by a stamped, addressed envelope.

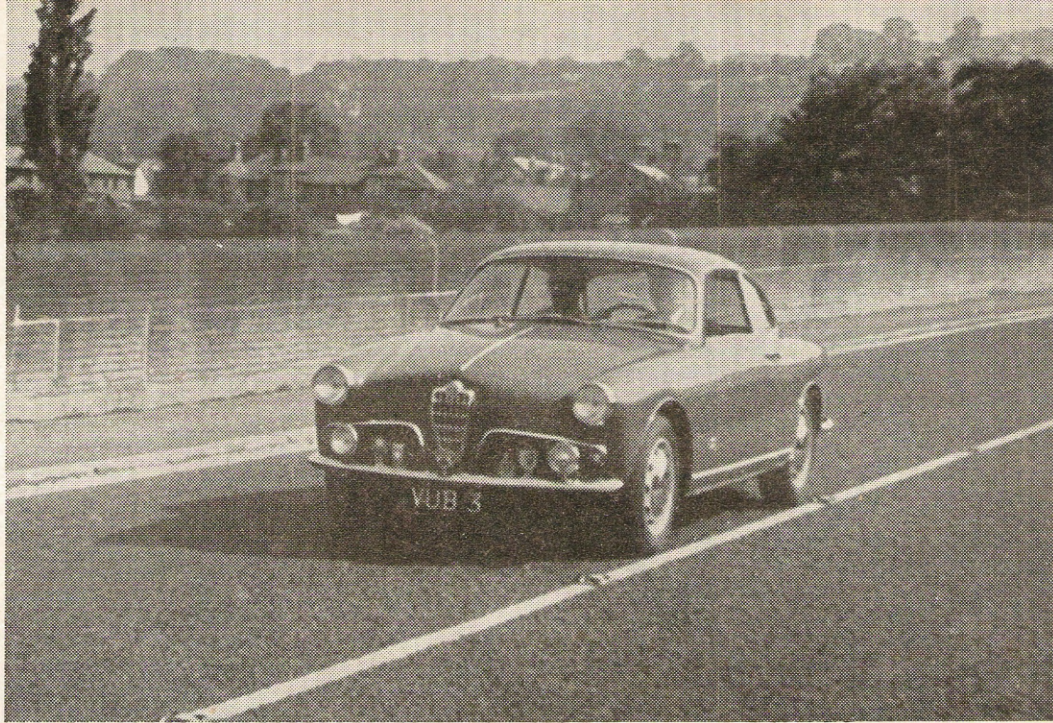


PADDOCK NEW-COMER: "Supporters" of racing in two senses, the Armstrong shock absorber concern sent this new Standard van to Snetterton last Saturday. Here Denis Herrick discusses suspension problems with Roy Salvadori.

**GRAND TOURER:** *The Alfa Romeo Giulietta taking a fast open bend in the Wharfedale district of Yorkshire.*

As readers of AUTOSPORT know, John Bolster normally road-tests cars for this magazine, but when Jack Walton offered to lend me his new Alfa Romeo Giulietta, I was quite glad that other commitments prevented J. V. B. from doing this test. During my week's "ownership" of the Alfa, I covered a considerable mileage, in what must be regarded as probably the finest small-capacity high-performance machine yet to be marketed.

I collected the car from Walton's own garage, Riffa at Pool-in-Wharfedale. It was immaculate, but Jack's racing manager ruefully pointed out a long score on the polished red panels, caused by a female in a Ford. Among the reception committee was Peter Bolton,



## Giulietta — Lovely Giulietta

Alfa Romeo's 1.3-litre Sprint Model is Revealed as an 100 m.p.h. Machine of Great Charm and Superb All-round Performance

director of Bolton's of Leeds who supplied the Alfa, first Giulietta Sprint to be delivered in Great Britain.

One could rave all day about the beauty of this little machine. The lines are so perfect that it would be impossible to find fault with it. Even dyed-in-the-wool vintage types admitted that the proportions could not be bettered, and that the Giulietta set a completely new standard in appearance for a Grand Touring vehicle. It is not, of course, designed for the six-foot and over brigade, but it is astonishingly roomy nevertheless. Nominally a two-seater coupé, there is plenty of space in the rear for a couple of extra seats, wells being provided under a removable luggage-shelf for that purpose.

Equipment is lavish, and there is that meticulous attention to detail which springs from a competitions background. For example, the headlight dipping arrangement and the operation of the

traffic "blinkers" are controlled by flick levers mounted on the steering column. On the wheel boss a horn-type push-switch is wired up direct to the headlights. This follows normal Italian practice as headlights are being increasingly used to warn approaching traffic—a very sound system. The instruments

BY GREGOR GRANT

comprise speedometer, revolution counter, ammeter, oil pressure, oil and water temperature gauges. These are contained in a neat hooded structure, illuminated at night by a carefully diffused and non-dazzling panel-light system.

Visibility is remarkable by means of the curved windscreen and sloping bonnet line. The large "wrap-around" rear

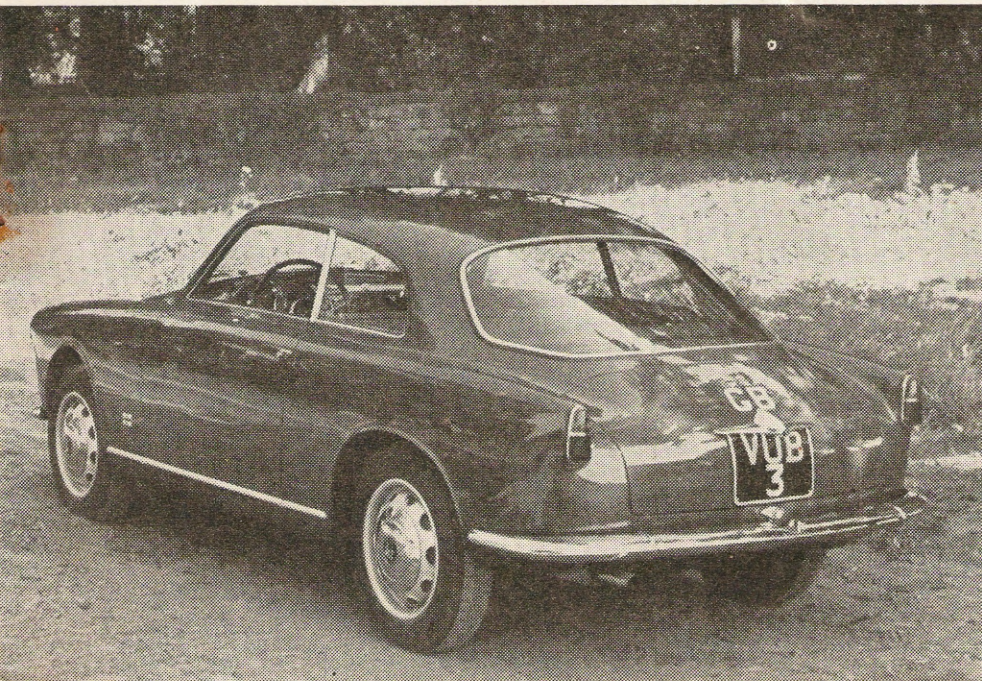
window gives the interior the airiness of an open model. Non-draught ventilation is achieved by the use of rear quarter-lights which can swivel outwards slightly. The ultra-efficient heater unit supplies fresh air for hot-weather motoring via a high-speed, fan-type blower.

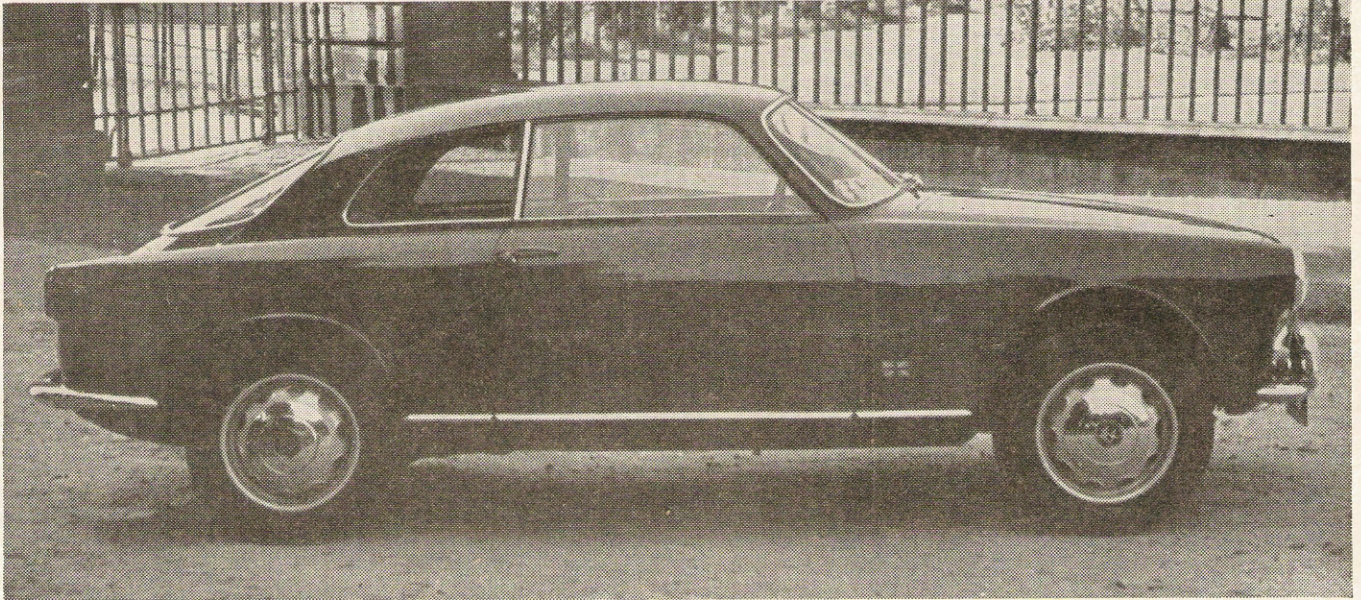
The seats are delightfully comfortable, and have a generous amount of adjustable travel. On the passenger's side a grab-handle is thoughtfully provided on the roof—doubtless for use during rally motoring in the Alps. Finish throughout is superb, Walton's car being painted in real Alfa red. As on all Giulietta models left-hand drive is fitted, but, with the superb visibility, this is no disadvantage. In fact, the writer has a distinct preference for l.h.d. high-performance cars—particularly when mist and fog are experienced in this country.

Treated as a coupé, luggage space is vast. With the rear seats installed and occupied, there is not much room for baggage in the neat rear locker, which is quite normal for cars of *Gran Turismo* pedigree. There is no danger of the bonnet top springing open, as it is hinged at the front, a feature which should be made compulsory on all fast cars with top-opening bonnets. The underside of the Giulietta's bonnet-top is treated for anti-drumming by fitting a fabric overlay, which appears to retain sound-proofing "goo". The makers have gone to endless trouble to make the car soundproof and as rattle-free as possible, liberal quantities of the tarry-looking substance being found in every concealed spot—even at the back of the luggage locker.

A body-cum-chassis method of construction has been adopted. Front suspension is by double wishbones of unequal length, controlled by helical springs which enclose Girling telescopic

*WIDE-ANGLE view to the rear is supplied by the large window. Laminated safety glass is used throughout.*





*EXQUISITE in appearance and proportion the Giulietta is a triumph of the Italian coach-builders' art, and sets the standard for modern, small-capacity "Gran Turismo" machines.*

dampers. Worm-and-roller steering is used. Large vertical springs are used at the rear, also enclosing Girling dampers. Radius arms are used on each side to locate the rigid axle, an anti-roll bar arrangement being fitted on the driver's side. The drive is taken through a dry-plate clutch to a four-speed constant-mesh gearbox and hypoid final drive. The Girling brakes have 10½ ins. drums at the front, and 10 ins. at the rear, being developed from those used on later Type 159 formula cars.

The four-cylinder engine has two overhead camshafts operated by dual chains, the four sparking plugs being located centrally in the hemispherical cylinder head combustion spaces. Makers claim 65 b.h.p. at 5,500 r.p.m. with an 8 to 1 compression ratio, but in view of the performance figures obtained on this particular car, this would appear to be a modest estimate. Carburation is supplied by a double-choke Solex Type 32 PAIAT instrument which is provided with an enormous air-cleaner-cum-silencer.

A large number of British-made components are used, including Lucas starter, dynamo, coil and distributor, Hardy-Spicer propeller shaft, Vandervell engine bearings, Valves Ltd. of Coventry valves, Fram oil filter, Girling dampers and brakes.

On the road the Giulietta's manners are well-nigh perfect. She is smooth, and, apart from a healthy exhaust note at high r.p.m., remarkably silent. Even the gears are reasonably quiet, and the axle is completely free from any suspicion of hum. The brakes are just about the most powerful I have experienced on any car, and do not appear to have any "fade" characteristics whatsoever. The headlights make for safe fast-driving, but the "peep-peep" horn is definitely not up to Continental standards.

Whether the Giulietta under-steers or over-steers I couldn't care less. To my way of thinking the steering is just about ideal, and the car seems to prefer conducting itself without any necessity for

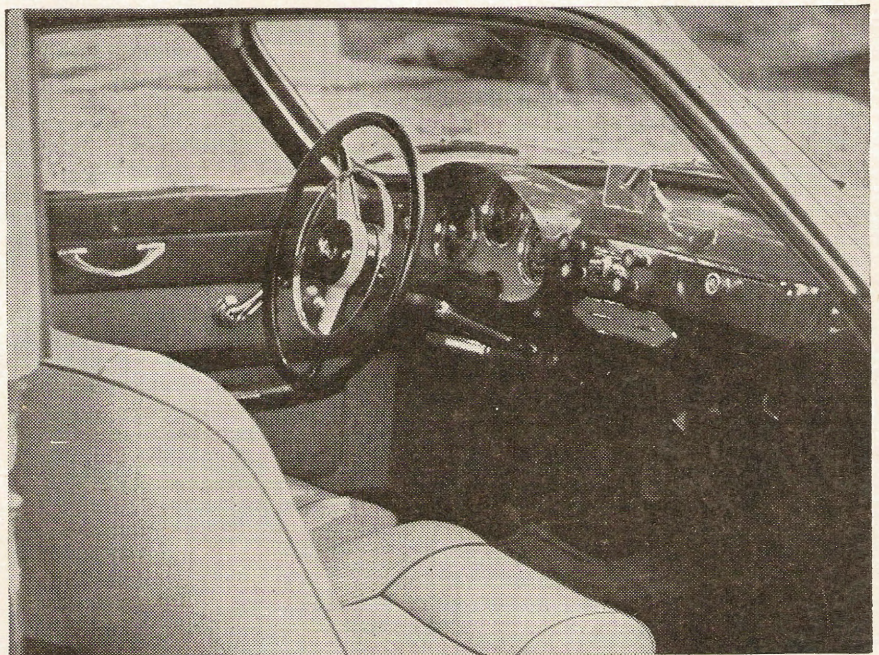
wheel-winding on any type of bend. It has the feel of a genuine race-bred machine, with road-holding to match. The suspension cannot be faulted. Roads which I know to be rough and bumpy can be treated with disdain, with a complete absence of bucking and jumping which is often experienced with light, short-chassis vehicles.

Acceleration is extraordinarily good for a 1.3-litre closed car, and it was only after the speedometer had been carefully checked for accuracy that some of the performance figures were accepted. The instrument, curiously enough, was dead accurate, being marked in kilometres over which Jack Walton had pasted a

ring giving m.p.h. reading. Standstill to 50 m.p.h. in 9.8 secs., and a standing quarter-mile in 18.9 secs. are figures which speak for themselves.

