

AUTOSPORT

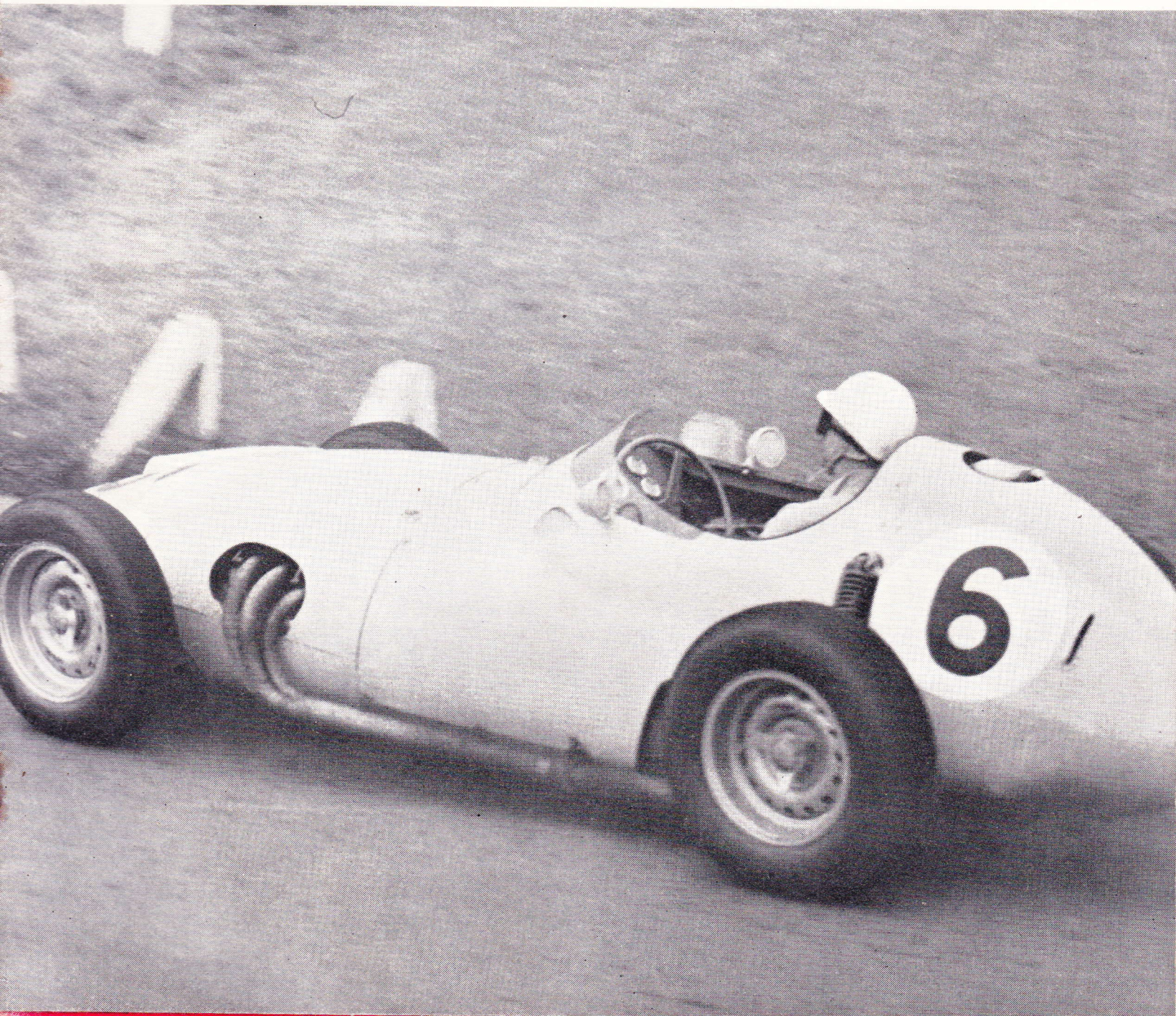
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BRITAIN'S MOTOR SPORTING WEEKLY

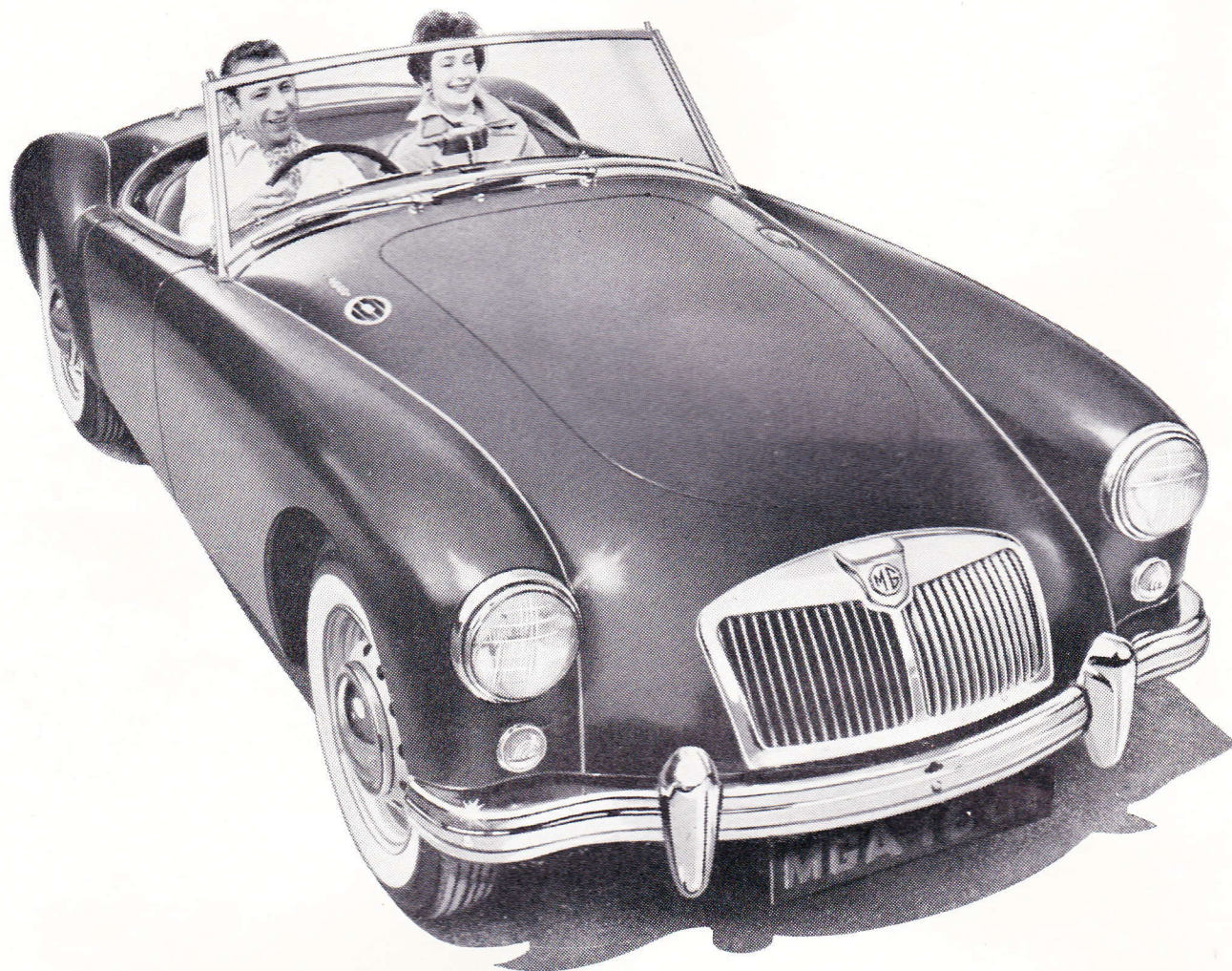
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IN THIS ISSUE

BRITISH GRAND PRIX REVIEWED — HOLIDAY SPORT
JOHN BOLSTER TESTS THE CLINTON OUTBOARD — CLUB RACING

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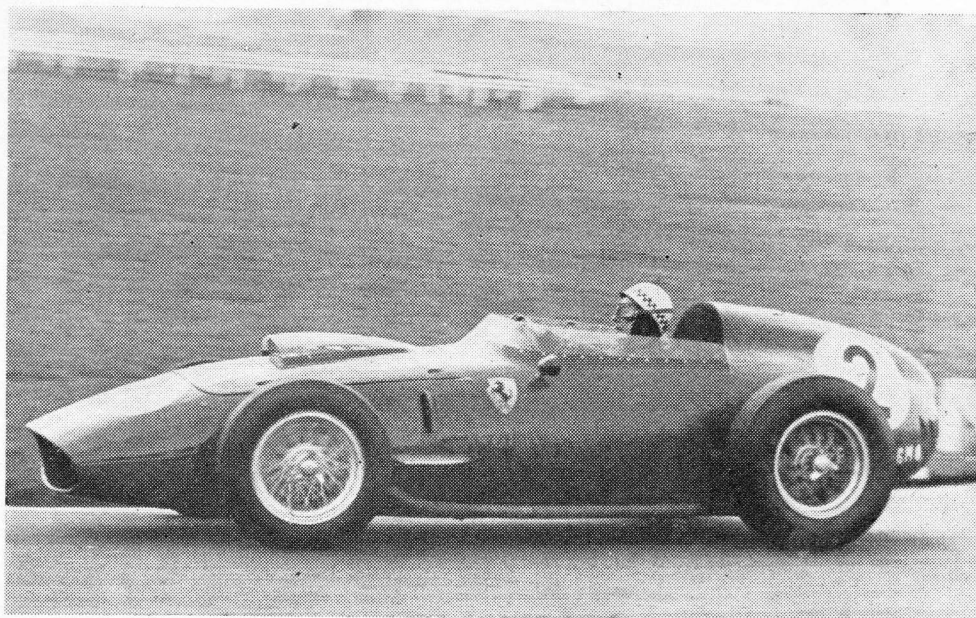
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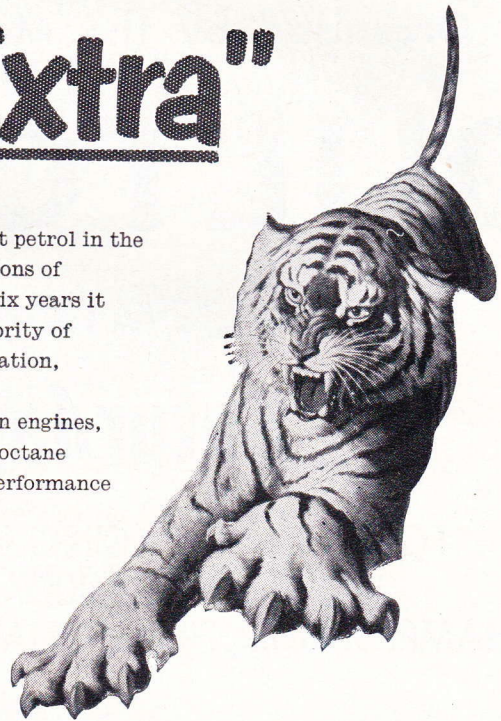
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BRITAIN'S MOTOR SPORTING WEEKLY

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

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Technical Editor
JOHN V. BOLSTER

Art Editor
THEO PAGE

Northern Editor **FRANCIS N. PENN**

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PHOTOGRAPHIC SECTION

Chief Photographer	GEORGE PHILLIPS
Scotland	W. K. HENDERSON
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EDITORIAL

STIRLING MOSS

THE entire motor racing world agrees that Stirling Moss is, at present, the greatest driver in existence in both sports car and formula racing. Nevertheless, in the desire to achieve his ambition to win the Championship of the World, he has not shown the acumen one would have expected from such an experienced and brilliant performer. Entrants have put every possible effort into producing race-winning cars for Moss to drive in the *grandes epreuves*—but to no avail. It is suggested that Moss has a jinx where Grand Prix racing is concerned, but surely the continual chopping and changing of cars must rob him of that initial confidence essential for ultimate victory? After the British Grand Prix he is alleged to have stated that the B.R.M. was just not fast enough; however he did manage to break the lap record many times, finishing up with 1 min. 57 secs., a time that was also equalled by Bruce McLaren. If Stirling needs a faster car to defeat the opposition, it must be obvious that competition has become closer in the shape of new aspirants, of which Jack Brabham and McLaren are notable examples. The comparative failures of Moss to win Championship races should not be allowed to detract one whit from the magnificent performances put up by Jack Brabham and Co., in the Climax-powered Coopers!

B.M.C. AND THE APPRENTICE

IT would appear that motoring sport is the one thing not to be encouraged amongst apprentices at the Austin motor works. Take the case of John Lawry, who was invited to drive a Lotus Elite in the Le Mans 24 Hours Race. One would have thought that his employers would have been delighted that one of their apprentices should be competent enough to drive in this highly-publicised event, even although one of their own products was not being used. Instead, Lawry was apparently refused permission to take part, and also had to forgo participation in AUTOSPORT Championship events this season. B.M.C., of course, do not actively support racing, although they are prepared to spend large sums on record attempts at Bonneville purely from a publicity angle. Nevertheless, one would have thought that the encouragement of active interest in all forms of motoring sport would have been extended to young men who have elected to learn a trade in the Industry. B.M.C. make use of many drivers for rallies, and one would have imagined that any young men who show signs of becoming good competitions drivers would not find themselves barred from taking part in the Sport, just at the period of their lives when they can gain the most valuable experience. After all, the employers do not contribute anything at all in the way of finance to outside activities and, providing the apprentices meet the terms of their indenture, there is no justification for imposing what amounts to a complete ban.

OUR COVER PICTURE

MAN AT WORK: A very fine action study of Stirling Moss at Aintree. Universally acknowledged to be the greatest driver in the world, his typically relaxed position can be clearly seen as he urges the British Racing Partnership's B.R.M. through one of the Liverpool circuit's fast corners.



REAR VIEW of the M.G.A. "1600" shows the new rear light styling, only external change on the car. Four-stud Dunlop disc wheels are fitted as standard but knock-off wire wheels are available.

supplied as standard, the quality of finish being unusually good. Another innovation for MG is the use of sliding panels for the sidescreens.

All in all, the MGA "1,600" offers high-performance motoring at a reasonable cost. Whilst competition-minded people will naturally consider the "Twin-Cam", one should not overlook the possibilities of the push-rod machine, particularly in long-distance International rallies, where the proved reliability of the push-rod engine will undoubtedly make it a useful contender in the Grand Touring category.

GREGOR GRANT.

**Brief Specification
MGA 1600**

Engine: Four cylinders, o.h.v. (push-rod), 75.39 mm. (2.968 ins.) x 88.9 mm. (3.5 ins.), 1,588 c.c. (96.9 cu. ins.). Compression ratio, 8.3 to 1. Power-output 79.5 b.h.p. at 5,600 r.p.m. Twin SU semi-d/d carburetters with separate air cleaners, Lucas coil ignition, pressurized cooling system by impeller and fan, full-flow external oil filter.

Transmission: Borg and Beck clutch with hydraulic operation, Hardy-Spicer propeller shaft, hypoid bevel rear axle. Gear ratios 4.3, 5.908, 9.520 (Synchromesh) and 15.652 to 1. Reverse, 20.468 to 1.

SPORTS NEWS

THE M.G.A. "1600"

THE best-selling MGA now appears with an enlarged engine, and Lockheed disc brakes on the front wheels. Apart from revised tail-light styling, the handsome MGA body remains unaltered, and, as before, the car is available in coupe and open two-seater form. The 1,588 c.c. engine has a bore and stroke of 75.39 mm. and 88.9 mm., and, with an 8.3 to 1 compression ratio, develops 79.5 b.h.p. at 5,600 r.p.m.

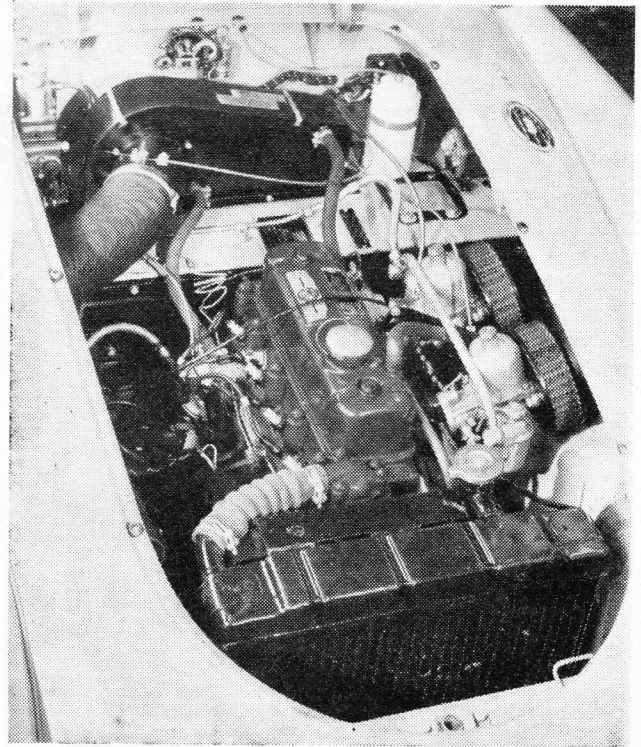
This power-unit is remarkably flexible and free-revving, and, if anything is smoother than the 1½-litre engine. Naturally the increased power makes for a better all-round performance, and, during recent tests in the South of France, a timed maximum speed of 104 m.p.h. was obtained. Effortless 80 m.p.h. cruising is the rule rather than the exception, and the "1,600" should be an ideal vehicle for Britain's new motorways.

Acceleration appears to be much brisker than the "1,500". From stand-still to 60 m.p.h. can be achieved in 13 secs., and 0 to 80 m.p.h. in 25.5 secs. Average fuel consumption seems to be about 26 m.p.g., using the car's performance to the full.

Handling is superb, the MG being a joy to drive in the mountainous roads backing the Riviera. Confidence is inspired by the provision of Lockheed disc brakes on the front wheels, and 10 in. drums on the rear. Whilst not being completely sold on the disc-cum-drums arrangement, I must say that this works extremely well on the "1,600", there being absolutely no sign of fade during many kilometres of fast driving in the Maritime Alps. On tight hairpins the excellent torque of the engine enables second gear to be used, but, from a competition point of view

★
NEAT engine installation is clearly visible. Heating and windscreen - washing equipment can also be seen. Despite the compact dimensions of the engine compartment, accessibility for routine maintenance is very good.

★



synchromesh on bottom gear would be a decided advantage, particularly on that species of hairpin which suddenly shoots upwards at a steep angle.

No overdrive is available on the "1,600", but the gear ratios are admirably chosen, in conjunction with a 4.3 to 1 rear axle ratio. Four-stud Dunlop disc wheels are fitted as standard, but knock-off wire wheels can be supplied as an extra. Other special equipment available includes competition-type seats, detachable hard-top, adjustable telescopic steering wheel, 5.9-15 ins. "Speed" tyres, tonneau cover, competition windscreen and 4.55 to 1 rear axle.

Various colour combinations can be

General: Lockheed hydraulic brakes, discs at front, 10 in. drums at rear, central hand-brake with press-button ratchet release. Independent front suspension by helical springs and wishbones; semi-elliptic rear, hydraulic dampers. Dunlop disc wheels with 5.60 x 15 in. tyres. Rack-and-pinion steering, box-section frame upswep over rear axle. Twin Lucas batteries (12 volt).

Prices: Open two-seater, £663 (P.T. £277 7s. 6d.). Total, £940 7s. 6d. Coupe, £724 (P.T. £302 15s. 10d.). Total, £1,026 15s. 10d.

ALAN STACEY took over Innes Ireland's Lotus-Climax in the British Grand Prix, Ireland still suffering from his leg injuries received at Rouen.

WELL-KNOWN Morgan exponent Chris Lawrence will drive Martin Wills's ex-Keith Green Lotus Eleven in future events.