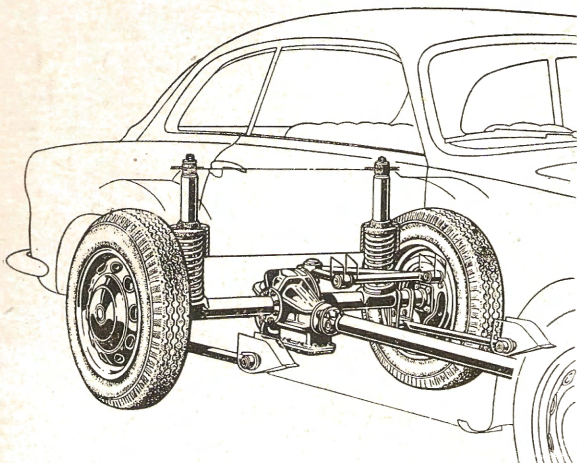
The maximum speed (mean of two directions) was 101.5 m.p.h., the best one way being 103.5 m.p.h. Even at this speed the engine was dead-smooth and there was not the least sign of vibration. Ideal cruising speed is 75-80 m.p.h., when the power-unit appears to be able to go on for ever. Fuel consumption is astonishingly light. Driving really hard, it does not drop below 26 m.p.g. As an experiment, a Solex test-tank was fitted, and, circling round an airfield circuit at a steady 40 m.p.h., 42 m.p.g. was obtained.

Nevertheless this otherwise matchless small Alfa Romeo comes in for two main points of criticism. The steering

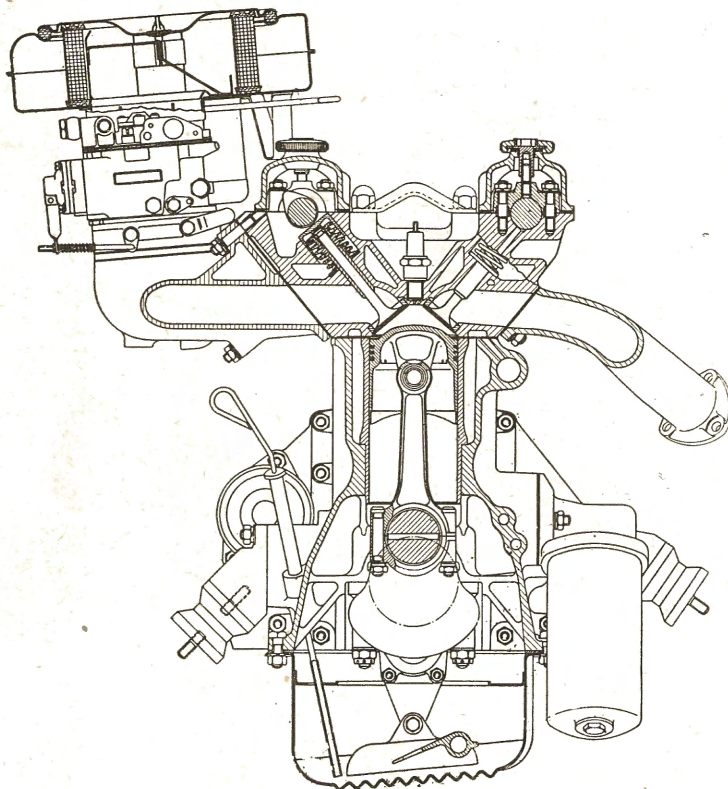


*OFFICE: Sensible grouping of the instruments inside a non-dazzle hood is a feature of the Alfa interior. Space is also provided for a radio set. Visibility is remarkably good.*

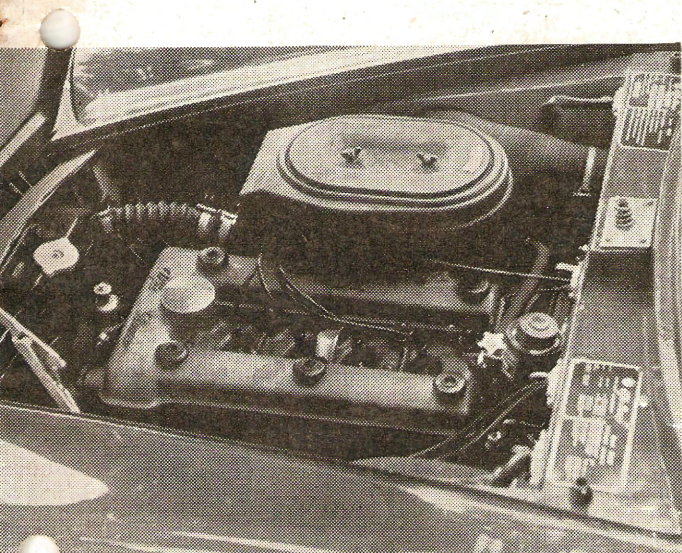




**SOSPENSIONE POSTERIORE:** (Above) Layout of the rear suspension of the Giulietta, showing the radius arms and anti-roll bar arrangement.



**MOTORE:** (Above) Transverse section of the ultra-efficient Giulietta twin-o.h.c. engine. Valve operation is via "jam-pots".



(Left) The power-unit fits snugly under the forward-hinged bonnet.

**Leading Dimensions:** Overall length, 13 ft. Overall height, 4 ft. 4 ins. Overall width, 5 ft. Track (front and rear), 4 ft. 2 ins. Floor to roof, 42 ins. Steering wheel to seat back, 18½ ins. max., 14 ins. min. Seatback to clutch pedal, 23 ins. max., 18½ ins. min. Floor to edge of seat, 9½ ins. Width of boot, 39½ ins. Capacity, 10 cubic ft.

**Performance:** Maximum speed, 101.5 m.p.h. Speeds in gears, 1st 32 m.p.h., 2nd 50 m.p.h., 3rd 75 m.p.h. Standing quarter-mile, 18.9 secs. Acceleration 0-30 m.p.h. 3.6 secs., 0-40 m.p.h. 7 secs., 0-50 m.p.h. 9.8 secs., 0-60 m.p.h. 13 secs., 0-70 m.p.h. 20.1 secs.

**Fuel Consumption:** Driven hard, 26 m.p.g.

**Price:** £1,595 plus £565 14s. 2d. Purchase Tax.

**Makers:** Alfa Romeo, Milano. Concessionaires G.B. Thompson & Taylor, Ltd., Cobham, Surrey. Supplied by Bolton's of Leeds, Ltd., 14 Harrison Street, Briggate, Leeds 1.

column gearchange, although a good example of its type, is not the sort of thing one wishes to find on an Alfa. Reverse gear is sometimes difficult to engage, while a really quick change from second to third is not only hard to achieve, but often impossible. A short-travel, floor-located lever would make all the difference to this car. Also, the pistol-type handbrake seems to be a somewhat cheap fitting for such a quality high-performance machine. Oil consumption should also be mentioned. While this may be peculiar to the car tested, a pint of lubricant every 150 miles seems to be excessive for a car with just over 2,000 miles on the clock.

It was a wrench having to part with this lovely little vehicle. During the time it was in my hands I thoroughly enjoyed every minute at the wheel, and, to judge by the reaction of the general public wherever the car went, its beauty of line stamps it as a real thoroughbred. One of these days British manufacturers may realize the appeal in this type of motor-car, and that there is an ever-growing section of the buying public which would "go" for a Grand Tourer of roughly the same specification. The Giulietta should have a ready sale in U.S.A. In Italy it is not particularly expensive as Italian quality machines are reckoned, and it is only British purchase

tax and import duties which bring its total cost in the U.K. to just over £2,260.

Jack Walton has a car of which he can indeed be proud, and there is little doubt that this red Alfa Romeo will cause countless numbers of people to break the Tenth Commandment!

### Specification and Performance Data

**Car Tested:** Alfa Romeo Giulietta Sprint.

**Engine:** Four cylinders 74 mm. x 75 mm. (1,290 c.c.). Two overhead camshafts (chain-operated). 8 to 1 compression ratio. 65 b.h.p. at 5,500 r.p.m. Solex 32 PAIAT d/c carburetter. Lucas coil and distributor.

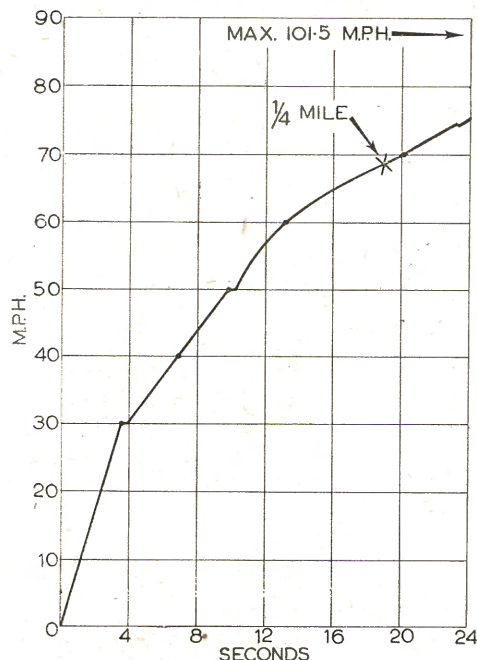
**Transmission:** Single dry-plate clutch. 4-speed constant-mesh gearbox with steering column control. Ratios, 4.555, 6.172, 9.565, and 16.327 to 1. Reverse, 15.327 to 1. Hardy-Spicer open propeller shaft. Hypoid rear axle.

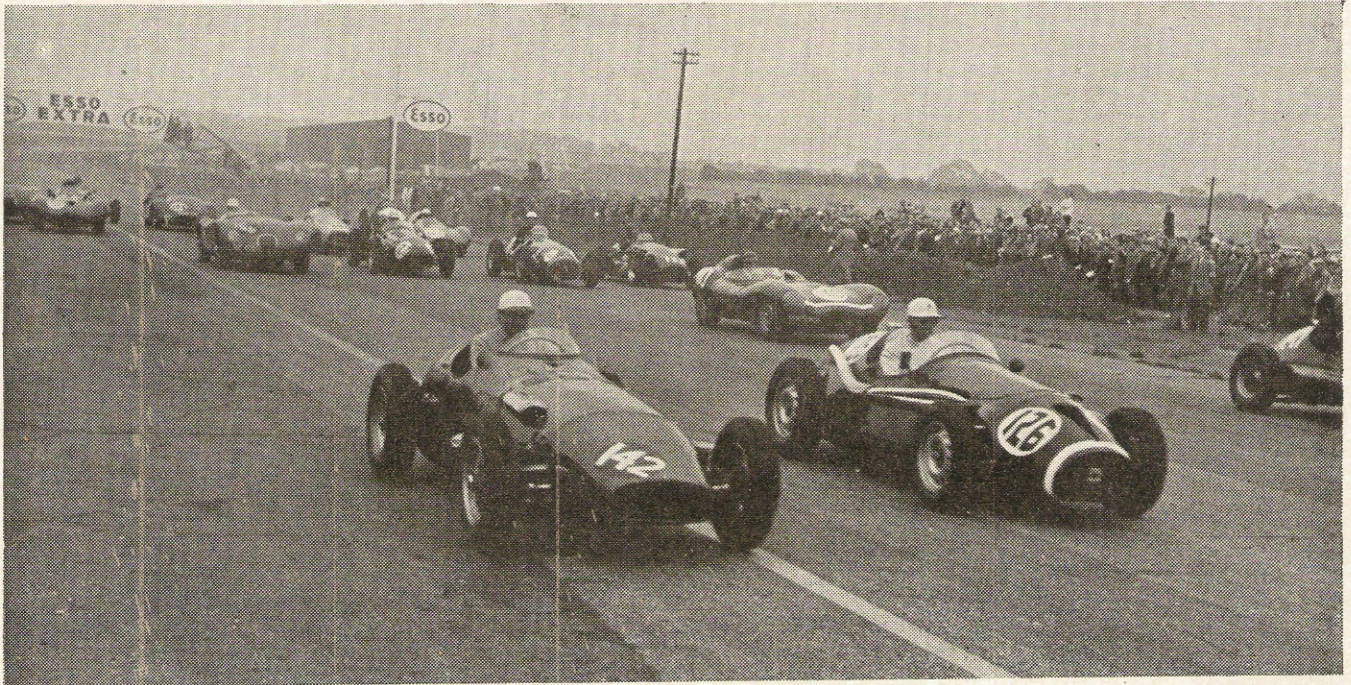
**Chassis:** Integral construction. Independent front suspension with double wishbones and helical springs. Rear axle rigid with vertical helical springs, radius arms and anti-roll bars. Girling hydraulic telescopic dampers. Bolt-on 15 ins. wheels with 155 x 15 ins. tyres. Girling hydraulic brakes with 10½ ins. drums (front) and 10 ins. (rear). Pistol-type handbrake.

**Equipment:** 12-volt electrical equipment, Lucas starter and dynamo, Marelli lamps and battery. Speedometer, rev. counter, oil pressure, water, oil temperature gauges. Flashing direction indicators. 14-gallon rear petrol tank.

**Weight,** with oil, water and spare wheel, 17 cwt. 87 lb.

### ACCELERATION GRAPH





## ONE-TWO FOR VANWALLS AT SNETTERTON

Harry Schell and Ken Wharton Dominate F1 Race—Peter Walker (Connaught) Wins Formule Libre Event—Other Victories for Keith Hall (Cooper), Desmond Titterington (Jaguar), Roy Salvadori (Cooper-Maserati and Cooper-Climax) and Dick Steed (Porsche)

TONY VANDERVELL'S two Vanwalls made the news at last Saturday's International meeting, organized by the West Essex C.C. at Snetterton. Driving brilliantly on a slippery track in pouring rain, Harry Schell and Ken Wharton out-paced strong opposition to win the 25-lap Formula 1 race. Behind, Stirling Moss (Maserati) and Jack Brabham (Cooper-Bristol) fought a stern duel for third place, the Australian leading the Mercedes team driver for 18 laps until he spun off at the hairpin.

Peter Walker, in Rob Walker's Connaught scored a popular victory in the *Formule Libre* race, after a race-long battle with Roy Salvadori's Maserati. "Ecurie Ecosse" had a 1-2 in the over 2,750 c.c. sports car class, Des Titterington winning the "National Benzole Trophy", which was decided on handicap. The under 2,750 c.c. category went to Roy Salvadori (Cooper-Maserati) who, in an earlier race, took to Tommy Sopwith's "Equipe Endeavour" Cooper-Climax as if he had been driving rear-engined machines all his life, and actually finished in front of the 1½-litre class winner, John Coombs (Lotus-Connaught). Newcastle driver Keith Hall scored his second successive International victory by winning the F3 event, and a race for J.A.P.-powered cars went to D. F. Iszatt.

Despite the inclement weather, 30,000 people watched an excellent day of racing, one of the best meetings of 1955 in fact, each event being packed with incident. Oliver Sear and his associates have made many alterations to ensure the safety of spectators: the next step is to iron out a few of the more nasty bumps, particularly on the main road straight.

The 20-lap race for 500 c.c. machinery started off in a downpour which never ceased, and cars slithered in all directions on a circuit made greasy by the first rain for nearly a couple of months. Jim Russell (Cooper) made a bad start, but went through the field with astonishing rapidity, passing more than a dozen cars on the first lap. George Wicken (Cooper) packed up without completing a lap, as did F. Hobart (Hobart-Martin). The race developed into a stern struggle

By

GREGOR GRANT

Photography by George Phillips

between Robin Jackson's Cooper driven by Stuart Lewis-Evans, and Ivor Bueb in a works Cooper. This pair went at it hammer-and-tongs, fighting it out in a cloud of spray. Behind came Keith Hall in the "Border Reivers" blue Cooper, Cliff Allison (Cooper) and Jim Russell (Cooper), making up his lost leeway by several seconds each lap.

Hall tailed the battling leaders, drawing well away from Allison and looking extremely safe, which was more than could be said of several others. Bueb was being pressed all the time by Lewis-Evans, and, on lap 7 overdid things and spun wildly in front of his rival. Unable

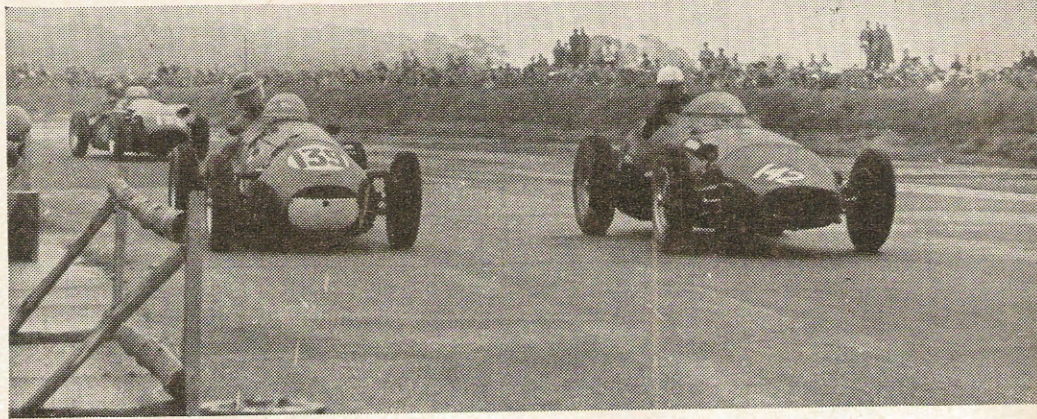
**PACK AWAY!:** (Top) Behind the leader (Peter Collins) go Harry Schell (Vanwall), Peter Walker (Connaught), Geoff Richardson (R.R.A.), Desmond Titterington (Jaguar) and the rest of the field in the *Formule Libre* race.

to avoid the gyrating Ivor, Lewis-Evans knocked him for six, his nearside front wheel folding up as a wishbone snapped. Bueb recovered and carried on with his nearside rear wheel looking a trifle drunken. However, the car was almost completely uncontrollable, and Bueb retired a couple of laps later. This left Keith Hall with a vast lead over the others, which he not only maintained but increased, to win by 33.2 secs. Russell all but caught Allison on the line, there being only  $\frac{3}{4}$  of a sec. between them. Not far behind came J. E. Raby, who, since acquiring a Cooper in place of his "Puddle Jumper" one-off, is invariably up amongst the boys.

The rain continued to pelt down like push-rods, and Harry Schell, clad in yellow oilskins and a sou'wester was heard to ask if the Vanwall people had fitted an outboard motor. Still the crowds poured in; outside there was a monumental traffic-jam, caused for the most part by the Sunday driver Charleys who failed to realize that rain means slippery roads. If the Norfolk police hadn't been so efficient, people would still be on the Thetford-Norwich road. To add further to the chaos, the Army elected to run an exercise involving long lines of empty three-tonners which became thoroughly mixed up with main road traffic!

Now to the smaller capacity sports car event, which was run in two groups, up to 1,100 c.c. and 1,101-1,500 c.c. This was a triumph for Roy Salvadori in Sopwith's blue Cooper-Climax. The majority of the cars revolved and spun off in all directions. The unfortunate Ken Smith wrapped his Lotus round a large marker barrel, emerging unhurt but

considerably bending his motor car. Colin Chapman, after going like the hammers, broke a drive shaft. Jim Russell (Cooper-Climax) joined the not very exclusive spinners' circle by executing a record number of revolutions. John Coombs (Lotus-Connaught) was lapping faster than Salvadori. Peter Gammon (Cooper-Climax) stopped with some obscure trouble, and Ivor Bueb (Cooper-Climax) vainly chased the flying Salvadori until transmission trouble struck. Anyway, John Coombs (Lotus-Connaught), one of the few "non-spinners", had the 1,500 c.c. class in the pocket of his overalls. Dick Steed (Lotus-Climax) went off three



**VANWALL IN THE VAN:** (Above) Harry Schell, in the winning Vanwall, laps the Connaughts of Boulton and Young at Coram's Curve in the Formula 1 race.

**FLYING ULSTERMAN:** (Left) Desmond Titterton, in the victorious "Ecurie Ecosse" D-type, laps Hind's DB3 Aston Martin at Sears Corner in the sports car event.



times, but carried on, sitting in a vast puddle of water which had collected in the driving compartment. Stacey's Lotus was well-driven to finish second in the 1,100 c.c. section behind Salvadori, with Stocks (Lotus) in third place. Russell did another about-turn, coming down towards the hairpin at about 70 m.p.h. backwards!

Non-starters cut the J.A.P.-engined F3 race down to eight machines, and a not very exciting race was won by D. F. Iszatt (Cooper), who finished comfortably in front of T. R. Spreckley (Cooper). Fastest car was H. C. Taylor's Cooper, which was conducted round in 2 mins. 19.2 secs. (69.73 m.p.h.)

The first lap of the Formula 1 race saw an incredible mix-up at Riches Corner. Roy Salvadori (Maserati) slid right in front of several cars; both Jack Fairman (Connaught) and Jack Brabham (Cooper-Bristol) took hasty avoiding action which involved motoring for some considerable distance in the outfield before they regained the circuit. However, Salvadori remained unshunted and set off well behind the rest. Into the lead whistled Harry Schell (Vanwall), driving with just the right amount of caution mixed with rapidity. This is a different Schell from the man of a few seasons back. The old pump-handle arms style has gone, replaced by the relaxed driving of the experienced Grand Prix conductor. Ken Wharton, too, was in form, and held the second Vanwall in a secure second place.

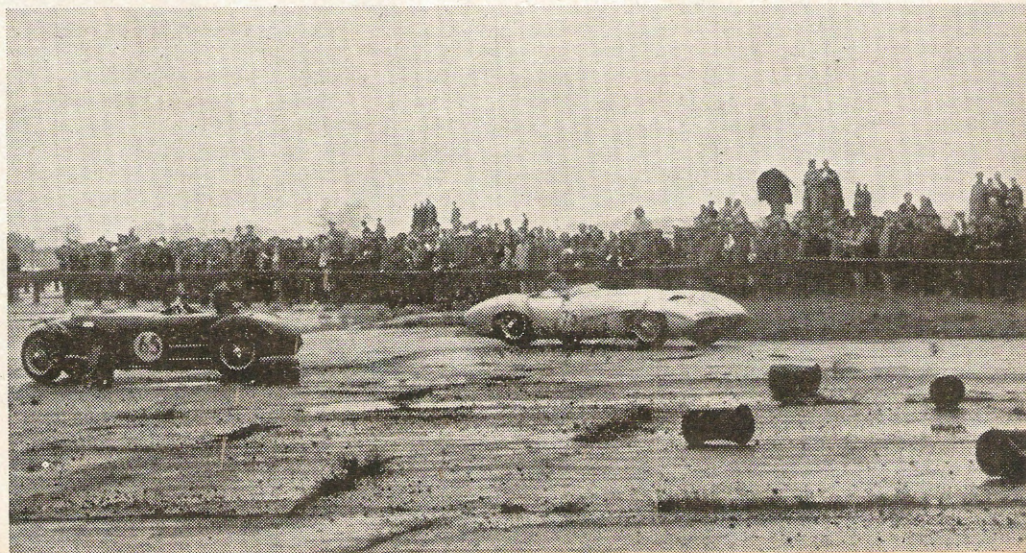
Behind Tony Vandervell's cars a **BARREL BUSTER:** D. J. Hayles (Lotus) scatters marker barrels in all directions in the Esses, as 1½-litre class winner John Coombs (Lotus-Connaught) sails serenely past.

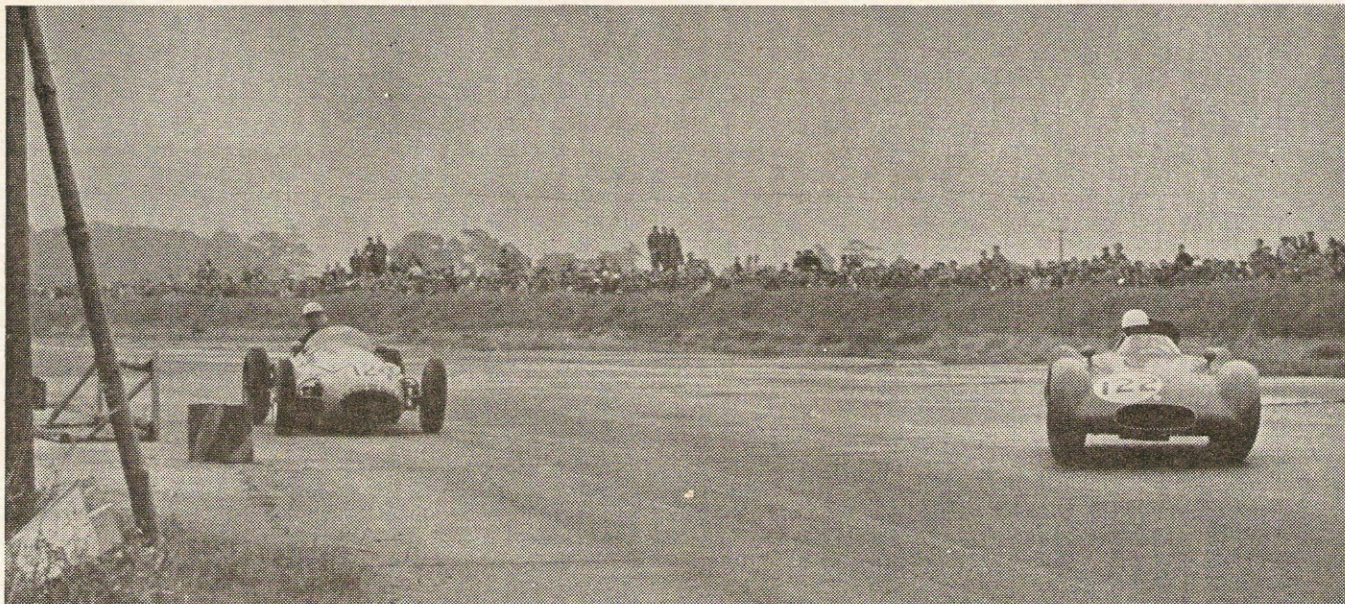
classic contest developed between Jack Brabham (Cooper-Bristol) and Stirling Moss (Maserati), and the crowd even forgot to watch the Vanwalls, so engrossed were they with the struggle. Brabham threw the little rear-engined Cooper round at a fair rate of knots, with Moss ever on the lookout for a chance to pass. Brabham, to the huge delight of his friends in the Kangaroo Stable, stubbornly refused to be passed by the redoubtable Moss. For lap after lap they raced in close company, the Australian doing things with a car that were reminiscent of Pete Walker in his early "Skid" Walker days—but no matter what he did, he managed to hold off Moss. Stirling did slip past into the Esses, only to be repassed in Coram's Curve. The Maserati went ahead again, but this time Brabham cheekily nipped in front at Riches Corner, sliding wildly on the rapidly drying track, but keeping the car on the tarmac. Then, with four laps to go, the Australian spun off

at the hairpin, collecting a miniature haystack in his under-chassis air scoop. Undaunted he set off in an attempt to catch Moss, but he had lost far too much ground, and the Maserati sailed home to an unchallenged third place behind the two Vanwalls. O. Volonterio's ex-de Graffenried short-chassis Maserati was lapped at least twice by the first four cars.

Further back, Roy Salvadori had made up his first lap delay, and became involved in a ding-dong with Jack Fairman (Connaught), finally managing to edge past the aerodynamic car. Mike Oliver drove another aerodynamic Connaught most confidently, but Pete Walker packed up early on in Rob Walker's "open model". Anyway, Tony Vandervell wore a huge grin as he stepped to the finish line to congratulate Schell and Wharton, and to watch Harry being presented with the "Redex" Trophy.

When the up to and over 2,750 c.c. sports car event began, the circuit was practically dry, although there were treacherous patches into and out of the bends. The first group went off, and into the lead went Archie Scott-Brown (Lister-Bristol), followed by Mike Anthony (Lotus-Bristol), with Roy Salvadori's Cooper-Maserati on his tail, and Peter Scott-Russell (Lotus-Bristol) almost side-by-side with Jack Sears (Lister-Bristol). Scott-Brown missed his gear-change going into the hairpin, the car went out of control, and Archie popped down into the cockpit as it overturned.





To the great relief of everyone, the popular little Scotsman emerged absolutely unhurt, after marshals had righted the car.

This left Anthony in the lead, chased by Salvadori, whose car understeered to such an extent that it was remarkable how he managed to get it round corners without tying his arms in knots. Scott-Russell lost a minute at the pits, tightening a loose carburetter jet. By lap 2 the big stuff was already closing up, and Titterington was actually in third place, with Ninian Sanderson about to take Jack Sears, having passed Cunningham-Reid's Lister-Bristol. In this race-within-a-race, the two "Ecurie Ecosse" D-type Jaguars went into the lead on lap 6, both Titterington and Sanderson driving with extreme skill. The Anthony-Salvadori struggle intensified, Mike taking his Bristol motor up to untold revs, and Roy concentrating on getting round corners by the simple expedient of turning the wheel about a 100 yards before entering them. Scott-Russell began to catch up rapidly, and soon became involved with Cliff Davis's similar car. Graham Whitehead began to get the hang of his brother's Cooper-Jaguar, and, after duelling with the C-types of Blond and Protheroe, moved up in pursuit of Bill Smith's red C-type. However, this local boy was not all that far behind the "Ecurie Ecosse" D-types, and was handling his car in such a manner that not a few team managers were making notes in their diaries.

It was heartening to watch J. L. E. Ogier's XK 120 being conducted most rapidly, complete with the "lurch-lurch" that the older Jaguars do coming out of bends. Anyway, Ogier was enjoying himself, and it was several laps before Tony Gaze (DB3S Aston Martin), leader of the Kangaroo threesome, managed to pop in front.

Anthony's effort ended on lap 14 when he holed a piston and packed up at Riches Corner. Then the entire aspect changed in the under 2,750 c.c. section. Cunningham-Reid's car broke a rear suspension bracket and was wobbled off-course. This put Jack Sears into second place, but his motor cut out completely and he came to rest, also at Riches Corner. Salvadori did his last lap with

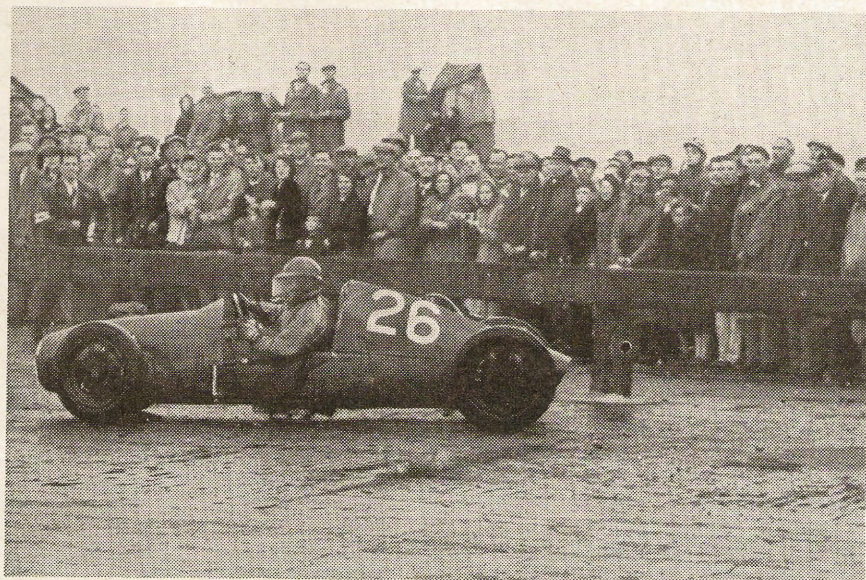
*DUEL: Stirling Moss (Maserati) calmly awaits the results of Jack Brabham's power-slide with the Cooper-Bristol, as the Australian shot ahead at Coram's Curve. Their exciting battle was a feature of the F1 race.*

practically no water in the radiator, then drew into the infield at Riches Corner with vast clouds of steam coming from the overflow pipe. A rather astonished Scott-Russell found himself in second place, with Cliff Davis third man. So fast had Titterington driven that on handicap he collected the National Benzole Trophy. Sears's trouble was a loose ignition lead.