BANK HOLIDAY SPORT

ONCE again the Bank Holiday is with us, and once again there is the usual feast of motor-sport to attract the enthusiast either as a spectator, as a competitor or as one of the hard-working band of officials who regularly give up their free time in order to make the sport possible at all.

This year there is plenty to choose from, and all three days of the holiday period feature meetings. On Saturday, the Bristol M.C. and L.C.C. reintroduce motor racing to the West of England with a meeting at a new circuit near Bristol, which should come as a more than welcome fixture in view of the dearth of racing which has afflicted that side of the country since the closure of Castle Combe.

Nearer London, Silverstone (near Towcester, Northants) sees the second annual joint promotion by the Bentley D.C. and the Jaguar D.C. Last year these two marque clubs held an extremely successful meeting at the circuit and one which was met with an enormous amount of clamour for a repeat performance. This is it.

Major event on Sunday, of course, is the next round in the World Championship—the German Grand Prix, this year abandoning the Nurburgring in favour of the very fast Avus circuit, near Berlin. Natural favourites are Coopers, but on a circuit such as this, where extremely high maximum speed counts for a great deal, one cannot discount the Ferraris. The red cars from Maranello were prevented from coming to Aintree, we are told, by a metal workers strike. But one is given to understand that Ferrari has announced his intention of getting a car to Avus—even if he has to build it himself!

At home, Nottingham Sports Car Club has a meeting at Mallory Park, a very pleasant circuit near Hinckley, Leicestershire. A fine day out can be had for the whole family here, for if you're the tolerant type who permits his family to be interested in other things besides motor racing, there is a fine lake at Mallory on which they can boat and in which, we believe, they can swim. The natural formation of the ground provides a fine natural grandstand and the facilities at the circuit are among the best in the country, and the meeting includes Autosport Championship races.

For the East Anglian fan, Snetterton sees a restricted race meeting run by the Seven-Fifty M.C., who took advantage of a vacant date to slip in with a meeting of their very own. Their organisation of the national Six Hours Relay race at Silverstone is always most impressive, so that this meeting should be most enjoyable.

On Monday, the West Country enthusiasts have another day out at Taunton, where the Taunton M.C. stages its annual autocross meeting. This time something in the way of history is being made, for the event is the first-ever meeting of this type to have been granted a national permit by the R.A.C.

The greatest number of competitors ever attracted to Brands Hatch will be driving there on August Bank Holiday Monday in the most comprehensive programme of motor racing ever organised at the Kentish circuit.

This is evident from the full entry list for the John Davy Trophy Meeting published today by the British Racing and Sports Car Club.

Heading the 192-lap bill of 13 events is Jack Brabham. He is piloting a works Cooper Formula II car in the principal event, the John Davy Trophy.

Other star drivers at the meeting are Roy Salvadori, Graham Hill, Innes Ireland and Bruce McLaren.

No fewer than 19 works cars are entered for the meeting. They are Brabham's F.II Cooper, the British Racing Partnership's Cooper-Borgwards, the Lotuses of Graham Hill and Innes Ireland and the David Fry Developments' Fry-Climax, to be driven by Michael Parkes.

On the 1100-c.c. sports car side there are three Team Lotus cars (Graham Hill, Alan Stacey and Michael Taylor), four works Elvas (Chris Threlfall, Mike McKee, John Brown and Danish Champion—J. V. Nielsen) and two factory Lolas (Peter Ashdown and Peter Gammion). Among the bigger sports cars are works Listers.

In the saloon car race, Sir Gawaine Baillie is down to drive a Jaguar 3.4, David Haynes and Jeff Uren—Ford Zephyrs, Peter Blond a 2.4 Jaguar and Les Lester and Peter Jopp—Riley 1.5s. Among the smaller saloons there is Chris Threlfall in his new Swedish SAAB, Bob Jennings in a Gordini Dauphine, Doc Shepherd and Geoff Williamson in A.40s and the usual crop of A.35s in the hands of Johnny Sprinzel, Len Adams, Cambridge Racing and Barwell Motors.

Racing starts at 11.0 a.m.

Grandstand tickets are available from Brands Hatch Circuit Ltd., Nr. Fawkham, Kent. Tel.: West Ash 331.

DESPITE the metal-workers' strike in Italy, it is almost certain that Scuderia Ferrari will present three cars for the German Grand Prix at Avus on 2nd August. Speculation is rife at the moment as to the position of Jean Behra and the team, for it appears that he has quarrelled with the team manager Tavoni, and French reports state that he has severed his connection with Ferrari. Rumour also has it that he will be seen at the wheel of a new Maserati, but it is more likely that his next step will be Porsche. If Behra is not in the team, Ferrari will probably be represented by Brooks, Phil Hill and Dan Gurney or Olivier Gendebien.

Cooper-Climax will have Brabham, Gregory and McLaren, with Trintignant in the Rob Walker car. Stirling Moss is also said to be in a Cooper-Climax. Team Lotus will be Graham Hill, Ireland and Stacey. Scuderia Centro-Sud will have two Cooper-Maseratis with Burgess and Herrmann, and Fairman in the Atkins machine. Fritz d'Orey will be in the older Maserati. B.R.M. will pin their faith on Bonnier, Schell and Flockhart, but no driver has so far been nominated for the B.R.P. car. It is unlikely that Vanwall will appear, although the very fast Avus circuit should suit the Acton car admirably.

AINTREE THOUGHTS

By Gregor Grant

IT is now clear that the Cooper-Climax has established supremacy over all other makes on what we would call "driver's circuits," although B.R.M. is not that far behind. At Rheims, the power-output of Ferrari proved to be the decisive factor, but if Cooper's aerodynamic machine had not suffered from front-end lift, it might have been a different story. It seems certain that Brabham's car was the fastest of all on the Soissons straight during practice.

The Coopers have got together an excellent team of technicians, and Brabham himself plays a prominent part in the preparation of the cars—particularly in the all-important details of carburation and fine tuning. His driving has improved immeasurably within the past few months, and he now looks like a World Champion. Australia should be proud of a man who has done it all the hard way.

Bruce McLaren, too, was a revelation. This young man has been quietly learning his way round, and offers the strongest possible support to Brabham. Masten Gregory is also very fast, but one has the impression that he puts his main effort into leading, or attempting to lead races, without first judging the calibre of the opposition. A little more appreciation of Brabham's tactics, and Gregory would definitely emerge as one of today's leading drivers.

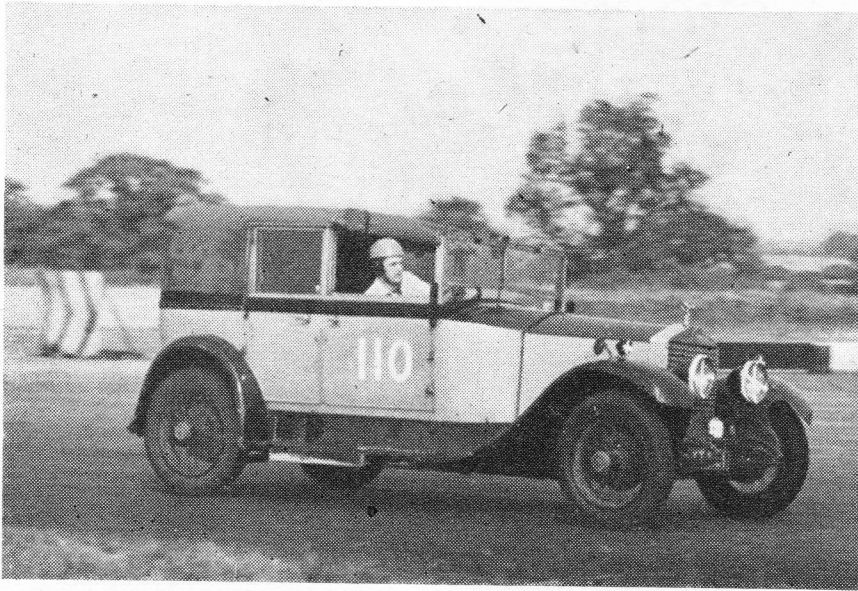
Trintignant put up a delightful exhibition in the Walker machine, but once again that 5-speed Italian-made gearbox gave trouble. Coopers appear to have ironed out their particular bothers with the ZF box.

I still cannot understand why Stirling had to make that extra stop for fuel. Schell went through non-stop—and he certainly was not hanging about. Stirling has stated that the B.R.M. was not quite quick enough, but a glance at the progress of the lap record makes this controversial:—

Lap 26	Moss (B.R.M.)	1m 58.6s.
Lap 29	Brabham (Cooper-Climax)	1m 58.4s.
Lap 38	Moss (B.R.M.)	1m 58.2s.
Lap 39	Moss (B.R.M.)	1m 58.0s.
Lap 42	Brabham (Cooper-Climax)	1m 58.0s.
Lap 45	Moss (B.R.M.)	1m 57.8s.
Lap 68	Moss (B.R.M.)	1m 57.6s.
Lap 69	Moss (B.R.M.)	1m 57.0s.
Lap 75	McLaren (Cooper-Climax)	1m 57.0s.

Now Brabham won the race by 22.2 secs, and Moss lost about 55 secs. altogether by reason of his two stops. Therefore Stirling's actual race speed was higher than Brabham's. There always will be conjecture if Moss had been able to pursue Brabham non-stop: would Jack have been able to hold off the B.R.M.?

Brabham was eased off towards the end. A wheel-change would have put him out of the running and everything would then have depended on McLaren. Therefore, it seems to me, that Jack Brabham followed religiously the Fangio dictum that one should drive just fast enough to win the motor-race. He must have realized that tyre wear might be a decisive factor, and drove accordingly. Had he been forced to get around the 1min 57secs mark for lap after lap, then it might have been a different story altogether. During the closing stages, McLaren's tyres showed signs of his meteoric progress, and the toll that a dry circuit with fast bends and hard braking points takes of rubber.



Vintage Day At Silverstone

Successful V.S.C.C. Race Meeting

LAST Saturday the Vintage Sports Car Club held a very successful and enjoyable race meeting at Silverstone. Fine weather attracted a good crowd which saw some really splendid machinery in action. The organisation was good but the gap between races was a little long. Surely 10 minutes is enough or 15 at the most. For some obscure reason no Press bulletins were issued. There are some magazines still printing you know!

All the races were five-lappers, except the main event of the day, the Boulogne Trophy. First we had a handicap which was won by A. Archdale (1932 Frazer-Nash) who came through from way back in the field to take the lead on the last lap. N. D. Routledge (1924 Morris Oxford) went splendidly to lead for the first three laps but he was overwhelmed by Archdale, W. B. Bader and H. R. Heap (Rileys) and R. Adams (Frazer-Nash) and had to be content with fifth place.

The handicap race for light cars proved to be a runaway victory for G. H. Jones (1929 Austin), who led from start to finish. Second was J. K. Milner (1926 A.C.) and third, scratchman I. E. Smith in his lovely little Gwynne. Fourth was Routledge, this time in a Morris Cowley. Farther back in the field the Austins of J. M. Chatterton, A. D. Jones and H. J. F. de Salis were mixing it with the 1923 Lagonda of L. S. Michael, Chatterton eventually winning this particular scrap.

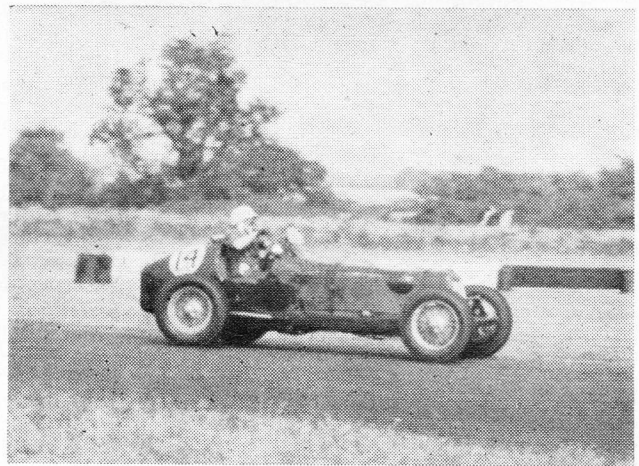
Next we had a scratch race for vintage sports cars. The field comprised four classes. The race was won outright by B. E. Brown in his 1½-litre Frazer-Nash. Second was M. L. Quartermaine (4.3-litre Vauxhall) who also won his class. P. J. G. Panchari was third in his Bentley. The

RATHER IMPROBABLE as a racing machine, yet apparently most enjoyable nevertheless, is this 1927 "bull-nose" Morris Oxford, operated with great determination by N. D. Routledge.

up to 1,100 c.c. class was won by E. J. Mayhew (Riley) who finished a very creditable fifth overall. Brown, of course,



WINNER of a handicap race, A. G. Murray (1934 E.R.A.) leaves the field far behind as he comes through from scratch to take the lead.



NOT QUITE THE THING PERHAPS: F. Whowell throws his 1927 Rolls-Royce into Becketts in what one feels is a rather unseemly manner: perhaps, however, the Royce is no lady, after all.

won his class and Sam Clutton won the 1,500-3,000 c.c. class in his 1928 Bugatti.

Race four proved a triumph for the handicappers. P. J. E. Binns (1929 Riley) led for the first four laps but was robbed of his first place by H. Spence (Frazer-Nash) who drove splendidly from the back of the field to beat Binns to the line. Poor Chris Winder in his ex-Marcus Chambers single-seater Austin failed to start until a lap had been completed, but having got going he drove splendidly, his passage through Woodcote being something to behold. This little car is obviously very fast indeed.

The big race of the day, the Boulogne Trophy, was a really tremendous spectacle and I would not have missed it for anything. The trophy was found in a country sale by Bunny Tubbs, who promptly bought it and gave it to the V.S.C.C.—a splendid gesture. The race was to be of 50 kilometres (19 laps).

Facing the starter were no less than seven E.R.A.s, three Bentleys, two Alfa-Romeos, three Bugattis and assorted Invictas, Frazer-Nashes and Amilcars. Straight into the lead went Douglas Hull in his E.R.A., never to be headed. G. Chapman and P. Waller (E.R.As) lay second and third and Keith Schellenberg (8-litre Bentley) was fourth. This fabulous machine is the enormous single-

FIGHTING OFF a challenge from Bill Michael's Lagonda team car is Frank Wall (Bugatti). It couldn't be done, however, and the Lagonda won comfortably with Wall second.

seater, now carrying a new body. Fifth was J. S. Mudd in his magnificent 1933 Alfa Romeo.

By lap five Douglas Hull, driving superbly, had an enormous lead, Day was still second, Waller third, Schellenberg fourth, G. G. McDonald (Bentley) fifth, S. I. Day (E.R.A.) sixth and J. Goodhew (E.R.A.-Delage) seventh. Mudd came into the pits on lap three and lost two laps before setting off again. On lap four K. Neve retired with a suspected burnt piston and A. G. Murray made a brief stop.

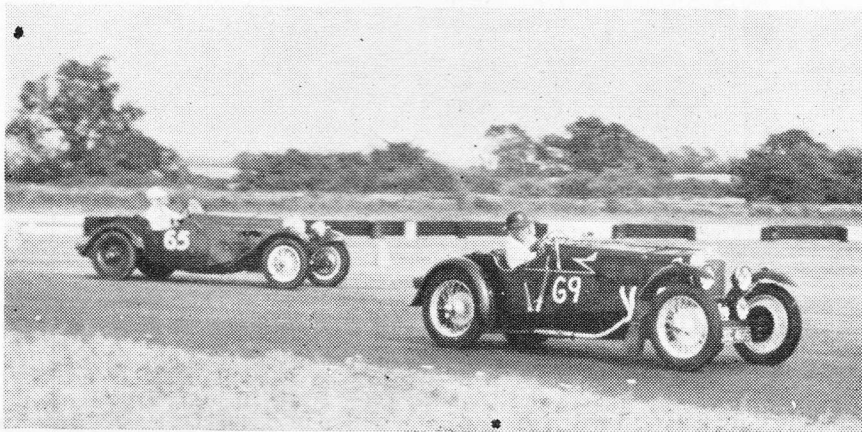
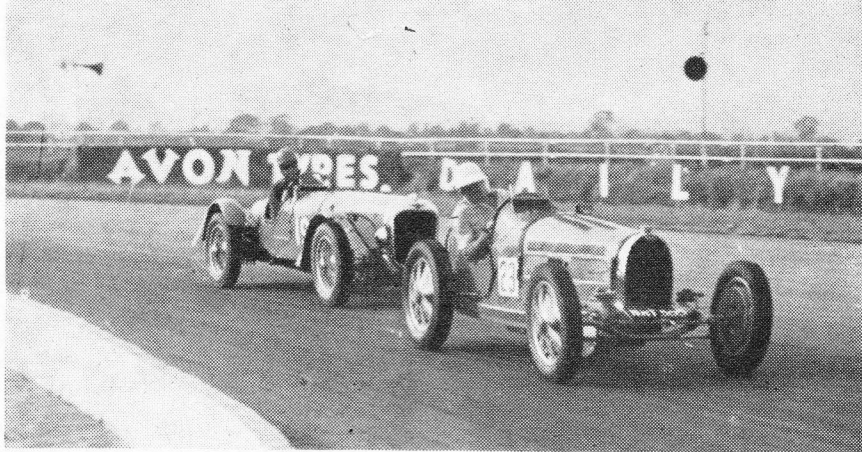
By lap eight S. I. Day was right on Schellenberg's tail and next time round he was in front. This was real G.P. stuff with Keith driving "the whale" as the commentators called it with enormous verve. But the huge Bentley was proving to be quite a handful and on lap 14 Goodhew passed it into fifth place. On lap 10 H. Spence (Frazer-Nash) came into the pits with gearbox maladies and retired.

With three laps to go Hull was right out in front and going like a train. Waller and Chapman were still second and third, quite close together. S. I. Day was fourth, Goodhew fifth with Schellenberg right on his tail. But then the fuel pipe on the Bentley came adrift and the car came to a halt just before Copse, letting McDonald into sixth spot. This was really bad luck for Keith had driven splendidly and had kept the big beast up among the leaders all the way.

So Hull won easily but the actual trophy went to McDonald, he being the first home of those eligible for the trophy. It had been a really splendid race and as exciting as many a Grand Prix I have seen.

The handicap race that followed was won by A. Butcher (1929 Austin) from H. L. Halkyard in the towering 1912 9-litre Mercedes. Halkyard drove this splendidly and very fast it was too. Chris Winder just scraped home in third place after a very fast drive in the single-seater Austin. The supercharger driving chain broke on the last lap.

Douglas Hull had his second win of the day in the next event, a scratch race. The field, for the most part, was the same as for the Boulogne Trophy. Hull led from start to finish from Waller, D. H. Day and G. Chapman (E.R.As). On the last lap S. I. Day passed Chapman into fourth place and Goodhew (E.R.A.-Delage) just pipped Schellenberg



Mrs. S. Morton (Frazer-Nash) is harried through Becketts by S. A. Beazley (H.R.G.). **BELOW:** Sam Clutton's Bugatti (60) leads a bunch on the first lap, followed by Pancheri, H. W. Begley and Mayhew.

(Bentley) for sixth spot.

Another E.R.A. was first again in the next race, a handicap affair. A. G. Murray came up from scratch to take the lead on the fourth lap and win from B. E. Brown (Frazer-Nash). On lap three L. R. Durdin in his beautiful 1925 Vauxhall had a slight contretemps at Woodcote with P. J. G. Panchari (Bentley).

Another handicap event followed and was won by scratchman C. H. Donne (Alfa Romeo) from Jack French (Austin) and J. Berrisford (Alvis). Donne drove very well and carved his way through the field at a great rate, being second from last on the first lap, third from last on the second, 10th on the third, fourth on the fourth and first over the line at the end.

The last race of the day was again a

handicap and was won comfortably by L. S. Michael in his 1936 Lagonda. F. E. Wall (Bugatti) hung on to him gamely for two laps and finished second in front of D. H. Day (E.R.A.). Fourth was A. Charnock (Alvis), fifth A. J. Gibson (Frazer-Nash) and sixth Peter Hull in Jeddene-Fisher's E.R.A.

CHRISTOPHER NIXON.

RESULTS

Race 1. 5-lap handicap: 1, A. Archdale (1932 Frazer-Nash), 65.93 m.p.h.; 2, W. B. Bader (1929/36 Riley); 3, H. R. Heap (1930 Riley). **Fastest lap:** Archdale, 69.08 m.p.h.

Race 2. 5-lap handicap for light cars: 1, G. H. Jones (1929 Austin), 45.58 m.p.h.; 2, J. K. Milner (1926 A.C.); 3, I. E. Smith (1923 Gwynne). **Fastest lap:** Smith, 54.20 m.p.h.

Race 3. 5-lap scratch race for vintage sports cars: 1, B. E. Brown (1930 Frazer-Nash), 64.64 m.p.h.; 2, M. L. Quartermaine (1921/4 Vauxhall); 3, P. J. G. Panchari (1927/8 Bentley). **Fastest lap:** Brown 67.31 m.p.h. **Class winners up to 1,100 c.c.:** E. J. Mayhew (1930 Riley), 1.101-1.500 c.c.: B. E. Brown (1930 Frazer-Nash), 1.501-3,000 c.c.: C. Clutton (1928 Bugatti). **Over 3,000 c.c.:** M. L. Quartermaine (1921/4 Vauxhall).

Race 4. 5-lap handicap: 1, H. Spence (1936 Frazer-Nash), 69.11 m.p.h.; 2, P. J. E. Binns (1929 Riley); 3, D. D. Overy (1937 Lagonda). **Fastest lap:** J. Freeman (1936 Aston Martin), 70.25 m.p.h.

Race 5. The Boulogne Trophy (19 laps)—Vintage Category: 1, G. G. McDonald (1927/30 Bentley), 70.10 m.p.h.; 2, J. W. Rowley (1924/5 Delage); 3, A. R. Ainsworth (1930 Invicta). **Fastest lap:** McDonald, 73.09 m.p.h. **General Category:** 1, D. H. C. Hull (1936 E.R.A.), 74.07 m.p.h.; 2, P. Waller (1936 E.R.A.); 3, G. Chapman (1934 E.R.A.). **Fastest lap:** Hull, 77.81 m.p.h.

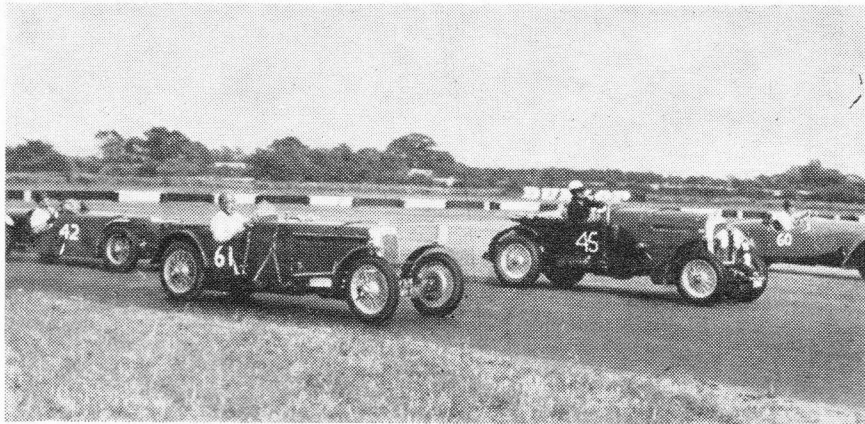
Race 6. 5-lap handicap: 1, A. Butcher (1929 Austin), 59.1 m.p.h.; 2, H. L. Halkyard (1912 Mercedes); 3, C. A. Winder (1928 Austin). **Fastest lap:** Winder, 63.75 m.p.h.

Race 7. 5-lap all-comers scratch race: 1, D. H. C. Hull (1936 E.R.A.), 75.45 m.p.h.; 2, P. Waller (1936 E.R.A.); 3, D. H. Day (1937 E.R.A.). **Fastest lap:** Waller, 77.18 m.p.h.

Race 8. 5-lap handicap: 1, A. G. Murray (1934 E.R.A.), 70.77 m.p.h.; 2, B. E. Brown (1930 Frazer-Nash); 3, L. S. Michael (1936 Lagonda). **Fastest lap:** Murray, 75.18 m.p.h.

Race 9. 5-lap handicap: 1, C. H. Donne (1930 Alfa-Romeo), 64.84 m.p.h.; 2, J. S. French (1930 Austin); 3, J. Berrisford (1925 Alvis). **Fastest lap:** Donne, 66.39 m.p.h.

Race 10. 5-lap handicap: 1, L. S. Michael (1936 Lagonda), 68.00 m.p.h.; 2, F. E. Wall (1931 Bugatti); 3, D. H. Day (1937 E.R.A.). **Fastest lap:** P. M. A. Hull (1936 E.R.A.) and D. H. Day, 74.79 m.p.h.



COOPERS 1-2-3-4 AT CLERMONT-FERRAND

Ivor Bueb and Bruce Halford Injured — Great Victory for Ashdown (Lola) in Sports Car Race

LAST Sunday's F2 Grand Prix des Auvergnés, on the Clermont-Ferrand mountain circuit, was won by Stirling Moss (Cooper-Borgward) at an average speed of 76.72 m.p.h. Into second place, after a magnificent drive, came Henry Taylor (Cooper-Climax), followed by Bruce McLaren and Masten Gregory—in Cooper-Climaxes. One lap behind was Graham Hill (Lotus-Climax), who was delayed by an oil leak.

Unhappily Ivor Bueb (Cooper-Borgward) crashed on the first lap, and was taken to hospital with serious internal injuries. Later, Bruce Halford was involved in an accident with his Lotus-Climax, receiving broken ribs and mild concussion. Chris Bristow, in the other

B.R.P. Cooper-Borgward retired with a blown cylinder head gasket. Jean Behra's Porsche lost three laps with trouble. Olivier Gendebien (Ferrari) also retired.

The sports car race proved to be a great triumph for Peter Ashdown in the 1,100 c.c. Lola-Climax, who defeated strong opposition from much larger cars including last year's winner, Innes Ireland (1.5 Lotus-Climax), who gave up after six laps, Behra (Porsche) and others.

RESULTS

Formula Two Race: 1, Stirling Moss (Cooper-Borgward), 123.474 k.p.h.; 2, Henry Taylor (Cooper-Climax); 3, Bruce McLaren (Cooper-Climax). **Fastest lap:** Moss, 126.739 k.p.h.

Deux Heures d'Auvergne (Sports Cars): 1, Peter Ashdown (Lola-Climax 1100), 115.622 k.p.h.; 2, Jean Behra (Porsche 1500); 3, Walter Munaron (Osca 1500). **Fastest lap:** Behra, 122.820 k.p.h.

LATEST LIST OF AVUS STARTERS

Cooper-Climax: Brabham, McLaren.

Cooper-Climax (Walker): Moss, Trintignant.

Ferrari: Brooks, Hill, Gurney.

B.R.M.: Bonnier, Schell.

Lotus-Climax: Ireland, G. Hill.

Porsche: J. Behra, Von Trips.

G.P. OF BERLIN

(Sports Cars)

Porsche: Bonnier, Von Trips, Behra, Walter, de Beaufort, Goethals, Seidel, Herrmann.

Lotus-Climax: Buxton, Campbell-Jones.

Osca: Breviglieri.

Note.—No Flockhart (B.R.M.) nor Gregory (Cooper-Climax).

G.P. will be two heats of 30 laps (each 249 kiloms.).

Sports Cars—25 laps (207.5 kiloms.).

m.p.h. I was very well situated at the apex of one of the Ss with a view of the straights coming towards and away from me.

The first race was for production saloon cars and provided a runaway victory for Volvos, who took first and second places, hotly pursued by a Peerless and a standard Chevrolet.

The second race was for sports cars up to 1,500 c.c., which included the first two Elvas ever raced in Quebec, and they had a notable debut. After a very exciting race they took first and second places, with M.G.A. Twin-Cam, Alfa and Porsche behind in that order. The winning Elva by the way was driven by an Englishman, Graham Locke, who apparently imports them, so he had a good day.

The third event was a race for production sports cars over 1,500 c.c. In this a Corvette, along with Austin-Healeys, TR3s and several M.G.As competed. This race was rather disappointing as the Corvette was way out in front all the way and no one else could get anywhere near it. However, an M.G.A. did very well to get second place just ahead of an Austin-Healey.

The last race was a general free-for-all, with almost all the sports cars present competing.

This, however, was rather an anticlimax as the winner, the only D-type Jaguar in Quebec, rapidly opened up a huge lead which the driver held all the way. However, the race for second place provided the highlight of the day's

DUE to an incorrect race bulletin we reported Chris Bristow's retirement in the sports car race at Aintree as being due to a fractured chassis. However, we are informed that the car in fact withdrew because of a broken oil pipe.

BEHRA LEAVES FERRARI

IT is announced from Maranello that Jean Behra has left Scuderia Ferrari, and that his severance with the Italian concern was on a friendly basis—despite the incident with Tavoni at Rheims. The Frenchman has been testing the new four-cylinder Maserati 250-59 at Modena, which was to have been driven by Scarlatti in Portugal and at Monza. French newspapers couple his name with both Vanwall and Aston Martin, but so far, no announcement has been made as to his future plans.

He will continue to manage and race his own private RSK Porsche stable.

SWISS SUCCESSES

MICHAEL MAY (Stanguellini) won the Circuit of Solitude for Formula Junior cars at Stuttgart on 19th July, averaging over 86 m.p.h. In second place came another Swiss, Grandoire, also in a Stanguellini. "Fitz" Fitzwilliam in the new Elva Junior was fourth, ahead of Juan-Manuel Bordeu's Stanguellini.

RESULTS

1. Michael May (Stanguellini), 137 km. in 59m. 22.8s. (138.5 k.p.h.).
2. Grandoire (Stanguellini), 1h. 0m. 6.6 s.
3. Mahle (Auto Union Hartmann), 1h. 0m. 46s.
4. Fitzwilliam (Elva).
5. Bec (Stanguellini).
6. Bordeu (Stanguellini).

ROLLS-ROYCE, LTD., ACQUIRE H. J. MULLINER & CO., LTD.

H. J. MULLINER & Co., Ltd., the noted London coachbuilding firm, has been purchased by Rolls-Royce, Ltd.

racing. The Corvette, a Triumph Special and a Porsche were literally nose to tail the whole race and going through the "S" bend there couldn't have been more than a few inches between them. As soon as they got out of the bend and into the straight, the Corvette moved away from the other two cars as if towed by rockets, but the Triumph and Porsche made up for it on the bends and provided quite a thrilling duel, with the race ending in the order above.

The overall impression obtained was that the organisation hardly compared with one of our club race meetings, but that everyone had enjoyed themselves. There were no serious accidents.

The spectators' car park provided an interesting sidelight on European cars. About 75 per cent were from our side of the Atlantic and on one patch there were nine Jaguars of all kinds parked next to each other, as well as countless TRs, M.G.As, Sprites, etc.

On the whole, a very enjoyable and interesting day.

KEITH PAIBA.

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THE "THREE HOURS"

Formula 1 Race at Snetterton on 10th October

THE cancellation of the Grand Prix of Morocco at Casablanca on 11th October places even more importance on the 10th October meeting at Snetterton, when the Three Hours Race to decide the AUTOSPORT Series-Production Sports Car Championship will be run. In addition to this very popular event, the Snetterton M.R.C. have decided to organise a Formula 1 race, probably of about 75 miles. This should attract entries from Cooper-Climax, B.R.M. and others, and may have a special International permit to permit participation by drivers such as Bonnier and Schell, who would otherwise be unable to take part.

In setting up a new Snetterton circuit record of 95.25 m.p.h. with his J.B.W.-Maserati during last Sunday's Vanwall Trophy meeting, Brian Naylor has indicated the possibilities of a 100 m.p.h. lap on the Norfolk circuit.

CLUB RACING IN CANADA

Impressions By A Visitor

NOT being a Pressman but a visitor to this country I will not attempt to describe in detail, but will just give a general impression, of the first of only three race meetings held in Quebec during the season which took place on Sunday, 14th June. Quebec, by the way has a total area of more than four times that of the British Isles.

The meeting was "organised" by the Montreal M.G. Car Club and was attended by about 3,000 spectators. The quotes are deliberate since the timing of the racing was not very punctual and the first race started an hour and a half late. The second race followed immediately, however, but then we had another long wait of over an hour before the next event. As the public address system was situated right on the inside of the track I was consequently unable to hear much what was going on. Also, since there were no programmes or race cards of any description, it was somewhat difficult to check on runners or results.

The course itself was on an airfield with a lap distance of about 2½ miles. The absence of any difficult natural bends made the organisers put in two very tight (too tight in my opinion) "S" bends which slowed the cars down to about 30

HARD A-STARBOARD! Over goes the tiller, and round goes the boat. The engine is fully enclosed, easy to handle and well silenced.

OUTBOARD motors are broadly of two types. There are the really big and powerful ones that give you 30 m.p.h. boating, and the little lightweight jobs that you can hook onto a dinghy. Generally, the big chaps are styled for glamour, take a lot of heaving around, and may cost up to several hundred pounds. The tiddlers have no glamour at all, are blissfully easy to carry, and may set you back £40 or so.

Now, an entirely new type of outboard motor has appeared. It is as light as any of the "babies," but it is fully enclosed and just as beautifully styled as the biggest machines. It has other "grown-up" features, such as a separate fuel tank and a built-in recoil starter, and it has appreciably more power than most lightweights. It is called the Clinton Apache J9, and it is sold by Lambretta Concessionaires Ltd., on the Kingston-by-Pass, for as little as £56 10s.

WATERSPORT

JOHN BOLSTER TESTS

The motive power is an over-square single-cylinder air-cooled two-stroke engine of 95 c.c. This is of ingenious construction, the non-detachable cylinder head, the cylinder barrel, and the crankcase being a single light alloy casting with a ferrous liner. A detachable cover plate on the base permits the piston and connecting rod to be inserted, and the crankshaft goes in laterally. Needle roller bearings are employed, with a ball race for driving side main bearing. The fly-wheel magneto is mounted inside the turbo-finned cooling blower.

This power-head is enclosed in a shapely "bonnet", and is attached to an underwater housing, which contains the usual shaft and bevel drive, and which swivels on the attachment bracket for steering. A folding tiller is fitted to the unit, and there is an accessible control panel, but remote controls are available if desired. A small water impeller is mounted on the shaft above the bevel gears, and pumps water into the exhaust system to cool the gases for silencing, the outlet being under the water. The propeller is protected by a shearpin, and spare pins are carried on the motor.

The fuel tank holds 2½ gallons of petrol mixture, and is attached to the motor by an 8 ft. neoprene hose. There is a soft and enlarged section on this pipe, which acts as a pump when one pinches it two or three times, thus priming the carburetter, which continues to fill itself by suction pulsations when the engine is running. I hope that the above is perfectly clear, because I don't really understand how it works myself, but the results are admirable!

Anyway, at only 33 lb. I found the Clinton child's play to handle, and soon had it attached to the stern of my fairly substantial boat. I snapped on the connection of the fuel line, gave a couple of squeezes to the "pump", applied the



THE CLINTON APACHE OUTBOARD MOTOR

choke, pulled on the starting handle—and I was off.

After a little gentle motoring to run in the new outboard, I undertook some more serious journeys. At Birdham, Dell Quay, Itchenor, and Bosham the trim lines of the little white Apache were admitted, and one was complimented on the silence of the exhaust. The slightly metallic sound that any air-cooled engine makes seemed to be reduced by the covering panels and was only noticeable to the man at the tiller.

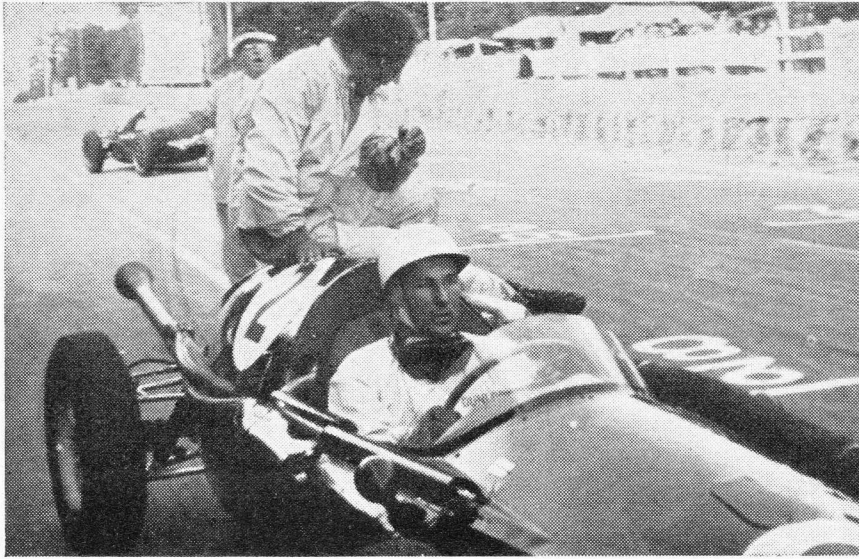
One lovely Saturday afternoon we set off for the open sea, and emerging from the sheltered waters of Chichester harbour, enjoyed a battle with the waves. What matter if the speed was only six

or seven knots, for I was commanding my own little ship, and I had complete faith that the busy little engine would bring me safely back to shore. The sheer pleasure of such an impromptu journey is hard to put into words, but after a few hours on the salt water the ale tasted better than ever before!

The engine is rated at 5 h.p., and even as installed, with the cooling blower to drive and the underwater exhaust, I would say that a good proportion of this reaches the propeller. I found that the fuel consumption was very moderate, and the makers' claim of 3½ hours cruising per gallon seems reasonable. This is a powerful and economical little motor, and it is ideal for anything except a speed boat.



FULL AHEAD.
The little power-unit is rated at 5 h.p. and gives a speed of six or seven knots. It is, says Bolster "ideal for anything except a speed boat".



SUCCESSFUL SORTIE. Stirling comes into the pits after winning the F.2 race. Perched on the Cooper is Innes Ireland who escaped serious injury when his car fell off a cliff.

quarters on the previous day and, therefore, he was not covered by an insurance against damage to the spectators.

It was Toto Roche who was to give the start, so everyone was on his toes to watch the fun, but this time nobody was left on the line. As they rushed past the pits at the end of the first lap Stirling Moss's dark blue Cooper-Walker was in front of Jack Brabham's works machine, then there was a gap and a pack of cars, led by Harry Schell's light-blue and white Cooper which is equipped with the latest type of Climax engine and a cylinder head flowed by Harry Weslake. Harry was in front of Herrmann's Porsche-Behra who led in turn the two works-entered Coopers of the Equipe Alan Brown-Ken Tyrrell, driven by Masten Gregory and Bruce McLaren. Bristow

RARELY has a meeting been so completely dominated by one driver, as was the French meeting at Rouen by Stirling Moss. Not only did he win both the sports car race and the Formula 2 event (a World Championship qualifying heat) but he also led both races from start to finish and his lead never looked in danger for one moment.