The cars next lined up for the *Formule Libre* race, the field including one Vanwall (Harry Schell), Peter Collins (B.R.M.), but not Stirling Moss, whose Maserati had been taken slightly sick. However, Pete Walker turned out with the blue Connaught which had been mended by Rob Walker's mechanics.

The start saw a scramble for the lead featuring Collins (B.R.M.), Richardson (R.R.A.), Walker (Connaught) and Schell (Vanwall). The high-pitched scream of the supercharged B.R.M. was heard above everything else—but not for long, Peter Collins failing to show up for the second lap. Harry Schell led with the Vanwall, followed by Salvadori and Walker. Behind came Fairman (Connaught), Richardson (R.R.A.), Titterington (Jaguar), Oliver (Connaught) and Smith (Jaguar). On lap 4 Schell retired—overheating, it was said! Salvadori took over the lead challenged all the way by Walker. This pair now started a real dog-fight. There was no "After you, Claude—No, after you, Cecil" business about this scrap. Pete Walker, for the first time for many years, had a real piece of British engineering in his charge, and he was determined to get past the forceful Salvadori.

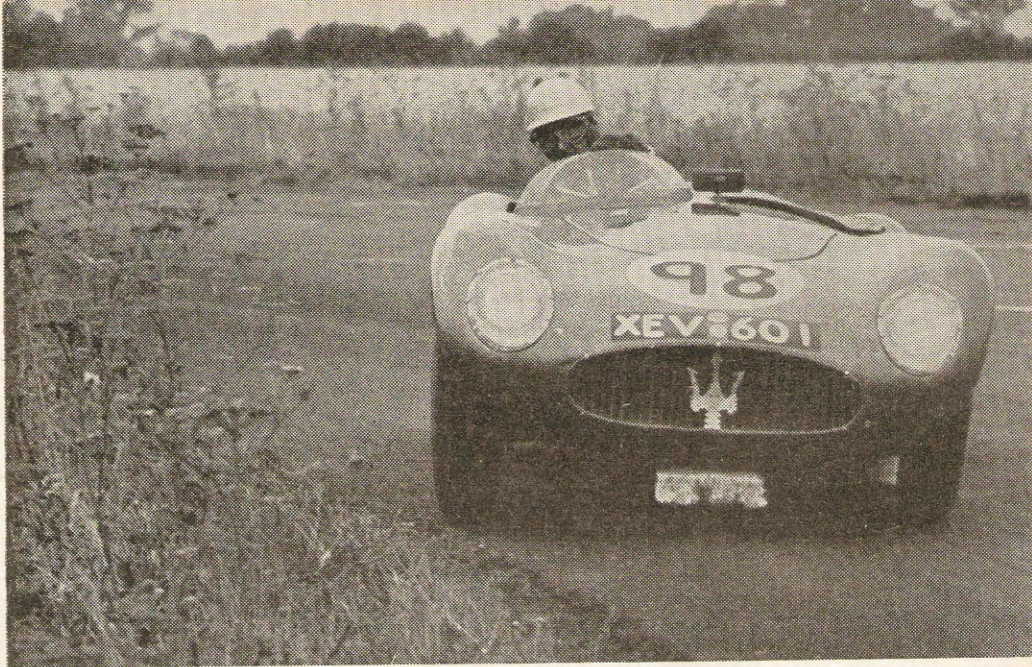
The cars were evenly matched, but the Connaught seemed to have a slight edge on the Maser on acceleration. Walker



*TRY-OUT—for the new Snetterton spectator crash-barrier on the part of Learnan's R.G.R. in the 500 c.c. "J.A.P." event.*

cut past at the hairpin, only to be retaken through the Esses—and so it went on, each trying to wear the other down. In the same way, Fairman and Titterington were slamming their cars at each other, the D-type being just as quick as the F1 car, which shows the way things are going. Geoff Richardson was within call, his R.R.A. going really well, and Smith's C-type was surprisingly well up.

Hard at it went Salvadori and Walker. On occasions they missed touching each other by inches, but then it came. Pete saw an opening and took it, but left his braking a bit late. The Connaught nudged the Maserati and bumped the off-side side panel. Walker kept his boot down, Salvadori slewed slightly, but recovered, leaving the blue car with a sizeable lead. Meanwhile Fairman had managed to settle Titterington, only to retire shortly afterwards, leaving the "Ecurie Ecosse" machine in third place,



**HYBRID:** (Above) The class-winning Cooper-Maserati at Sear Corner, with Roy Salvadori valiantly struggling to correct an over-slide.

**FAST SALOON:** (Left) Alan Foster's M.G. Magnette which showed a fine turn of speed in the saloon car event.



and that is how they finished, with Walker notching his first big win for some time. The unhappy Volonterio was again lapped at least twice.

Naturally Salvadori, like Albert's mother, was a "trifle vexed", but such is motor racing. These things happen, even with the best conducted motor cars. Walker's best lap in 1 min. 45 secs. (92.57 m.p.h.) was the quickest of the day.

The curtain went down on a fine day of racing with a saloon car race, with the four groups handicapped from 5 mins. for the 1,100 c.c. brigade, to scratch for the bigger stuff. This event settled down to a chase of a flurry of Fiats by the bigger machines. Peter Reece led J. A. Young, Bowman and Leston, till nearer the end, when the entire Fiat party was overwhelmed by Dick Steed and his Porsche Super.

There were some notable scraps. Roy Clarkson's Ferrari-like Morgan chased Peter Collins in the Raymond Mays Zephyr, and held it till the big-end bearings cried "enough". Collins certainly drove that Zephyr, and disproved theories that these cars suffer from tail-end breakaway when cornered very rapidly. The Mays version appears to have all the road-holding in the world. Bert Rogers's veteran 2½-litre Riley soon got away from Gerald Gelberg's Pathfinder, but Alan Foster's maroon Magnette hurtled past the Pathfinder, and was taking Rogers when the last-named packed up with fuel-feed trouble.

This ended a highly satisfactory meeting. I don't profess to understand the

politics which prevented the fuel companies from supporting this International meeting, but I can say that it was as good a show as I can remember seeing this season.

### Results

**Formula 3 (20 laps):** 1, Keith Hall (Cooper), 46 mins. 5 secs. (70.30 m.p.h.); 2, Cliff Allison (Cooper), 46 mins. 38.2 secs.; 3, Jim Russell (Cooper), 46 mins. 38.8 secs.; 4, I. E. Raby (Cooper), 46 mins. 44.4 secs.

**Fastest lap:** S. Lewis-Evans (Cooper), 2 mins. 11 secs. (73.86 m.p.h.).

**J.A.P.-engined Cars (10 laps):** 1, D. F. Iszatt (Cooper), 25 mins. 33.6 secs. (63.38 m.p.h.); 2, T. R. Spreckley (Cooper), 25 mins. 40 secs.; 3, J. B. Welton (Cooper), 25 mins. 57.4 secs.

**Fastest lap:** H. C. Taylor (Cooper), 2 mins. 19.4 secs. (69.73 m.p.h.).

**Sports Cars, up to 1,300 c.c. (20 laps):** 1, Roy Salvadori (Cooper-Climax), 43 mins. 37.6 secs. (74.27 m.p.h.); 2, A. Stacey (Lotus); 3, H. P. Deschamps (Lotus). **1,301-1,500 c.c.:** 1, J. Coombs (Connaught), 44 mins. 3.6 secs. (73.53 m.p.h.); 2, J. C. Stocks (Tojeiro); 3, B. W. Seaman (Tojeiro-M.G.). **1,501-2,750 c.c. (20 laps):** 1, Roy Salvadori (Cooper-Maserati), 39 mins. 54.4 secs. (81.19 m.p.h.); 2, Peter Scott-Russell (Lotus-Bristol), 19 laps; 3, Cliff Davis (Lotus-Bristol), 19 laps. **Over 2,750 c.c.:** 1, Desmond Titterington (Jaguar), 38 mins. 45.4 secs. (84.14 m.p.h.); 2, Ninian Sanderson (Jaguar), 39 mins. 11.6 secs.; 3, W. T. Smith (Jaguar), 39 mins. 30.2 secs.

**Winner on Handicap:** Titterington.

**Formula 1 (25 laps):** 1, Harry Schell (Vanwall), 50 mins. 7.4 secs. (80.80 m.p.h.); 2, Ken Wharton (Vanwall), 50 mins. 18.4 secs.; 3, Stirling Moss (Maserati); 4, Jack Brabham (Cooper-Bristol).

**Fastest lap:** Moss, 1 min. 56 secs. (83.79 m.p.h.).

**Formule Libre (25 laps):** 1, Peter Walker (Connaught), 45 mins. 3.8 secs. (89.86 m.p.h.); 2, Roy Salvadori (Maserati), 45 mins. 54.4 secs.; 3, Desmond Titterington (Jaguar), 46 mins. 3.14 secs.; 4, Geoff Richardson (R.R.A.).

**Fastest lap:** Walker, 1 min. 45 secs. (92.57 m.p.h.).

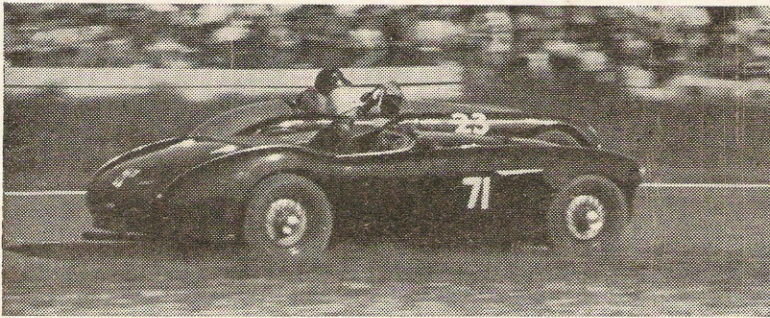
**Saloons (10-lap Handicap):** 1, R. Steed (Porsche Super), 26 mins. 3.4 secs. (68.77 m.p.h.); 2, P. Reece (Fiat TV), 26 mins. 31.0 secs.; 3, J. A. Young (Fiat TV), 26 mins. 34.4 secs.

**Classes:** P. Reece (Fiat), R. Steed (Porsche), P. Collins (Ford Zephyr), P. Woolzley (Aston Martin DB2-4).

★  
**SPOILS:** J. R. Morange, director and general manager of "Redex", with Harry Schell, Tony Vandervell and Ken Wharton, after presenting the "Redex" Trophy to Vanwall driver Schell.



★



PROSPECTS of a tense and exciting struggle in tomorrow's International Nine Hours sports car race on the 2.4-mile Goodwood circuit are heightened by the late entry of de Portago/Hawthorn, and Jonneret/Wharton, with two 3-litre Ferraris, and Stirling Moss and H. Von Hanstein in the latter's 1½-litre Porsche Spyder. Their appearance alongside the Aston Martins, D-type Jaguars and many other British cars, the Lucas/Schell Ferrari already entered, and Seidel's 550 Porsche, should make this third "Nine Hours" a memorable event indeed.

Aston Martin, winners in 1952 and 1953, will be all out for the "hat trick", and have a very strong three-car team to do it with, comprising 1952 co-winner Peter Collins, 1953 co-winner Reg Parnell, Roy Salvadori, Peter Walker, Dennis Poore and Tony Brooks. Jaguar, regrettably, are not officially represented this time, but Duncan Hamilton and Tony Rolt in the former's D-type are formidable long-distance racing men, as is Peter Whitehead, who shares a second D-type with Michael Head. Then there is the "Ecurie Ecosse" car, with Titterton and Sanderson sharing the wheel, and "Wilkie" Wilkinson's renowned tuning and preparation to back them up, and a fourth D, Johnny Broadhead's, with Jaguar men Bob Berry and Norman Dewis to drive it. Relying on Jaguar power units are the two H.W.M.s, with John Heath and Lance Macklin each driving one, and Bertie Bradnack's Cooper, co-driven by Tony Marsh.

And there are the Ferraris—very fleet, very tenacious on the road in wet or dry, and very liable to upset the British apple-cart if they last the nine hours. Mike Hawthorn shares one with the Spaniard de Portago, Ken Wharton another with the Swiss Jonneret, Jean Lucas the third with Harry Schell. Formidable!

The battle between marques should be equally exciting in the 2-litre and 1,500 c.c. classes. One strong contender, Archie Scott-Brown (Lister), will not, alas, be driving this car after his Snetterton inversion, but there are two more Listers, Cliff Davis's Lotus, Tony Crook and Michael Keen in Coopers, a

Frazer-Nash and two Tojeiros to fight things out.

Of the "fifteen-hundreds" the 1,100 c.c. Coventry Climax-engined Cooper of Bueb/Russell must be rated a strong challenger to the Connaughts of Ken McAlpine/Eric Thompson (the latter the co-winner in 1953) and Les Leston (who now has Scott-Brown as his co-driver), the very strong force of Lotuses, with Chapman, Flockhart and Coombs numbered amongst their drivers, and Sopwith's Connaught-engined Cooper. But again there are Continental visitors to intrude on a domestic affair—the 550 Spyder Porsche, to be driven by Walter Seidel and "Dicky" Steed, and the second, still more formidable Porsche, with Stirling Moss and Von Hanstein to drive it.

The number of starters is 35, and the B.A.R.C.'s entry list is oversubscribed. The race begins at 3 p.m., using the customary Le Mans start, and goes on through the afternoon and evening, until, at nightfall, Goodwood takes on a new

## Tomorrow at **GO** RACING BY DAY

Bright prospects for the B.A.R.C.'s 3rd "N  
Jaguar and H.W.M. in struggle for Unlimited

and enthralling appearance, with countless lights in the pit area, while the cars boom on through the darkness, bright headlights guiding them round the course. At midnight a maroon marks the finish of the nine hours, and feting of the winners ends with a firework display. This race offers a spectacle unique to this country—night racing in the real Le Mans style. Many special train and coach services have been laid on for the use of spectators, as listed in last week's issue.



JAGUAR are not works-represented this year. Hamilton/Rolt and P. Whitehead/Head in Duncan's "Ecurie Ecosse" car, and Berry

#### THE "NINE HOURS" ON THE AIR

Light Programme, 20th August

Commentators: Raymond Baxter, Robin Richards and John Bolster

12.55 p.m. Race Prospects, by Raymond Baxter (Sports Parade).

2.50-3.10 p.m. The Start.

3.50 p.m. Progress flash.

4.45 p.m. Progress flash.

5.0 p.m. In "Sports Report". Progress flashes at approx. 5.15 and 5.50 p.m.

10.15-10.20 p.m. Commentary.

10.55-11.05 p.m. Commentary.

11.54 p.m.-12.04 a.m. Final stages of the race.

#### ON THE TV SCREEN

2.45-3.15 p.m. The Start.

4.10-4.25 p.m. Progress report.

6.5-6.15 p.m. Progress report.

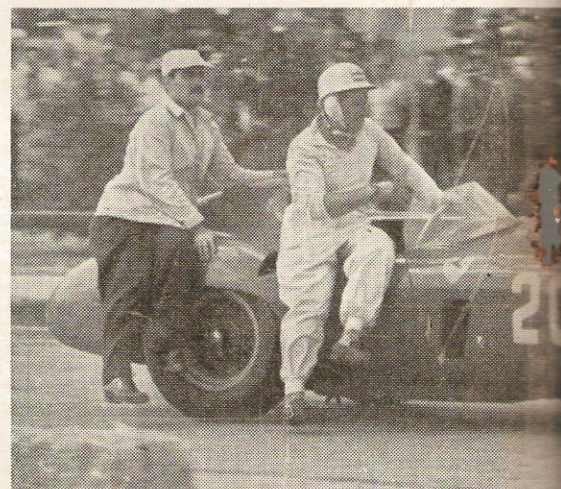
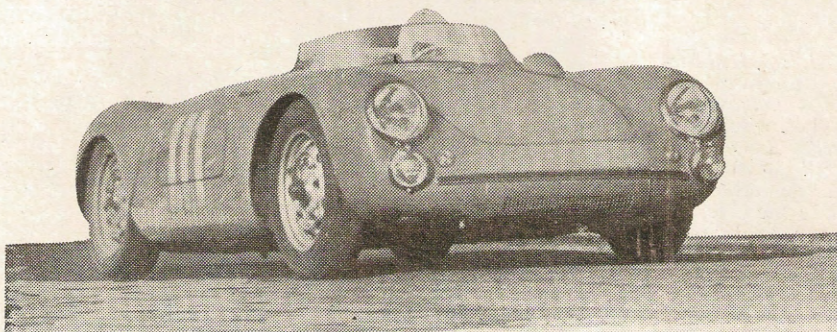
7.15-7.25 p.m. Progress report.

8.15-8.20 p.m. Progress report.

9.5-9.10 p.m. Progress report.

10.30-10.45 p.m. Progress report.

11 p.m.-12 midnight. Final stages of the race.

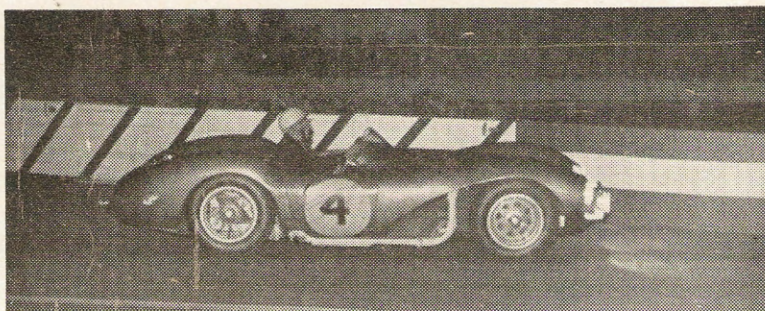


(Left) German 550 Porsche Spyderys challenge Britain's Lotuses, Connaughts and Coopers in the 1,500 c.c. class.

# GOODWOOD

## AND BY NIGHT

"Nine Hours"—Ferraris join Aston Martin,  
and Class—Moss and Hawthorn late entrants



### ADMISSION DETAILS

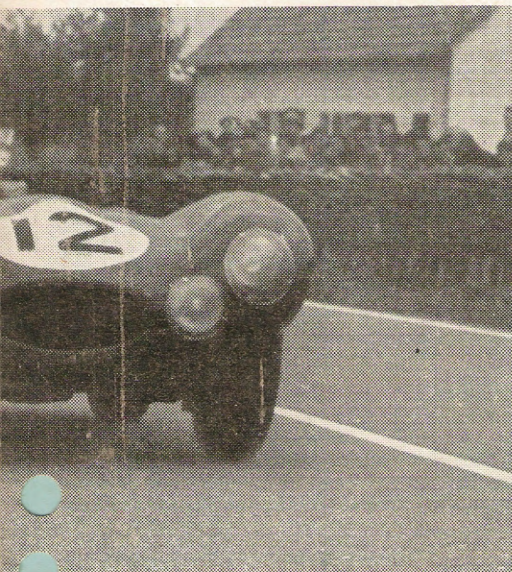
#### Public Enclosures

Admission to all Enclosures (Green, Red or Blue) 7s. 6d. (including tax). Children under 14, 4s. (including tax).

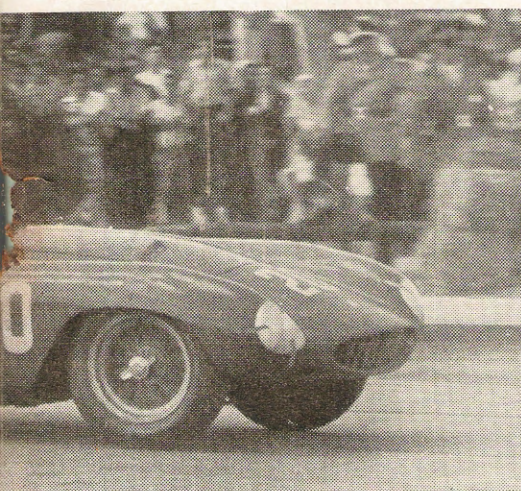
Grand Stands (including Enclosure ticket), 30s. (including tax). Children under 14, 26s. 6d. (including tax).

Paddock Transfer Fee, 20s. (including tax).

Spectators with Enclosure tickets may circulate around the entire circuit. Transfers to the Stands or the Paddock on the day of the meeting are dependent upon the accommodation available.



... but four D-types will be running, drivers  
... can Hamilton entries, Titterington/Sanderson  
/Dewis, entered by J. Broadhead.



(Above) Three Italian Ferraris, with Hawthorn,  
Wharton and Schell amongst the drivers, will  
run in the over 2,000 c.c. class.

### THE ENTRY LIST

**Over 2,000 c.c.:** **Aston Martin:** R. Salvadori/R. Parnell, P. Collins/C. A. S. Brooks, P. D. Walker/R. D. Poore (works entries); F. A. O. Gaze/D. MacKay, E. W. Cuff Miller/A. J. Hinde. **Jaguar:** J. D. Hamilton/A. P. R. Rolt, P. N. Whitehead/M. W. Head, D. Titterington/N. Sanderson, R. E. Berry/N. Dewis. **H.W.M.:** J. Heath/J. Marshall, L. Macklin/J. Dalton. **Cooper-Jaguar:** B. E. Bradnack/A. E. Marsh. **Ferrari:** J. Lucas/H. Schell, A. de Portago/J. M. Hawthorn, P. Jonneret/K. Wharton.

**1,501 c.c.-2,000 c.c.:** **Lister-Bristol:** A. Moore/E. W. Holt, D. A. Hampshire/P. Scott-Russell. **Tojeiro-Bristol:** G. Rolls/J. Rolls, A. P. O. Rogers/P. R. Crabb. **Lotus-Bristol:** F. C. Davis/—.

**Cooper-Bristol:** T. A. D. Crook/R. Gibson, M. J. C. Keen/M. Anthony. **Frazer-Nash:** J. R. Stoop/P. Wilson.

**Up to 1,500 c.c.:** **Connaught:** K. McAlpine/E. Thompson, L. Leston/A. Scott-Brown. **Cooper-Climax:** T. Sopwith/P. Blond, J. Russell/I. L. Bueb, R. Watling - Greenwood/D. R. Barthel. **Lotus:** C. Chapman/P. Jopp, R. Flockhart/C. Allison, P. R. Emery/R. A. Page, J. Coombs/J. Young. **H.R.G.:** D. J. Calvert/R. C. Green. **Porsche:** W. Seidel/R. D. Steed, H. Von Hanstein/S. Moss.

**Reserve (1,500 c.c. class):** **Kieft:** B. Baxter/H. A. Richards.

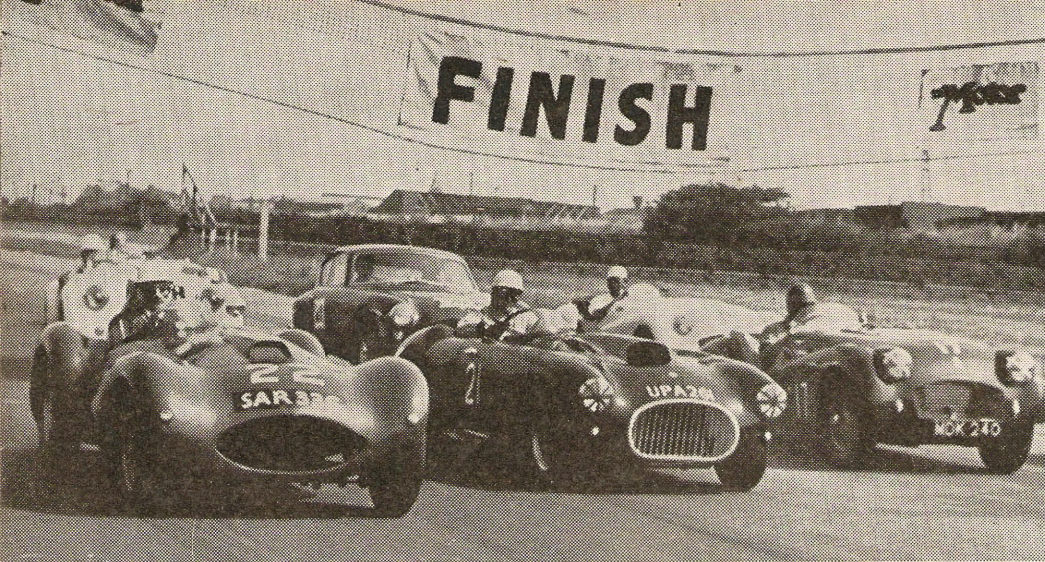
**Team Entries:** Aston Martin, Jaguar (non-works), Ferrari, Lotus.



WINNERS IN 1952: Driving a DB3 Aston Martin, Pat Griffith and Peter Collins won the first Goodwood "Nine Hours" Race.



WINNERS IN 1953: Reg Parnell and Eric Thompson scored Aston Martin's second win with a DB3S. Who will win tomorrow?



*FIRST from start to finish of race 2 was newcomer J. D. Lomas (Bristol-Warrior), seen on the left of the front row. Next to him are the Hon. E. G. Greenall (Cooper-Bristol) and G. Bewley (Triumph).*

## CLUB DAY AT AINTREE

Brisk Sports Car Sextet at Second B.A.R.C. Meeting

**A**FTER the big guns of five weeks ago the B.A.R.C. brought a smaller but equally efficient force to Aintree for a second club meeting on Saturday, 13th August.

Most of the seven non-starters in the 1,500 c.c. event were put out by practice maladies so that only five lined up for the start. Brian Naylor (Lotus-Connaught) streaked into the lead and for the rest of the seven laps it was only a matter of how much daylight showed between Naylor and Hacking (T.V.R.).

session with W. E. Parkin holding court for six laps before being passed by T. H. Charnley coming up from seventh position. Parkin put a bit more way on and spun off at Village Corner. This let in J. Cuff and G. Bewley, leaving Parkin in sixth place.

The last scratch race for unlimited cars brought out Schellenberg's 8-litre Bentley and Ken Flint's E-type E.R.A. chassis fitted with the Jaguar engine. It was these two who scrapped for leading berth with the Bentley pounding around

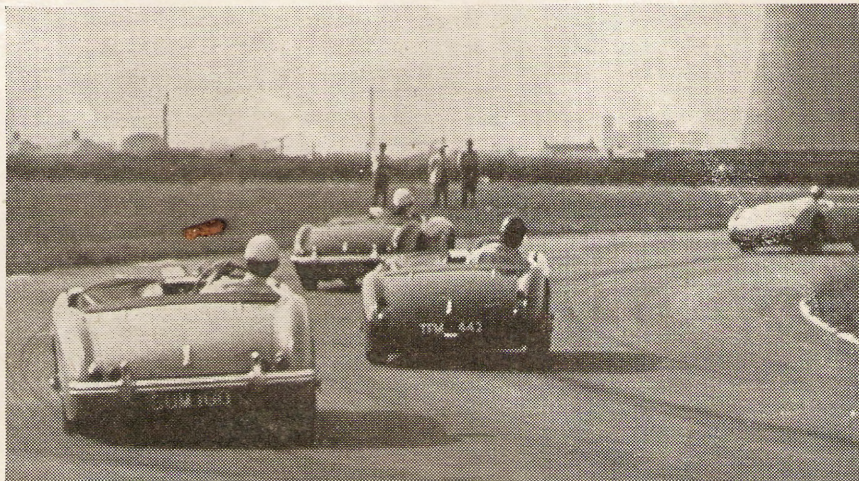
in front for one lap before the E.R.A.-Jaguar found its real steam to pass the Winged-B on lap 2 and go on to win. Gerry Corlett and David Scott had a little "go" on their own with both Austin-Healeys well handled. Corlett was the victor here. A three-cornered DB2 battle between R. J. L. Threlfall, T. E. Green and Gillie Tyrer finished in the order named.

Three handicap events followed, the up to 2-litre event claiming 12 starters. Gerry Hoyle led them off in an M.G. TD and maintained his lead for three laps when J. Blumer (M.G. TC modified) overtook him. Blumer's lead was short-lived for T. H. Charnley had been bringing his Triumph TR2 up very quickly and led on the sixth. Back-marker Brian Naylor was screaming the Lotus-Connaught through from scratch and coming up hand-over-fist. J. Cuff driving Berry's TR2 had rounded Blumer to slip into second place with the Lotus ripping through after him. Naylor failed only by inches to catch the second Triumph home.

The bigger handicap class gave Gerry Corlett an early chance to get his nose in front and he took it. David Scott, also Austin-Healey mounted, chased Corlett but could make no impression. In fact, two other similar cars were thereabouts most of the time, driven by C. R. Hanson and R. A. Hudson, but none could catch the careering Corlett. J. D. Lomas, however, had the volatile Bristol-Warrior again and was making short work of most of the field. He picked up a place a lap for the first five, then he took Hanson and Scott on the next round, but he did not quite manage the elusive Corlett.

The final race of the day was a hard-top handicap. R. C. Trevor-Jones was given 2 mins. 16 secs. for the seven laps in his Rover 75 and good use he made of it. Overtaking limit man T. H. Crutchley (Morris Oxford) in lap 2 he never looked back. Indeed he had no reason to—there was no one near him. Brian Naylor pushed a Porsche around good and hard but was reached and

*(Continued on page 214)*



**CLUB CORNER:** (Above) The Austin-Healey brigade in action during one of the 7-lap handicaps.

**SANDWICHED** (right) between two Aston Martins is T. H. Crutchley, limit man in the last handicap of the day in his Morris Oxford saloon.

The T.V.R. went well but the Lotus pulled away at 4 secs. a lap. One lap was enough for Colin Escott (Lester-M.G.) and three were plenty for Traugott in a similar car—the latter suffering from overheating. This left Blumer in a modified M.G. TC in third place.

Two Bristol-engined machines, driven by J. D. Lomas and the Hon. E. G. Greenall, made the running in the 2,000 c.c. event with Lomas driving the Warrior in fine fashion for a first-timer. Greenall (Cooper-Bristol) never caught him but both were way out in front of a gaggle of TR2s. Here a hearty scrap was in





**FORMULA FREE!** Variety on the starting line during the Formule Libre race at Silverstone: (l. to r.) McMillan's Cooper-Bristol sports car, Page's F1 Emeryson, Higham's F3 Cooper-Norton and Miss Angela Brown's DB3 Aston Martin coupé.

## NOTTINGHAM AFFAIR

THE Nottingham Sports Car Club ran off their fourth Silverstone Race Meeting with such precision on Saturday last that everyone was packing for home by 5 p.m., having enjoyed four hours of excellent sport. Bearing in mind the rival attraction of Snetterton, the 10 events of seven and 10 laps were well supported, nine of them being scratch races. Of these, that skilful Silverstone exponent, Alex McMillan, won three, and two more were netted by Austen Nurse and his rapid and reliable Lotus-M.G.

The 750 Formula had an event to itself, with a baker's dozen of these Longbridge *rechauffées* on the card, from which D. Rees emerged to lead the field, his almost full-bore top-gear drift through Woodcote being heartening to watch, although in this accomplishment he was natched by the runner-up, B. Stanley in the Melplash Motors Austin Special, which just lacked the steam on the straights. M. G. H. MacDowel, points leader in the 1,172 Championship, drove his new-type Ford-Lotus faultlessly to win the Dagenham-based formula affair from K. D. Laverton and F. V. Lambert, his fastest tour being at 69.23 m.p.h. Lotuses, aerodynamic and "hard-chine", dominated the race, but M. H. Clare earned a special pat on the back for a most gallant and determined drive in his Ford Special, which staved off a number of "off-the-peg" motors.

A. Eccles (Staride-Norton) jumped into the lead in the half-litre race, hotly chased by Grose (Grose-Norton) and the wily Higham; then on lap 4 Higham nipped through with the Cooper, leaving Grose and Eccles locked in combat some 30 yards astern, with the rest of the field strung out all round the circuit. Williams (Emeryson) had his de Dion tube break on the entry to Copse and clouted the bank, escaping with a grazed chin, and Grose won his dispute with Eccles for second place by a short head.