Practice for this meeting started at the unearthly hour of 6 a.m. and on the first session the track was still wet from a night thunderstorm. But the thunder and lightning were to come from the competitors as the timekeepers' equipment went all haywire and the official times recorded were pure fantasy. Most unfortunately the same was to happen on the second practice session so that the grid position had to be established more by the reputation of the drivers than by their performance in practice. After hours of deliberation, the timekeepers produced the following starting grid, allowing all the reserves in, unable as they were to sort out the best amongst them:—

Jack Brabham (Cooper-Climax)	Hans Herrmann (Porsche-Behra)
Stirling Moss (Cooper-Borgward)	
Ivor Bueb (Cooper-Borgward)	Maurice Trintignant (Cooper-Climax)
Bruce McLaren (Cooper-Climax)	Harry Schell (Cooper-Climax)
	Roy Salvadori (Cooper-Climax)
Henry Taylor (Cooper-Climax) (reserve)	Lucien Bianchi (Cooper-Climax)
Olivier Gendebien (Cooper-Climax)	Masten Gregory (Cooper-Climax)
	Ian Burgess (Cooper-Climax) (reserve)
Jackie Lewis (Cooper-Climax) (reserve)	Graham Hill (Lotus)
Chris Bristow (Cooper-Borgward)	Bruce Halford (Lotus)
	Innes Ireland (Lotus)
Alan Stacey (Lotus)	Dick Gibson (Cooper-Climax) (reserve)
Gerard Laureau (Porsche RSK)	Tim Parnell (Cooper-Climax) (reserve)

Most of these drivers were regular F2 competitors, except two newcomers to this class: Olivier Gendebien, who was driving one of the Ecurie Belge Coopers instead of Alain de Changy (and who

ACCELERATING out of the hairpin, Stirling leads another Cooper and a Porsche. As can be seen, the Walker Cooper has now been considerably modified from the original.

Moss The Master At Rouen

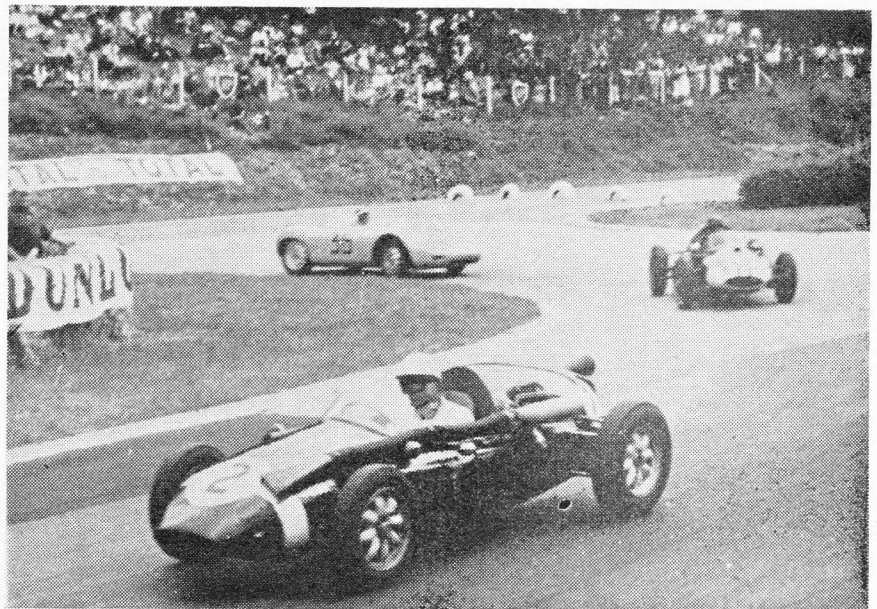
Two Wins for Stirling in the Cooper-Borgward and the New 2-Litre Maserati

By GÉRARD CROMBAC

had obtained permission to do so from the Commendatore Ferrari in order to practise on the course where one of the tests of the Tour de France will be held); not so fortunate was Jean Behra who had to watch his car being driven by Hans Herrmann, while an ordinary RSK, also entered in his name, was driven by Gerard Laureau, the works D.B. driver, a former T.T. winner. The torrid heat which had afflicted the mechanics during the preparation of the cars was gone when the race was to start and some frantic scenes happened there when the organizers ordered Tim Parnell's Cooper off the grid as they thought his tyres were worn out, and the unfortunate Campbell-Jones was actually removed from the Hume-Climax which he intended to drive, by a couple of gendarmes, for he had forgotten to sign in at the club's head-

was next, then Jackie Lewis, Trintignant, Burgess, the Lotuses, etc. Ivor Bueb came way back, having been baulked by Masten Gregory at the hairpin, he had had to spin to avoid him. Lucien Bianchi drew into the pits to retire the yellow Cooper and Salvadori was also in trouble, having had a plug terminal drop inside the engine. Roy restarted, did a few laps, then gave up as a valve had probably been damaged.

Next time round the positions were about the same, with the two leaders increasing the gap, but Masten Gregory had been passed both by McLaren and by Bristow, while Trintignant was now in front of Lewis. Gibson called in at the pits to retire a couple of laps later, while Henry Taylor was left on the course, diagnosing a loose fuel union which took him nine laps to trace and to



repair, after which he gamely got back into the race.

On the sixth lap the gap between Brabham, close on Moss's heels, and Schell was 17 secs., and the order was: Moss, Brabham, Schell, Herrmann, McLaren, Trintignant, Masten Gregory, Bristow, Halford, Hill, Lewis, Burgess, Ireland, Gendebien, Stacey, Bueb and Laureau. Then on the eighth lap, Herrmann coasted into the pits with a broken transmission, much to the disappointment of Jean Behra and his fans. Another retirement was Bueb with an oil leak. The next two cars to retire were crashed near the same spot on different laps, but fortunately neither Jackie Lewis nor Innes Ireland were hurt. Ireland was shocked and bruised by the miraculous escape from a drop of 100 feet which bent his car considerably. Lewis only damaged the front of his car slightly and walked back.

By then half of the 142 miles of the course was completed and all the excitement which one was expecting from a Moss versus Brabham contest vanished when Jack burst an oil pipe and trailed behind him the biggest smoke screen seen in Normandy since 'D' day, 1944! This left Harry Schell in second position, but not a very secure second position for, while McLaren was dropping back

BEAUTY (right) AND THE BEAST (below) with Stirling well in control of both! On the right Katie gets a victory kiss while below Stirling hurries the potent 2-litre Maserati round the hairpin, on his way to victory in the Sports Car Race.



a bit, Masten Gregory was pressing on, overtook Trintignant (in trouble with a loose air intake) and Bristow and by the 24th lap, out of 35, he was third; only 8 seconds behind Schell. Meanwhile, Halford had packed up with a burst radiator, Stacey with gearbox trouble and Gendebien had also concluded a run which will not leave traces in the history of motor racing!

The gap between Schell and Gregory was thinning rapidly and as they finally entered the last lap, the two American drivers were neck to neck. Three times during this last lap did they pass each other, and as Schell balked by a slower car when he was about to retake the lead thought he would have to be content with third place, Masten overdid it and the wily Harry went on to finish second by a car's length, making quite

sure Masten wouldn't catch up before the finishing line. The excitement from this finish hadn't died down than another pair came in a mad rush for fifth place: Trintignant was slipstreaming Bristow right up to the line but he failed to pass him.

RESULTS

- 1st, Stirling Moss (Cooper-Borgward), 1h. 28m. 5.8 sec., 35 laps; 2nd, Harry Schell (Cooper-Climax), 35 laps; 3rd, Masten Gregory (Cooper-Climax), 35 laps; 4th, Bruce McLaren (Cooper-Climax), 35 laps; 5th, Chris Bristow (Cooper-Borgward), 35 laps; 6th, M. Trintignant (Cooper-Climax), 35 laps; 7th, Graham Hill (Lotus), 34 laps; 8th, Ian Burgess (Cooper-Climax), 33 laps; 9th, Gerard Laureau (Porsche), 32 laps; 10th, Olivier Gendebien (Cooper-Climax), 28 laps; 11th, Henry Taylor (Cooper-Climax), 25 laps; 12th Bruce Halford (Lotus), 22 laps; 13th, Alan Stacey (Lotus), 20 laps. **Lap Record:** Moss, 2m. 24.9s. (100 m.p.h.).

Previous to this race, a rather dull up to 2,000 c.c. sports car event also saw the domination of Stirling Moss this time in the "Spider's Web" 2,000 c.c. Maserati. The challenge was not very great, however, for Innes Ireland was driving a Lotus of only 1,500 c.c. and he stalled it on the line, while Stacey's 2-litre car of the same make was fitted with too low an axle ratio (the proper one not being available) and only sheer miracle and over-revving prompted him to establish the fastest lap at the conclusion of an exciting dice with Ireland when he caught him back for second place two laps before the finish. Peter Ashdown's Lola, although it won its class, did not show

(Continued on page 152)

FOURTH man home in the Sports Car Race was Peter Ashdown (beside car) in a Lola.



B.T.D. round the hill's 40 hairpins, 69 bends and 41 curves (all in 10.6 miles) was set up by Edgar Barth (Porsche) in 13 mins. 21.2 secs.

EDGAR BARTH, driving a 1500 Porsche RSK, won the second of this year's events counting towards the International Mountain Climb Championship at Mount Bondone, Trento, Italy, on 12th July. This repeated his victory two weeks earlier in the first climb at Mount Ventoux and, with only three events to come and no other competitor seriously in sight, he seems almost certain to succeed von Trips as Mountain Champion.

For the last few years this series of mountain climbs has gone under the name of the "European Championship". This year, however, the F.I.A. have included the Pike's Peak, U.S.A., climb in the calendar and the series is now called "International". Principally its rules provide for not more than 12 and not less than five events to be organised on the basis of one event per country, the competition being limited to sports cars of not more than 1,500 c.c. capacity and

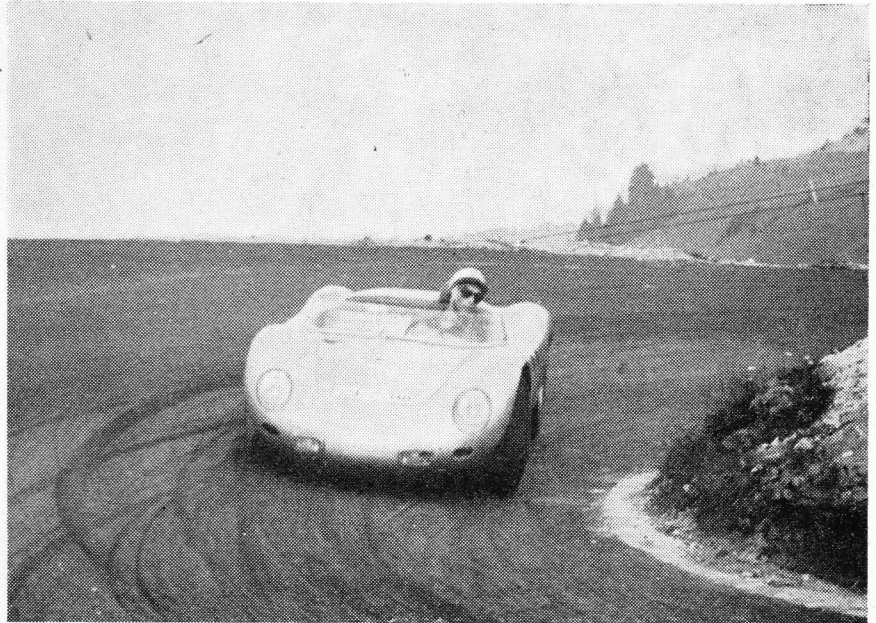
INTERNATIONAL MOUNTAIN CLIMB CHAMPIONSHIP MOUNT BONDONE, ITALY

Edgar Barth (Porsche) Establishes Clear Lead

conforming to Appendix "C" regulations. The road must be at least 6 kilometres long and climb not less than 1,000 feet, and where there are 10 or more kilometres the difference in level must be at least 1,500 feet. The winner is decided on the aggregate time of two climbs, but where the road is more than 10 kilometres the organising club may dispense with the second climb. This, of course, is contrary to the practice in Britain where hills are much shorter and competitors can have three shots and count only their best single run. Points in the championship are awarded on the same basis as in the Formula 1 and sports car manufacturers' championships.

In last year's series, interest centred on the battle between Porsche and Borgward,

with Behra, von Trips, Barth and von Hanstein driving for Porsche, and Cabianna, Herrmann and Bonnier in Borgwards. Von Trips won three events outright, was placed in two of the remaining three, and won the championship even though he spun off on his second run at Fribourg, Germany, and scored no points at all. This mistake could have cost him the series had Bonnier started with the first event at Mont Ventoux. As it was Bonnier missed the first two climbs but managed, after winning at Fribourg, to secure second place only seven points behind von Trips. Third was Herrmann, fourth Barth and equal fifth Behra (who like Bonnier competed in only four events) and Cabianna. In cars the order was

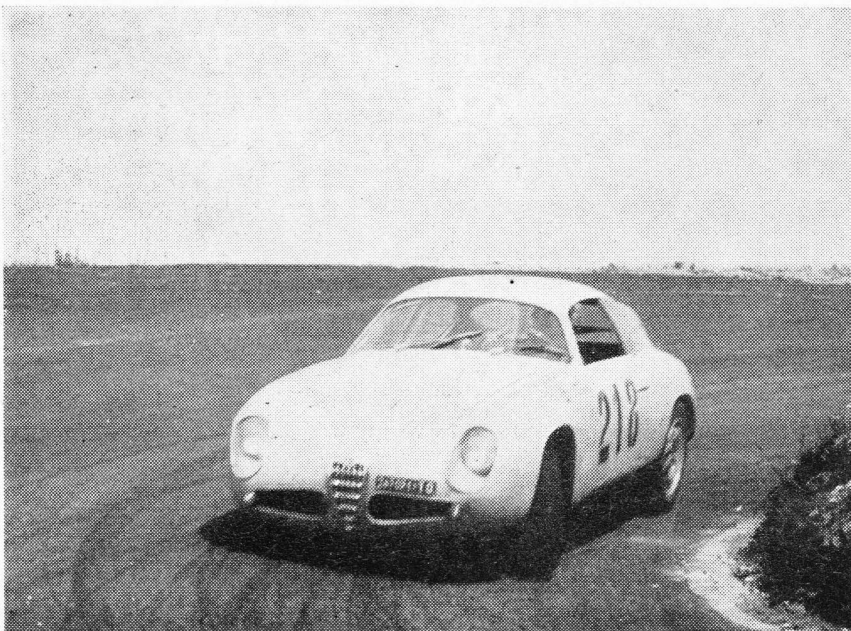


Porsche 1, Borgward 2, Borgward 3, Porsche 4, Porsche, Borgward 5 equal.

This year at Mont Ventoux only Barth and Bonnier appeared from last season's top competitors. Barth was fastest in practice, being inside Behra's record of last year, but failed to improve on the record in the climb itself. Bonnier, handicapped by an ailing second gear, left the road halfway up, thus leaving Barth with easily the day's fastest time and eight points towards the championship.

For the second event at Mount Bondone, Bonnier did not compete so that the championship class was made up Barth, Seidel and Heins, also of Germany, in Porsches, Walter of Switzerland in a Porsche and a Yugoslav named Bozic (Porsche). All five Porsches were RSKs. Against these were ranged three 1500 Oscas driven by Cabianna, Scarfiotti, also of Italy and 11th with Magioli in last year's championship, and Miani (France). Von Hanstein, seventh last year, drove a Porsche Carrera in the Grand Touring class. Italians made up the larger (not eligible for the championship) sports car class with four Maseratis, a W.E.R., and an Osca. Tavano of France, fifth overall at Le Mans, was a non-starter in this class with a Ferrari. The 3-litre Grand Touring class was composed entirely of 250 GT Ferraris plus a scarlet B.M.W. 507 driven by Hans Stuck of pre-war Auto-Union fame. Stuck now works in the B.M.W. research division and still competes successfully with his car in a number of local hill-climbs. Apart from an Italian entered and driven Lotus-Climax in the 1,100 sports car section and two Italian Berkeleys in the 500 c.c. G.T. category there were no British cars. The Lotus was a non-starter, but both Berkeleys easily headed their class.

In winter Mount Bondone, situated three or four miles outside Trento, is a popular ski resort, and for this reason a 17.6-kilometre (10.6-mile) road, comparatively wide and smoothly surfaced, has been constructed up to Vasen, the village at the top. In past years only part



CLASS WINNER in the up to 1,300 c.c. Grand Touring class was de Leonibus in his Alfa Romeo Guilietta Sprint Veloce Zagato. Here, the tail is coming round on one of the hairpins.



of the road was used for the climb, a 12.9-kilometre stretch running from the bottom up to the village of Vanezze. This year, however, the organisers, the Automobile Club di Trento, decided to use the full length which involves no less than 40 hairpins, 69 bends and 41 curves of a marked not minor nature. A further idea of the complexity of the road can be obtained from the fact that it takes von Trips, record holder at Mount Bondone, 9 mins. 17.1 secs. to cover the shorter 12.9-kilometre course, whereas Behra has officially climbed better-known Mont Ventoux, nearly nine kilometres longer, in 12 mins. 9.8 secs., less than three minutes slower.

In practice the day before, Cabianca set up the fastest time for the new course with 13 mins. 39.2 secs., with Seidel 3 secs. slower. Govoni (Maserati) in the 2-litre class was third fastest with 13 mins. 47.2 secs., then came Heins in the championship class (13 mins. 56 secs.), followed by Barth a second slower. Barth improved his time in the evening, as did most of the other drivers, but by Sunday morning when the competition was due to begin Cabianca was still the fastest.

As the climb is more than 10 kilometres long and there was a large entry, the organisers decided, as permitted under the regulations, to allow each competitor only one run. Promptly at a quarter past eleven the first of a flock of Fiats of various shapes and sizes moved off, the rest following at one-minute intervals. This interval was not always enough. On one occasion three Fias in line astern entered a hairpin near the top, to the delight of the large Italian crowd which found single ascents interesting but unspectacular. The championship class of 1,500 c.c. sports cars left at three-minute intervals, the first being Barth who recorded 13 mins. 21.2 secs., which was a good deal faster than in practice. Next in order of departure was Seidel who managed 13 mins. 36.3 secs., the third fastest time as it turned out behind the 2-litre Maserati of Govoni (13 mins. 35.2 secs.). The Yugoslav Bozic was just under a minute slower than Seidel, and the Swiss Walter leaving next recorded

13 mins. 58.1 secs. Scarfiotti's 1500 Osca then went up in 13 mins. 44.3 secs. to be fourth fastest overall and third in the championship class. Miani of France in a 1500 Osca followed, nearly two minutes slower than Barth, and finally Cabianca left in an Osca to try and better Barth's time. No Cabianca appeared, however, and soon after the loudspeaker announced that his gearbox had broken six kilometres after the start, and with it went the only serious challenge to Barth.

In the Grand Touring class Abate in a 3-litre 250 GT Ferrari was fastest and fifth overall (13 min. 55.4 sec.), followed by the Porsche of von Hanstein (14 min. 20 sec.) which easily beat two 250 GT Ferraris in the class above it. In the over 2,500 c.c. sports car class, Govoni was fastest in a Maserati followed by the 2-litre Osca of Lualdi (14 min. 02.4 sec.) with Boffa's Maserati a bare six-tenths of a second slower.

O. T. WALL.

RESULTS

Overall Classification: 1, Barth (Germany, Porsche 1500 RSK), 13 min. 21.2 sec. 77.713 k.p.h.; 2, Govoni (Italy, Maserati), 13 min. 35.2 sec.; 3, Seidel (Germany, Porsche), 13 min. 36.3 sec.; 4, Scarfiotti (Italy, Osca), 13 min. 44.3

COLOURS of Scuderia Panamericana distinguish the Ferrari of Fritz d'Orey, here for his first season of European racing. In the background can be seen a ski-lift—used, on this occasion, for transporting marshals.

sec.; 5, Abate (Italy, Ferrari), 13 min. 55.4 sec.; 6, Walter (Switzerland, Porsche), 13 min. 58.1 sec.

Touring Class. 500 c.c.: Borghesio (Fiat-Puch), 18 min. 38.1 sec. **750 c.c.:** Dalla (Fiat 600), 16 min. 36.2 sec. **1,100 c.c.:** De Milano (Fiat 1100), 17 min. 0.1 sec. **1,300 c.c.:** Ferrero (Alfa Romeo Guilietta), 15 min. 56.1 sec. **Above 1,300 c.c.:** Pandolfo (Alfa Romeo 1900), 16 min. 49.2 sec.

Grand Touring. 500 c.c.: Largaiolli (Berkeley), 17 min. 47.2 sec. **750 c.c.:** Prinoth (Fiat Arbat Zagato), 15 min. 17 sec. **1,100 c.c.:** Kerschbaumer (Appia Zagato), 16 min. 29 sec. **1,300 c.c.:** De Leonibus (A.R. Guilietta Sprint Veloce Zagato), 15 min. 05.4 sec. **2,000 c.c.:** "Noris" (Maserati), 15 min. 14.4 sec. **2,600 c.c.:** Von Hanstein (Porsche), 14 min. 20 sec. **Above 2,600 c.c.:** Abate (Ferrari), 13 min. 55.4 sec.

Sports Cars. 750 c.c.: Rigamonti (Osca), 15 min. 29.1 sec. **1,100 c.c.:** Spychiger (Osca), 14 min. 28 sec. **1,500 c.c.:** 1, Barth (Porsche), 13 min. 21.2 sec.; 2, Seidel (Porsche), 13 min. 36.2; 3, Scarfiotti (Osca), 13 min. 44.3 sec.; 4, Walter (Porsche), 13 min. 58.1 sec. **Above 1,500 c.c.:** 1, Govoni (Maserati), 13 min. 35.2 sec.; 2, Lualdi (Osca), 14 min. 02.4 sec.; 3, Boffa (Maserati), 14 min. 03 sec.; 4, Bellucci (W.R.E.), 14 min. 09.1 sec. Edgar Barth leads championship with 16 points.

MOBIL ECONOMY RUN INTERNATIONAL

SEVERAL British cars won awards in the Mobil Economy Run International which finished in Biarritz. These included outright victories in Classes IV and VI—the former being won by M. Bylsma of Holland in a Wolseley 1500 (50.93 m.p.g.) and the latter by A. E. Bengry of Leominster in a Ford Zephyr (36.77 m.p.g.).

Also in Class IV P. Tothill of Oxford came second in a Wolseley 1500 (47.83 m.p.g.) and J. Readings of Cheltenham came third in a Riley 1.5 (46.72 m.p.g.). Another British competitor, C. M. Walker of Cheltenham in Class V achieved 35.3 m.p.g. in a Standard Ensign.

RESULTS

Class I (up to 750 c.c.): Citroen 2 CV, 74.1 m.p.g.

Class II (750-1,000 c.c.): Renault Dauphine, 62.5 m.p.g.

Class III (1,000-1,300 c.c.): Volkswagen, 46.6 m.p.g.

Class IV (1,300-1,600 c.c.): Wolseley 1500, 50.9 m.p.g.

Class V (1,600-2,000 c.c.): Citroen ID 19, 46.6 m.p.g.

Class VI (2,000-2,600 c.c.): Ford Zephyr, 36.8 m.p.g.



FOURTH in the big sports car class, Luigi Bellucci leaves one of the last hairpins in his 2-litre W.R.E.

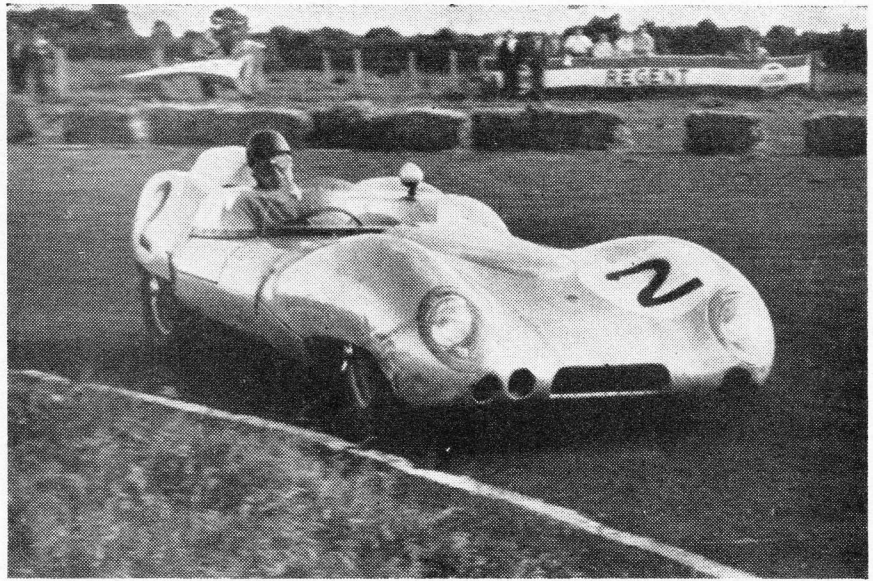
WINNER of the Mike Hawthorn Memorial Race, Malcolm Templeton holds his Lotus well in at the hairpin. He also clipped more than a second off his own lap record.

FOR the third year in succession an English competitor has crossed the Irish Sea to carry off the 1,172 c.c. Ford Championship of Ireland in the face of the strongest opposition that can be mustered in the Emerald Isle.

Honours this year over 20 laps of the Kirkistown circuit, where the 500 Motor Racing Club of Ireland holds the event annually for the Regent Trophy, went to Arthur Mallock with his Austin-based Ford, entered by the Mercury Stable from Roade.

From the drop of the flag, which saw 19 cars tear off towards the first bend, there was never much doubt about the outcome of the race for Mallock went immediately into the lead to hold his position until the end of the event.

But although no one seemed to have the performance to get on level terms with the flying Mallock, there were many



FORD CHAMPIONSHIP OF IRELAND

Brought to England by Arthur Mallock

interesting dices further down the field for the other leading positions.

After driving a very steady race John Crossle, a local Ulster competitor, brought his Crossle-Ford into second position 23 seconds behind the leader, with Jackie Davidson's special in third place.

During the opening laps Davidson was locked in conflict with G. J. Rae in his Rae Special, but the latter was forced to drop back when the car went off tune around the halfway stage. Unfortunately, as it was later discovered, a plug lead had come off.

Jackie Black's Lotus-Ford, which now seems to be going much faster than ever before, carved its way up through the field to fill the fourth position while last year's champion, John Turvey, driving Tommy Allen's Lotus, could do no better than fifth after a spin at the hairpin when the car ended among the straw bales.

The other main attraction of the day was the new Mike Hawthorn Memorial Trophy race, which took the form of an open handicap run off in three heats and a final. A very popular winner in this

event was the Ballymena driver, Malcolm Templeton, who drove his 1500 Sports Lotus-Climax superbly from the scratch mark to be first across the line.

Lionel Mayman justified his journey from Birmingham by bringing his 1100 Lotus-Climax into second place, while, just to prove that the handicappers had not been altogether out of touch with the slower cars, Brian Lambe finished third with his Speedwell-converted Morris "1000" coupé

Dramatically, when this race was over, it was announced that during the last lap John Pringle had beaten the course record previously held by Templeton, by taking his Formula 1 Cooper-Climax around in 1 min. 10.4 secs.

Unfortunately, out of an entry of 13 cars, only four were on the starting grid for the beginning of the race. When the club president, Geoff McCrea, dropped the flag, Pringle shot into the lead, followed by Templeton, Mayman and Slater.

Through the colonial section and up the straight Pringle let the Cooper get the

"works" and, by the time that he came past the starting area again, he was a good 15 yards ahead. For the first three laps he kept increasing his lead but then it was noticed that the gap was beginning to grow smaller again as the Cooper's brakes started to fade.

It was now Templeton's turn to put on the pressure and on the fifth lap he slipped past the Cooper going on to regain his lap record on the sixth lap with a time of 1 min. 9.4 secs., an average speed of 79.23 m.p.h.

Templeton went on to win by more than 15 seconds, with Pringle second and Mayman third.

Earlier in the day R. Hume had won the large sports car race with his Triumph after Bob Staples had run off the circuit with his A.C-Ace suffering from steering linkage failure. Paddy Hopkirk had an easy win in the up to 1,000 c.c. sports car race with his Speedwell-Sprite where the second position was filled by R. A. Jameson in a 692 c.c. Berkeley.

BRIAN WADDELL.

RESULTS

Closed car handicap: 1, J. Robb (5,420 c.c. Allard), 60.21 m.p.h.; 2, B. Lambe (Morris 1000), 55.25 m.p.h.; 3, L. Mooney (Volkswagen), 55.46 m.p.h.

1,172 c.c. Ford Championship of Ireland: 1, A. M. R. Mallock (Austin-Ford), 67.98 m.p.h.; 2, J. Crossle (Crossle-Ford), 67.02 m.p.h.; 3, J. Davidson (Ford Special), 66.14 m.p.h.

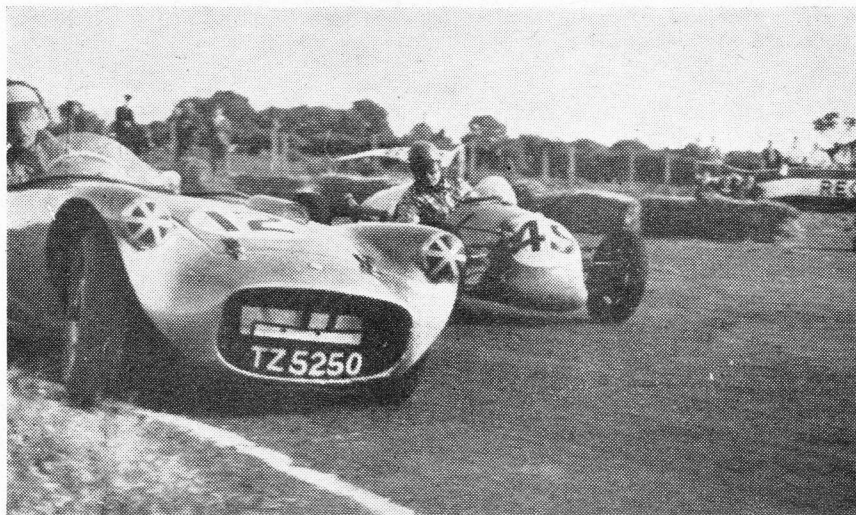
Mike Hawthorn Memorial Trophy, Heat One: 1, L. Mayman (1,098 c.c. Lotus-Climax), 72.13 m.p.h.; 2, J. R. Pringle (2,014 c.c. Cooper-Climax), 73.84 m.p.h.; 3, B. Lambe (Morris 1000), 54.98 m.p.h. **Heat Two:** 1, M. Templeton (1,495 c.c. Lotus-Climax), 74.46 m.p.h.; 2, F. A. Keane (896 c.c. D.K.W. Special), 58.02 m.p.h.; 3, J. Black (1,172 c.c. Lotus-Ford), 64.72 m.p.h. **Heat Three:** 1, D. Acheson (1,098 c.c. Lotus-Climax), 70.87 m.p.h.; 2, J. Davidson (1,172 c.c. Ford Special), 65.31 m.p.h.; 3, C. W. Eyre-Maunsell (1,494 c.c. Stuba), 65.02 m.p.h.

Sports cars over 1,000 c.c.: 1, R. Hume (1,991 c.c. Triumph), 61.50 m.p.h.; 2, R. Forbes (1,991 c.c. Triumph), 61.05 m.p.h.; 3, T. D. Reid (1,991 c.c. Triumph), 60.03 m.p.h.

Sports cars under 1,000 c.c.: 1, P. B. Hopkirk (948 c.c. Speedwell Sprite), 61.28 m.p.h.; 2, R. A. Jameson (692 c.c. Berkeley), 60.71 m.p.h.; 3, S. Moore (948 c.c. A/H Sprite), 59.76 m.p.h.

Formule Libre: 1, M. Templeton (1,495 c.c. Lotus-Climax), 76.51 m.p.h.; 2, J. R. Pringle (2,014 c.c. Cooper-Climax), 74.91 m.p.h.; 3, L. Mayman (1,098 c.c. Lotus-Climax), 72.98 m.p.h.

A TIGHT LINE is held by Charles Eyre-Maunsell in his Rapier-engined Stuba as he passes Alex Johnson's J.P. during the Mike Hawthorn Memorial Race.



VAIN CHASE. Tony Lanfranchi (Austin Healey) chases John Mitchell (A.C.) in the production sports car race. One lap later Lanfranchi's car caught fire and Mitchell went on to win.

TWO other meetings on the same day and dull, rainy conditions meant that the third of this year's race meetings put on by the British Racing and Sports Car Club at Rufforth circuit was not supported as well as the previous meetings by entries or spectators.

The 4,000 or so spectators who did come along saw a well organised afternoon's racing which, because of the lack of entries in the sports-racing classes, tended to get processional in the later stages. It included some fine scraps in



Interesting Rufforth Meeting

L. J. Bramley (Lotus) Wins

Three Events

the other classes and a hat-trick of easy wins for Louis Bramley in his Lotus-Climax 1100.

The meeting opened with a five-lapper for racing cars up to 1,500 c.c. which should have included the Lotus F2 machines of W. Allen and A. Brooke but both non-started, leaving A. E. Liddle's A.E.L. monoposto powered by a 948 c.c. engine as the only car not in the F3 class. Geoffrey Gartside (Cooper-Norton) led from the grid for two laps before spinning off at Beckett's hairpin, leaving J. S. Cordingley and J. R. S. Parker (Coopers) scrapping for first place, then Cordingley took the lead and ran away to win from Parker with E. Holliday's Kieft third.

The next race for sports-racing machines up to 1,500 c.c. was Bramley's first victory and he led from start to finish, followed all the way by J. L. Romanes in a similar Lotus-Climax. In the mid-stages R. H. Smith in the old one-and-a-half litre Connaught took third place from D. G. Hodgeton (Lotus), but soon after retired and Hodgeton regained his place. W. D. Bertram went agricultural at Beckett's and pushed a bale half-way round the 2.1-mile circuit to retire at the start with the bale firmly wedged in the front of his Lotus. J. H. Parkin in his red Lotus Elite looked comfortable under his roof in the rain, but was flagged in after the stewards saw him smoking a pipe while racing!

The next race was for the larger production sports and grand touring machinery and brought out the largest field in the meeting. There were fireworks on the first lap after R. A. Hudson (Healey 100-6) took the lead as several cars spun on the wet road at Beckett's and more than one car bore marks to the coachwork and grass in the front suspension. Hudson went missing after a spin on the fourth lap when following Julian Sutton (Austin-Healey B.N.1) who had taken the lead on the second lap. Sutton held his lead until the last lap when John Mitchell (Ace-Bristol) snatched it from him after putting up the fastest lap of the race at 70.65 m.p.h. Sutton finished second.

Tony Lanfranchi, who was lying third on the last lap, had a narrow escape when his Healey 100S caught fire at Beckett's (everything seemed to happen at

Beckett's). As he came into the hairpin he found flames licking around his feet so he switched off, set the handbrake on, pointed the car off the track, sat up on the boot lid with flames billowing out of the cockpit and then "baled out" at about 30 m.p.h. as soon as the car got on the grass. The car slid for about 20 yards and stopped on the ropes where there were fortunately no spectators. Lanfranchi was slightly burned on the foot and hand but the car looked much more seriously scorched.

The race for the production sports and grand touring cars was a runaway win for Malcolm Wayne in the Elva Courier (entered by Team Elva Courier) who drove in fine style and held off a challenge in the later stages from T. L. A. Burgess in an M.G.A. Twin-Cam. After holding second, then third, place for some time, John Heppenstall (M.G. Twin-Cam) retired with valve trouble and J. V. Cross (M.G.A.) finished third.

The unlimited sports car race brought out the Lotus contingent again and the only really "heavy metal" was J. V. Ropner's C-type Jaguar. He got away first and at the end of lap one led Bramley, but a lap later Bramley had reversed the position and went on to win. At this point Bertram, having cleared the straw from his engine, started to motor and passed Romanes on the 11th lap and then after quite a scrap got past Ropner on the 13th lap of the 16-lap event. He finished second with Ropner third. D. Hodgeton had quite a moment in this event when his brakes locked at 115 m.p.h. as he slowed for York hairpin. He slid off the track and scattered the marshals at the corner, smiting a fire extinguisher so hard that it flew high into air and writing off most of the rear of the Lotus's bodywork. He was unhurt but shaken.

The saloon car race was divided into four classes and overall was led by Phil Walton's 3.4 Jaguar. He won by less than a second from Greg Wood in a similar car, but was awarded a 30-sec. penalty for jumping the start. His time for the eight laps was so good that he still finished second in the class and in the race overall. M. J. Kingham in the disc-braked very fast Zephyr was third and won the up to 2,600 class. Wood's

brother, Jim, won the up to 1,600 class after a tussle with H. R. Vincent (Wolseley) in his Rapier. G. A. Percival walked away with the smallest class in his Elva-Anglia, finishing fifth overall and ahead of a Zephyr and Wood's Rapier.

The last race was for unlimited racing and sports-racing machines and a much depleted field faced the starter. This was Louis Bramley's third win and again led from start to finish, putting up the fastest lap of the meeting at 77.62 m.p.h. during the race. Bertram (Lotus) was left at the start but went through the field to hold second place by the end of the first lap.

Third was E. C. Booth (Frazer-Nash) who was soon passed by John Mitchell (Ace-Bristol) and Julian Sutton held fourth place for a while before retiring, leaving T. Burgess (M.G. Twin-Cam) to fight with Booth for a time before he too retired the M.G. with a flat tyre. Only four cars finished the race.

This brought to an end a meeting which, after a slight delay due to Lanfranchi's fire, had run well to time and was organised in the efficient B.R.S.C.C. manner which is still improving at every meeting.

PETER CRAVEN.

RESULTS

Racing cars, up to 1,500 c.c., 5 laps: 1, J. S. Cordingley (Cooper-Norton), 9 min. 44.8 sec.; 2, J. R. Parker (Cooper-J.A.P.), 10 min. 8 sec.; 3, E. G. Holliday (Kieft-J.A.P.), 10 min. 48.8 sec. **Fastest lap:** Cordingley at 67.0 m.p.h.

Sports-racing cars, up to 1,500 c.c., 10 laps: 1, L. I. Bramley (Lotus-Climax), 17 min. 27 sec.; 2, J. L. Romanes (Lotus-Climax), 18 min. 35 sec.; 3, D. J. Hodgeton (Lotus-Climax), 19 min. 1 sec. **Fastest lap:** Bramley at 73.97 m.p.h.

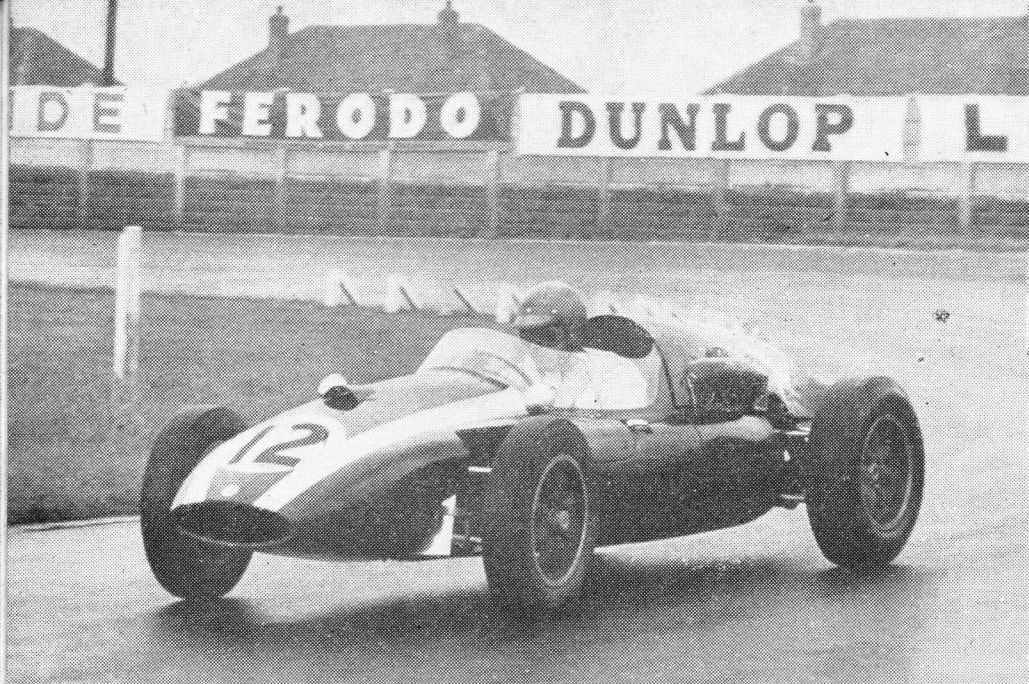
Production sports and grand touring cars, over 1,600 c.c., 10 laps: 1, E. J. B. Mitchell (Ace-Bristol), 18 min. 52.4 sec.; 2, J. A. Sutton (Austin-Healey BN1), 18 min. 53 sec.; 3, B. Harpin (Ace-Bristol), 19 min. 20 sec. **Fastest lap:** Mitchell at 70.65 m.p.h.

Series Production sports cars and grand touring cars, up to 1,600 c.c., 10 laps (Northern Sports Car Trophy Race): 1, M. Wayne (Elva Courier), 19 min. 51.2 sec.; 2, T. L. A. Burgess (M.G. Twin-Cam), 19 min. 59 sec.; 3, J. H. V. Cross (M.G.A.), 19 min. 59.2 sec. **Fastest lap:** Wayne at 68.98 m.p.h.

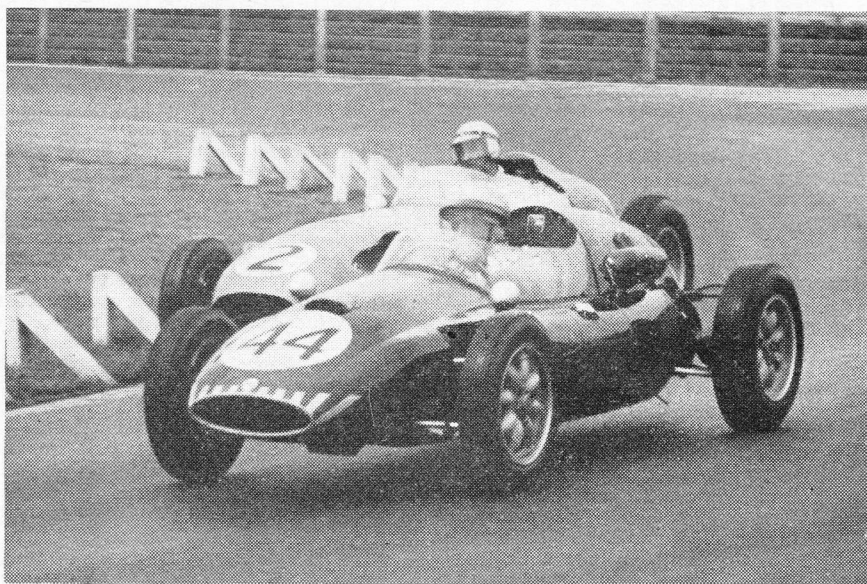
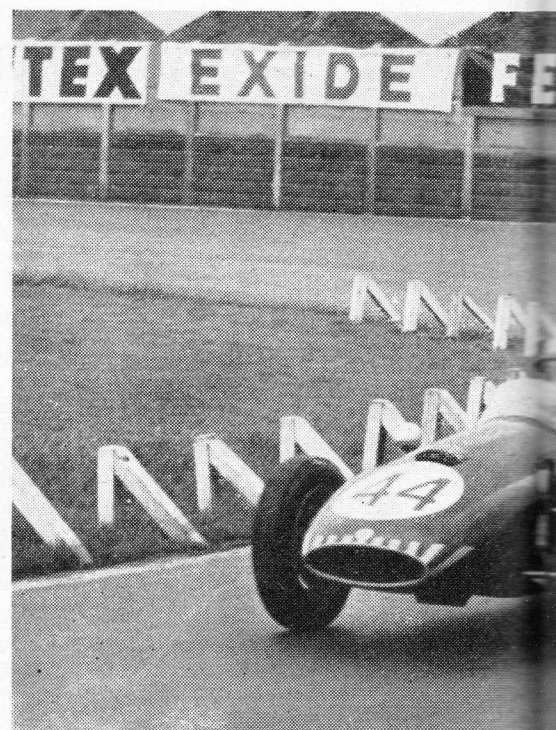
Sports-racing cars, unlimited, 16 laps: 1, L. I. Bramley (Lotus-Climax), 27 min. 5 sec.; 2, W. D. Bertram (Lotus-Climax), 27 min. 33 sec.; 3, J. V. Ropner (C-type Jaguar), 27 min. 36.5 sec. **Fastest lap:** Bramley at 76.52 m.p.h.

Saloon cars, over 2,600 c.c., 8 laps: 1, A. G. Wood (Jaguar 3.4), 15 min. 20 sec.; 2, P. G. Walton (Jaguar 3.4), 15 min. 49.2 (including 30 sec. penalty). **Up to 2,600 c.c.:** M. J. Kingham (Zephyr), 16 min. 4.6 sec. **Up to 1,600 c.c.:** J. D. Wood (Sunbeam Rapier), 17 min. 14.4 sec. **Up to 1,200 c.c.:** G. A. Percival (Anglia), 16 min. 54.2 sec. **Fastest lap:** A. G. Wood at 67.14 m.p.h.

Racing and sports racing cars, unlimited, 16 laps: 1, L. I. Bramley (Lotus-Climax), 26 min. 40 sec.; 2, W. D. Bertram (Lotus-Climax), 27 min. 18 sec.; 3, E. J. B. Mitchell (Ace-Bristol), 27 min. 15.4 sec. **Fastest lap:** Bramley at 77.62 m.p.h.



ABOVE: JACK BRABHAM gets down to it—crouching low in the cockpit in what has become his characteristic style. RIGHT (top): PRACTISING in the wet, Trevor Taylor's F2 Beart-Cooper leads Graham Hill's Formula 1 Lotus as the pair swing through Tatts. Lotuses have still not achieved full reliability.

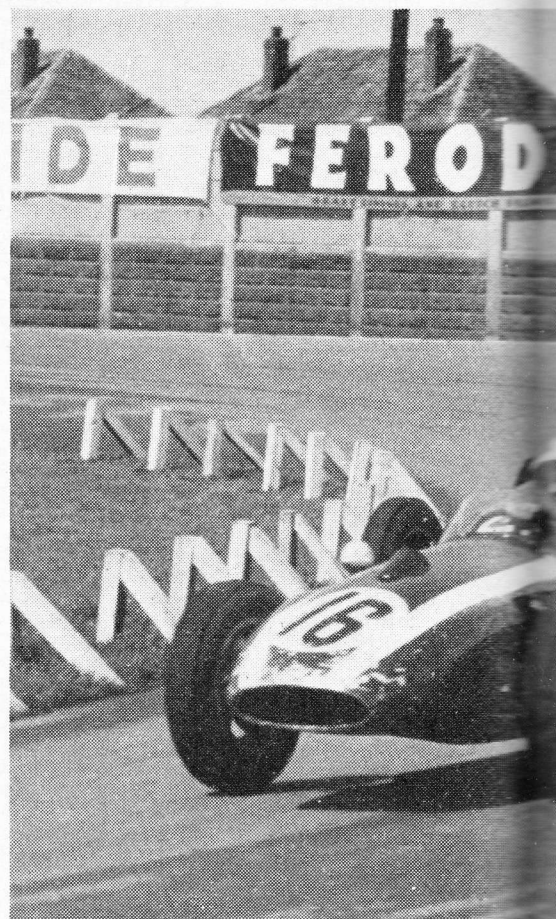


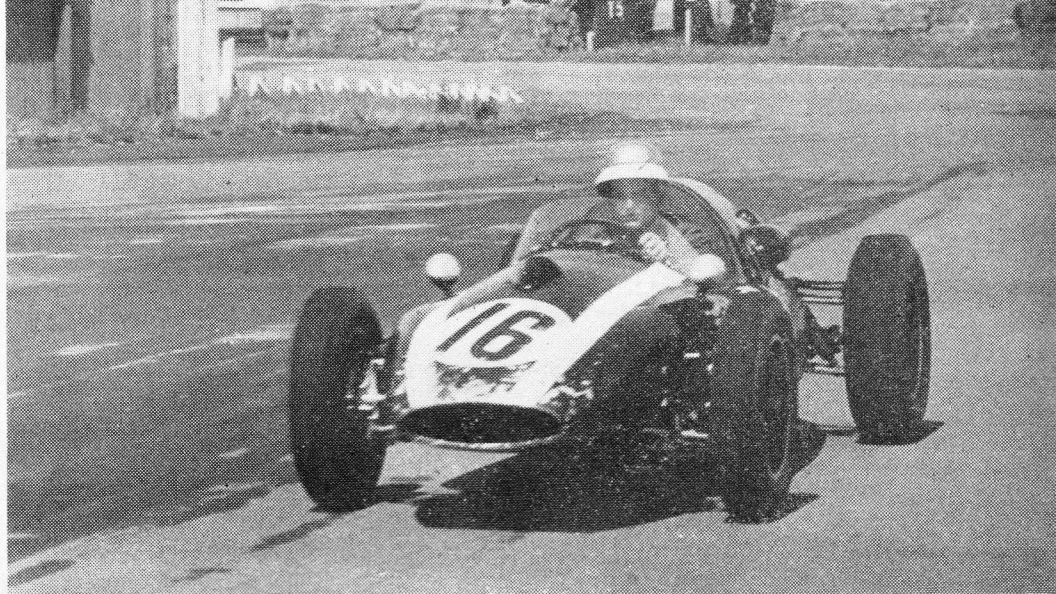
ABOVE: THRUSTING the long nose of the Formula 1 Aston Martin through a gap is Roy Salvadori, edging past Taylor's Formula 2 Cooper. Roadholding of the Aston Martins, of which only one car finished, was most impressive. BELOW: TONY BROOKS was right out of luck in his hunt for Championship points. The Vanwall on which he pinned his hopes retired early, and was never in the running.

British Grand

A Pictorial Review

(Photography by Fran...



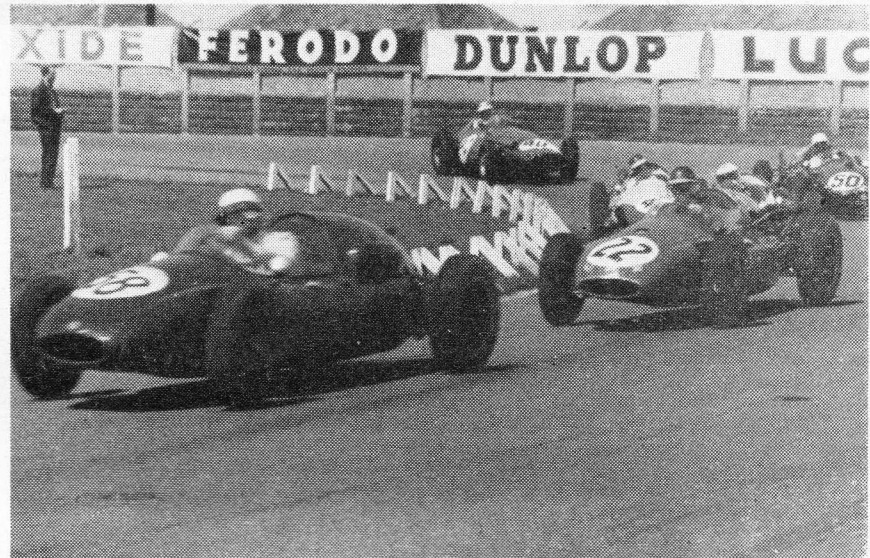


ABOVE: MAN of the race was undoubtedly the young New Zealander Bruce McLaren, who kept his works F1 Cooper right on the tail of Moss's B.R.M. and finished third. He shared the new lap record—and Championship points—with Moss. BELOW: CROWD at Tatts is led by Henry Taylor (Cooper-Climax), with Ian Burgess (Cooper-Maserati) hot on his heels. Also in the hunt are Michael Taylor (50) and F. d'Orey's Maserati (40).

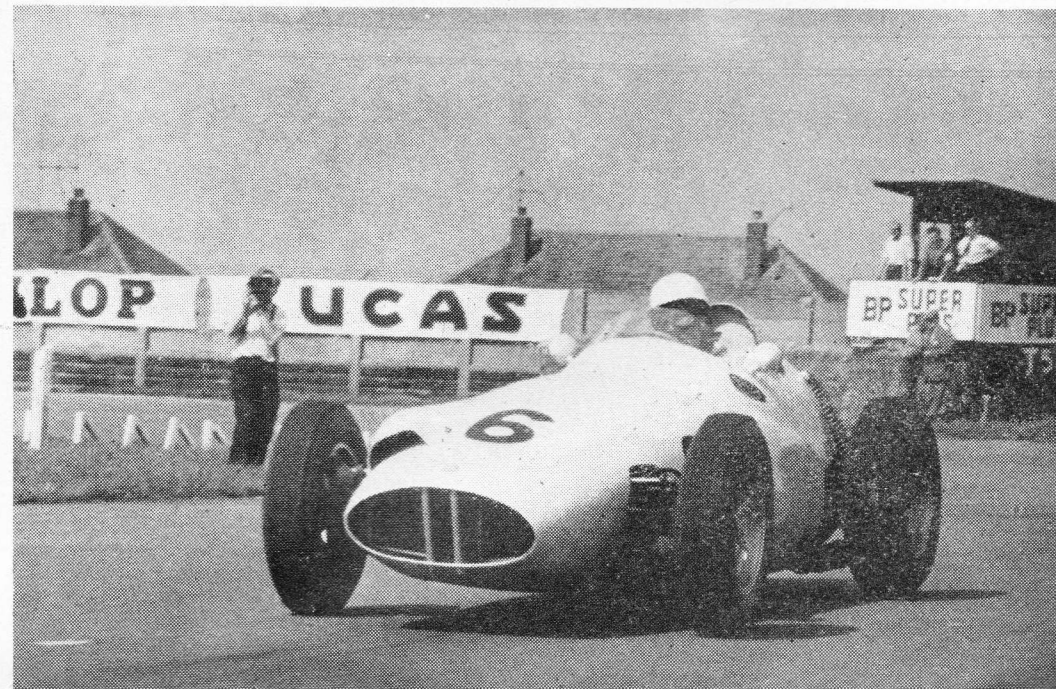
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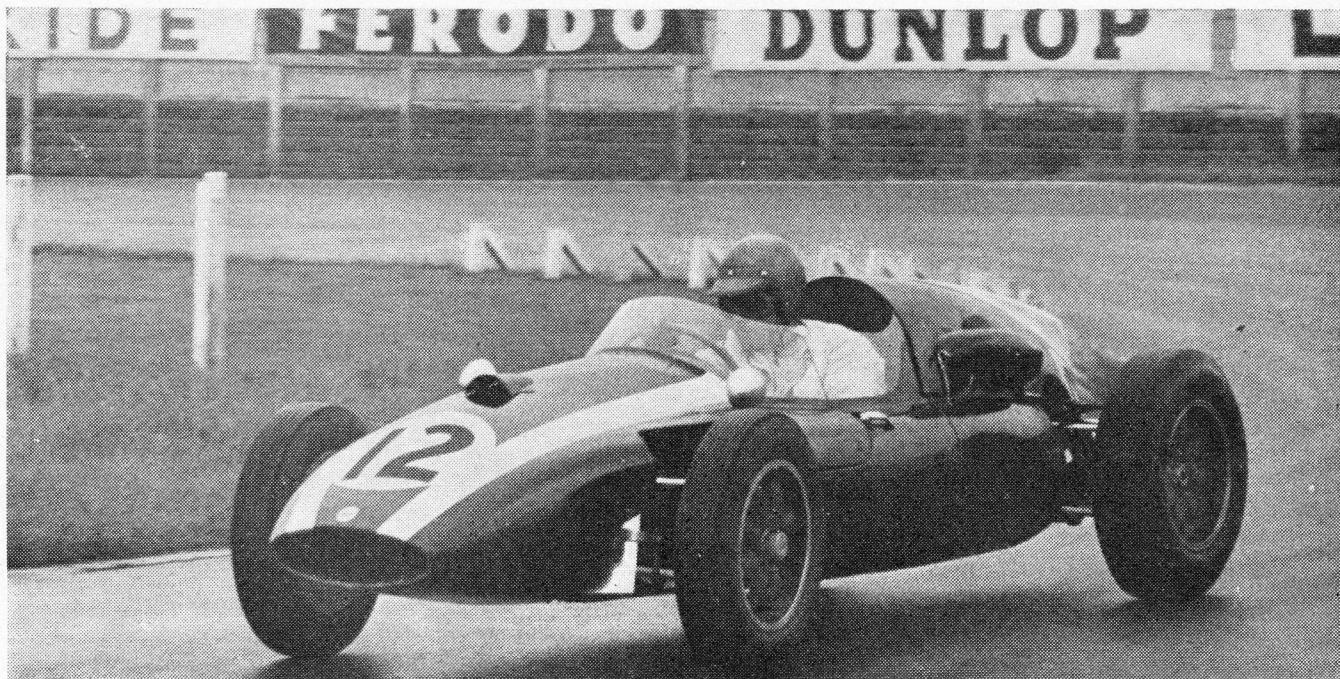
of the Aintree Race

(by Penn and F. Jones)



BELOW, LEFT: BRUCE McLAREN leads Carroll Shelby's Aston Martin through a sharp left-hander. Shelby's car retired later in the race, while McLaren fought off several strong challenges. BELOW: REALLY trying, Stirling Moss urges his B.R.P. B.R.M. out of one of the corners on the back leg of the circuit during his long chase of Jack Brabham.





AINTREE TECHNICALITIES

An analysis of the British Grand Prix

NOBODY can pretend that the journey from the South to Aintree is a pleasant one, and on this occasion the density of heavy lorry traffic seemed to break all records. However, those who made the effort were rewarded with some excellent racing. It is now certain that the Cooper has the greatest acceleration of any Grand Prix car, and it also has a higher maximum speed than anything but the Ferrari. As no Ferraris were entered for the British Grand Prix, the chances of the Coopers were obviously very good indeed.

In fact, the works Coopers had undergone an important modification which has improved their reliability. Briefly, an oil pump has been added to the gearbox. The duty of this pump is to lubricate the bronze bushes on which the gears turn when they are idling. In the past seizure, "picking up," and rapid wear has occurred at this point, which has affected the meshing of the teeth and has caused the dogs to disengage. Having lost the Dutch Grand Prix through gears jumping out of engagement, the Cooper Car Co. made sure of the British event by tackling the trouble at its source. The ball races have also been replaced by rollers, and the gearbox now seems 100 per cent reliable, though it is eventually to be replaced by a stronger one.

The Italian gearbox on Rob Walker's car is unfortunately not yet so depend-

able, and poor Maurice Trintignant finished the race with only two gears after holding third place for a number of laps. Fairman's Cooper had the old, unmodified gearbox, and this broke up rather thoroughly. Incidentally, "Fearless" left the road once in a big way through accidentally knocking the ignition switch off in the middle of a drift!

Jack Brabham drove with his head as usual, and was never fully extended. He was driving a clever race with tyre wear very much in mind and, in fact, there was plenty of tread on both rear tyres when he finished. Stirling Moss had to drive much harder because his B.R.M.

was not quite so fast as Jack's Cooper, and as a result his tyre change was inevitable, nor was it carried out particularly rapidly. There has been much comment on his subsequent refuelling stop, but the race was already lost by then.

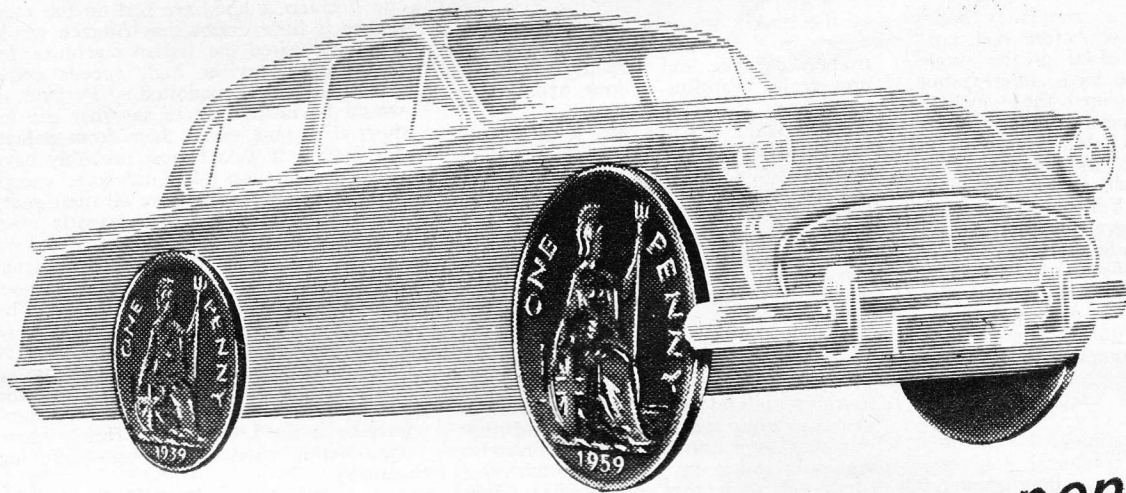
Now that the B.R.M.s have become reliable, they only need a little more power. At present, they have no hope of winning a Grand Prix unless the works Coopers run into trouble, and that becomes daily less likely. Admittedly, Masten Gregory's Cooper had some obscure overheating trouble which could have been caused by the cylinder head gasket, but Joe Bonnier was eliminated by a broken throttle pedal.

(Continued on page 148)



GREATEST acceleration of any Grand Prix car is one of the qualities which has brought the Cooper (above) to its premier position in the Constructors' Championship. "BEAUTIFULLY MADE and a delight to the connoisseur" is Bolster's verdict on the B.R.M. (right) but it is in dire need of more power.

Higher Mileage



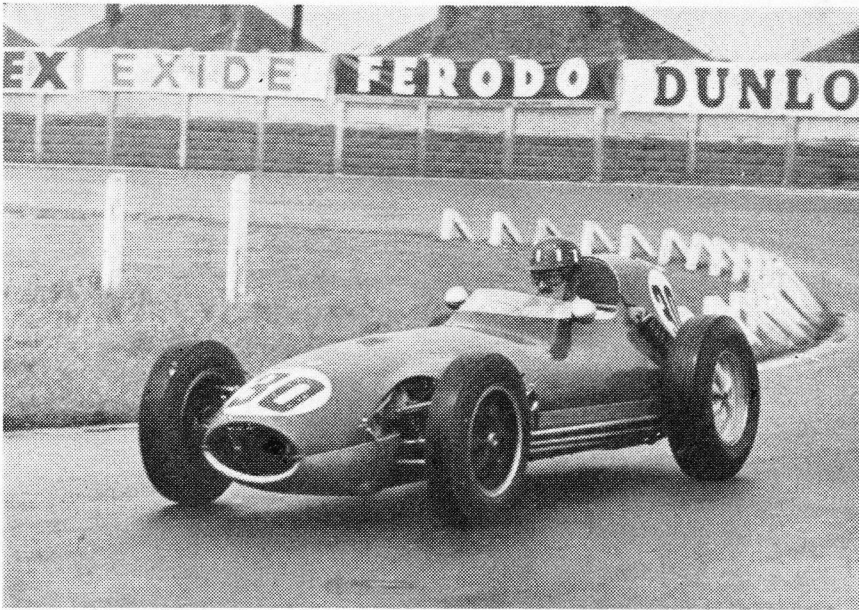
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DISAPPOINTING. The Lotus (left) is still unreliable but is capable of winning *Grandes Epreuves* if the transmission can be made to function for the distance. *SUPERB* roadholding and impressive braking are important attributes of the Aston Martin (below). More horsepower would make it a winner.

itself as the level in the tank dropped. The appearance of these cars has been greatly improved, and with a slight gain in performance they would be formidable indeed.

Once again, the Grand Prix Lotus disappointed. The car is light and well profiled, and appears to corner well, while the Coventry Climax engine is a winner in another chassis. If the transmission could be made reliable, the Lotus might suddenly hit the headlines. Regrettably at Aintree, we saw that excellent driver, Graham Hill, nursing a car with a slipping clutch instead of fighting it out with the leaders. How different from the sports car race, when he had a car that was worthy of his mettle!

It remains to consider the effect that the Ferraris might have had on the race. There is little doubt that Aintree would not have suited the Italian machines, for their superiority at high speeds could not have been exploited. Perhaps it would be un sporting to say that the industrial dispute saved them from defeat, but the result would most probably have been a repetition of Zandvoort, except that the Coopers now have all their gears all the time and are consequently even more difficult to beat.

If the circuit is utterly different from that Ferrari paradise at Rheims, Liverpool is also a contrast to the French city. The gay night life is totally absent, as far as I can discover, and it is not the habit of the Liverpoolians to drink champagne while sitting under sunshades on the pavement. Nevertheless, I was very comfortable at the Lord Nelson Hotel, where one obtains good service and unflinching courtesy.

JOHN V. BOLSTER.

Aintree—continued

His brakes were also completely spent and had to be pumped before each corner. The friction surface of the single rear disc appeared to have suffered, but Schell and Moss retained their anchors until the end. Irrespective of any faults it may have, the B.R.M. is beautifully made and a delight to the connoisseur.

I was very sorry indeed to see the abortive comeback of the Vanwall. Sentiment, perhaps, but also a great admiration for Tony Vandervell, made me wince at the sight of that magnificent driver, Tony Brookes, being condemned to circulate among the Formula II machines. Two cars were available during the practice period, and a spare engine besides, but no fast laps were achieved. It would appear that the delicate art of tuning the fuel injection system for "clean" acceleration has been temporarily lost, for last year's triumphant exhaust note was never heard. In addition, some grabbing

of the brakes was also in evidence. To return in the middle of a season is extremely difficult, and certainly the car is now really beautiful to look upon in its latest form.

The Aston Martins are blessed with superb roadholding, and their steadiness under extremely heavy braking is immensely impressive. No car is faster through a corner, and their drivers are most enthusiastic about their controllability. Yet, they are visibly lacking in "punch" away from slower corners, and more horsepower pulling less weight is the only answer. Actually, neither car reproduced its practice form, and Carroll Shelby's, in particular, only had one of its two ignition systems in operation. Right at the end of the race, the drive to the remaining magneto failed, and that was that. Roy Salvadori was troubled in the early stages by oil on his hands, a dangerous fault that appeared to right



Brief technical facts for the man who understands his car

By V. H. Farthing, B.Eng., A.M.Inst.E. (Electronics), A.M.I.Mech.E., A.M.I.E.E., A.M.I.Mar.E., A.F.Inst.Pet.

PECO TWINTUNE EXHAUST BOOSTER TUNING UNIT

The Peco Twintune Exhaust Booster Tuning Unit is not merely a powerful looking accessory, extractor, or ejector. We are sure that the majority of the more technically minded, or observant motorists will already be aware of this.

The unit was in fact patented and developed purely by the engineers of the group of industrial companies of which Performance Equipment Co. Ltd., is a member, and is protected against ANY imitation by British Patent Number 798774 and Foreign Patents pending. This involved extensive research using the latest oscillograph and electronic equipment.

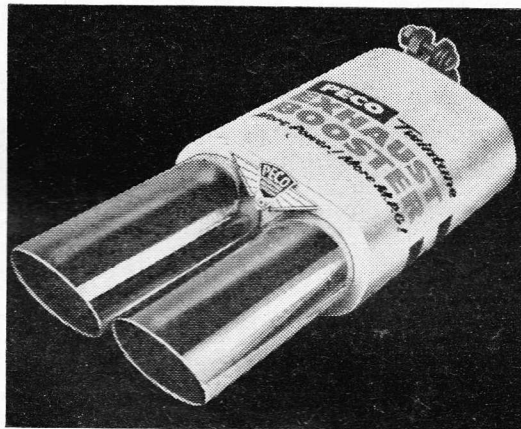
Full technical descriptions are available from the company on request and will be supplied with pleasure. They are inevitably of a technical nature but even the ordinary motorist will understand them, particularly if access can be had to a technical friend with modern up-to-date engineering knowledge, or indeed any Science or Engineering graduate.

The unit functions as a "tuning" device by getting rid of the unwanted effects of reverse pressure pulse action which exists in all exhaust systems. It does this by utilising an air barrier effect in a mixing chamber and damping out these pulsations by means of this. It may be likened in fact, to an air lock action letting the exhaust gases out quickly, easily, and efficiently and stopping the harmful reverse pressure waves from getting back.

This means all the power formerly lost by the engine in overcoming these interfering return waves upsetting the scavenging and breathing of the engine is now retained. In other words it lets the engine breath better without going to all the expense of conventional tuning methods. We would add, however, that the unit can be used with advantage with modified heads, com-

pression ratios, etc., as it can only improve on the existing engine and exhaust system.

Peco equipment has been commented upon favourably by National Magazines and Newspapers.



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0-50 m.p.h.	36.4 "	29.8 "	0-40 m.p.h.	12.6 "	11.2 "
Standing 1/4 mile	28.4 "	27.8 "	0-50 m.p.h.	26.0 "	23.0 "
			0-60 m.p.h.	37.0 "	29.0 "

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THE LAST TIME I SAW PARIS

The Daily Mail Air Race—as seen
by Christopher Nixon

FIFTY years ago the idea of travelling from London to Paris in anything less than a day would, I am sure, have been regarded as impossible, although I wasn't around at the time to enquire. One went by train, then by boat and then by train again and had anyone suggested that the Channel could be crossed by one of these new-fangled flying machines he, or she, would undoubtedly have been regarded with deep suspicion.

In 1909, however, the far-sighted *Daily Mail* created a considerable stir in both England and France by announcing that it was offering a prize of no less than £1,000 to the first man to fly the Channel. The majority of people thought the *Mail* was on to a good thing. Who on earth would want to fly across water when there were boats in which to sail on it? Besides, the aeroplane being what it was in those days, anyone who started across the Channel in one would almost certainly fall in the drink and have to finish his journey by boat anyway!

But in spite of the odds laid against a project there is always someone prepared to have a go. The someone in this instance was one Louis Blériot, a Frenchman of indomitable courage and considerable skill as a pilot. Watched by a large crowd he set off from the coast of France, staggered over the water and made a crash-landing on the cliffs of Dover. He had done it!

To mark the 50th anniversary of this historic achievement, the *Daily Mail* this year put up a prize of £10,000, half of which was to go to the person making the fastest trip from Marble Arch to the Arc de Triomphe, or vice versa. This splendid idea was received with tremendous enthusiasm on both sides of the Channel, as one would expect, for this is surely the best competition organised by any newspaper anywhere.

In common with millions of other people, I took a keen interest in it and when the Editor asked me if I would like to accompany John Webb and Alec Harris in a Jensen 541 as an official Silver City entry, I naturally jumped at the chance. And so, having been insured by AUTOSPORT for a fabulous sum (this was all part of a fiendish plot, I'm sure, and what's more it nearly worked, as you will see!) I received my orders to meet John and Alec at the Marble Arch control at 7.30 on the morning of Sunday, the 19th July.

In September Silver City Airways are opening a new flight from Lydd to Le Bourget, Paris, and it was decided that we should go by this route to see how quickly the journey could be done from the man in the street's point of view. Stirling Moss had made an attempt by the same method some days before us. Stirling's fastest time was 2 hrs. 42 mins 7 secs., achieved in a very "hot" Renault Dauphine. He started at 8 a.m. on the first day of the race, a Monday. We elected to start at the same time of day but on a Sunday for we were pretty sure that the traffic conditions would be much better on a Sunday than a Monday. With this in our favour plus the fact that we had a faster car we hoped to beat

Stirling's time, thinking that these points would cancel out Stirling's somewhat superior driving ability. (After all, he has passed his Advanced Driving Test).

And so it was that at nine seconds past eight o'clock on a hot Sunday morning the three of us set off from Marble Arch with the express intention of getting to Paris and back before lunch.

No sooner had we swung out of the control with John at the wheel than a blue-uniformed gentleman on a motorcycle appeared behind us. He obviously meant business, so we proceeded through the park at a steady 20 m.p.h. Having passed through the gates at Hyde Park Corner we were able to move a bit faster and we whizzed down Constitution Hill, past Buckingham Palace (no sign of Alice) and on towards Westminster Bridge. Over the bridge we went and then down the Folkestone and Dover road, the A.20. We halted dutifully at two sets of traffic lights that were against us and again at a third. When the amber appeared John eased in the clutch and we crept forward, to accelerate at the green. But the bobby in the road had other ideas. He waved us to the side of the road where we stopped—furious. He ambled slowly up to us while we banged on the doors and called to him. Eventually he saw the notice on the side of the car, which, in large letters, informed anyone who cared to look that we were competing in the *Daily Mail* Air Race. At last he realised why we were in a hurry. "Oh," he said. "Are you on the run? O.K., go on." Muttering dark threats under our breath, we continued on our way, having lost about 30 all too precious seconds.

The traffic was fairly thick but at least it was all going in our direction, which made things a lot easier. We rushed through Lewisham and on to the Sidcup By-pass. Just past Sidcup we nearly ended the run in a roundabout when a car moved across our nose without any warning or apparent good reason. John managed to stay on the road however and we pressed on towards Swanley. The traffic was thinner here and the Jensen went rushing down the road at well over the "ton".

Twenty seven minutes after our departure were were passing Brands Hatch and we began to think that we were on the way to beating Stirling's time. John was driving well and Alec and I were perfectly happy. While I sprawled across the back seat, trying vainly to write notes that I could decipher afterwards, Alec flashed the headlights as we swept past the Sunday traffic.

We rushed through Maidstone as fast as we dared, the town gaily decorated, we knew not why, and looking very attractive in the glorious sunshine. Just before Ashford a car reversed out of a garage on to the road—and moved smartly back in as we flashed the lights and sounded the horn. We reached Ashford in 53 minutes, and scurried through, tyres squealing, a manoeuvre guaranteed to wake the natives!

The roads from Sidcup had been fairly clear and very fast, the Jensen running constantly at around 105 m.p.h. on over-

drive top, and on two occasions exceeding 120 m.p.h. With Ashford behind us we had an almost unobstructed run to Lydd and John put his foot firmly down on the throttle, to the obvious discomfort of a cyclist, who shook his fist at us as we hurtled towards him at 110 m.p.h.

A mile or so outside the airport a wireless van had been posted to inform the waiting aircraft that we were approaching. So good had been our progress, however, that we caught the two men in charge on the hop and it was only when we had passed them that they realised who we were!

When we got to the airfield we drove straight on to the tarmac, narrowly missing a gate, and into the waiting plane. The ramp was withdrawn, the doors were shut—and we were off! We were, in fact, airborne 72 minutes after leaving Marble Arch.

Flying at 160 knots we reached Le Bourget in 45 minutes, and here we met with the first of our misfortunes. There was no guide car to meet us! We had arrived far earlier than expected and so had to find our own way to the Arc. Our passports were stamped and we were away. But how do we get out of the airport? We sped to a likely-looking gate but it was locked so back we went to find excited Frenchmen waving us on to another exit, which was open. We shot out and took what we hoped was the right road. Paris looked wonderful in the sunshine but we had no time for the sights—not even the girls! Ah, quelle dommage! We rushed on at 60 m.p.h. down the Avenue Jean Jaurés. This was all very well but how do we get to the Arc? We stopped beside a gendarme on a bicycle. Alec wound down the window. "L'Etoile, s'il vous plait?" A simple enough question you would have thought, but would you believe it—he *didn't* know!! So we asked the driver of a car and he gave us very excited but equally vague directions. Another one told us to follow him but he went so slowly that we left him behind.

Eventually we found the Arc staring us in the face, but of the Controlé there was no sign. After two laps of the perishing monument we found it, but not before we had nearly gone down a road with the fine old French name of Avenue Mac Mahon!

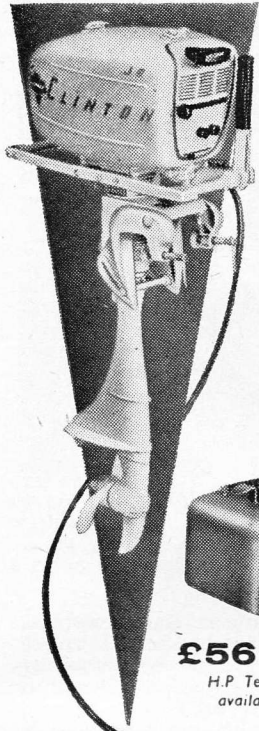
And so we clocked in, having taken 2 hours 27 minutes and 25 seconds from London, and 27 minutes from Le Bourget. We had just three minutes in which to stretch our legs and look at the made-moiselles and then we were off again, back to London, and this time we had our guide car. This was driven with great élan and considerable skill by one Tony de Graff, a most amiable fellow, who must have been very well in with the cops, for they all turned a blind eye on our antics. We'd not been travelling five minutes when the gearbox of Tony's car fell apart, so we screamed to a halt and Tony fell in beside me. He then proceeded to give a running commentary to John on the direction of the road.

The result of this combined effort was that we were cursed heartily by one or two Parisians (who, I'm sure will never understand the Londoners after this competition) and reached Le Bourget in 17 minutes. Here Tony, his job done, leaped out, our passports were stamped and we

(Continued on page 152)

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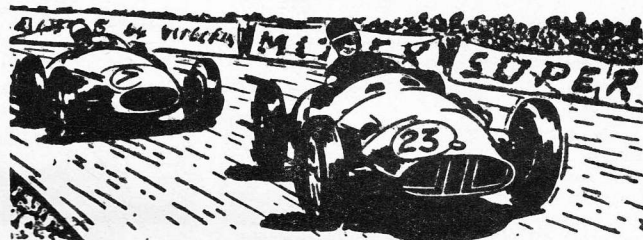
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MONDAY

AUGUST 3rd

11 A.M.

Club News

By MARTYN WATKINS

FALCON M.C. are to hold a driving test meeting at Snetterton circuit on 30th August. There are to be nine tests, each of almost 200 yards in length. Invited clubs are: B.A.R.C., T.E.A.C., Eastern Counties M.C., Snetterton M.R.C., S.C.C. Norfolk, East Anglia M.C., Herts A. and Ae.C., Peterborough C.C., Cambridge 50 C.C., and members of these clubs are urgently required to marshal at the event. Regs. are available from Mrs. B. Tucker-Peake, c/o Shelford and Crowe, High Street, Stevenage. . . . **Nottingham S.C.C.** are to have a national open race meeting at Mallory Park on 2nd August. The meeting is scheduled to start at 1.30 p.m. and the Secretary is A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham. . . . **The Bugatti O.C.** will hold their 18th national speed hill-climb at Prescott on 13th September and are particularly keen to improve the quality of the entry for the grand touring saloon car classes. Regs. are available from J. H. Greenwood, Minster Mills, Walley Street, Biddulph, Stoke-on-Trent, to whom entries must be sent to arrive by 29th August at latest. . . . Regs. for the **North Staffs C.C.** race meeting at Silverstone on 3rd October are available from J. H. Greenwood, Minster Mills, Walley Street, Biddulph, Staffs. . . . Although not inscribed in the R.A.C. Yearbook, the **Lancs and Ches C.C.** are to have their Autumn race meeting on 3rd October at Oulton Park. Regs. are not yet available. . . .

Air Race—continued

shot into the plane which took off immediately.

The return flight took 50 minutes, five minutes longer than the outward trip had done—because of winds and things I presume. Anyway we landed at 11.40 a.m., reversed down the ramp and went rocketing off to London. Or so we thought. But fate had other ideas and we had not got 300 yards from the airport when a tyre burst as we were negotiating a right-hander at about 65 m.p.h. We shot off the road and into a ditch behind which there was a fairly stout wooden fence surrounding a field wherein sheep were safely, or so they thought, grazing.

This fence undoubtedly prevented the car from rolling over—which was a Good Thing, as somebody would surely have been hurt. As it was, John and Alec were somewhat surprised but quite undamaged and your scribe received a bruised shoulder. Mercifully, however, my beer-drinking arm was unscathed!

Our prang had not gone unnoticed and cars and trucks came racing to the scene as we climbed out of the windows. (I might add that the sheep were quite unmoved by our stunt driving. Surely this doesn't happen every day?)

The car was hauled out of the ditch, and John tried to drive it. It went, but in a manner unlikely to please Mr. Watkinson. A track rod had been bent and obviously the car could not be driven to London in its present state. The only other damage sustained was to the near-side door, which had been moved back an inch or so on impact with the fence.



HOW KEEN CAN YOU GET? Pictured outside the Exhibition Hall at the Austin Motor Co., Ltd., Longbridge, are Andrew Henderson and David Philp, from Edinburgh, on their way round the world in an Austin-Healey Sprite. As an entirely private venture the trip is scheduled to take 10 months during which time these two Scottish agricultural students anticipate clocking 20,000 miles.

Coming Attractions

- August 1st.** Jaguar D.C./Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants.
- August 2nd.** German G.P. (F1, F2), Avus, Berlin.
Nottingham S.C.C. Race Meeting, Mallory Park, nr. Hinckley, Leics.
750 M.C. Race Meeting, Snetterton, nr. Thetford, Norfolk.
- August 3rd.** B.R.S.C.C. National Race Meeting, Brands Hatch, nr. Farningham, Kent.
- August 8th.** B.A.R.C. Members' Race Meeting, Oulton Park, nr. Tarporley, Ches.
B.R.S.C.C. Closed Race Meeting, Silverstone, nr. Towcester, Northants, 1.45 p.m.
Hants and Berks M.C. National Hill-Climb, Great Auclum, 2.30 p.m.
Border M.R.C./Newcastle M.C. Race Meeting, Ouston, nr. Newcastle.
- August 9th.** West Essex C.C. Race Meeting, Snetterton.
Karlskoga Race Meeting, Sweden. (F3, S, T.)
- August 15th-16th.** Roskilde Ring Races, Denmark (F3, S).
- August 15th.** Seven-Fifty M.C. National Six Hours Relay Race, Silverstone, nr. Towcester, Northants. Start, 1 p.m.
- August 16th.** London M.C. Sprint, Brands Hatch, nr. Farningham, Kent.

Having taken the car back to the airport we decided to get to Marble Arch somehow and finish our return run—so we got a lift to Ashford where we got a train (it was 10 mins. late!) to Charing Cross. We then completed the journey by taxi. We eventually clocked in four hours and fifteen minutes after leaving Paris. Not so good!

But we had beaten Stirling's time on the outward run, which was what we had set out to do and we reckon that had we had our guide the first time we could

have reached Paris in about two hours and a quarter. So the average motorist can reckon to leave London (after September) and, (if he goes by Silver City) be in Paris within four hours. This could be done comfortably and without undue hurry.

This, then, is the saga of three men and a car, who tried (but didn't quite succeed) to go from London to Paris and back before lunch. I feel sure that our little accident served us right, really. Anyone who gets to Paris and then turns round and immediately goes back whence he came deserves everything he gets!

But anyway, it was quite an experience and my grateful thanks must go firstly to the Editor who sent me on the mission; secondly, to John Webb who did all the work; thirdly to Silver City Airways, which entered us and whose organisation was a major factor in our success, and lastly to the *Daily Mail*, which came up with just about the most splendid competition imaginable. So, thank you kind sirs, one and all. It was most enjoyable. But I do wish that tyre had burst in Paris!

A CANADIAN firm, Zar Auto, has announced that it plans to build a small car, powered by a European engine and having a fibreglass body. The firm said it expects to have at least 11 models built by the autumn of next year.

Rouen—continued

its usual form, plagued as it was by engine trouble and it was even led for some time by Chris Martyn's Lotus. The D.Bs finished first and second in the 750 c.c. class when Graham Hill's works 750 c.c. car, the Le Mans car, was forced out with steering trouble.

RESULTS

1st, Stirling Moss (Maserati 2,000 c.c.), 1h. 29m. 40.9 sec., 35 laps; (1st 2,000 c.c. class); 2nd, Alan Stacey (Lotus 2,000 c.c.), 35 laps; 3rd, Innes Ireland (Lotus 1,500 c.c.), 35 laps; (1st 1,500 c.c.); 4th, Peter Ashdown (Lola 1,100 c.c.), 32 laps; (1st 1,100 c.c. class); 5th, Doug Graham (Lotus 2,000 c.c.), 32 laps; 6th, Chris Martyn (Lotus 1,100 c.c.), 32 laps; 7th, Tom Threlfall (Lotus 1,100 c.c.), 32 laps; 8th, Paul Armagnac (D.B. 750 c.c.), 30 laps; (1st 750 c.c. class). **Lap Record:** Alan Stacey (35th lap), 2m. 28.5s. (98 m.p.h.).

CORRESPONDENCE

STIRLING MOSS . . .

YOUR correspondent Mr. L. F. Hill states he has tremendous enthusiasm for Grand Prix racing, yet his inability to put facts in their true perspective almost surpasses the "motoring correspondents" of some daily newspapers.

If he would turn back 13 pages from where his letter was published he would discover an explanation for the retirement of Cooper-Climax cars, it is quite simply that the transmissions previously used were not really capable of lasting a full G.P. race. The idea of a G.P. car is that it should not fall to pieces until after the race is over and should be capable of standing all that a driver can exact from it during a race providing the rev. limit is not exceeded. Anyway, how do you propose to work a gearbox nut loose or break crown wheels by just going a second or so faster?

Stirling Moss has retired twice this year in G.P.s with transmission bothers, but what would you have said, Mr. Hill, if he had been in the Vanwall at Aintree?

Other drivers have troubles, you know, but when Stirling's car breaks down it makes a much better headline for the popular Press. Don't forget that Masten Gregory retired at Monaco with gearbox troubles, likewise at Zandvoort he might have been placed higher than third. Jack Brabham might have won had he not had the same misfortune.

I doubt if Jack Brabham was quite happy to let Stirling go at Monaco, the latter not finding it necessary to pull out the stops for a record lap, so by Mr. Hill's reasoning then Stirling was not on the limit anyway. So who is to blame here?

At Zandvoort then Stirling had to go a bit to get in front, but he retired with transmission troubles and not a blown-up engine.

The element of luck comes into practically everything except perhaps chess and draughts. Stirling Moss's bad luck in G.P.s must change, as, I hope, will Mr. Hill's opinions. In the meantime I suggest he obtains some earlier issues of AUTOSPORT and studies some of the races where Stirling has been outclassed by some of the old masters where the car is concerned, but he

will have to look hard to find an instance where he was outdriven.

RADLETT, HERTS.

P. B. JONES.

. . . AND JACK BRABHAM

I SUPPOSE that the correspondence will start flowing about the desirability of holding the British Grand Prix at Aintree. Already in another motoring publication I have read of complaints about the "Gestapo" methods used by the police at Aintree. I think it would be most enlightening if you were to organise a poll on this subject of the venue of this country's *epreuve*. The three circuits most suitable would, I think, be Silverstone, Aintree and Oulton Park—please not Goodwood. For myself, alternate years at Silverstone and Oulton Park would be the best set-up, at least at these places everyone from Earl Howe down to the most humble enthusiast via reporters and photographers are catered for, by enthusiasts for enthusiasts, which helps enormously.

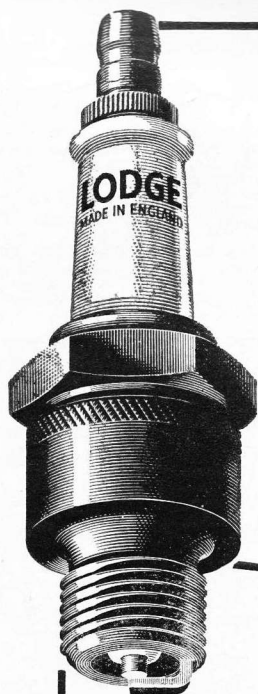
Whilst at Aintree I was thrilled at the performance of Jack Brabham. It is a pity that in both his great championship wins this season so much of the limelight has been centred on Stirling Moss. I am a Moss fan myself, but I was heartily sick of the optimism of the folk near me at Aintree who seemed to overlook the smooth and polished performance of the eventual winner, seeming to expect Moss to carve 3 or 4 seconds back every lap. If Brabham wins the championship this year, and he seems to stand a very good chance at the moment, I hope that he will be acclaimed as he ought—a worthy champion. I feel that even had Ferrari been at Aintree the result might not have been different, but I am hoping that the red cars will be on the starting grid for the German Grand Prix. Although we enthusiasts enjoy a British win in the *epreuves* I feel we must rejoice with Enzo Ferrari when one of his cars is victorious—after all he has probably done as much for international motor racing as anyone else since the war. It was good to see Lotus well prepared again, and I feel certain that once Astons get themselves sorted out then success will be theirs. It was good to see a Vanwall at Aintree and I hope that Mr. Vandervell will continue to press on this year.

Congratulations AUTOSPORT for continuing to produce such a good magazine during the printing dispute.

PENNYWELL, SUNDERLAND.

K. HAMMERTON.

The Editor is not necessarily in agreement with opinions expressed



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D.K.W.

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(Continued overleaf)

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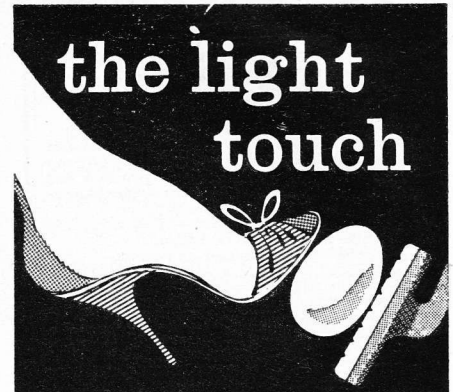
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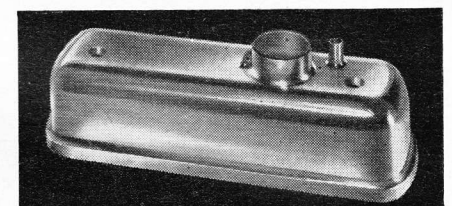
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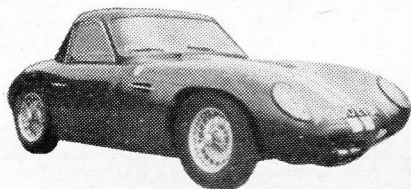
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1.0 p.m.

Entries close 5th AUGUST

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1957 (Sept.) Triumph TR3, hardtop, rear seat, heater, taxed Dec., specimen condition. £735

1958 (July) Fiat 500 Convertible, Arbat mod., extras, as new. £450

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1955 (June) M.G. TF. 1,500 c.c. Red. £565

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1953 Volkswagen de-luxe, taxed Dec. £430

ALAN BAKER offers an excellent selection of hand picked sports cars at highly competitive prices. This week see: Austin-Healey, Aston Martin and M.G. columns.—Baker & Roger, Hudsons Garage, Darkes Lane, Potters Bar, Middx. Potters Bar 4232 or HATfield 3861 any time.

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1957 Morris Minor Traveller, black, one owner, fitted heater, screen washer, wing mirrors, taxed year. £610

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1918 Buick tourer. 1938 M.G. VA tourer.

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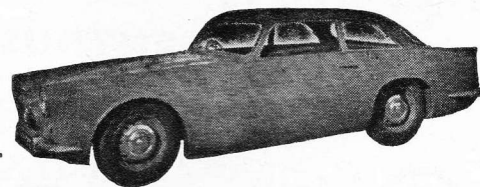
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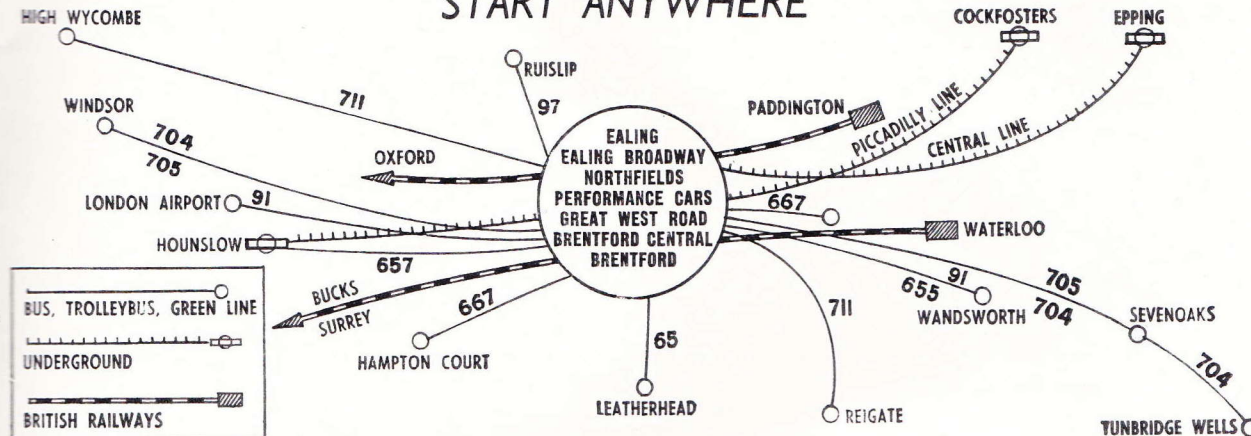


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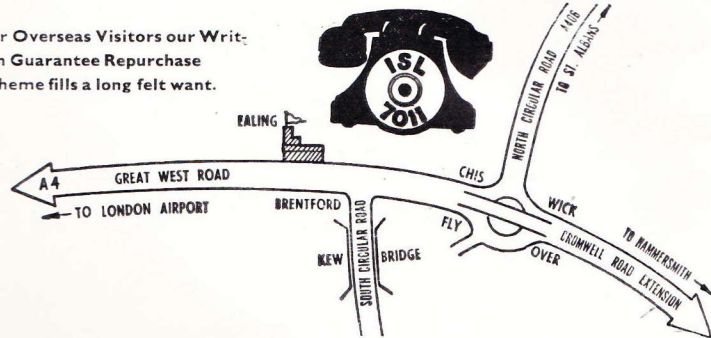
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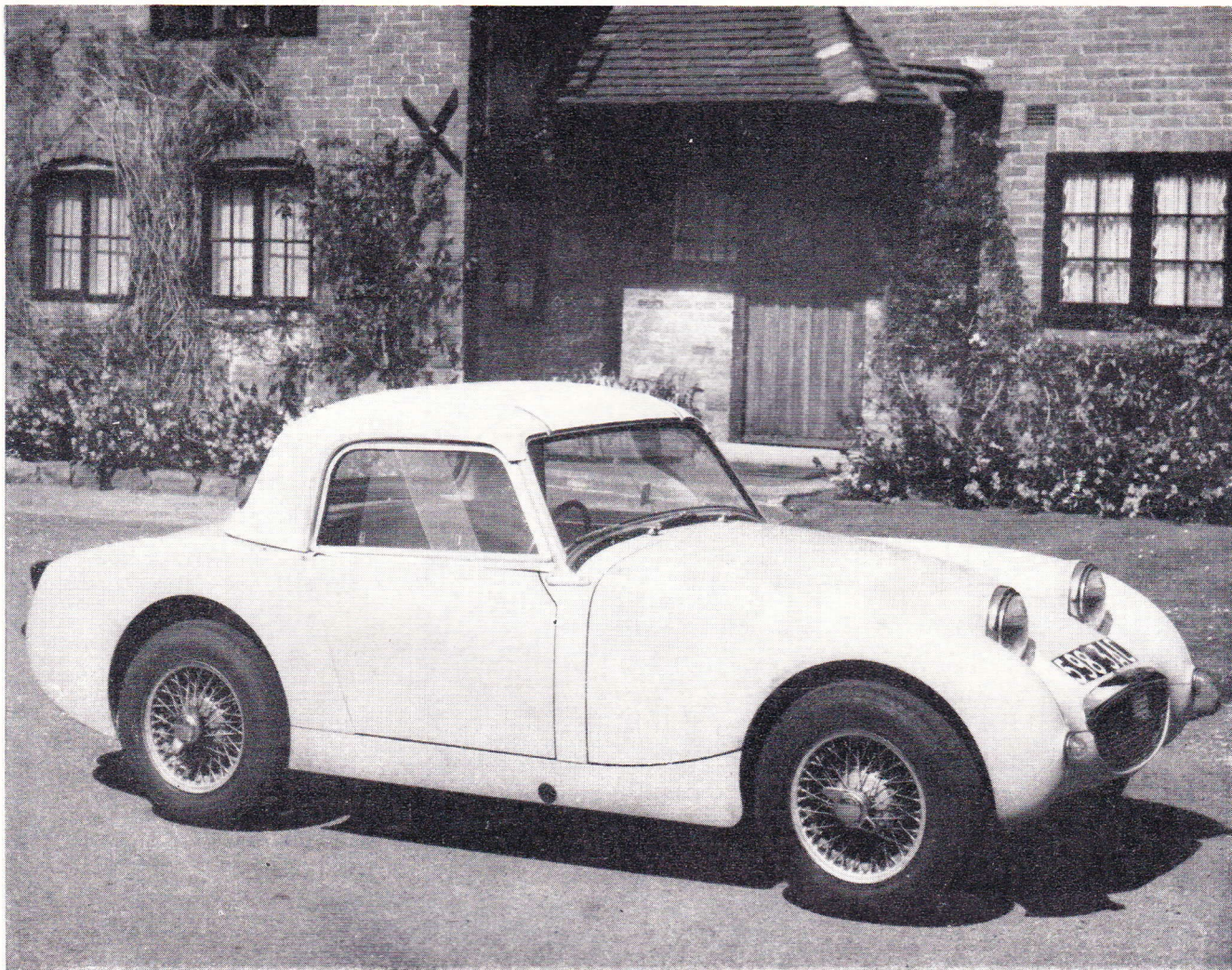
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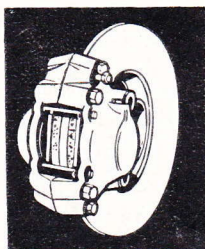
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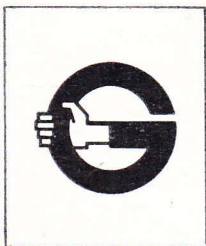


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