Grid positions were by ballot, and the start of the up to 1,200 c.c. sports car race saw some eel-like weaving by the back row men, from which Lewis's very fast Climax-engined Lotus forged ahead in great style, having the measure of the less potently powered sister cars of Hewitt and MacDowel. Lewis drove a nice race, increasing his lead to 9 secs., and winning at 71.97 m.p.h., with 1.6 secs. separating the M.G.- and Ford-engined placemen.

The 10-lap *Formule Libre* race brought out several likely looking contestants, including McMillan and the formidable Bristol, R. A. Page in the 2½-litre Alta-engined Emeryson, Lord Ebury's E.R.A., J. C. Brierley's Frazer-Nash, Horace Richards's Riley-E.R.A. and Miss Angela Brown's businesslike Aston Martin DB3 with coupé bodywork. Spero's Seaman Trophy-winning Maserati was a regretted non-starter, however, and Lord Ebury's car was not entirely *au point* after a late night session on the engine department. The start was a magnificent scramble, Alex McMillan making his customary rocket-like take-off from the front row, but all his circuit-craft was necessary to keep ahead of the Emeryson with its extra half-litre, and Brierley was well in the picture as he cornered the Frazer-Nash on the limit of adhesion. Lord Ebury pulled in at the end of lap 1, went off again, made two more pit stops, and finally withdrew with the engine sounding healthier than when it started, but too late to do much about it. Angela Brown, meanwhile, was having a most spirited set-to with J. F. Dalton's Healey 100S, the disc brakes of which were troubling him somewhat, both drivers enjoying themselves hugely. McMillan was lapping at close on 80 m.p.h., until becoming embroiled with the tail-enders on lap 7 his speed dropped by 2 m.p.h., by which time he was in a commanding position and held his lead to the finish. Page led Brierley home,

and Higham's Cooper-Norton came in a gallant fourth.

In the 1,500 c.c. sports car race Austen Nurse had things all his own way and built up a big lead with the 1,500 c.c. Lotus-M.G., T. G. Cunane (Lotus-M.G.) holding second place for two laps till caught by Lewis, in which order they finished. In the only handicap, for Vintage cars, Peter Binns from the scratch mark drove with his usual *brío* in the ex-Nurse Brooklands Riley, lapping at a highly respectable 68.58 m.p.h., but way out ahead was R. R. Keiller, scuttling round in his modified Brescia Bugatti, which, having learned to keep its oil in the right places, now goes with astonishing vigour and reliability, using only 2nd and 3rd gears. The 31-year-old Bugatti won by 6 secs. from the Riley, with A. R. M. Hopton's elegant black 1,750 Alfa Romeo running nicely in third position.

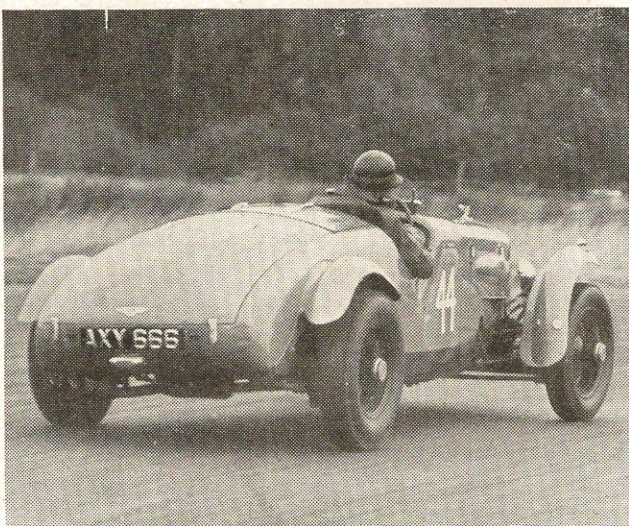
There could be little doubt as to the result of the 7-lap event for up to 2,700 c.c. sports cars on McMillan's previous showing, and he duly ran to form. Brierley again made a race of it, but he was unable to reply to a lap at 79.51 m.p.h. by the flying Bristol. Some way astern Nurse and Lewis were going great guns, Dalton's Austin-Healey was still handicapped by its brakes, and the pace was so hot that the leaders all lapped the field on lap 6, McMillan tearing through a veritable traffic jam on the inside of Woodcote.

Event 9, for 1,500 c.c. racing cars over 10 laps, gave the imperturbable Nurse another runaway win, during which, despite a commanding lead, he got the Lotus round at 76.17 m.p.h., but all eyes in this race were on a great struggle for the places, waged to the hilt by the Lotuses of Lewis and P. R. Ashdown. Ashdown seemed to have the edge on his rival on braking, and made repeated attempts to come through on the corners, only to fall away on the run to Copse; by lap 8 he was in front with Lewis slipstreaming him, then on lap 9 clutch-slip put paid to Ashdown's chances, and a pretty duel ended with Lewis 10 seconds ahead, and 20 behind Nurse.

In the last race of the day, for unlimited sports cars, Brierley and McMillan joined battle once more, to such effect that they ended as joint owners of the day's fastest lap at 79.73 m.p.h. Brierley enjoyed a brief lead into Copse, but thereafter McMillan kept the Bristol in front all the way, appearing steadier through the corners and using less road than the Frazer-Nash. Behind the leaders Angela Brown and Dalton renewed their Aston Martin-Healey argument, in which both drove impeccably, but the Aston had it on the braking; McMillan made no mistakes, and could indeed afford to make none, for Brierley hounded him home ½ second to the bad. A slight pause, then the Brown-Dalton affray tore into view, the Aston fractionally ahead, to take a well-deserved third place by the same narrow margin.

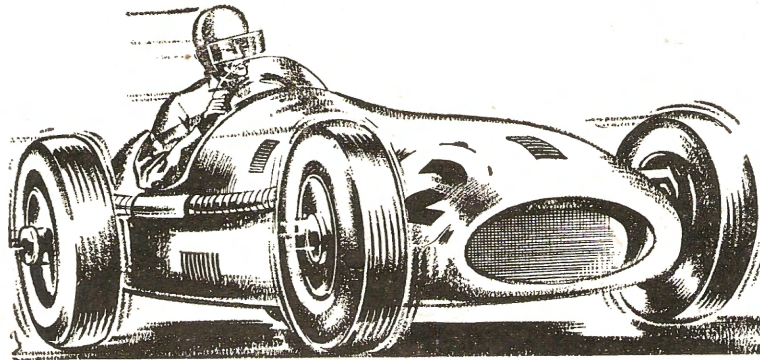
G. H. DEASON.

(Results on page 214)



★  
DEFTLY through Copse Corner goes Lord Ebury in the lengthy 3.6-litre Bentley. He also drove his 1½-litre E.R.A. during the day's racing.  
★

# AINTREE



## Daily Telegraph

# INTERNATIONAL MEETING SATURDAY — SEPT 3rd

|  |           |      |   |
|--|-----------|------|---|
| 11.00 SPORTS CAR RACE (up to 1500 cc.) | PROGRAMME | 2.00 | FORMULA 1 RACE                            |
| 12.00 — — — 500 cc. RACE               |           |      | 3.15 SPORTS CAR RACE (unlimited capacity) |
|  |           |      | 4.30 to 5.15 approx. FORMULA LIBRE RACE   |

**NOT BOOKABLE IN ADVANCE**

|  |   |    |    |
|--|---|----|----|
|  | £ | s. | d. |
| STEEPLECHASE ENCLOSURE including Big Embankment ...  | 5 | 0  |    |
| Limited unreserved accommodation in the Canal Stand will be available at an additional 2s. 6d. |   |    |    |
| WEST ENCLOSURE ...   | 5 | 0  |    |

**BOOKABLE IN ADVANCE**  
(or on the day, if available)

Advance booking at the reduced rates will close at 5 p.m. on Wednesday, 31st August.

|                                    |            |            |
|------------------------------------|------------|------------|
|                                    | In Advance | On the Day |
|                                    | £ s. d.    | £ s. d.    |
| COUNTY STAND                       |            |            |
| Reserved Balcony Seat (covered)    |            |            |
| Reserved Roof Seat (uncovered)     | 2 0 0      | 2 5 0      |
| Reserved Lawn Seat (uncovered)     |            |            |
| Recommended Car Park—No. 1 Yellow. |            |            |

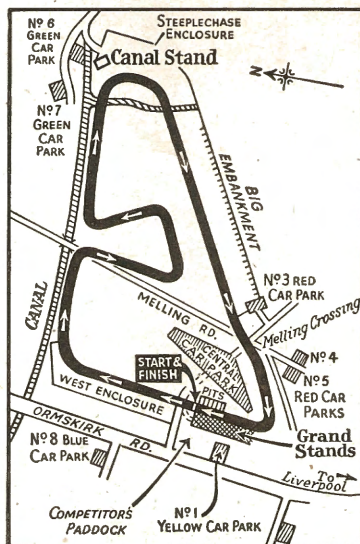
|  |        |        |
|--|--------|--------|
| AINTREE AND TATTS STANDS   |        |        |
| Reserved Roof Seat (uncovered)                                   | 1 10 0 | 1 15 0 |
| Recommended Car Park—Central (situated within the course).       |        |        |
| All Stand tickets include admission to the Promenade Enclosures. |        |        |

|   |       |       |
|---|-------|-------|
| PROMENADE ENCLOSURES—Admission to the partly covered terraces in front of Aintree and/or Tatts Stands ... | 1 2 6 | 1 5 0 |
|---|-------|-------|

Recommended Car Park—Central (situated within the course).

All Stand and Promenade tickets include admission to the PADDOCK, but the number of spectators admitted at any one time will be limited.

## ADMISSION DETAILS



Application for tickets should be made to the

**BOOKABLE IN ADVANCE**  
(or on the day, if available)

COMBINED ADMISSION and on-the-course parking in the STEEPLECHASE or WEST ENCLOSURES.

|  |            |            |
|--|------------|------------|
|  | In Advance | On the Day |
|  | £ s. d.    | £ s. d.    |
| Car and all occupants ...                      | 1 6 0      | 1 10 0     |
| Motor-cycle combination and all passengers ... | 1 0 0      | 1 3 0      |
| Solo motor-cycle, driver and one passenger ... | 13 0       | 15 0       |
| Coaches (WEST ENCLOSURE only):                 |            |            |
| Single-deck and all occupants ...              | 7 15 0     | 8 10 0     |
| Double-deck and all occupants...               | 12 5 0     | 13 10 0    |

**CAR PARKS**

Car Park locations are shown in the plan on the left. It is advisable to book in advance.

The CENTRAL CAR PARK is situated within the course—vehicles will not be able to enter or leave during racing.

|  |      |      |
|--|------|------|
| No. 1 Yellow—County Stand patrons only. ...  | 10 0 | 10 0 |
| Central—Stand and Promenade patrons only ... | 10 0 | 10 0 |

Pass-out checks will NOT be available for the following car parks:

|   |      |      |
|---|------|------|
| No. 3 Red ...                               | 10 0 | 10 0 |
| Nos. 4 and 5 Red; 6 and 7 Green; 8 Blue ... | 5 0  | 5 0  |

Motor-cycles: Combinations at car rate; Solos at half car rate.

**COACHES**

|                     |      |      |
|---------------------|------|------|
| No. 8 Blue only ... | 10 0 | 10 0 |
|---------------------|------|------|

**AINTREE AUTOMOBILE RACING CO., LIVERPOOL 9**

# CORKSCREW HILL-CLIMB

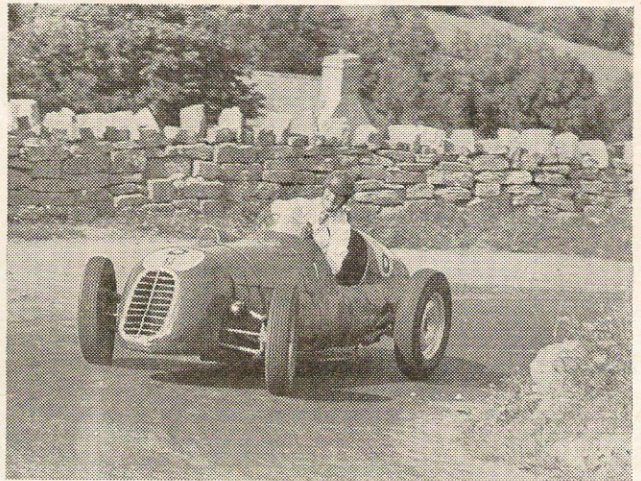
*Len Earl (Vanguard Special)  
makes B.T.D. at Lisdoonvarna*

THE speed season in this part of the country ended nice and quietly on Sunday, 7th August, with the Limerick Motor Club's Corkscrew Hill-climb near Lisdoonvarna. The entry, a mixed bag of saloons, sports and specials, was smallish (17), but with one notable exception was no smaller than any of the other climbs this year. The exception was Tipperary's Dungarvan Hill-climb which, despite a ban on standard saloons, drew twice as big an entry as any of the others. Because the place was not cluttered up with too many competitors the organizers were able to allow everyone to have four "goes" at Lisdoonvarna. Len Earl, driving his old Vanguard Special, took the honours and a sizeable proportion of the silverware too. Len has been one of the unlucky ones this year. In every event which counted for the Sexton Trophy Len had mechanical bothers of one kind or another, but in the two non-Sexton events, Cork and Lisdoonvarna, his motor cars acted as planned and he scored B.T.D., his 71.2 secs. at Corkscrew being a neat and well judged effort. The Corkscrew Hill, beloved of U.A.C. Circuit of Ireland Trial planners, is perhaps the safest hill to be found in this island and five of its many sharp hairpin bends were used on Sunday. As these are separated in each case by but a few hundred yards of road and as the gradient is quite sharp even the most clottish of hill-climbers really would not have time to get up enough speed between the bends to get himself into trouble.

The saloon class was dominated by two fleet little DKWs driven by R. Barrat and R. Redmond. The former was almost 2 secs. faster than Redmond and nothing came near these two except C. E.

★  
*ADARE CUP for setting Best Time of Day in 71.2 secs. went to Len Earl and his single-seater Vanguard Special.*

Hall in a 1100 Fiat, and his best run was 5.8 secs. slower than Barrat's 79.6 secs. Val Baker and "The Thing", who must know the Corkscrew very well indeed, won the small open class, both handicap and scratch, with a climb of 78.4 secs.—a stout effort and one which paid off almost as much silverware at the end as did Len Earl's B.T.D. The handicapper had given the Jaguars 2 secs. on the TR2s and there was not much the Triumph boys could do about that except "crib", perhaps justifiably. Incidents were as scarce as frogs' hair and apart from one colossal "gilhooley" at the third hairpin by Sean Fitzgerald and his TR2 the nearest thing to an incident was Dr. Blake's running the bearings of his TD. Bill Bradshaw won the over 1,250 c.c. scratch class with his XK 120 and might have won more if he had not applied copious doses of leaden foot coming out of each bend, thereby losing seconds in wheelspin. The weather was, as we said earlier, glorious, the event was, as is usual with Limerick events, a happy one and everyone had a good time.



*Postscript.*—I wonder if Gordon Neill and his merry men from U.A.C. know of the existence of a peculiar little pub located in what looks very like a disused mill just at the foot of the Corkscrew? Perhaps that is why "The Circuit" circulates via Lisdoonvarna so often!

J. O'DONOGHUE.

## Results

**Class A (Saloons, unlimited, handicap):** 1, R. Barrat (DKW), (21 secs. h'cap), 58.6 secs.; 2, R. Redmond (DKW), (21), 60.8; 3, C. E. Hall (Fiat), (20), 64.4.

**Class B (Open cars up to 1,250 c.c., H'cap):** 1, V. Baker (Ford Spl.), (15), 63.4.

**Class C (Open, over 1,250 c.c., H'cap):** 1, W. Bradshaw (Jaguar), (8), 64; 2, L. G. Earl (Vanguard Spl.), (6), 65.2.

**All-comers H'cap:** 1, R. Barrat, 58.6; 2, R. Redmond, 60.8; 3, V. Baker, 63.4.

**All-comers, Scratch (Up to 1,250 c.c.):** 1, V. Baker, 78.4; 2, R. Barrat, 79.6; 3, R. Redmond, 81.8.

**All-comers, Scratch (over 1,250 c.c.):** 1, L. G. Earl, 71.2; 2, W. Bradshaw, 72.

**B.T.D. (Adare Cup):** L. G. Earl (Vanguard Spl.), 71.2.

## Club Day at Aintree—continued

passed by George Wood (XK 140). The Aston Martin DB2 scuffle was on again and the three cars were circulating in the same order as before. Then Green spun his car at Club Corner, what time Gillie Tyrer was doing a bit of fast thinking and some tiller-work. However, all proceeded happily and the Rover was never caught.

WILSON ROGERS.

## Results

**1. 7-lap Scratch Race (Sports cars up to 1,500 c.c.):** 1, J. B. Naylor (Lotus-Connaught), 74.51 m.p.h.; 2, J. P. Hacking (T.V.R.); 3, J. Blumer (M.G. TC). **Fastest lap:** J. B. Naylor, 76.08 m.p.h.

**2. 7-lap Scratch Race (Sports cars, 1,500-2,000 c.c.):** 1, J. D. Lomas (Bristol-Warrior), 74.90 m.p.h.; 2, Hon. E. G. Greenall (Cooper-Bristol); 3, T. H. Charnley (Triumph TR2). **Fastest lap:** J. D. Lomas, 76.67 m.p.h.

**3. 7-lap Scratch Race (Sports cars over 2,000 c.c.):** 1, K. Flint (E.R.A.-Jaguar), 73.62 m.p.h.; 2, C. K. W. Schellenberg (Bentley); 3, G. L. Corlett (Austin-Healey). **Fastest lap:** K. Flint, 75.50 m.p.h.

**4. 7-lap Handicap:** 1, T. H. Charnley (Triumph TR2), 62.55 m.p.h.; 2, J. Cuff (Triumph TR2); 3, J. B. Naylor (Lotus-Connaught). **Fastest lap:** J. B. Naylor, 78.51 m.p.h.

**5. 7-lap Handicap:** 1, G. L. Corlett (Austin-Healey), 72.58 m.p.h.; 2, J. D. Lomas (Bristol-Warrior); 3, D. L. U. Scott (Austin-Healey). **Fastest lap:** J. D. Lomas, 78.09 m.p.h.

**6. 7-lap Handicap:** 1, R. C. Trevor Jones (Rover 75), 54.46 m.p.h.; 2, G. Wood (Jaguar XK 140); 3, J. B. Naylor (Porsche). **Fastest lap:** R. J. L. Threlfall (Aston Martin DB2), 71.30 m.p.h.

## Nottingham S.C.C. Silverstone Meeting

### Results

**750 Formula (7 laps):** 1, D. Rees (Austin), 10 mins. 56.6 secs. (61.71 m.p.h.); 2, B. Stanley (Austin), 11 mins. 7.6 secs.; 3, P. Henderson (Austin), 11 mins. 27 secs.; 4, S. O. Aberg (Austin).

**Fastest lap:** Rees, 1 min. 32 secs. (62.92 m.p.h.).

**1,172 Formula (7 laps):** 1, M. G. H. MacDowel (Lotus), 10 mins. 2.6 secs. (67.24 m.p.h.); 2, K. D. Laverton (Lotus), 10 mins. 6.2 secs.; 3, F. V. Lambert (Lotus), 10 mins. 18.6 sec.; 4, R. Parker (Lotus).

**Fastest lap:** MacDowel, 1 min. 23.6 secs. (69.23 m.p.h.).

**Formula 3 (7 laps):** 1, J. Higham (Cooper), 9 mins. 26.6 secs. (71.51 m.p.h.); 2, W. L. Grose (Grose), 9 mins. 30.4 secs.; 3, A. Eccles (Staride), 9 mins. 31 secs.; 4, M. C. Brackenbury (Cooper).

**Fastest lap:** Higham, 1 min. 18.4 secs. (73.84 m.p.h.).

**Sports Cars up to 1,200 c.c. (7 laps):** 1, E. Lewis (Lotus), 9 mins. 23 secs. (71.97 m.p.h.); 2, G. B. Hewitt (Lotus), 9 mins. 32 secs.; 3, M. G. H. MacDowel (Lotus), 9 mins. 53.4 secs.; 4, R. Parker (Lotus).

**Fastest lap:** Lewis, 1 min. 18.8 secs. (73.84 m.p.h.).

**Formule Libre (10 laps):** 1, A. McMillan (Cooper-Bristol), 12 mins. 21 secs. (78.12 m.p.h.); 2, R. A. Page (Emeryson), 12 mins. 27.2 secs.; 3, J. C. Brierley (Frazer-Nash), 13 mins. 5.6 secs.; 4, J. Higham (Cooper).

**Fastest lap:** McMillan, 1 min. 12.8 secs. (79.51 m.p.h.).

**Sports Cars, 1,201-1,500 c.c. (7 laps):** 1, A. J. Nurse (Lotus), 9 mins. 5.6 secs. (74.27 m.p.h.); 2, E. Lewis (Lotus), 9 mins. 21.6 secs.; 3, T. G. Cunane (Lotus), 9 mins. 31.4 secs.; 4, R. Parker (Lotus).

**Fastest lap:** Nurse, 1 min. 16.8 secs. (75.38 m.p.h.).

**Vintage Handicap (7 laps):** 1, R. R. Keiller (1,496 Bugatti), 12 mins. 26 secs. (57.4 m.p.h.); 2, P. J. Binns (1,087 Riley), 12 mins. 32.4 secs.; 3, A. R. M. Hopton (1,750 Alfa Romeo), 12 mins. 42.4 secs.; 4, J. B. Moore (Austin Spl.).

**Fastest lap:** Binns, 1 min. 24.4 secs. (68.58 m.p.h.).

**Sports Cars, 1,501-2,700 c.c. (7 laps):** 1, A. McMillan (Cooper-Bristol), 8 mins. 42.4 secs. (77.57 m.p.h.); 2, J. C. Brierley (Frazer-Nash), 8 mins. 47.2 secs.; 3, A. J. Nurse (Lotus), 9 mins. 5 secs.; 4, E. Lewis (Lotus).

**Fastest lap:** McMillan, 1 min. 12.8 secs. (79.51 m.p.h.).

**Racing Cars, up to 1,500 c.c. (10 laps)** 1, A. J. Nurse (Lotus), 12 mins. 55.2 secs. (74.67 m.p.h.); 2, E. Lewis (Lotus), 13 mins. 15 secs.; 3, P. H. Ashdown (Lotus), 13 mins. 25 secs.; 4, T. G. Cunane (Lotus).

**Fastest lap:** Nurse, 1 min. 16 secs. (76.17 m.p.h.).

**Sports Cars, over 2,700 c.c. (7 laps):** 1, A. McMillan (Cooper-Bristol), 8 mins. 42.8 secs. (77.51 m.p.h.); 2, J. C. Brierley (Frazer-Nash), 8 mins. 43.6 secs.; 3, Miss A. Brown (Aston Martin), 9 mins. 25 secs.; 4, J. F. Dalton (Austin-Healey).

**Fastest lap:** McMillan/Brierley, 1 min. 12.6 secs. (79.73 m.p.h.).

## NEWS FROM THE CLUBS

By Stuart Seager

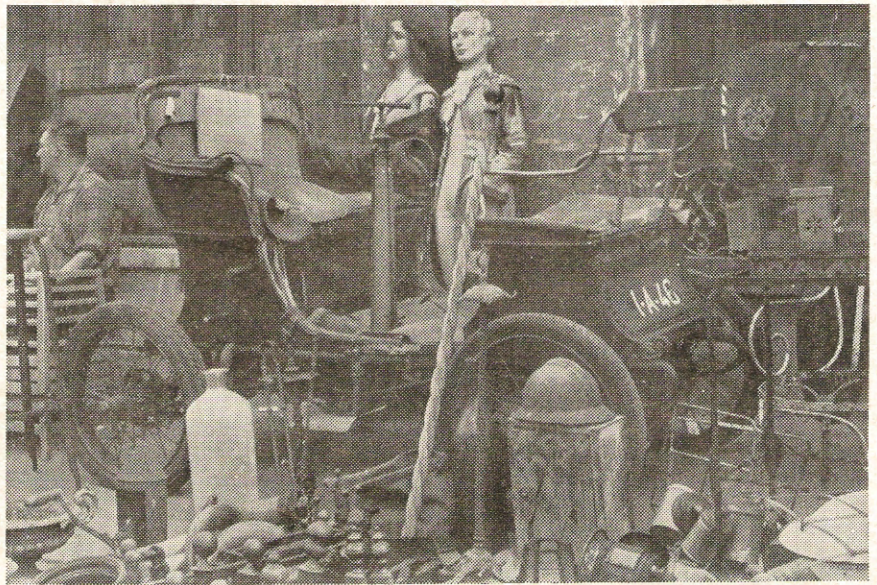
JUST a few words on the subject of material for these "News from the Clubs" columns. Press secretaries of clubs could help us—and themselves—very much more if, when they send us their news of past and forthcoming events, they would bear the following points in mind. We close for press on the Tuesday evening before publication day. This is the latest time we can squeeze in a *brief* announcement or alteration; anything more than that, we need by first post Tuesday or earlier if possible. While we like to see club magazines and circulars, please do not rely on us to dig around in them at the last minute for your announcements. If you are holding any event, from rally to race meeting, send us the regulations a fortnight in advance, or if they are not available, let us know what club is running it and when; which clubs are invited; if a road event the distance and starting point, and in any case the starting time and (very important) the address and telephone number of the Secretary of the Meeting.

After the ball is over and you are sending us the results, please take a look at a back issue and study our "style". We have adopted a standardized style for results, so that regular readers can pick out the information they want without hesitation. A report from a well-trained secretary can be passed straight to the printer; otherwise it may have to be completely rewritten. Please type if possible (with lines double-spaced) or write clearly with names in capitals. Remember that "Class X" means nothing to the outsider without the addition of "two-wheeled convertible saloons up to 19,000 c.c." or whatever it is.

Most press secretaries are pretty bright, and give us the right kind of information at the right time; thus it appears in our pages concisely and with the minimum of delay. However, some others we could mention. . . .

\* \* \*

THERE are not many speed events held during the year in the North-East of England, and so the King's College M.C. anticipate a good entry for their sprint meeting to be held tomorrow (20th) at Blagdon Hall, Northumberland. The course is  $\frac{1}{4}$ -mile long with two corners and the classes include saloon and sports cars. . . . There seem to be remarkable numbers of *concours d'élégance* being held nowadays and one is included in the programme of the Southport Motoring Weekend, taking place on 18th September. There are classes for saloons, sports cars, vintage cars and commercial vehicles. Details from the Attractions Manager, Town Hall, Southport, Lancs. . . . The A.C.O.C. Annual Point-to-Point takes place on 25th September and members should submit their entries to S. C. W. Wilkinson, Gate Cottage, Cookham Dean, Berks. . . . A qualifying event for the B.T.D.A. Silver Star is the East



VETERAN C.C. AHOY! Seen at the *Marché aux Puces* at St. Ouen in France is this 1896 De Dion Bouton "vis-à-vis", labelled "Bargain, ready to run, 550,000 frs." Whether the tailor's dummies, poilu's helmet and brass bedknobs go with it was not specified.

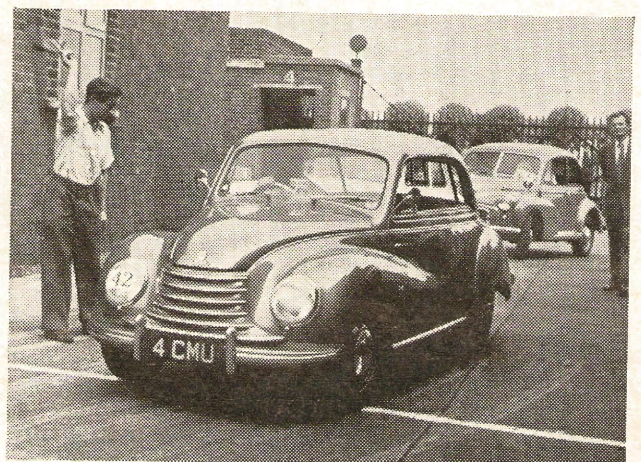
Anglian M.C. Clacton Rally on 30th September-1st October. Invited clubs are the B.A.R.C., Eastern Counties M.C., London M.C., Midland A.C., S.C.C. of Norfolk, Sheffield and Hallamshire M.C. and Thames Estuary M.C. Mileage is approximately 400 and starting points are London, Kenilworth and Bury St. Edmunds. . . . Remarkably active for a fairly new club is the Birmingham Y.C.M.C. who are holding their 140-mile September Rally on 11th September. Entries (members only) should go to B. S. Hill, 61 Croftdown Road, Birmingham, 17. . . . Regulations are now available for the M.G. Car Club's Northern Rally. Members of the Lancs and Cheshire C.C., Westmorland M.C., Sheffield and Hallamshire M.C., Scottish S.C.C., Lanarkshire C.C., B.A.R.C. and East Yorkshire C.C. are invited to participate and will start from Leeds, Manchester or a Scottish control, travel 450-500 miles and finish at Grange-over-Sands. The dates are 30th September and 1st October and entries should be sent before 8th September to N. Quick, 660 Chester Road, Manchester, 16. . . . The Newry and D.M.C. are holding their closed Mourne Race Meeting at Cranfield Aerodrome on 3rd September.

Entries, please, to Mrs. E. Atkinson, 17 Sandys Street, Newry. . . . For many years the Motor Cycling Club ran the rather sticky "Sporting Trial". Then it was simplified and the title changed to the "Autumn Trial"; now this year it has been again renamed to the Derbyshire Trial, and laid out on similar lines to the ever-popular Exeter and Land's End events. It will take place on 7th-8th October starting from London, Bristol, Norwich and Penrith, finishing at Buxton, and details may be obtained from Jackie Masters, 76 Kinnerton Street, London, S.W.1. . . . On 3rd-4th September, the Leicestershire C.C. are running their Bowmaker Trophy Night Trial over some 230 miles. Regulations for this closed event are obtainable from W. B. Hercocock, 21 Spencefield Lane, Leicester. . . . On the same week-end the Cheltenham M.C. are running the Cheltenham Rally and have invited the London, Hants & Berks, Oxford, Midland, West Hants & Dorset and Burnham M.C. Mileage will be under 300 but "a high standard of navigational skill will be required". Closing date is 29th August and entries should be sent to the Comp. Sec. at 79 St. George's Road, Cheltenham.

\*

PSEUDO-SIX: Becoming increasingly popular amongst competition drivers is the three-cylinder, two-stroke, front-drive DKW. Here is J. A. Roberts going into action at the recent Liverpool M.C. driving test meeting.

\*



## AUTOCROSS IN HAMPSHIRE

THE West Hants and Dorset Car Club held another successful Autocross meeting at Sway, Hants, on Sunday, 14th August. An interesting course had been planned in a seven-acre stubble field, with a varied selection of corners. Unfortunately the surface was a bit bumpy and caused some startling aerobatics by some drivers who didn't plot their course with care.

Non-starters caused the amalgamation of classes one and three, which started with a rapid run by J. D. Hall's M.G. TF with a nicely judged 1 min. 34 secs., for two laps. Geoff Dear followed, and by dint of some of his forceful driving got down to 1 min. 31 secs. W. G. Cawsey's TR2 took hard punishment on the bumps, and recorded 1 min. 37.3 secs. The other runner in this class was T. W. Bryant, with his well-known Morgan, and he drove to such good effect that he made B.T.D. with a run in 1 min. 28.1 secs.

Of the Specials, G. Verner and G. Baster shared the 1,172 Austin Special which was once the property of J. Macklin, and held a number of Autocross records. The bumps took their toll, and Verner's time of 1 min. 31.2 secs. was the fastest that the car recorded. J. Burry's attractive "Lilfo" was well driven to circulate in 1 min. 31 secs., being nicely handled on the corners. The ex-Wally Cuff "Hells Hammers" shared by J. Moss and B. Croot was off form, suffering a persistent misfire.

The rather startling Ford Special of Peter Cooper was, on this occasion, handled by A. Stevens and Mrs. J. Leavans, both of whom treated the car with a certain amount of respect, probably because the owner was watching!

The saloons up to 1,500 c.c. brought forth a varied field, with ultimate victory going to John Macklin's Volkswagen in 1 min. 33 secs. J. N. Jones's Renault was nicely handled to take second place with 1 min. 35 secs. R. Thomas, driving an Austin A30, rolled the car on to its back in smart fashion on the S-bend. The driver was quite unhurt, but somehow managed to get a cut above the eye while the car was being put back on to its wheels! Several Fords circulated, the fastest being that of C. W. Hawkes, while some snappy cornering was seen from R. S. Waters and L. Atyeo. A. J. Horne handled a difficult car, a Jowett Bradford, quite well.

The big saloons brought forth a bevy of Sunbeam-Talbots, fastest being J. A.

## Coming Attractions

**August 20th. B.A.R.C. Nine-Hour Race (S), Goodwood, near Chichester, Sussex. Start, 3 p.m.**

*King's College M.C. Sprint Meeting, Blagdon Hall, Northumberland. Start, 1.30 p.m.*

*Newry and D.M.C. Autocross, Donaghmore, Newry, N. Ireland. Start, 2.30 p.m.*

**August 20th/21st. Harlow and D.A.C. night Rally.**

**August 21st. Tour of Calabria (S,T), Italy.**

*Vintage S.C.C. Hill-climb, Prescott, near Cheltenham, Glos. Start, 12.45 p.m.*

*Lancashire and Cheshire C.C.I. Pendleton and D.M.C.C. Salford Road Safety Rally. Start, Salford Race Course, 9.30 a.m.*

*Northampton and D.C.C. Road Safety Rally.*

*Walsall and D.C.C. Measham Driving Tests.*

*Guildford M.C. Navigation Rally. Start, Barley Mow, West Horsley, 10.45 a.m.*

*Cheltenham M.C. Gymkhana, Elmstone Hardwicke. Start, 3 p.m.*

**August 25th. Jersey M.C. and L.C.C. Autumn Hill-climb, Bouley Bay, Jersey, Channel Islands.**

**August 25th/28th. Stella Alpina (S, T), Italy.**

Lanz, though he was challenged by G. Langdon, G. Verner and G. R. Hartwell, in that order, all of whom made pretty rapid progress. Rivers's pretty Alfa Romeo coupé was a bit high geared, but was thrown round the corners in most spectacular style.

A. HOLLISTER.

## Results

**Best time of day:** T. W. Bryant (2,088 c.c. Morgan), 1 min. 28.1 secs.

**Classes 1 and 3:** 1, T. W. Bryant (2,088 Morgan), 1 min. 28.1 secs.; 2, G. N. Dear (1,250 M.G.), 1 min. 31.3 secs.; 3, J. D. Hall (1,466 M.G.), 1 min. 33.3 secs. **Class 2:** 1, J. J. Macklin (1,192 Volkswagen), 1 min. 33 secs.; 2, J. N. Jones (750 Renault), 1 min. 35.3 secs.; 3, C. W. Hawkes (1,172 Ford), 1 min. 38.4 secs. **Class 4:** 1, J. A. Lanz (2,267 Sunbeam), 1 min. 34.4 secs.; 2, G. C. Langdon (2,267 Sunbeam), 1 min. 36.9 secs.; 3, G. H. Verner (2,267 Sunbeam), 1 min. 37 secs. **Class 5:** 1, J. R. Burry (933 Lilfo), 1 min. 31 secs.; 2, G. H. Verner (1,172 Austin), 1 min. 31.2 secs.; 3, G. Baster (1,172 Austin), 1 min. 33.1 secs.

"AUTOSPORT"  
INTERNATIONAL  
CAMERA CONTEST

Entry Form

NAME.....

ADDRESS.....

COUNTRY.....

This is to state that (a) During 1955 I received not more than £5 5. 0. in reproduction fees for photographs (amateur contests excepted). (b) Had no press passes, or special facilities granted when the submitted photographs were taken. (c) Am not employed in any form of professional photographic business. Furthermore, I agree to accept the decision of the Contest Panel of Judges as final.

SIGNED.....

Entries close on first post, 19th October, 1955

## Club Fixtures

**Cambridge '50 C.C.**—Meeting, 19th August, Ancient Shepherds, Fenditton.

**Mid-Surrey A.C.**—Meeting, 19th August, Queen Adelaide, Kingston Road, Ewell.

**Bentley D.C.**—Meetings, 20th August, Elcot Park Hotel, Newbury, Berks; 25th August, Bull's Head, Shenstone, Staffs; Social Run, 21st August, lunch at Royal Hotel, Hayfield.

**Alvis Register.**—Meeting, 20th August, The Bell, Godstone, Surrey.

**B.A.R.C. (S.-W. Centre).**—Social Run, 21st August.

**Birmingham Y.C.M.C.**—Treasure Hunt. Start, Birmingham, Stourbridge, Welford-on-Avon, 2.30 p.m.

**750 M.C.**—Meeting, 22nd August, Sheer House Hotel, Byfleet, Surrey.

**Sussex C. and M.C.C.**—Meeting, 23rd August, Southwick and Fishersgate Community Centre, Southwick.

**London M.C.**—Evening River Cruise, 23rd August. Embark, Westminster Pier, 6.45 p.m.

**Liverpool M.C.**—Meeting, 24th August, Hightown Hotel, Hightown.

**Cirele C.C.**—Meeting, 24th August, The Eagle, King's Langley, Herts.

**North London M.C.**—Meeting, 24th August, Rising Sun, Chase Side, Southgate.

**Vintage S.C.C.**—Meetings, 25th August, Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Cheshire.

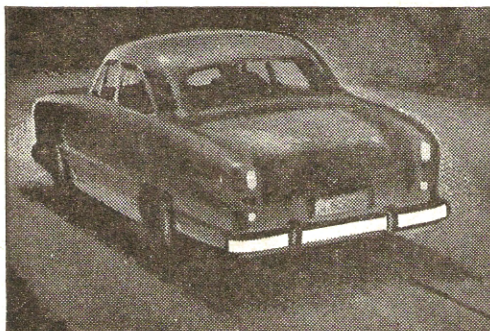
**Singer O.C.**—Meeting, 25th August, Three Cranes, Queen Street, Sheffield.

**Sunbac.**—Meetings, 25th August, Royal Oak, Lozells Road, Birmingham 6; George Hotel, Solihull.

**Buckingham and D.M.C.**—Meeting, 25th August, Folly Inn, Adstock, Bucks.

**Surrey Sporting M.C.**—Meeting, 25th August, Warwick Hotel, Redhill.

## FOR EXTRA SAFETY AT NIGHT



"Scotchlite" Lite-a-Bumper reflective safety tape shows following drivers a brilliant reflection from any angle. It is an officially approved reflector, self-adhesive, weather-

proof, almost indestructible. It clearly defines the extreme width of your car—gives extra safety that neither rear lights nor ordinary reflectors can give.

From garages and motor accessory dealers

ANOTHER



PRODUCT



Lite-a-Bumper REFLECTIVE SAFETY TAPE

MINNESOTA MINING & MANUFACTURING CO. LTD · LONDON · BIRMINGHAM · MANCHESTER · GLASGOW

**BOOK REVIEWS**

**Title:** "World's Fastest Cars".  
**Author:** Fred Horsley.  
**Size:** 6½ ins. x 9¼ ins.; paper cover; innumerable illustrations.  
**Price:** 75 cents (postage extra).  
**Publishers:** Trend Books, 5959 Hollywood Blvd., Los Angeles 28, California, U.S.A.

HERE we have another of those attractive American "pot-pourri" works, with countless interesting pictures laced with compact but authoritative copy, which the big transatlantic publishing houses turn out so well and so economically. Trend Books of Los Angeles have produced quite a number, and the latest, Fred Horsley's "World's Fastest Cars", keeps well up with their high standard. Naturally, Indianapolis, Daytona and other American racing subjects of the recent and remote past take their "whack" of the 128 pages, but there is plenty of room for other interesting racing matter. "Wheels that spin the world" is but one informative article, dealing with European makes and races. A thorough M.G. history has 14 pages to itself, and there are absorbing vignettes on the 158/159 Alfa Romeo, the V6 Lancia, Ferrari, Porsche, Bugatti and sundry U.S. notables like the Thomas Flyer, the 127 m.p.h. Stanley Steamer, Novi Special, Duesenberg and Packard record cars and so on. Photographs abound, and are better than some of the captions accompanying them. To have the French G.P. taking place at Tours, England, the Bimotore Alfa happening in 1931, De Palma's Ballot called a Duesenberg, are regrettable steps in so good a publication. But 75 cents—what value!

C. P.

**Title:** "Modern Motoring Diary, 1956".  
**Size:** 5½ ins. x 3½ ins.; 80 pages.  
**Price:** 4s. 6d.  
**Publishers:** H. O. Quinn, Ltd., 151 Fleet Street, London, E.C.4.

ALTHOUGH it may be a little far ahead to start thinking of Christmas presents, there is no harm in making an early list of those friends for whom a diary might be just the very thing. In this direction we would recommend the "Modern Motoring Diary, 1956", revived after several years by H. O. Quinn, Ltd., of Fleet Street, London. This diary, bound in limp plastic, has the outstanding advantage of being thin enough not to make a visible bulge in an inside jacket pocket, yet it contains 80 pages of motoring facts and information, plans of British racing circuits and 16 pages of British road maps in colour. The diary section has two weeks at an opening, which is excellent for jotting down appointments and phone numbers, if a little cramped for recording daily happenings. Price is 4s. 6d., inclusive of purchase tax, post paid.

M. B.

**Title:** "Motor Racing—a Guide for the Younger Enthusiast."  
**Authors:** Bruce Carter and Michael Frostick.  
**Size:** 6½ ins. x 8½ ins.; 92 pages; 47 photographic illustrations.  
**Price:** 10s.  
**Publishers:** The Bodley Head, Ltd., 28 Little Russell Street, London, W.C.1.

THIS is another excellent volume that can be used by paternal enthusiasts for educating their young—without their noticing. Education in this sense, of course, means painlessly instilling a proper appreciation of motor racing as being of far greater importance than political history, trigonometry or cricket.

The authors have used a most readable style, without "talking down", and explain the more puzzling aspects of the sport in a lucid manner. They describe the salient features of Grand Prix and sports car racing, rallies, hill-climbs and trials, and explain some of the basic technical terms. There is a vivid descriptive chapter on "How it feels to drive a Grand Prix Car" and even one on "How to be a Racing Driver". This latter does not glamorize the profession, but gently presents it as the fiercely competitive business that it is, and shows how virtually impossible it is to "break in" without a great deal of luck and/or a great deal of money. We endorse their last paragraph: "Our advice is—forget motor racing as a profession and enjoy it all you can as an intelligent spectator. If you are of the calibre to make the grade, you will do so without our advice anyway!"

But apart from that, there is much of absorbing interest to the motor-minded youngster and it would make a fine birthday or Christmas present.

S. P. S.

why YOU  
 a motorist  
 should drink  
**LUCOZADE**

*Because it replaces  
 lost energy*

**You need that!**

*Because it refreshes  
 —deliciously*

**You need that!**

*Because it stimulates  
 the appetite*

**You need that!**



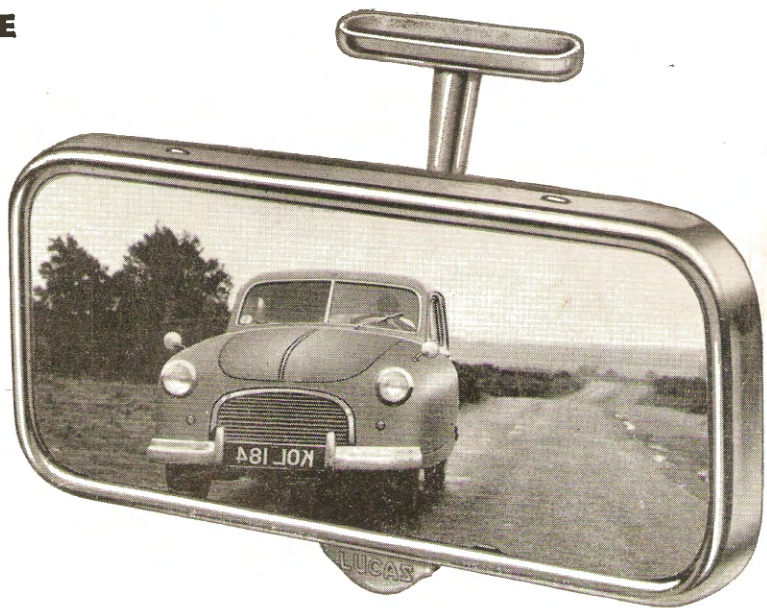
Whenever energy has to be replaced there's no finer way of doing it than with Lucozade. Lucozade is unique for it contains glucose blended so carefully with over seventy-five different flavouring ingredients that it is acceptable under *all* circumstances. With a few bottles in the car you are never without a delicious source of energy. Even the weakest stomach won't reject it—and if you have children with you, they'll love it.

*LUCOZADE the sparkling glucose drink*  
**REPLACES LOST ENERGY**

# *Keep danger in view!*

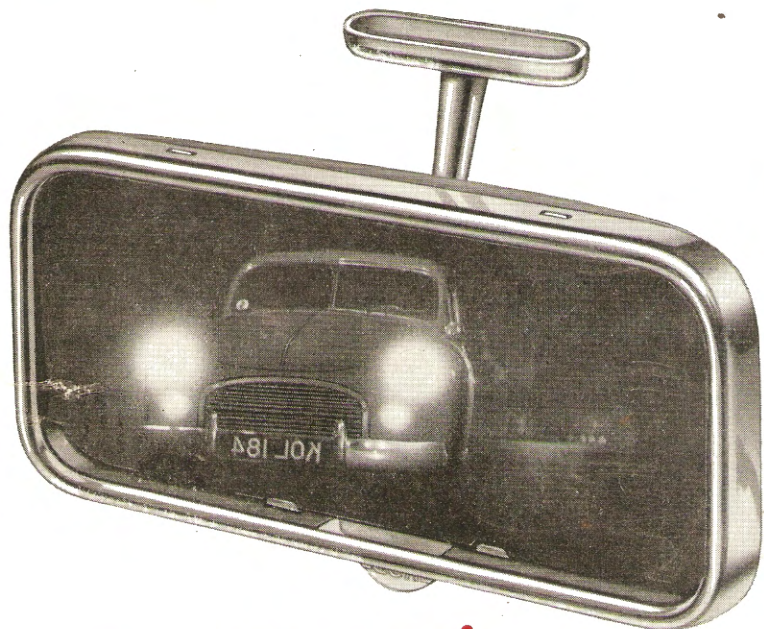
## **- WITH THIS DUAL PURPOSE MIRROR**

This Lucas contribution to safer motoring ensures unaffected rear vision at all times of the day or night. It has a dipping device incorporating a scientifically designed optical prism which gives you "second sight". Model 584, for top of screen mounting (pendant position). Model 585, scuttle rail or fascia (upright position).



# *Crystal-clear vision by Day!*

For night use, a mere flick of the finger eliminates the blinding reflection from the headlights of following cars. At the same time a secondary image of less intensity is brought into focus giving a clear comfortable vision of the following traffic. Finished in polychromatic brown and chromium. Obtainable from your local garage or nearest Lucas Agent. Price 40/-.



# *Dazzle-free vision by Night!*

# **LUCAS** DIPPING MIRROR

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND