

AUTOSPORT

OCTOBER 4, 1957

30 CENTS
CANADA

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Vol. 15 No. 14

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

GOODWOOD NATIONAL RACE MEETING : TOUR DE FRANCE PICTURES
JOHN BOLSTER TESTS THE WOLSELEY 1500 : CHATEAU IMPNEY SPRINT

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 15 No. 14 October 4, 1957

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EDITORIAL

ON TO THE CENTURY AT GOODWOOD

JACK BRABHAM'S 96 m.p.h. lap at Goodwood last Saturday with a 1,500 c.c. Cooper-Climax was a remarkable achievement, as was Roy Salvadori's highest-ever race average speed with a similar machine. It is now likely that Goodwood will soon join the select group of circuits which have been lapped at over 100 m.p.h.—and it is not beyond the bounds of possibility that the honour of being the first to do so may fall to the driver of a Formula 2 machine, or one fitted with an enlarged engine. Stirling Moss's unofficial attempt on Brooks's existing record was unsuccessful, although his Vanwall succeeded in equalling his team-mate's figures. The car, untouched since its Monza victory, and with even more miles of testing to its credit, blew a sparking plug clean out of the cylinder head. That a car with an engine producing less than half the total power-output of the Vanwall should only be fractionally slower on the Goodwood circuit points to the advantages of a good power-weight ratio allied to exceptional handling characteristics. On tracks such as Goodwood, Grand Prix cars cannot display their full potentiality, and their drivers cannot make use of close on 300 b.h.p. The F2 machine, on the other hand, appears to be ideally suited to this type of circuit, and one readily understands why Rob Walker and Alf Francis developed a slightly larger engine for the even more tricky Monaco circuit. However, with few exceptions, the trend of modern Grand Prix racing is to stage the races on very fast circuits such as Rheims, Spa, Monza and Pescara, where high maximum speeds can be attained, and it is on such circuits that the much greater power of the F1 cars will always prevail.

THE FUTURE OF FORMULA 2

IF, as seems likely, the next Formula1 for Grands Prix will permit more powerful engines, then maximum speeds of over 220 m.p.h. will become fairly commonplace, and with such speeds there will always be the problem of finding a sufficient number of drivers to conduct them. It may well be that F2 will provide the best-ever nursery for G.P. drivers of the future. The cars are fast enough to provide the proper training for Grands Prix, but one would like to be sure that next season's F2 races will contain the element of International competition at present sadly lacking in the category. Without opposition from abroad, there is a grave risk of Formula 2 following F3 to become more or less a British national class.

OUR COVER PICTURE

NO EXCUSES are needed for publishing this picture of attractive actress and model Rita Royce, seen with the latest Austin-Healey 100-Six. The car was driven to victory by John Dalton in the marquee race at Goodwood last Saturday, and is also the subject of a forthcoming AUTOSPORT road test.

(Specially photographed for "Autosport" by Jack Wiggins)

As from 1st October substantial fare reductions come into force on Silver City's cross-channel air ferry services. On the Le Touquet and Calais routes for instance the cuts are such that the equivalent air fare is now lower for smaller types of car than the boat fare, e.g., a Fiat 500 will cost £3 10s. by air and £4 by sea at owner's risk. Previously the cheapest air fare has been £6 10s.

TWENTY-FOUR German motoring correspondents are now in this country on a week's educational visit sponsored by the Automobil Club v. Deutschland; Aral, Germany's leading oil company, and the Deutsche Dunlop Gummi Compagnie AG of Hanau. They are here to study the problems of town and country traffic in England.

ROOTES GROUP exhibits at the Paris Salon include the Humber Hawk, four of the new "Jubilee" Hillmans, a Hillman Husky, two Sunbeam Rapiers, three Singer Gazelles, a Commer Express delivery van and a petrol-engined Karrier Bantam truck. The new Hawk, you will remember, recently carried off Europe's top award for elegance in Rome.

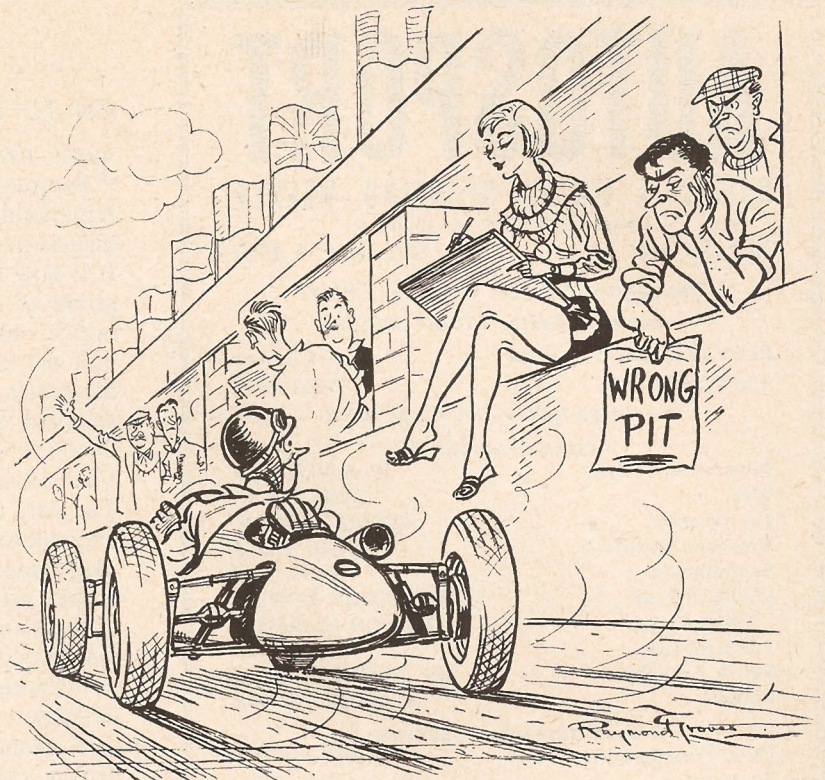
MARY HANDLEY-PAGE gave a very successful cocktail party to launch the Monte Carlo Rally Ball at the Savoy Hotel on 24th October. Stirling Moss and his fiancée Katie Molsom presided. Object is to endow a Ken Wharton Bed at Gosfield Hall.

HENRY MEADOWS, LTD., announce that they will be exhibiting two models at the Earls Court Motor Show. They are the "Frisky Sport" three-seat open sports car and the "Frisky Saloon".

WHILST competing at Kristianssand recently a number of British drivers, who shall be nameless, visited the Tuborg Breweries at Copenhagen. We gather a good time was had by all (hic)!

ALMOST certain that World's Championship Sports Car events for 1958 will be restricted to a maximum capacity of 3 litres: no minimum weight limit for F2.

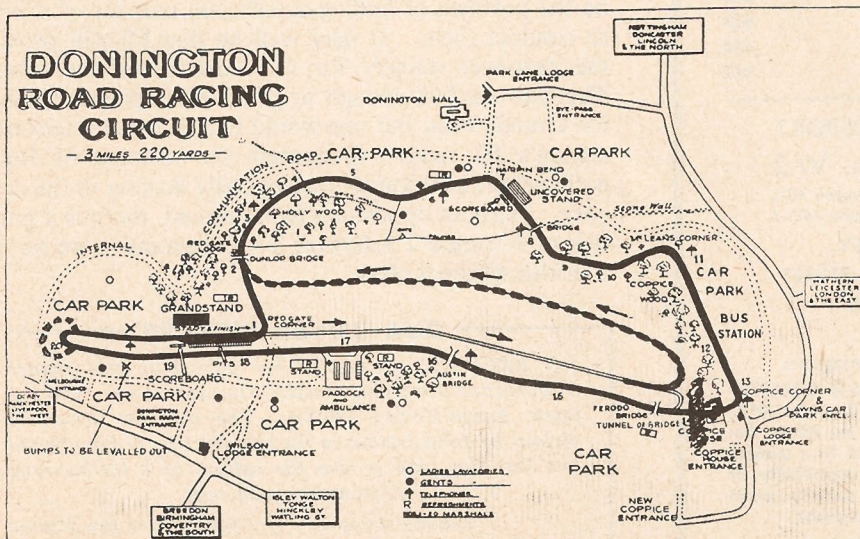
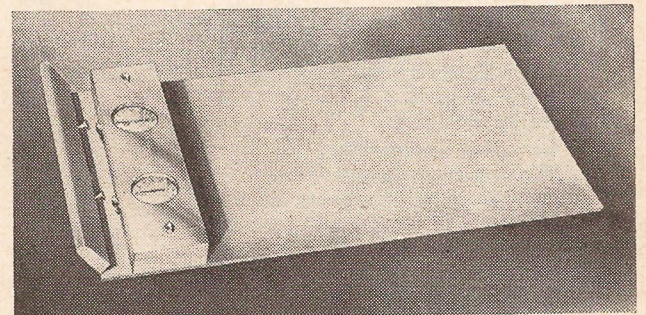
RON FLOCKHART will probably drive one of Temple Buell's Ferraris in the Venezuelan G.P. at Caracas.



PIT and PADDOCK

THE American Ryder Cup team have all been supplied with a chauffeur-driven Jaguar Mk. VIII car for the duration of their stay in this country. The cars were supplied by Jaguar Cars, Ltd., by arrangement with the Professional Golfers' Association.

★
USEFUL for all who follow motor racing, the Leston G.P. Lap Recorder is fully described elsewhere in this issue.
★



At the Paris Salon the Nuffield Organization are showing two M.G.As, two Minor 1000s, a Wolseley 1500, an M.G. Magnette varitone and a 2.6 Riley.

THAT jet-Cooper man, J. L. M. Meikle, is leaving Ireland in mid-October to settle in New Zealand. Just in time for the summer and a second racing season!

INCREASING calls by the Army have forced Lieut-Colonel Michael Head to give up racing, and he is disposing of his very rapid, white Cooper-Jaguar.

PROPOSED Donington circuit, mecca of pre-war enthusiasts. The idea is to extend the distance to 4½ miles by continuing from Red Gate along the Manufacturers' Straight, then looping off at the end into a long, curving "straight" to rejoin the existing track at Dunlop bridge, as shown on this diagram.

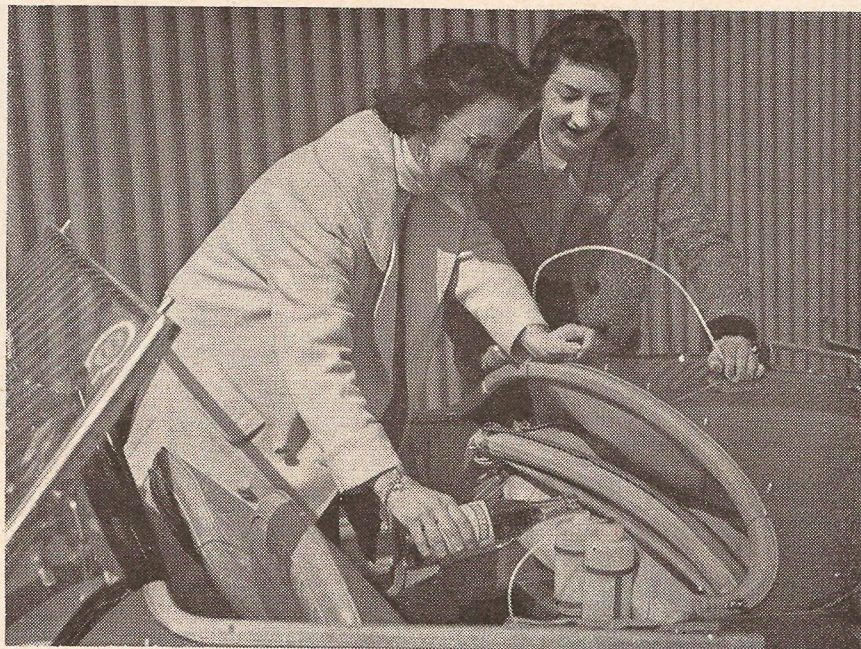
CHAMPION NANCY: Women's Touring Champion, Nancy Mitchell, is seen with the 1956 Mille Miglia M.G. Pat Faichney is also in the picture.

FIRST LADY—NANCY MITCHELL

THE M.G. driver, Nancy Mitchell, has been declared the Women's Touring Champion for 1957, on her performances in the International rallies counting towards the award. Most outstanding result was to win the "Coupe des Dames" (with Joan Johns) in the marathon Liège-Rome-Liège rally—the first time this award has been carried off by a British crew. She also took second place in the Sestrières Rally (with Anne Hall), and, for the second successive year (with Doreen Reece), won the difficult Lyons-Charbonnières event and was also awarded the AUTOSPORT Peter Reece Memorial Trophy.

Nancy Mitchell has competed successfully in the past with H.R.G., Ford and Daimler vehicles. Last year she completed the Mille Miglia with an A-type M.G., but retired this year at Pescara with a Triumph TR3 after colliding with a level-crossing gate and damaging the radiator. During 1957, she has been an official member of the B.M.C. team. Nancy and Sheila Van Damm are the only British women to win the Touring Championship, and the former was runner-up in 1956.

Nancy has also competed in circuit races and speed events, having held the Prescott women's record with a Cooper-J.A.P.



to help other competitors, and thought nothing of working all night to get someone else's car ready for an event. Many a novice had the advantage of expert advice from a man whose entire life was ruled by a passion for motor racing—a passion that was shared by his wife Blossom and his family. To them AUTOSPORT expresses its deepest sympathy for their tragic loss.

GREGOR GRANT.

Ashdown, Stacey being penalized one minute. The Ferraris of L. Finnilä, of Finland, and Batista finished fourth and fifth, more than a lap behind the winner.

HANS FRIES.

THE G.P. LAP RECORDER

PRODUCED by Leston's, 314 High Holborn, London, W.C.1, the "G.P. Lap Recorder" comprises an 18½ ins. x 9 ins. board, with mountings for two stop-watches. The watches are operated simultaneously by a hinged bar, which bears on the actuating mechanism of normal-type, push-button timers. Cost of the lap recorder, which is beautifully finished in coloured enamel, is 35s. (\$5). Printed lap-charts are available at 4s. 6d. per dozen (\$0.60).

Matched pairs of stop-watches can be obtained from Leston's at the following prices: Elgin Chronograph, £8 18s. (\$24.50); Waltham, £7 13s. (\$22.00); Smith's, £5 17s. (\$16.75); Smith's 1/5 sec. £4 19s. (\$14.20); Lemania (Swiss) £6 15s. (\$19.25). Other Swiss pairs at £6 6s. (\$18.00).

B.R.M.

REASONS for the B.R.M. retirements at Modena were: Flockhart, fracture of the petrol-pump flange lugs after 63 laps. Bonnier, universal joint failure—and not engine troubles as reported in our last week's issue.



JACK MOOR

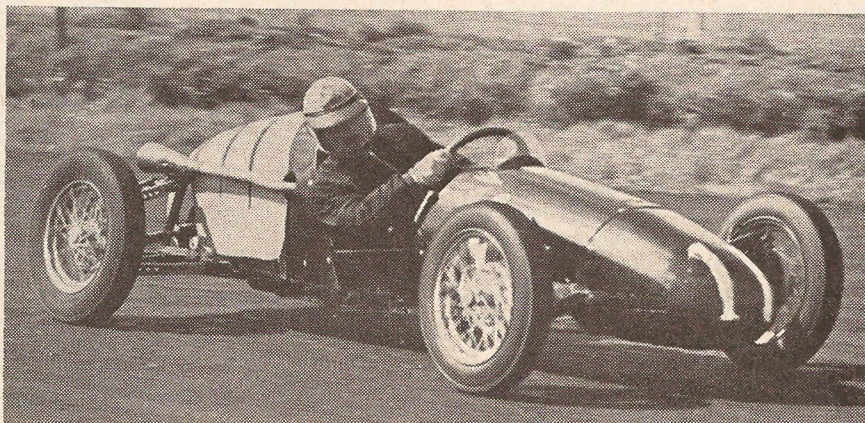
JACK MOOR has gone. A grand enthusiast and a real sportsman, he will be sadly missed from the circuits and speed event venues where he was a regular competitor with his famous "Wasp". Jack was one of the few drivers of the present who took part in pre-war events, and that other "Wasp" with its twin-cylinder J.A.P. engine was a familiar sight at Shelsley Walsh. Jack Moor preferred to design and construct his own machines, and was one of the original pioneers of 500 c.c. racing. His hobby was the creation of things mechanical, and at one time in his home at Tamworth-in-Arden he built an exquisite model railway for his son Nicholas, and it is certain that father had more fun out of it than the boy. Later he constructed a perfect single-seater for his son, powered by a two-stroke engine: it was, in fact, a very junior edition of the "Wasp". I knew and admired Jack Moor for many years. He was the greatest "trick" I have ever met, and, no matter how many things went wrong, nothing could wipe out the Moor grin. Jack went out of his way

SPORTS NEWS

CANNON RACES AT KARLSKOGA

BRITISH representatives in the Cannon races at Karlskoga, near Stockholm, recently, were Peter Ashdown, Alan Stacey, and William Frost, in their Lotuses. In the sports car race they finished 1, 2, 3, against three Ferraris, an Alfa Giulietta-based special and an assortment of other makes. Stacey crossed the line first but as he had jumped the start, the laurels went to

IN ACTION with "Wasp", Jack Moor was a familiar sight at Shelsley Walsh and elsewhere. This picture was taken at the 1952 Hagley Speed Trials.

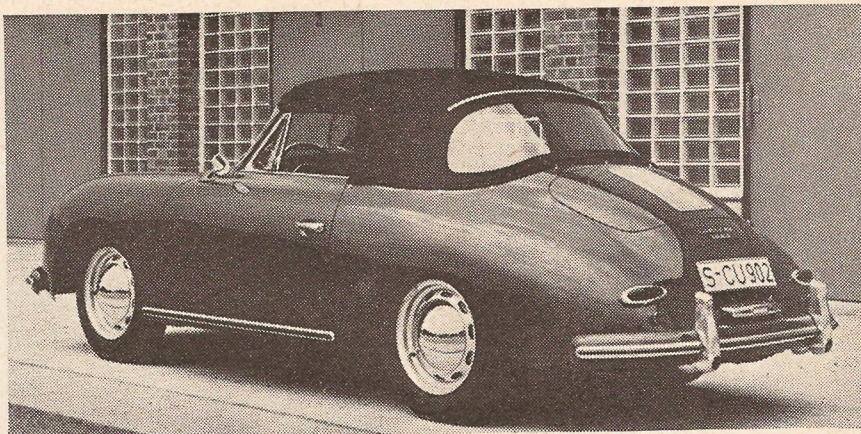


NEW PORSCHE hardtop was introduced at the Frankfurt show last month. The fabric top is for summer wear and in winter you bolt on a nicely styled hardtop.

AUTOSPORT SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

Revised Placings in Over 1,500 c.c. Class at Brighton Alter Positions

REVISION of the printed result sheet issued by the Brighton and Hove M.C. for the Brighton International Speed Trials shows considerable alteration from that originally published. It now transpires that best time in the over 1,500 c.c. class was made by John Dalton (Austin-Healey) with 29.79 secs. John Bekaert (Jaguar) was second with 29.82 secs., and Ken Rudd third with 30.43 secs. Rudd made a better run, but this was in the handicap class, and not in the production sports car category. It is also confirmed that Ian Walker's time



8.10 p.m. Band of the Royal Norfolks.
8.45 p.m. Fireworks Display.

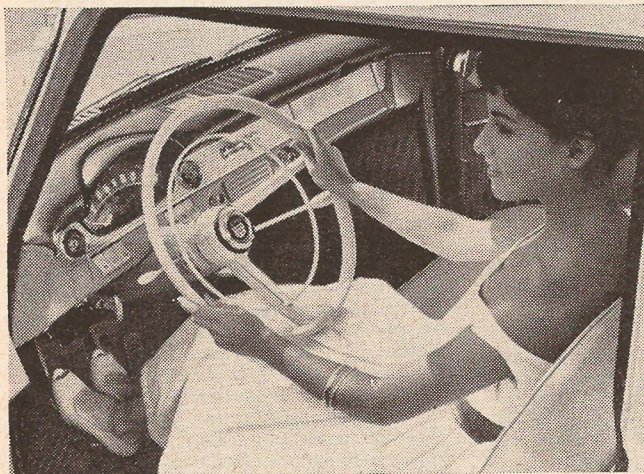
All bars licensed until 11 p.m. Hot food, barbecues, broiled chickens, etc., continuous from about 5 p.m.

Prices of admission:—

Adults, 5s. Children, 1s.
Car parks, 5s. Motor-cycles 1s.
Seats in uncovered stand, 5s.
Programmes, 1s. 6d.

It should be made quite clear that the "Three Hours" is the only race of the day. Such is the interest created by the event, that requests for entries have poured in from all over the country. However it is restricted to entrants in the AUTOSPORT Series-Production Sports Car Championship. This is a National meeting, and the Snetterton M.R.C. meeting originally planned for 13th October will not now take place.

THE Monte Carlo Rally British Competitors Club is awarding a trophy for the "Monte" to be known as the challenge "Club Teams". For annual competition, it can be won by Club Teams of three cars to be nominated by an A.C.N. or any club recognized by an A.C.N. Also the date of the club's A.G.M. has been changed to 13th December.



★
THIS charming model is one of the new Opel range for the coming year. The driver's nice, too.

in the under 1,500 c.c. class constituted a class record. Points awarded for Brighton are:—

| OVER 1,500 c.c. | | |
|---|---|--|
| 1. John Dalton (Austin-Healey) | 5 | |
| 2. John Bekaert (Jaguar) | 4 | |
| 3. Ken Rudd (A.C. Bristol) | 3 | |
| 4. Richard Hanson (Austin-Healey) | 2 | |
| 5. A. G. M. Kellett (Austin-Healey) | 1 | |

| UNDER 1,500 c.c. | | |
|--|---|--|
| 1. Ian Walker (Lotus-Ford) | 6 | |
| 2. John Burke (Porsche) | 4 | |
| 3. Tom Barnard (Lotus-Ford) | 3 | |
| 4. G. H. Williamson (Lotus-Ford) | 2 | |
| 5. John Lawry (Lotus-Ford) | 1 | |

Revised positions in the leading Championship placings for the "Three Hours" are as follows:—

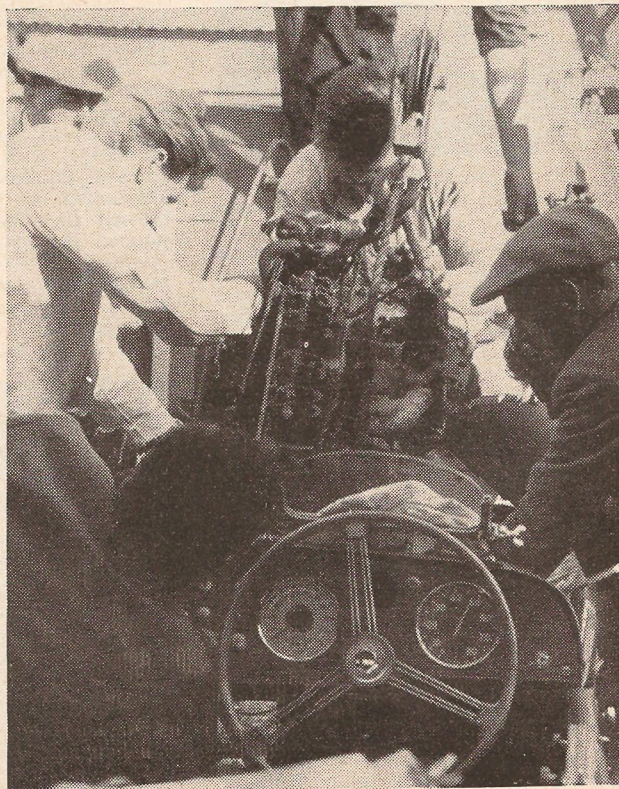
| | |
|---|----|
| 1. Ian Walker (Lotus-Ford) | 49 |
| 2. Ken Rudd/Bob Jennings (A.C. Bristol) | 45 |
| 3. John Dalton (Austin-Healey) | 42 |
| 4. Tom Barnard (Lotus-Ford) | 39 |
| 5. John Bekaert (Jaguar) | 36 |
| 6. John Lawry (Lotus-Ford) | 26 |
| 7. Michael Salmon (Jaguar) | 24 |
| 8. G. H. Williamson (Lotus-Ford) | 22 |

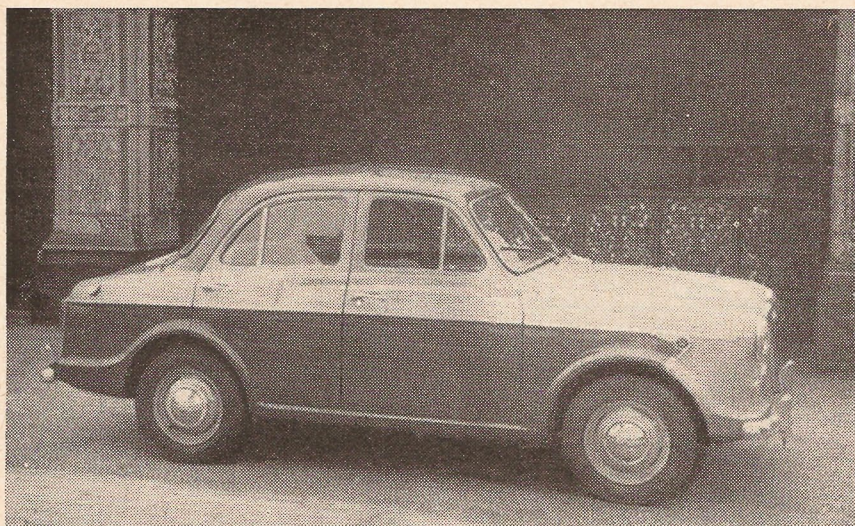
Full timetable for the "Three Hours" at Snetterton on 12th October is:—

- 2.30-4 p.m. Second practice session.
- 4.10-4.50 p.m. Band of the Fourth Bn. The Royal Norfolk Regt.
- 5 p.m. Start of the "Three Hours".
- 8 p.m. End of the race, and presentation of awards.

STOUT EFFORT

by J. Looker unfortunately came to naught at Goodwood on Saturday. In practice, a big-end bearing cap came adrift on his Morgan Plus Four. But friend Looker was keen to race, and at 6 p.m. on Friday he telephoned his wife 125 miles away and asked her to load a partly dismantled Vanguard engine into the family car and drive it down to Goodwood. The spare arrived at lunch-time and was fitted into the Morgan—just in time for the race. But in the end he was beaten: the ignition was too greatly retarded and he lacked the tools to adjust it. A really determined effort!





SMALL CAR, big engine: compact is the word for the Wolseley 1500, which uses a 1½-litre engine in an "8 h.p." body. The combination works very well!

pension being by semi-elliptic leaf springs and a rigid axle. On entering the car, one is impressed with the delightful interior finish, and many of my passengers commented on this. The clutch of the test car occasionally juddered a little on starting, but thereafter it behaved admirably, while the four-speed gearbox, with central remote control gear lever, was sheer perfection both as regards the actual change and the choice of ratios.

At first, the performance seemed to lack verve, but this was a somewhat misleading sensation, caused by the relatively moderate revs of the engine. In fact, this is quite a lively little car, and the engine and transmission are exceptionally quiet at all times. The engine ticks over very slowly, with a silence that belies its four fairly large cylinders,

JOHN BOLSTER TESTS THE

WOLSELEY 1500

It has been the ideal of many, almost from the very beginning of automobilism, to have a big, lazy engine, pulling a little car. Small, highly efficient power units can now give all the performance that most people want, but they have to be kept turning over briskly to do it. Some people feel that a "busy" engine is tiring on long journeys, and prefer the more leisurely beat of bigger cylinders and a higher gear. For them, the new Wolseley 1500 is the car.

In size, the pressed steel body is no larger than what used to be called an "8 h.p." saloon. Indeed, although it has four doors it provides very restricted leg room for the rear passengers if the driver and his mate are greedy with their seat adjustment. However, most cars seldom

travel with all their seats occupied, and the lack of room will only be objectionable to the man who habitually carries a full complement of passengers. The luggage boot is usefully roomy.

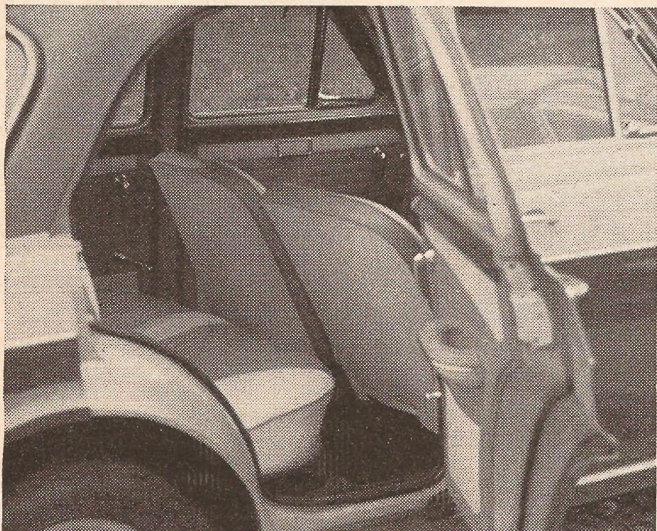
This compact vehicle is propelled by an engine of 1½-litres capacity. The well-known B.M.C. unit has a single carburettor and a moderate compression ratio in this instance, for extreme performance is not the object. Very easy running and an exceptionally long life are the two main advantages of using a large, "soft" engine, and the normal top gear, on which the car performs very flexibly, is as high as many overdrives.

The design is conventional, with independently sprung front wheels and rack and pinion steering, the rear sus-

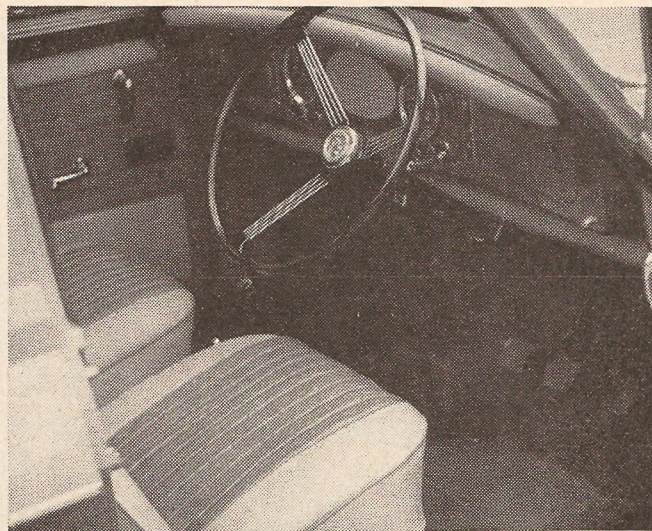
and it remains smooth at a genuine 60 m.p.h. in third gear.

The speedometer of the test car read very fast indeed, and I had it round to the 100 m.p.h. mark on more than one occasion! The timed maximum speed of 77.6 m.p.h. is more than adequate, and needs no exaggeration from an inaccurate instrument. I used the car for a number of long journeys, and was agreeably impressed by the way in which it covered the miles. I was also struck by the fuel economy, which did not fall below 32 m.p.g. during hard driving and even approached 40 m.p.g. with gentle handling.

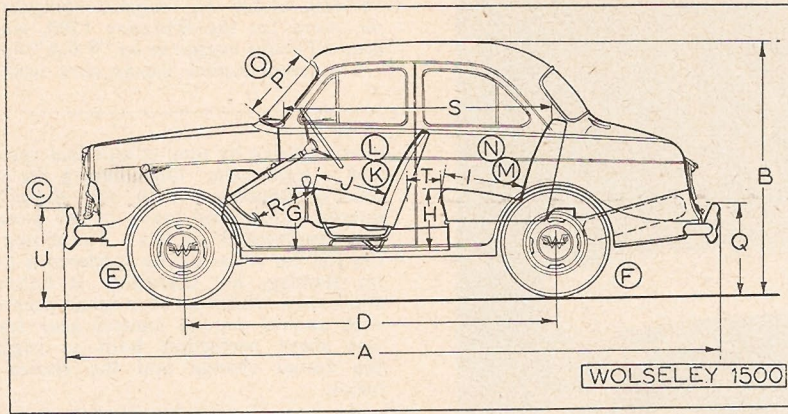
The brakes are well up to their job, including when the car is fully laden. The ride is fairly firm, but this is only apparent over bad surfaces. The con-



REAR PASSENGERS would find restricted leg-room in their half of the car, particularly with a long-legged driver.



DRIVING COMPARTMENT gives the impression of quality with its walnut-faced instrument panel and well-upholstered interior trim.



- A** Overall length, 12 ft. 8 ins.
B Overall height, 4 ft. 11½ ins.
C Overall width, 5 ft. 0½ in.
D Wheelbase, 7 ft. 2 ins.
E Front track, 4 ft. 2½ ins.
F Rear track, 4 ft. 2⅞ ins.
G Height of front cushion from floor, 1 ft. 0½ in.
H Height of rear seat cushion from floor, 1 ft. 2 ins.
I Depth of rear seat, 1 ft. 8 ins.
J Depth of front seat, 1 ft. 5½ ins.
K Width of front seat cushion, 1 ft. 7½ ins.
L Overall width of front seats, 4 ft. 5 ins.
M Overall width of rear seat, 4 ft. 3 ins.
N Width between arm rests, rear seat, 3 ft. 8 ins.
O Depth of windscreen, 1 ft. 3¼ ins.
P Overall width of windscreen, 3 ft. 6½ ins.
Q Height to top of rear overriders, 1 ft. 9½ ins.
R Seat to pedals, 1 ft. 2 ins. (min.), 1 ft. 6½ ins. (max.).
S Overall interior length, rear seat to instrument panel, 5 ft. 0½ in.
T Rear seat cushion to back of front seat, 4½ ins. (min.), 9 ins. (max.).
U Height to top of front overriders, 1 ft. 8 ins.

Specification and Performance Data

Car Tested: Wolseley 1500 four-door saloon, price £796 7s., including P.T.

Engine: Four cylinders 73.025 mm. x 88.9 mm. (1.489 c.c.). Pushrod operated overhead valves, 50 b.h.p. at 4,200 r.p.m. 7.2 to 1 compression ratio. SU carburettor. Lucas coil and distributor with centrifugal and vacuum control.

Transmission: Borg and Beck single dry plate clutch with hydraulic control. Four-speed gearbox (upper three synchronized) with central remote control, ratios 3.73, 5.12, 8.25, and 13.56 to 1. Hardy Spicer propeller shaft. Hypoid rear axle.

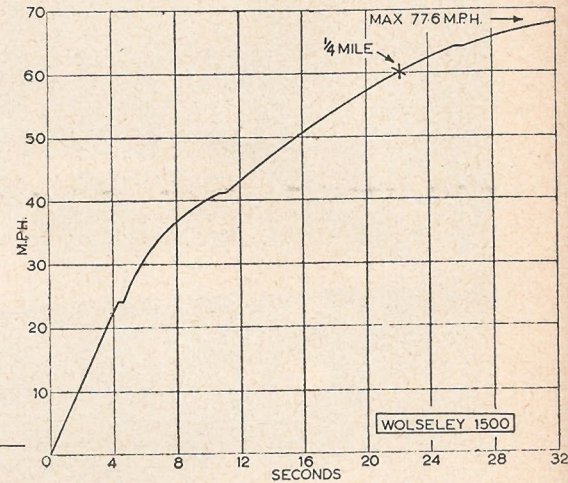
Chassis: Combined pressed-steel body and chassis. Independent front suspension by torsion bars, with anti-roll bar and rack and pinion steering. Rear suspension by rigid axle on semi-elliptic springs. Piston type hydraulic dampers all round.

Lockheed hydraulic brakes with 9 ins. front drums, 8 ins. at rear. Central hand brake lever. Ventilated steel disc wheels, fitted 5.00-14 ins. Dunlop tubeless tyres.

Equipment: 12 volt lighting and starting. Speedometer. Fuel, oil pressure and water temperature gauges. Self-parking wipers. Flashing direction indicators. Extras on test car: 3½ kW. built-in heating and demisting system. Windscreen washer.

Performance: Maximum speed 77.6 m.p.h. Speeds in gears: 3rd 64 m.p.h., 2nd 42 m.p.h., 1st 24 m.p.h. Standing quarter-mile 22.2 secs. Acceleration, 0-30 m.p.h. 5.6 secs., 0-50 m.p.h. 15.6 secs., 0-60 m.p.h. 22.2 secs., 0-70 m.p.h. 37.8 secs.

Fuel Consumption: Driven hard, 32 m.p.g.



Acceleration Graph

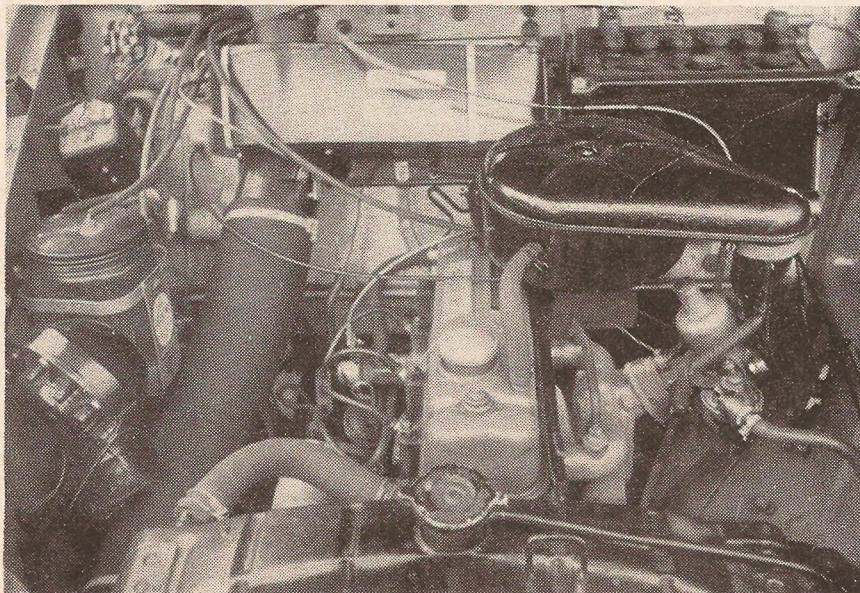
trollability on wet roads is exceptional. The car handles nicely under normal conditions, though there is appreciable roll with four up plus luggage. In general, the handling characteristic is an understeering one, and the behaviour of the rear wheels is good, there being a welcome lack of that bouncing and axle tramp that is so common these days. It must be admitted that the car tended to pitch a little when cornered at its limit on a racing circuit, but nobody in his senses would drive as hard as that on the road.

The appearance of the 1500 has aroused a good deal of discussion. It is extremely easy to style a long, low two-seater, but to get four people, their luggage, and a sizeable engine, into a short-wheelbase saloon of attractive lines is quite a problem. I must say that the Wolseley did not attract me at first, but that I became quite fond of it during my temporary ownership. Various colour schemes are available, and some of these seem to flatter the lines while others suit the shape less well—the car seems more sensitive to colour than is usual.

It is difficult to put into words the charm of cruising fast and effortlessly in this car. It is a pleasure that is entirely independent of performance figures, and to increase the power of the engine at the expense of its unusual silence and smoothness would, I am sure, be to spoil an attractive little vehicle. The finish will certainly inspire pride of ownership, and though the under-bonnet space is a little crowded, the accessibility is adequate for the amateur who likes to perform his own maintenance.

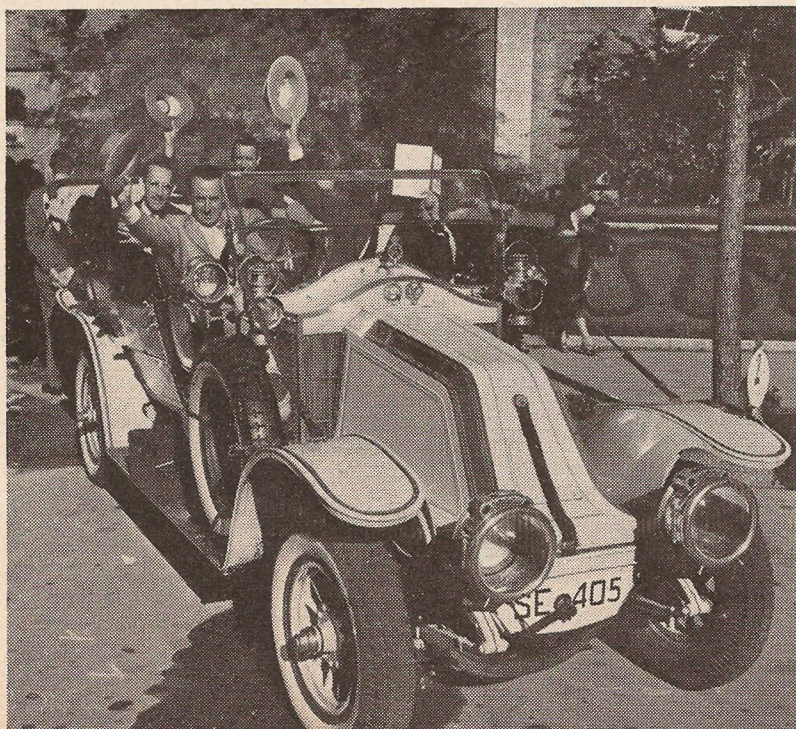
The Wolseley 1500 is the latest interpretation of a very old idea. It is compact enough to be driven fast in modern traffic, and notably economical, but yet it has an indefinable "big car feel" about it. This appears to be a quality car at a moderate price, and many future owners, provided that they do not demand a particularly roomy rear seat, are going to like it very much indeed.

ENGINE COMPARTMENT of the Wolseley 1500 is tight-packed but accessibility is adequate for the man who likes to do his own work on the car.





CONTRAST
BY THE
LAKESIDE



An International Concours d'Élégance at Campione, Lake Lugano, provided a great contrast between the cars of today and of yesterday. (Top) A selection of the "moderns" lined up by the lakeside and (above) the Pinin Farina "Super Flow" on an Alfa Romeo "1900" chassis. (Left) A famous Spanish-owned Renault is that of Senor Ramon Prendes Diaz, who took part in the event at Le Mans in June which preceded the 24 Hours race.

DUNCAN HAMILTON spins his 3.8-litre D-type a few yards from the Le Mans start of the Goodwood trophy race—main event of the day—and was he mad!

Six races, four new records and a demonstration run by Britain's Achievement Car—the Vandervell/Moss Vanwall—were the result of the B.A.R.C. September National race meeting at Goodwood on Saturday. It was only a pity that there were not more people there to watch: many Goodwood veterans found it the smallest attendance at the circuit for many a year, and even the weather was too good to keep the rest away.

First offering on the bill was a 10-lap

Goodwood's Fastest Ever

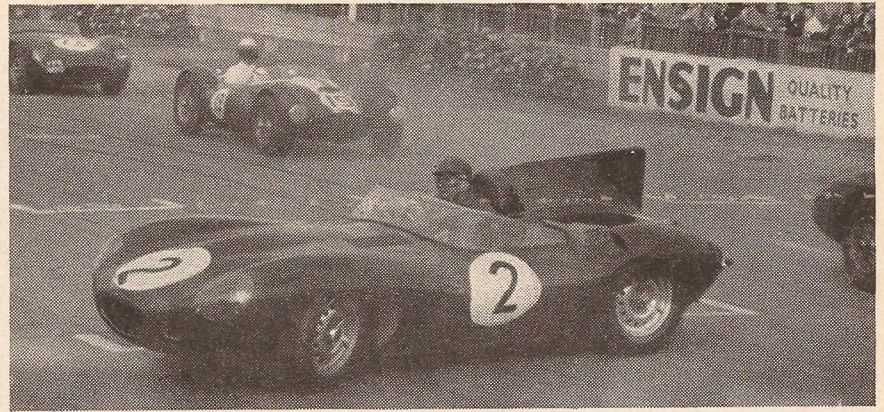
Records Go at B.A.R.C. September Goodwood Race Meeting — F2 Race the fastest ever

event for Formula 3 cars, with Jim Russell, Stuart Lewis-Evans, David Boshier-Jones and Tom Bridger all on the front row. Favourite was Russell, who had turned in a best practice time of 1 min. 41 secs. but that did not stop the flying Lewis-Evans from being first into Madgwick—and first all the rest of the way, too. Stuart demonstrated that his excursion into Formula 1 has not caused him to lose any of his skill with the little 'uns and he romped home to a clear win and also notched the first of the day's records after leading on every lap, albeit with Jim Russell in close attendance.

His winning speed was 85.7 m.p.h. and his fastest lap—at 86.92 m.p.h. covered in 1 min. 39.4 secs.—set the F3 record figures.

The real race was for third place, with Don Parker, working his way up from the third row of the grid, and David Boshier-Jones, both in Coopers. A handkerchief would have covered both machines on every lap and the honours finally went to the "little man" by a few yards.

Next on the list was the Madgwick Cup 10-lapper for 1,100 c.c. sports cars. Stacey's Lotus led from the start and held first spot for three laps, hotly pursued by Innes Ireland, also Lotus-mounted. At the end of three rounds they swapped places and Ireland began to drive like a man possessed to build up a lead—and Stacey pushed him harder and harder. With two laps to go

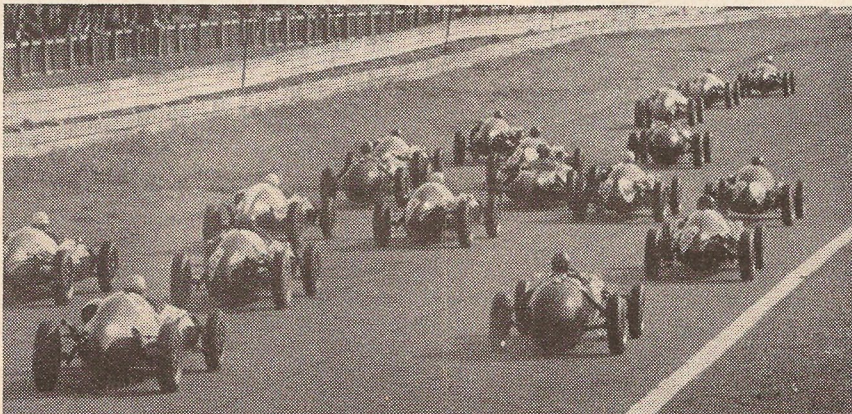


works Cooper-mounted. Brabham did a sort of hat-trick in the race, setting up fastest lap, a new 1,500 c.c. racing car record and a new F2 record at 96.00 m.p.h. in a time only 0.4 sec. slower than the circuit record.

The Lister F2 car, though not among the fast lappery in practice, motored well until the sixth lap, when an oil pipe broke and the car retired. A lap before this had happened, George Wicken had overdone things at the chicane and had been responsible for the demolition of much of the wattle fencing. Being a sentimental chap, no doubt, he had motored merrily on his way with the missing piece of fencing tucked cosily among his front suspension until officials suggested that he should remove it. That was only once of five times that the chicane fittings suffered violence: Innes Ireland and Jack Brabham both had a go at modifying the landscape at that point.

Then came the main race of the day: the 21-lap Goodwood Trophy event for unlimited capacity sports cars. The Le Mans start line-up was shared by Archie Scott-Brown in the Lister-Jaguar, the D-types of, among others, Duncan Hamilton and the Murkett Brothers, a couple of H.W.M.-Jaguars, the Cooper-Jaguars of Mike Head and David Shale, Swedish driver P. H. Brolen's pretty red Osca and the Aston Martins of Peter and Graham Whitehead, plus a bunch of Lotuses and a couple of Tojeiro-Jags.

First away from the start was Henry Taylor in the Murkett D-type, but it was Archie who reached Madgwick first. Duncan Hamilton's car did the most extraordinary convolutions as he accelerated away, finishing up facing the wrong way a few yards from his starting position, with hordes of marshals, photographers and other officials scattering like snowflakes. Archie was the leader all the way, and the verdict was never in doubt as his lead increased by seconds on each and every lap. Henry Taylor held second place until the fourth round, when Jack Brabham, in one of the Tojeiro-Jaguars, took over to hold second spot all the way. That dropped Henry to third place for another five laps when he dropped another peg, Brian Naylor's Lotus-Maserati coming to take over. Naylor stayed there, gamely holding off a challenge from Roy Salvadori (Lotus-Climax), until the penultimate tour, when he disappeared from the lap-charts.



THE START of what was to be the fastest race ever run at Goodwood—the 10-lap Formula 2 event for the Woodcote Trophy.

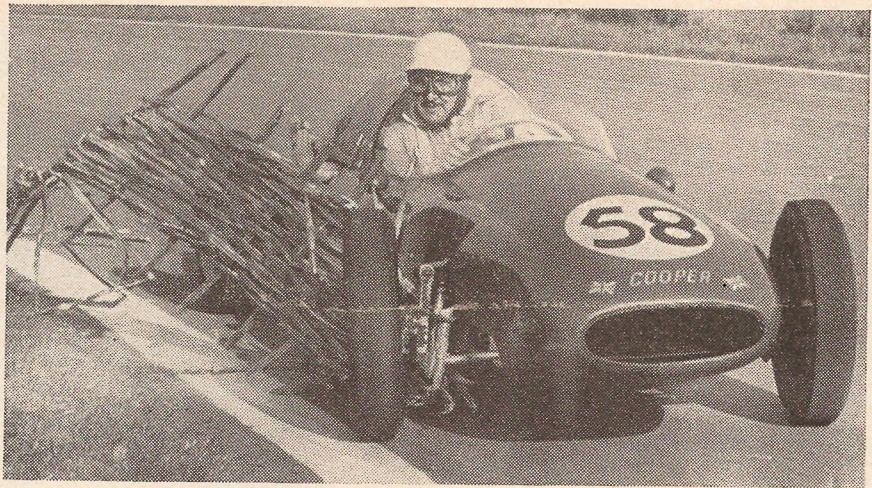
HANDICAP for George Wicken's F2 Cooper was this large section of wattle fencing—but indefatigable George went on for a couple of laps with the load!

Reason for his absence was a front suspension failure, which precipitated Brian into the wrong part of Woodcote. He was fortunately only slightly hurt. Salvadori thereupon pressed on to take fourth place overall and to win the 2,000 c.c. class at a speed of 86.6 m.p.h. His fastest lap, at 90 m.p.h., set a new record for 1,500 c.c. sports cars. Duncan Hamilton motored mightily to career through the field and into fifth place after his mishap at the start—and his progress was also much to the detriment of the chicane area.

Archie won comfortably at 88.84 m.p.h., and also made fastest lap at 90.38 m.p.h. Jack Brabham crossed the line more than half a minute behind him and 9 secs. in front of Henry Taylor.

One of the B.A.R.C. "marque" races followed, and this was a runaway for John Dalton in an Austin-Healey 100-Six, leading all the way from Robin Carnegie's M.G.A to win at 76.72 m.p.h. Third home was Alan Foster in Mr.—sorry, Dick—Jacobs's A-type.

Last event of the day—but by no means, to coin a dreadful but apt phrase, the least—was the five-lap handicap event in which the ladies had a chance to go motor-racing. Patsy Burt (Cooper-Climax) and Jean Bloxam, in the immaculate DB2 Aston, led the field with Jean in front for the first half of the race. Then Patsy overhauled the maroon car and went on to win at 79.33 m.p.h. followed by Robin Mackenzie-Low. Mrs. Bloxam came home in ninth spot: it was not her day. Fastest lap was shared by Henry Taylor, in the D-type, and Mike



Head's Cooper-Jaguar at 86.92 m.p.h.

During the interval between the Goodwood Trophy event and the marque scratch race Stirling Moss brought out the Vanwall to satisfy a tremendous demand by John Public to see the car again and also to have an unofficial go at the lap record. Ten laps were scheduled, but the car—untouched since Monza and with many miles of testing behind it since that race—blew out a sparking plug on the fifth lap and that was that! But Stirling had already equalled Tony Brooks's record by that time and no one doubted the result if the car had continued.

MARTYN WATKINS.

Results

500 c.c. Racing Cars: 1, S. Lewis-Evans (Beart-Cooper), 85.70 m.p.h.; 2, J. Russell (Cooper-Norton); 3, D. Parker (Cooper-Norton). **Fastest lap:** Lewis-Evans, 86.92 m.p.h.

1,100 c.c. Racing Cars: 1, A. Stacey (Lotus-Climax), 87.01 m.p.h.; 2, J. K. Hall (Lotus-Climax); 3, P. Ashdown (Lotus-Climax). **Fastest lap:** Stacey and Ireland (Lotus-Climax) 88.71 m.p.h.

F2 Racing Cars: 1, R. Salvadori (Cooper-Climax), 94.43 m.p.h.; 2, J. Brabham (Cooper-Climax); 3, C. Allison (Lotus-Climax). **Fastest lap:** Brabham, 96 m.p.h.

Unlimited Sports Cars: 1, W. A. Scott-Brown (Lister-Jaguar), 88.84 m.p.h.; 2, J. Brabham (Tojiro-Jaguar); 3, H. C. Taylor (Jaguar "D"). **Fastest lap:** Scott-Brown, 90.38 m.p.h.

2,000 c.c. Class: 1, R. Salvadori (Lotus-Climax), 86.6 m.p.h.; 2, W. S. Frost (Lotus-Climax). **Fastest lap:** Salvadori, 1 m. 36 s., 90 m.p.h. (new class record).

Marque Sports Car Scratch Race: 1, J. F. Dalton (Austin-Healey 100-Six), 76.92 m.p.h.; 2, R. Carnegie (M.G.A.); 3, A. Foster (M.G.A). **Fastest lap:** Dalton, 77.7 m.p.h.

Sports Car Handicap: 1, Miss P. Burt (Cooper-Climax), 79.33 m.p.h.; 2, R. Mackenzie-Low (Elva-Climax); 3, K. A. Greene (Cooper-Climax). **Fastest lap:** H. C. Taylor (Jaguar "D") and M. W. Head (Cooper-Jaguar), 86.92 m.p.h.

JOHN BOLSTER TRIES

THE PEERLESS G.T.

Interesting New Triumph-based Prototype Grand Touring machine

As a journalist who specialises in being the first to try new models, I have recently had a run in an interesting prototype. This car was originally going to be called the Warwick, owing to its association with that county, but it appears that it will now become the Peerless, because it is produced by Peerless Motors of Slough. It is most interesting that the car I drove is to appear at the Paris Salon.

Bernie Rodgers is in charge of the technical side, and the mechanical organs are those of the Triumph TR3. The engine and gearbox are standard, and so are the front suspension parts and the steering box. Behind, a 3.7 to 1 Salisbury hypoid final drive unit is chassis mounted, and the de Dion axle is on a pair of semi-elliptic springs. This makes for cheapness and standardization, and the usual objection to leaf springs does not apply when they are freed of torque reaction.

The wheelbase of the new car is some 6 ins. longer than that of the Triumph, and the track about 5 ins. wider. The

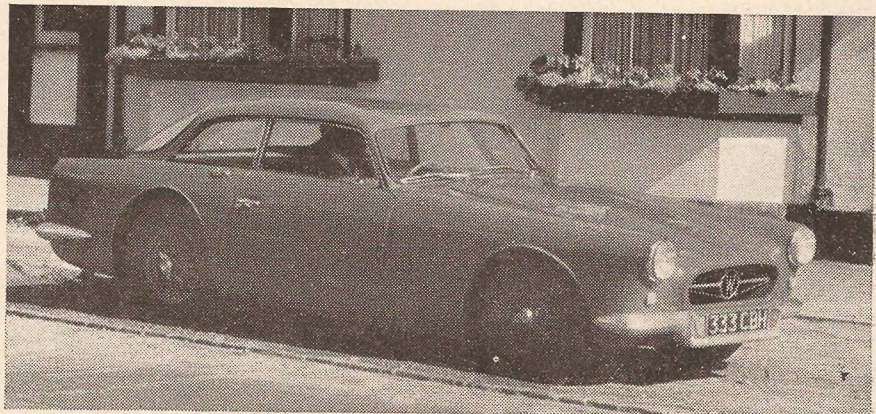
LONGER, WIDER than the Triumph on which it is based, the Peerless has a sleek look about it and, says Bolster, handles exceptionally well.

frame is a multi-tubular construction of square-section tubes, but it is kept low enough in the middle so that the doors are not too seriously obstructed. However, there is space for a six gallon fuel tank either side, beneath the doors, and this leaves room for an extra large boot. The body is a genuine four-seater, with plenty of leg room in the back. Owing to its advanced construction, the car is a little lighter than the Triumph two-

seater. The body panels are of aluminium, but the seats, shaft tunnel and other "inside" parts are fibreglass.

On the road, the Peerless handles exceptionally well. The increased wheelbase and track give a surprising improvement to the ride, and there is virtually no roll. Naturally, the de Dion axle provides better wheel adhesion than an orthodox rear end. The prototype had not yet been fully sound insulated, and the noise level inside was a little above the average in consequence.

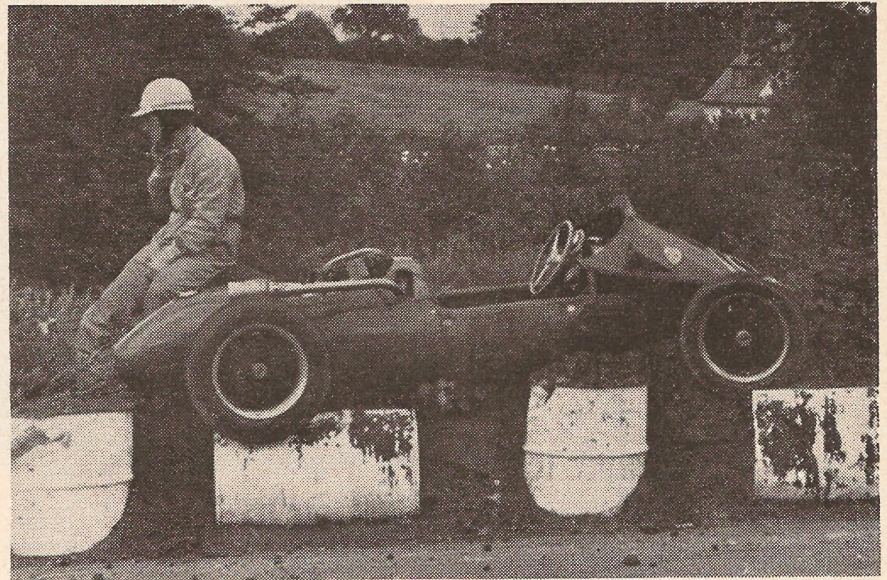
It is unlikely that full-scale production will begin before the spring, and, of course, the price is not yet settled. If it can be kept down to a reasonable figure, this should be a popular car, for the performance is certainly at least as good as that of a standard TR3.



"SOMETIMES I just sits. . . ." C. S. Dodd, chin in hand, surveys the scene from his "parked" Cooper-Norton after leaving the road rather definitely!

NOTTINGHAM SPORTS CAR CLUB, for their end of season Mallory Park Race Meeting on Sunday, 22nd September, can, with every justification, pride themselves with putting on their "best ever". Admittedly this was aided and abetted by some of the best driving and closest finishes yet seen on this grand little circuit, but the organization was superb, timing excellent, and, for us poor scribes, heed had been taken of my plea after the B.A.R.C. meeting for clubs to emulate their superb press handout system. Notts did just that, and thanks are due to Miss Maureen Murphy for a set of results worthy of any *Grande Epreuve*.

Event 1 was a ten-lap heat for the 500 boys, in which the lead changed no fewer than three times. For the first two laps it was D. Wagner (Cooper-Norton), then it was the turn of G. M.



Mallory Magnum

"Best Ever" Notts S.C.C. Meeting

Jones (Cooper-Norton), who was taken on lap six by P. R. Procter, similarly mounted, the first two crossing the line separated by only .2 sec. In the background were incidents galore. Up at Shaws Corner, on the first lap, P. Robinson and S. Bloor when in the lead tried to enter the hairpin much too fast. The latter bumped the bank, Robinson hit him, and was in turn rammed by W. G. Harris; only the originator of this contretemps, Bloor, was able to continue. Shortly afterwards came the most amazing incident in 500 racing since the Blandford "do"; C. S. Dodd, entering Shaws, locked a front brake, the effect of this sending the car upwards to finish, straddle wheeled, in the right direction atop a high bank, a position seemingly impossible to attain without use of a crane! The driver, still sitting in position, could give no coherent description of his fantastic manoeuvre!

Next came heat one of the 1,500 Sports Cars, which really constituted an entrance event for the *Formule Libre* Final. This was a piece of cake for G. M. Jones who, undisturbed, won as he liked from M. G. Graham with G. Fowell in third spot some distance in arrears. Again Shaws' saw new antics. Greenall spun

and Dickens hit him, both cars finishing up side by side. Both then indulged in a pushing match, neither giving way and both behaving and looking like two small children on dodgems. Really! All cars in this event were Climax-powered Lotuses.

Third race was the second heat in the 1,500 Sports Class which brought a more varied assortment of cars to the line. There were Halseylec, Cooper, Lotus, Elva, Victoria, all Climax-powered, a very pretty Osca from a Swedish stable and Arundell's now celebrated TC. The race itself was a gift to R. H. Parnell, who, driving far better than before and handling the Cooper in a manner which would secure "Pop's" full approval, won by 9 secs. from L. Mayman, similarly mounted. Third man home was J. F. Prescott on a Lotus. L. V. Rainwater, who might have made Parnell open up all the stops, spun at Gerards Bend after leading on the first lap. J. F. Dougherty (Cooper-Climax) left the course at the danger spot at Stebbe but luckily without injury.

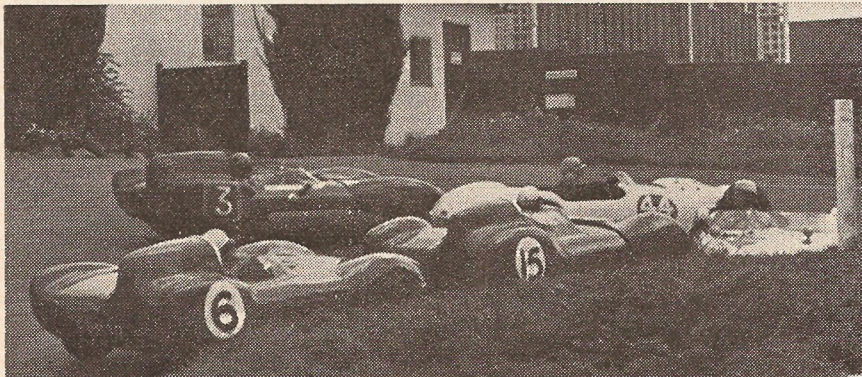
In the next event, for sports cars over 1,500 c.c., John Dalton was made to start his "hard day's work". Headed by split seconds for the first four laps by R. B.

Schofield (Lotus-Bristol), the Aston Martin just got through at Stebbe to win by the narrow margin of three secs. Third, some distance behind, came B. Sadler, in the Brighton winning creation of his own design. Back to 500s for event five, with K. M. Livingstone, new to Mallory, working his way through the pack from way back to take a lead he was never to lose on lap 7. A very fine and well judged win! Second and third were R. A. Bell and H. Stilborn. All drivers were Cooper mounted, though with varying power units.

The *Formule Libre* race, because of over-subscription, was run in two heats, the first being a repeat of the first 1,500 c.c. event in that G. M. Jones notched his second victory, again at the expense of M. G. Graham, with J. C. Brierley third. On this occasion John Dalton was not even coloured, only just scraping a fourth some distance behind. Second heat showed a clear cut win for D. J. Brough on a Lotus-Climax from G. R. Baird, who for most of the distance was within striking range. Third home was B. Ferrari, also Lotus mounted.

The penultimate race was a 15-lap final for 500s, and again Procter triumphed after a great battle with first G. M. Jones who led for the first five laps, and then D. Wagner, who immediately took up the challenge. Not quite fast enough, he had to be content with a good second place. A. Eccles was third man home.

Last event of the day was the final of the *formule libre*, which provided quite the best race yet seen at Mallory Park; from a big field it was John Dalton first into Gerards and on his heels for the first tour was J. C. Brierley (Victoria-Climax). Lap 2 saw G. M. Jones take Brierley and then started a "set about" that never relaxed. Jones tried to pass Dalton into Gerards, out of Gerards. Along Stebbe he drew level but could not get past, into and out of the Esses, Shaws, Devil's Elbow, first to one side and then to the other. Jones was after Dalton like a terrier snapping at his heels, but to no avail. John Dalton is a great driver who as usual smiles his way round. When



EMBARRASSING situation for the Hon. E. G. Greenall, who looks puzzled as his Lotus is jammed after a spin by the advancing pack.

he stops smiling then it is really business. Today he stopped and on display was an object lesson in the art of short circuit technique. It was just terrific! Rather put in the shade by this was a very good scrap in progress for third spot between Greenall, Brough and Graham with victory going to the former.

FRANCIS PENN.

Results

Formula 3: 1, P R Procter (Cooper-Norton), 77.14 m.p.h.; 2, G. M. Jones (Cooper-Norton); 3, D. Wagner (Cooper-Norton).

Sports Cars up to 1,500 c.c.: 1, G. M. Jones (Lotus-Climax), 77.98 m.p.h.; 2, M. G. D. Graham (Lotus-Climax); 3, G. Fowell (Lotus-Climax).

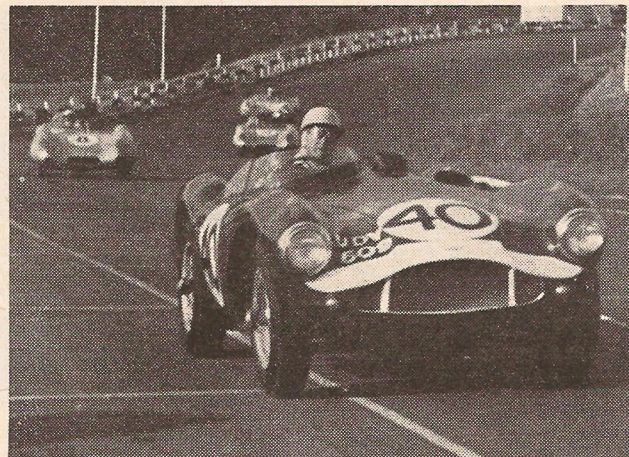
Sports Cars up to 1,500 c.c. (second event): 1, R. H. H. Parnell (Cooper-Climax), 76.51 m.p.h.; 2, L. Mayman (Cooper-Climax); 3, J. F. Westcott (Lotus-Climax).

Sports Cars Over 1,500 c.c.: 1, J. F. Dalton (Aston Martin), 75.00 m.p.h.; 2, R. B. Schofield (Lotus-Bristol); 3, B. Sadler (Sadler Special).

Formula 3: 1, K. M. Livingstone (Cooper-Norton), 75.33 m.p.h.; 2, R. A. R. Bell (Cooper-Norton); 3, H. Stilborn (Cooper-Special-J.A.P.).

Formule Libre (Heat 1): 1, G. M. Jones (Lotus-Climax), 79.09 m.p.h.; 2, M. G. D. Graham

★
JOHN DALTON—driving an Aston Martin as a change from his Austin-Healey—is hounded by a pack of Lotuses in a Formule Libre event.



(Lotus-Climax); 3, J. C. Brierley (Victoria-Climax).

★
Formule Libre (Heat 2): 1, D. J. Brough (Lotus-Climax), 76.70 m.p.h.; 2, G. R. Baird (Lister-Bristol); 3, B. Ferrari (Lotus-Climax).

Formula 3 (Final): 1, P. R. Procter (Cooper-

Norton), 78.19 m.p.h.; 2, D. Wagner (Cooper-Norton); 3, A. Eccles (Cooper-Norton).

Formule Libre (Final): 1, J. F. Dalton (Aston Martin), 79.09 m.p.h.; 2, G. M. Jones (Lotus-Climax); 3, Hon. E. G. Greenall (Lotus-Climax).

Marsh Again at Rhydymwyn

Wirral 100 M.C. Sprint Meeting

NON-STARTERS, a rainstorm and a flooded track which when dry left the surface in a very greasy state put paid to any chance of new records at the Wirral 100 Motor Club's end-of-season sprint meeting at their Rhydymwyn circuit.

However, on Saturday, 21st September, the handful of spectators who braved the elements really did get value for money. The times, considering the conditions, were very good indeed, and some fine examples of short circuit driving, notably by Tony Marsh, Jim Berry and R. W. Coltan, were on view.

The meeting commenced with a class for sports cars up to 1,500 c.c. This was taken by W. D. Needham's Austin 747 c.c. with a time of 1 min. 46.8 secs., the only other opposition being from Miss J. Laughton, whose neatly driven TF managed 1 min. 57.8 secs.

Next came sports cars over 1,500 c.c. which provided an unexpected win for A. C. Barrett-Greene whose "C"-type Jaguar was .4 of a second in front of P. Scragg's more powerful H.W.M. "D"-type-engined car. Neither of these

drivers could use more than a fraction of the power at their disposal without promoting violent wheelspin. Third man home was A. M. Park with a Tojeiro, engined by Aston Martin. His time of 1 min. 32.4 secs. was the only one out of a large class within striking distance of the first two.

Racing cars up to 500 c.c. provided an easy win for R. W. Coltan (Cooper-J.A.P.), who made two great runs in 1 min. 24.6 secs. and 1 min. 24.1 secs. Second man home was R. B. James whose Cooper-Norton recorded 1 min. 28.7 secs.

The next class was for racing cars from 500 c.c. to 1,500 c.c. which, of course, was a Tony Marsh benefit as he took first place and B.T.D. in the Formula 2 Cooper with a magnificent run of 1 min. 21.2 secs., and second place with the Cooper twin in 1 min. 25.2 secs. Noticeably steadier at the tricky Coppice bend was the larger car. Other good runs in this class were made by Reg Phillips (Fairley 1460) in 1 min. 27.6 secs., and by Miss E. M. Griffin who, driving the Marsh Cooper

twin for the first time, really had a "go".

Last event of the day was the unlimited racing class which was easily taken by Jim Berry in the E.R.A. Spl. with a run of 1 min. 24.7 secs. Second was P. Scragg's H.W.M.-Jaguar with 1 min. 26.2 secs. During this class, the proceedings were considerably enlivened by one K. J. Moore, who in a TR2, on approaching the timing caravan, lost the lot, got a wild back-end slide and missed the caravan by less than a foot completely demolishing Jack Twyford's timing apparatus, much to the owner's dismay, and nearly giving the watch "drivers" heart failure!

FRANCIS PENN.

Results

Sports cars up to 1,500 c.c.: W. D. C. Needham (Austin 747), 1 m. 46.8 s.

Sports cars over 1,500 c.c.: 1, A. C. Barrett-Greene ("C"-type), 1 m. 31.0 s.; 2, P. Scragg (H.W.M.), 1 m. 31.4 s.

Racing cars up to 500 c.c.: R. W. Coltan (Cooper), 1 m. 24.1 s.

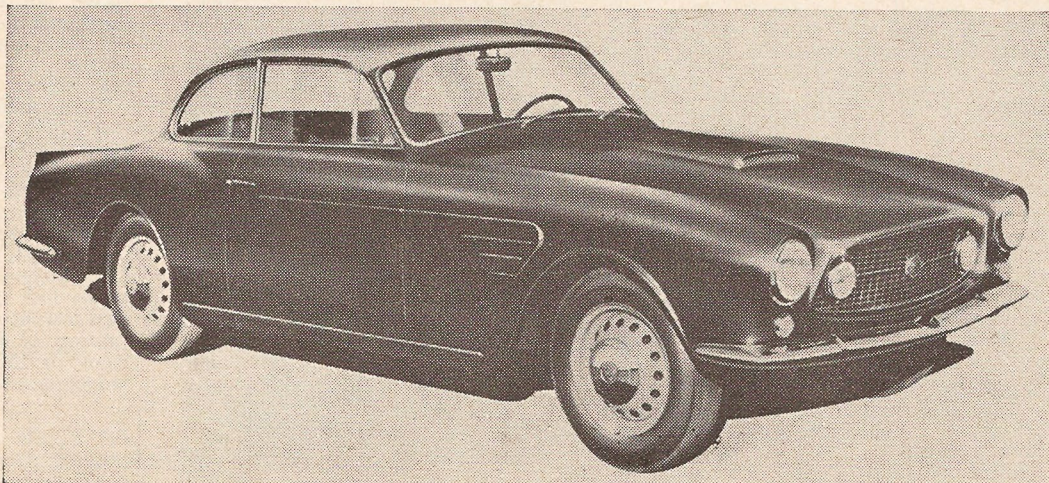
Racing cars up to 1,500 c.c.: 1, A. E. Marsh (Cooper 1475), 1 m. 21.2 s.; 2, A. E. Marsh (Cooper 1100), 1 m. 25.2 s.

Racing cars over 1,500 c.c.: 1, J. Berry (E.R.A. Spl.), 1 m. 24.7 s.; 2, P. Scragg (H.W.M.), 1 m. 26.2 s.

First Pursuit Race: 1, A. E. Marsh (Cooper 1475), 2 m. 38.2 s.; 2, R. W. Coltan (Cooper 500), 2 m. 48.6 s.

Second Pursuit Race: 1, A. E. Marsh (Cooper 1100), 2 m. 37.4 s.; 2, J. Berry (E.R.A. Spl.), 2 m. 47.2 s.

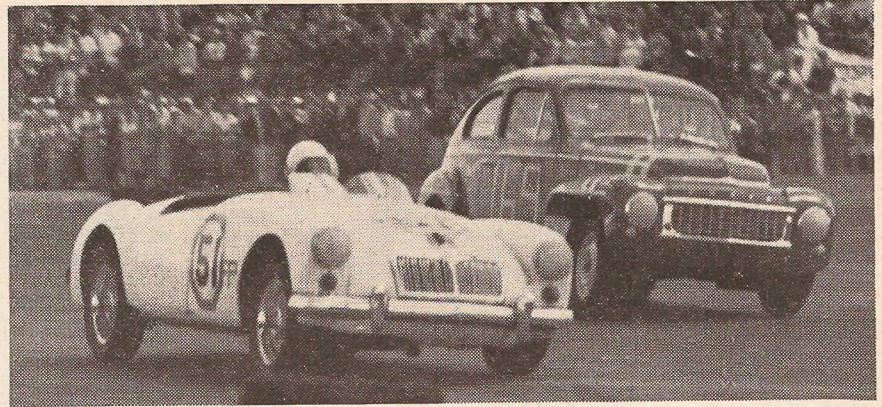
★
ANGLO-SWISS: The new 2.2-litre "406" Bristol, with body by Beutler of Switzerland, will be seen at Earls Court this month. It has Dunlop disc brakes on all wheels.



★

SPEED if not stability was shown by the Volvos, one of which is here about to pass Blackman's A-type M.G.

MOTOR racing on aerodrome circuits got quite a fillip here in Canada lately, thanks to the excellent afternoon's entertainment put on for nearly 6,000 spectators at Harewood Acres by the Sports Car Club of Toronto. This was the S.C.C.'s seventh annual race meeting and from what we have heard of the weather at past events "the boys" are still pinching themselves to find out if it was really true that the day was perfect . . . nary a drop of rain fell! However, the P.A. announcer kept on talking about the odd cloud that did

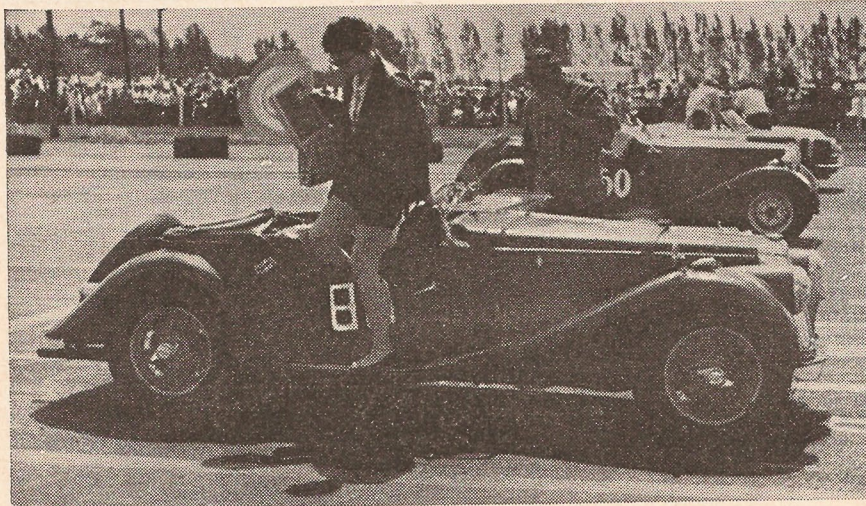


Canadian Commentary

Sunshine and Speed at Harewood Acres Successful Sports Car Club Races

appear as if the Clerk of the Weather were only biding his time before letting loose the Second Deluge!

The entry for the eight races was excellent and varied. We had somewhat scruffy-looking specials rubbing shoulders with sleek Alfas, Porsches and A-type M.G.s. We had that doyen of American sports cars, the Chevrolet Corvette to do battle with that British elite, the Jaguar XK SS. Naturally, the genius of Colin Chapman was represented by several versions of the marque Lotus and we even had ugly ducklings in the shape of three Gran Turismo Volvo sedans which were to belie their homely appearance by going like the clappers when they went motor racing. AUTOSPORT was not without its share of publicity and when we asked Bill Wheeler of AUTOSPORT Services how many awards had his cars collected by the end of the day, he shrugged and said he had lost count! Press facilities were excellent but, alas, fully confirmed results were not so easily obtained. Racing was good, often exciting, and the standard of driving was reasonably high . . . very high in some cases. We had the usual crop of spin-outs, "gilhooleys", phenomenal avoidances and plain hairy driving incidents, but none caused more damage than a few missed heart-beats.



Having tried a spot of "clever" navigation on the way from Toronto to Jarvis, this correspondent arrived good and late, missing the first race altogether. This was a combined event for Formula 3, Canada Class and cars up to 1,100 c.c. The victor was Jan Mueller in his little Crosley-engined Siata, and Bill Brunt, who is now really getting the hang of his 500 c.c. Cooper-Norton, led throughout the 12 laps. In the 1,100 c.c. class it was an all-Lotus affair with Bob Stock's Mark XI finishing ahead of Tom Gilmour's Mark IX.

In the third race we saw some beautiful examples of the Italian body stylists' art in the form of Alfa Romeo Spydors and some less glamorous T-type M.G.s haring around in a determined but vain chase after Frank Bradley's Monza DKW coupé. The "Deek" went like a bomb and never looked like being caught by any of its rivals. In fact, some of us were wondering why the boid Frank kept on pressing on so darned hard in the closing laps when it was obviously impossible for anyone to catch him.

Next we had the M.G.s with A-types by the score. The three Volvos looked as out of place as a bull in a china-shop amongst them. However, there was nothing out of place about the speed of the Volvos. They yawed

alarmingly on the corners but they never came unstuck. The same could not be said for their rivals and there were several heart-stopping spins and much bale gouging. By the time the race was finished the chicane before the pits was so covered with straw that it was beginning to look like an ill-kept farmyard. Ray Liddel, looking, and doubtless feeling, very determined in his AUTOSPORT tuned A-type set off with memories of being robbed of victory after the race was run on a former occasion. Ray drove a brilliant race to win more or less as he wished. The enterprising and surprising opposition provided by the Volvos was slowly overcome and A-types took all the honours.

The fifth race brought out a bunch of TR2s and 3s, a few Porsche 1600s and two Arnolt-Bristols. The latter cars looked curiously high and old-fashioned despite their streamlined bodywork. However, the Arnolts went like scalded cats, did some swapping of the lead for a while until finally J. Cook got well away from his team mate and his other nearest rival, Jim Duncan, in a well-driven TR2. The highlight of this race came through watching a Porsche 1600 sailing ever nearer to the giddy oversteer limit as it was being pushed through the right-hander after the pits. Eventually the inevitable happened and we were treated to a spectacular but fortunately harmless "gilhooley", Porsche style.

Next we had the 2,000 to 3,000 c.c. battle, mostly an Austin-Healey 100s affair. Somehow the Lotuses of Gilmour and Polivka together with Dietrich's Elva, all giving away many c.c.s but nothing in roadholding or speed, got into the fray. These last three, rather as might be expected, made light of the heavier opposition and finished 1-2-3, with Gilmour a fairly easy winner.

Then came the heavy metal including two Corvettes, a 300SL, and plenty of Jaguars. Stan McRobert made a wild dive at the first corner after the start in an effort to get around it before Ed Leavens in a fuel-injection Corvette. Alas for McRobert the dive was much too reckless and the XK SS spun out fortunately but inexplicably without taking half the field with him. Leavens then started to give us his usual demonstration of skilled driving well out in front of the whole pack. McRobert, sadder but wiser, started the task of

PIT CREW anyone would be pleased to employ! The charming young lady is just leaving the "Ecurie Tubby" M.G.

trying to make up for his initial mistake. Any Corvette *versus* Jaguar duel is a sure-fire crowd enlivener here in Canada. Lap four saw Leavens driving in the manner born and despite the "boulevard ride" characteristics of the Corvette, with the aid of a safety belt to keep him in the thing and his own ability to cope with low-gear steering at racing speeds he was really motoring very fast . . . fantastically fast. However, the inevitable happened and by the end of lap seven McRobert had the flying Corvette in his sights. McRobert had been pulling back a steady 4 to 7 seconds per lap and excitement began to mount particularly when the Jag. came within a few hundred yards of the Corvette. On the penultimate lap "the kill" was swift. Suddenly the Jag. was in front and pulling away to win comfortably. Leavens won the admiration of all for his fine drive, so, indeed, did McRobert, and, because the fight had been so keen, both the Jag. and the Corvette were sent round together for the victory lap.

The big race of the day was an hour-long affair for all the faster machinery. The crowd was on tiptoe in anticipation

of a renewal of the Jag.-Corvette duel. However, nothing is certain in motor racing and from the Le Mans-type start first man in to the first corner was Charlie Dietrich in his Elva with the Jag. and Corvette thundering along almost up his exhaust pipe. Then came the surprise: the little 'un stayed in front and for eight exhilarating laps Goliath could do nothing about David! The Corvette started to fade out of the picture and after about 20 minutes' racing McRobert in the Jag. began to get the measure of his smaller rival. Then McRobert made the mistake of not passing the Elva and seemed content to tag along a few feet astern, seemingly meaning to pass towards the end of the race. Suddenly the picture changed dramatically—the Elva went "sick", McRobert went by, but Tom Gilmour had climbed up through the field and as the Jag. came round with about five minutes' racing left, Gilmour's Lotus was on its tail. The wily Gilmour bided his time and with minutes to go pulled out all the stops through the long "S", passed the Jaguar in the "wiggly" bit and McRobert could do nothing about it. Dietrich's ailing Elva was third and

so ended an excellent day's racing. So excellent was the racing, the organization and the detail, down even to Gerry Wood's beautiful and very informative programme of the event, that this correspondent has lost *practically* all his nostalgia for the type of racing and driving he used to see in the old country.

JACK O'DONOGHUE.

Results

500 to 750 c.c.: 1, J. Mueller (Siata Crosley); 2, Gary Morgan (M.B. Spl.); 3, F. Adams (Crosley Spl.). **Canada Class:** L. Franco (Franco Canadair). **Formula 3:** B. Brunt (Cooper-Norton).

750 to 1,100 c.c.: 1, R. Stock (Lotus XD); 2, T. Gilmour (Lotus IX); 3, T. Hallock (Cooper-Climax).

1,100 to 1,300 c.c.: 1, F. Bradley (DKW Monza); 2, W. Bradley (Alfa Romeo); 3, K. Askey (Alfa Romeo).

1,300 to 1,500 c.c.: 1, R. Liddel (M.G.A.); 2, I. Grant (M.G.A.); 3, M. Ripley (M.G.A.).

1,500 to 2,000 c.c.: 1, J. Cook (Arnolt-Bristol); 2, T. Payne (Arnolt-Bristol); 3, J. Duncan (TR2).

2,000 to 3,000 c.c.: 1, T. Gilmour (Lotus IX); 2, J. Polivka (Lotus IX); 3, C. Dietrich (Elva I).

Over 3,000 c.c.: 1, S. McRobert (Jaguar XK SS); 2, Ed Leavens (Corvette); 3, W. Schmidt (Jaguar XK 140).

One hour Le Mans race: 1, T. Gilmour (Lotus IX); 2, S. McRobert (Jaguar XK SS); 3, C. Dietrich (Elva I).

Rain Spoils Marston Moor

Bad Weather at B.R.S.C.C. Speed Trial

THE northern centre of the British Racing and Sports Car Club followed up the success of their high speed trial earlier this season with another similar event on Saturday, 21st September, at Marston Moor, near Wetherby, which was spoiled only by the weather.

The club broke new ground with this venue and laid out a circuit of just over a mile on the main runway which consisted of two hairpin bends connected by two straights, one of which was interrupted by a chicane just to make things more interesting.

The weather was atrocious, with rain during most of the event and mist which made it difficult to see either end of the course from the race control bus. The wet made the course extremely slippery and because of these conditions not one driver succeeded in reaching the qualifying average speed in the 20 minute trials. Perhaps the consolation prizes offered for first, second and third positions satisfied them, while not actually making the event into a race in the strictest sense of the word.

The meeting started with fireworks in the first trial—the class for saloons up to 1,000 c.c. Phil Walton, who walked away with his class at the Darlington club's trials a fortnight previously, was a late arrival owing to distributor trouble and put in some practice laps just before coming to the grid.

His engine was still warm and he led from the Le Mans type start but was soon overhauled by J. P. Baldam in his very hot Standard 10—reputed to have an 11 to 1 compression ratio in addition to a pair of large SU carbs. Baldam then led the trial until the chequered flag, steadily running away from the dicing down the field. Allan Staniforth looked like catching Walton in his Alta-headed Minor, but had to stop twice with throttle linkage trouble. Gordon Gartside took third place in his Morris Minor 1000 pick-up.

Jock Sinclair and the Connaught had the trial for racing and sports racing cars up to 1,500 c.c. in their pocket from the fall of the flag. Peter Procter looked like catching the Connaught in his Cooper-Norton for a time, but a spin at the chicane caused him to become a spectator for the rest of the trial, Johnnie Higham moving up into second spot in his neat blue Lotus Mk. XI. J. Brierley drove a consistent race to finish third in the Cooper-M.G.

Good roadholding in the wet was shown by the standard M.G.A. of T. Burgess in the trial for sports cars under 1,500 c.c. He led for a time, but was passed on sheer power by Ian Smith in the M.G. Wisp, but through the rest of the trial pressed Smith hard—especially in the corners. Geoffrey Gartside (Garford) was first away, but found the special a bit of a handful in the wet and finished third.

The faster machinery came out in the main event—the *Daily Mirror* Trophy trial for sports-racing cars and racing cars, unlimited. Jock Sinclair took a lead away from the starting grid but was soon passed by Gillie Tyrer in the ex-Le Mans C-type Jaguar equipped with disc brakes. Procter repeated his performance of harrying Sinclair for second spot until he again spun at the chicane. This time he kept his engine going and continued, but was not in the running. Tyrer and Sinclair hung on to the first two places until the end of the trial and Johnnie Higham filled third place.

Maurice Bailey was even surprised himself at the performance of his Austin-Healey in the trial for sports cars, unlimited. He led for all 20 minutes although pressed fairly steadily by the Austin-Healey 100S models of Kellett and Hanson. Behind these three Gordon Durham (Porsche) and S. Newton (TR2) had their own private dice.

Edgar Wadsworth's Denzel ran away

with the saloons, up to 2,000 c.c. class. From the start H. Brierley in his super-charged Anglia led, but the Denzel soon overhauled him and Brierley slowed from second spot after losing the blow-off valve from his supercharger. R. Duffill showed how far a Ford Thames van can lean over at speed before spinning or rolling in taking second place and H. Haxton (Anglia) came into third position in his first event.

Most of the machinery from the *Daily Mirror* Trophy event should have lined up for the last event—the *Formule Libre* trial—but the day's dicing had taken its toll. Mike Kellett could not take the 100S Healey out because of a damaged rear spring linkage and Jock Sinclair spent some time before the start fiddling with the plugs on the Connaught. Gillie Tyrer built himself up a good lead until he went off the course, went over a tuft of grass, finding out too late it concealed a piece of concrete and damaging the Jaguar's sump. He stopped on the next lap and crawled over the line on the fall of the flag to take third place in an event in which Johnnie Higham and Frank Elliott (Lister-Bristol) had already been put out with tyre trouble. R. Hanson (Austin-Healey 100S) took first place followed by Maurice Bailey who before the spate of retirements had been last.

PETER CRAVEN.

Results

Saloon Cars up to 1,000 c.c.: 1, J. P. Baldam (Standard); 2, P. G. Walton (Fiat); 3, G. Gartside (Morris), all did 14 laps. **Racing and Sports Racing Cars up to 1,500 c.c.:** 1, H. Sinclair (Connaught); 2, J. Higham (Lotus); 3, J. B. Brierley (Cooper-M.G.) (18 laps).

Sports Cars, up to 1,500 c.c.: 1, I. H. Smith (M.G. Wisp); 2, T. L. Burgess (M.G.A.); 3, G. Gartside, Jr. (Garford), 18 laps. **Racing and Sports Racing Cars, unlimited:** 1, G. Tyrer (Jaguar C-type); 2, H. Sinclair (Connaught); 3, J. Higham (Lotus), 18 laps.

Sports Cars, unlimited: M. L. Bailey (Austin-Healey 100M); 2, R. Hanson (Austin-Healey 100S); 3, A. G. M. Kellett (Austin-Healey 100S), 17 laps.

Saloon Cars, up to 2,000 c.c.: 1, E. B. Wadsworth (Denzel); 2, R. M. Duffill (Ford van); 3, H. Haxton (Ford Anglia), 15 laps.

Formule Libre Class: 1, R. Hanson (Austin-Healey 100S); 2, M. Bailey (Austin-Healey 100M); 3, G. Tyrer (Jaguar C-type).

CLUB RACING AGAIN AT SILVERSTONE

Peterborough and Northampton Clubs Annual Joint Race Meeting

CLUB racing returned to Silverstone last Saturday when the Peterborough and Northampton clubs staged their annual joint event on a dry but windswept circuit. This is a deservedly popular meeting despite being held so near the end of the season when cars and weather are apt to be of doubtful temper, and the entry list on this occasion was over-subscribed; there were, however, several non-performers from one cause or another, amongst them those whom disaster had overtaken at recent meetings or in practice. Clubmen are very determined characters who will travel great distances to get their full whack of racing in our crowded calendar and are not put off even by major setbacks, providing there is some way out of the difficulty. There was a fine example of this spirit at this meeting, which gave rise to the year's finest sight. G. H. Williamson's famous Lotus, now disguised in a new coat of red-and-black, had the great misfortune to throw a rod in practice; nothing daunted, the crew fell upon the tender car, an Anglia of very normal appearance, wrenched the engine from it and installed it in the Lotus in time to come to the line. The car was not, of course, anything like so fast with this cooking power-unit, but it performed very creditably and at the end of the day departed for home triumphantly towing its own tender!

The long programme opened with a series of handicap races which left the commentator almost speechless with confusion. Bob Bradley scored a rousing victory in the first, for Vintage cars, with his 4½ Bentley from which he has now produced an amazing turn of speed. George Burton came through from scratch with his customary verve to take second place, followed by Jack French in "Simplicity", J. F. Barber's Anzani-Nash and G. K. Bradshaw driving "Patience", the famous Meadows-Nash with Dubonnet front end.

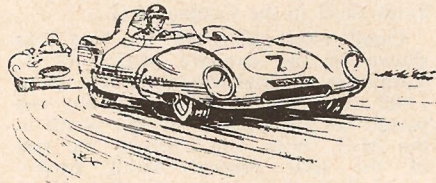
"Doc" Shepherd kept his A35 well to the front in the saloon race, as a result of which he found himself later in the day giving time to a Rapier, that of P. H. Treadgold, which finished third behind Edgar Wadsworth's veteran Healey.

The 1½-litre field was so large that two races were run to accommodate it. The first was notable for the quite incredible speed exhibited by Graham's little red Berkeley. Its first challenge came from D. Rees, who now has a Ford engine in his Austin Special, but he disappeared a lap later and Arthur Mallock arrived in a hurry to take his place. His car, of similar specification, does not hang about and came home the winner, but the Berkeley managed to keep on its tail for a whole lap after being passed, although one would not have thought that the Club circuit at Silverstone, with its long straight, was ideally suited to this miniature projectile. The second race was won in comparative comfort by Peter Arundell's astonishing TC, followed by the Lotuses of Lawry and

Prior; Davies's "Red Dragon" Lotus, another fast car, showed signs of having excused to a place where there was straw.

In the handicap race for the large sports cars Bob Bradley was on limit, a fact of which he took full advantage to score a complete runaway victory, showing a Lister-Jaguar the way round in the process. H. G. Cutler's Healey Silverstone was second, and T. G. Hillier brought the Halton-Tojeiro steadily up to third place. W. E. Wilks gave the immaculate performance one has come to expect of him, but could not manage better than fourth from the 20-sec. mark.

Scratch races started with a 12-lapper for the half-litre brethren in which Philip Robinson had no difficulty in keeping ahead for the entire distance. Behind him a fierce battle raged for the places. M. H. Clare held second place for the first two laps until displaced by P. R. Proctor; farther back, J. Pitcher was obviously discontented with his position and he set about improving it, gaining ground rapidly to relieve Proctor of second place at half distance. At this time, George Symonds, who had been sitting fairly pretty, had an encounter with a barrel and gave it best; this let P. D. Mitchell, a newcomer of promise who had been working his way steadily up the field, into a well-earned fourth place ahead of Clare. Halfway down the pack Barrett and Dodd had a grand tussle together, but they were losing ground to the leaders all the while.



The 1,250 c.c. scratch race brought to the line the President of the Northampton Club, a man to whom we have evidently done less than justice in these columns of late. He is Edward Lewis (NOT, repeat NOT, Ted Lewis, which handle apparently makes his family rock 'n' roll with anguish) and the car he drives is, he assures us, a prototype Mark VII Lotus in which he is not a little interested. It certainly sped from the line at a great rate when the flag fell but he was rudely shouldered back first by J. C. Brierley of the B.R.S.C.C. in the well-known Victoria-Climax and, on the next lap, by C. Davies of the other promoting club and (unkindest cut of all) by fellow-clubman D. J. Brough who went on to win in his very rapid Mk. XI car; the Victoria was smacked down to third place on lap four after a very fine showing.

The race for vintage and historic racing cars was just a little sad as one after another collapsed and died. From a field of 19 there were six non-starters, including the E.R.A.s of Williamson and Wilkinson, which suffered piston and/or

valve maladies in practice, and a further six became casualties during the race, including Remus, who was going gloriously and looked all set to win when the back end let go; even Bill Little's Alta sounded somewhat hesitant at the end. After the exit of Remus, Spero had things all his own way with the 3-litre Maser, followed by "Patience", Mudd's Monza Alfa, and the E.R.A.s of Hull and Brewer.

The next race was another tussle between Brough's Lotus, backed up by team-mate Dickens, and Brierley's Victoria, which went even better than before to split the other two. Davies was fourth and Edward Lewis sprang into fifth spot on the third lap but could get no farther. Arundell's TC showed all the M.G.As the way round.

The Formula 3 "Sweepstake" produced exactly the same order as the earlier race for the first four places, but the pattern developed almost at once, only Mitchell making progress through the field to join the others. Philip Robinson had a nasty moment when P. D. Gardiner's Staride chewed up a universal joint and pirouetted into a sitting position in the middle of Woodcote right in his path, but he and everyone else managed to avoid hitting the helpless car, which was hastily removed by track-manager Jimmy Brown and some marshals, exerting mightily.

The next race was a qualifying event for the *Motor Sport* Trophy race at the end of the programme, and was won by J. P. Hacking's TF 1,500 from Arthur Mallock's Special; W. E. Wilks again performed beautifully to land third place.

The scratch race for the big stuff gave Brough another win in the 1,100 Lotus-Climax, and team-mate Dickens was again third. Bob Schofield was shown the black flag at the beginning of lap four for causing sparks to fly, due apparently to a sagging undertray, but since it was a five-lap race he was able to finish and claim his second place. John Bekaert had a rather adventurous ride as people seemed to make a habit of spinning in front of him, and in any case he is still nursing the engine of his C-type after a rebuild, so fourth was his lot.

The 750 boys had a race to themselves which L. G. Hockney won in fine style from G. R. Spence. J. J. Wilks, with a car which was far faster than its appearance suggested, was all set in third place but couldn't count up to five or, apparently, see a four-foot square chequered flag, for he stopped 20 feet from the line to investigate a slight case of misfiring! This let in Jack French, who made a hesitant start.

The 1,172 race was magnificent, Lola once more being passed by a Lotus XI and fighting back to lead the field home. This time it was John Lawry's car which was put in its place by this amazing piece of machinery, and Prior, the man who suffered similar treatment at the previous club meeting, was not quite at the top of his form and had to be content with a somewhat ragged third. D. Rees and R. Easterling were having a fine ding-dong until Rees lost it at Woodcote, possibly due to a grabbing brake, smote a barrel for six and frightened his adversary on to the grass.

Lastly came the final of the *Motor Sport* Trophy event, a handicap affair over five laps only. There was a certain

amount of gyration which might have been induced by the extra-large carrot on the end of a sprint race; H. G. Cutler was unlucky enough to be in the middle of a shunt when Hacking spun the TF in front of him and Prior ran into his back-end, and Michael Hollis lost the Bentley at Woodcote in the biggest possible way on the third lap when trying really hard; this apparently did the car no good, for he retired on the next lap and went home on the end of a rope. John Bekaert on scratch had an altogether impossible task, but W. E. Wilks drove a splendid race from the 10-sec. mark to land the Trophy and £75, a richly deserved reward for an exemplary season of racing in the ex-Gerrard Frazer-Nash. Bob Bradley was a fine second after early misfiring, and R. N. Prior third despite the shunt. So, with dusk already falling, ended a grand day's sport.

DAVID PRITCHARD.

TONY MARSH tried hard and recorded 24.86 secs.—fractionally slower than the course's first record. He is seen here passing part of the showplace Chateau.

SUNDAY, 29th September, was a red-letter day in the annals of the Hagley and District Light Car Club, for after years of trying, they had at last secured permission to run a sprint hill-climb in the grounds of Chateau Impney, Droitwich's showpiece.

Without doubt, Chateau Impney, a copy of Louis grandeur complete in its gorgeous surroundings with woods, lakes and every known type of shrubbery, is easily the most picturesque of this country's sprint and hill-climb venues, and with a little skill and ingenuity applied to the road itself it will quickly rival the best of them.

The course is some 550 yards in length and is of ample width. It starts from beside a lake and, running straight for 150 yards, dives left and right through

Chateau Impney Debut

Hagley and D.L.C.C. has fine new Sprint/Hill-climb course in showplace grounds

and over an old stone bridge. Next it climbs for a further 150 yards then into a fast left-hand double sweep through which the faster cars are drifting, another 100 yards to a very sharp right-hand turn, well protected by heavy shrubs, behind which the Chateau towers in all its glory, to an immediate finish.

Well back, and out of all possible harm, is ample spectator accommodation which, the day being fine and warm, was strained to capacity. The entry, containing everybody who is anybody in hill-climb circles, was well over-subscribed, only the first 100 being accepted. These, after Saturday's practice, were allowed two runs, the faster to score.

Class one was for sports cars up to 1,500 c.c. but excluded o.h.v. Ford and Climax engines. Fastest here was Kay Garage's Lotus, driven by J. A. Turvey with runs in the excellent times of 28.42 secs. and 28.41 secs. Next in order came the Lotus of D. Swanton and the elderly but immaculate Morris Minor Special of W. A. Cleave.

Results

5-lap Handicap, Vintage Sports Cars: 1, R. P. Bradley (Bentley), (no speed given); 2, G. H. G. Burton (Bentley); 3, J. S. French (Austin).

5-lap Handicap, Production Saloons: 1, G. C. Shepherd (Austin A35), 59.26 m.p.h.; 2, E. B. Wadsworth (Healey Elliot); 3, P. H. Treadgold (Sunbeam Rapier).

5-lap Handicap, Sports Cars up to 1,500 c.c.: 1, A. M. R. Mallock (Austin Spl.), 64.44 m.p.h.; 2, N. Graham (Berkeley); 3, J. P. Hacking (M.G. TF).

5-lap Handicap, Sports Cars up to 1,500 c.c.: 1, P. J. Arundell (M.G. TC), 66.17 m.p.h.; 2, J. Lawry (Lotus XI); 3, R. N. Prior (Lotus XD).

5-lap Handicap, Sports Cars over 1,501 c.c.: 1, R. P. Bradley (Bentley), 69.18 m.p.h.; 2, H. G. Cutler (Healey Silverstone); 3, T. G. Hillyer (Halton-Tojeiro).

12-lap Scratch, Formula 3 Cars: 1, P. Robinson (Cooper), 76.15 m.p.h.; 2, J. Pitcher (Cooper); 3, P. R. Proctor (Cooper).

5-lap Scratch, Sports Cars up to 1,250 c.c.: 1, D. J. Brough (Lotus XI), 76.33 m.p.h.; 2, C. Davies (Lotus XI); 3, J. C. Brierley (Victoria-Climax).

15-lap Handicap, Vintage and Historic Racing Cars: 1, H. C. Spero (Maserati) 76.07 m.p.h.; 2, P. J. Munn (Frazer-Nash); 3, J. S. Mudd (Alfa Romeo).

5-lap Scratch, Sports Cars up to 1,250 c.c. and 1,500 c.c.: up to 1,250 c.c.: 1, D. J. Brough (Lotus XI), 76.69 m.p.h.; 2, J. C. Brierley (Victoria-Climax); 3, M. G. F. Dickens (Lotus XD); up to 1,500 c.c.: 1, P. J. Arundell (M.G. TC); 2, K. W. MacKenzie (M.G.A.); 3, C. E. G. Mason (Kieft).

12-lap Scratch "Sweepstake", Formula 3 Cars: 1, P. Robinson (Cooper), 76.15 m.p.h.; 2, J. Pitcher (Cooper); 3, P. R. Proctor (Cooper).

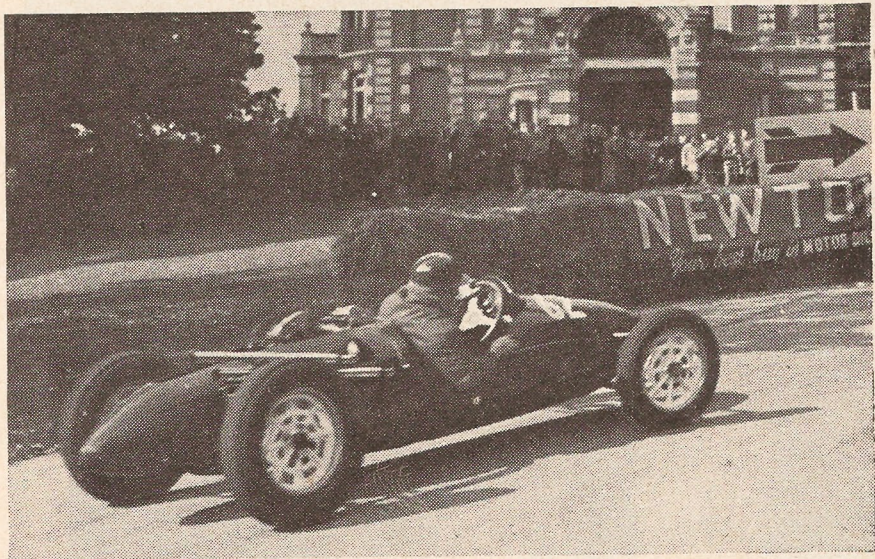
5-lap Handicap to qualify for "Motor Sport" Trophy Race: 1, J. P. Hacking (M.G. TF), 66.26 m.p.h.; 2, A. M. R. Mallock (Austin Spl.); 3, W. E. Wilks (Frazer-Nash).

5-lap Scratch, Sports Cars over 1,501 c.c.: 1, D. J. Brough (Lotus XI), 76.57 m.p.h.; 2, R. Schofield (Lotus-Bristol); 3, M. G. F. Dickens (Lotus XI).

5-lap Scratch, Cars to 750 Formula: 1, L. G. Hockney (Austin), 60.30 m.p.h.; 2, G. R. Spence (Austin); 3, J. S. French (Austin).

5-lap Scratch, Cars to 1172 Formula: 1, E. H. Broadley (Lola-Ford), 72.69 m.p.h.; 2, J. Lawry (Lotus XI); 3, R. N. Prior (Lotus XD).

5-lap Handicap Final for the "Motor Sport" Silverstone Trophy: 1, W. E. Wilks (Frazer-Nash), 73.65 m.p.h.; 2, R. P. Bradley (Bentley); 3, R. N. Prior (Lotus XI).



mark were W. Ford and J. B. Welton.

At last the class for which everybody was waiting: the twin-cylinder racing cars. Tony Marsh started the ball rolling with a run in 25.14 secs. Christie, with a tremendous take off, broke a half shaft, and David Good then really put the cat among the feathered element with 25.04 secs. to take the lead. Duncan Hollingworth, driving the late Wharton car, arrived at the last bend fastest to date, but a slide cost him too much. M. Hatton had a real overslide at the top corner. Second runs saw Marsh get down to 24.88 secs. Christie, with a new half shaft, could not better 25.04 secs., so all eyes were on Good who, making no mistakes, simply rocketed to the top to take B.T.D. and Chateau Impney's first record with a magnificent run of 24.64 secs.

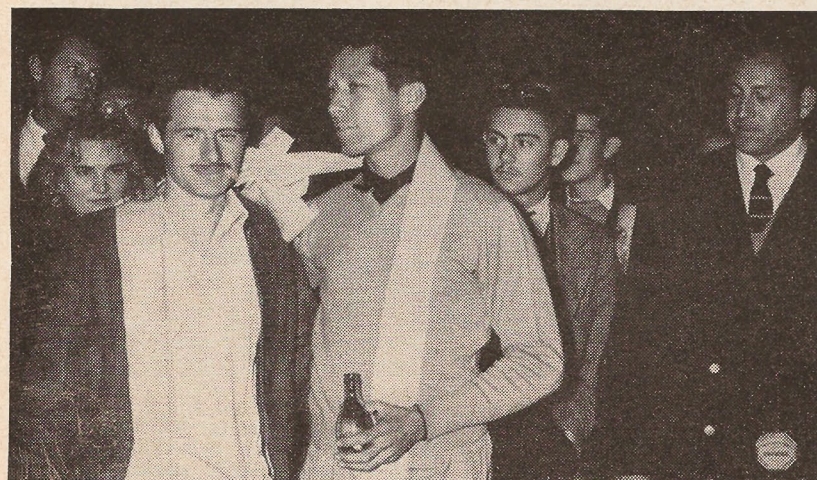
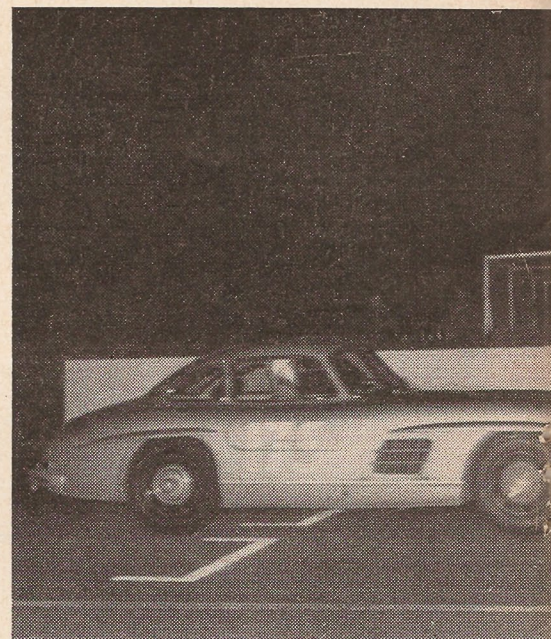
Tony Marsh had one string left in his bow, however, as he had entered his Formula 2 car in the *Formule Libre* class. His first run had been in 25.37 secs. so there was a chance, but it was not to be. Trying all he knew, he could not better 24.86 secs., a grand try under the circumstances. Second in this class came Jim Berry, whose handling of the big E.R.A. Special was, as usual, perfect.

Class seven brought out the sports-racing cars up to 1,200 c.c. Only four

(Continued on page 434)



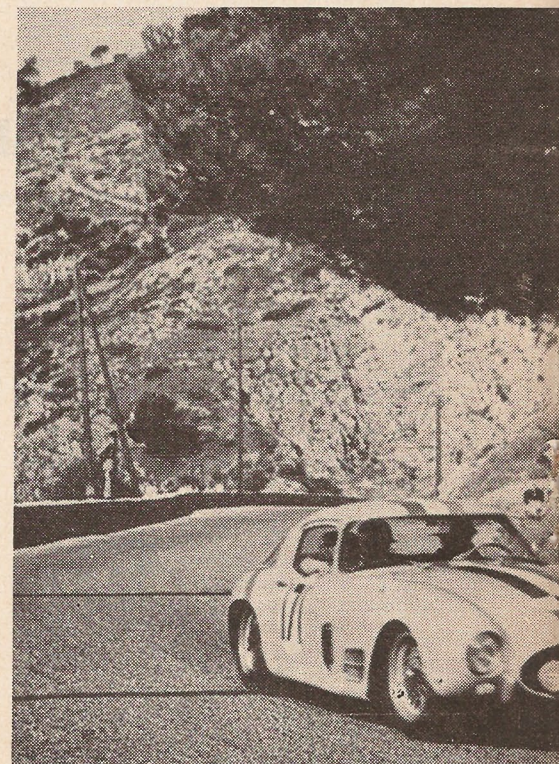
TOURING WINNER: (above) Hebert with his victorious Alfa Romeo Giulietta on the Col de la Faucille. **FOURTH MAN:** (right) Stirling Moss (Mercedes) during the night event at Rheims.



VICTORS: The Belgians, Luciano Bianchi (left) and Olivier Gendebien, made best performance of all groups.

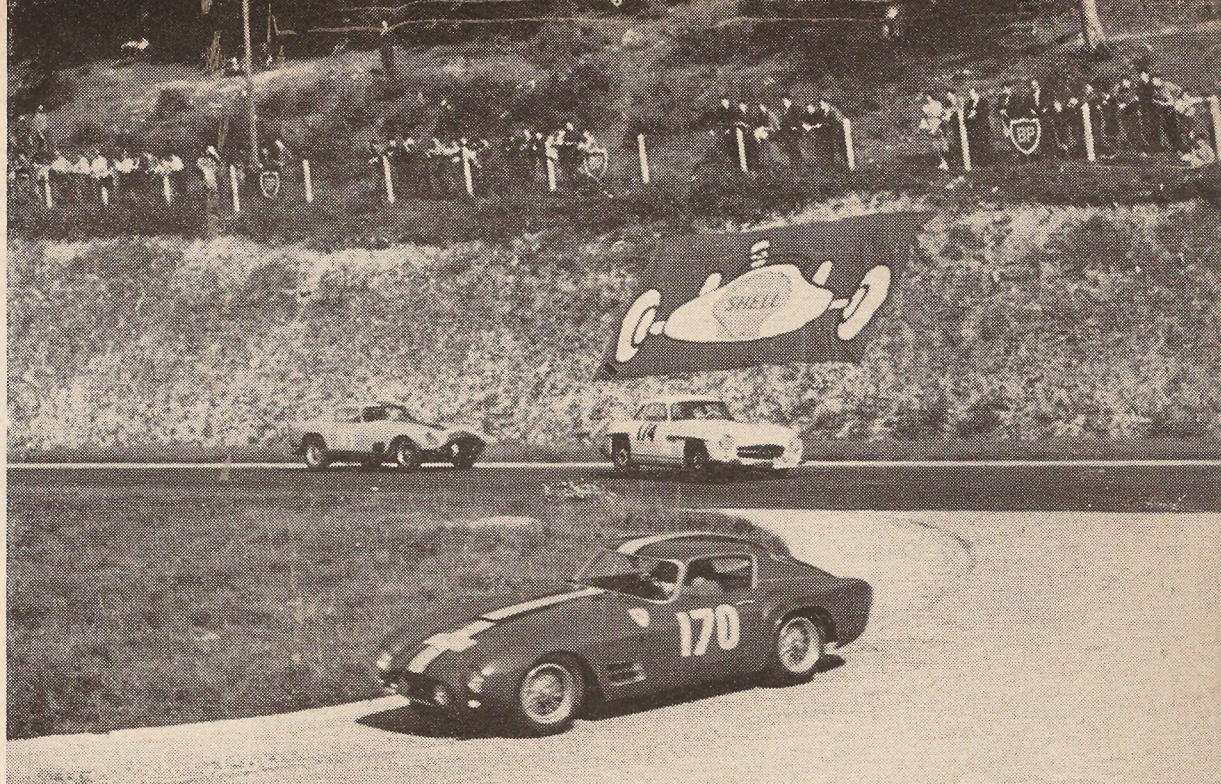
6th TOUR D

With Rosenthal and his ca
Rally which was won by G



LA TURBIE: (above) takes his 250 G.T. Fer hill-climb near M

FIRST BRITISH: (left) John Sunley and his A.C. Aceca on the Col de la Faucille. His was best performance in a British car.



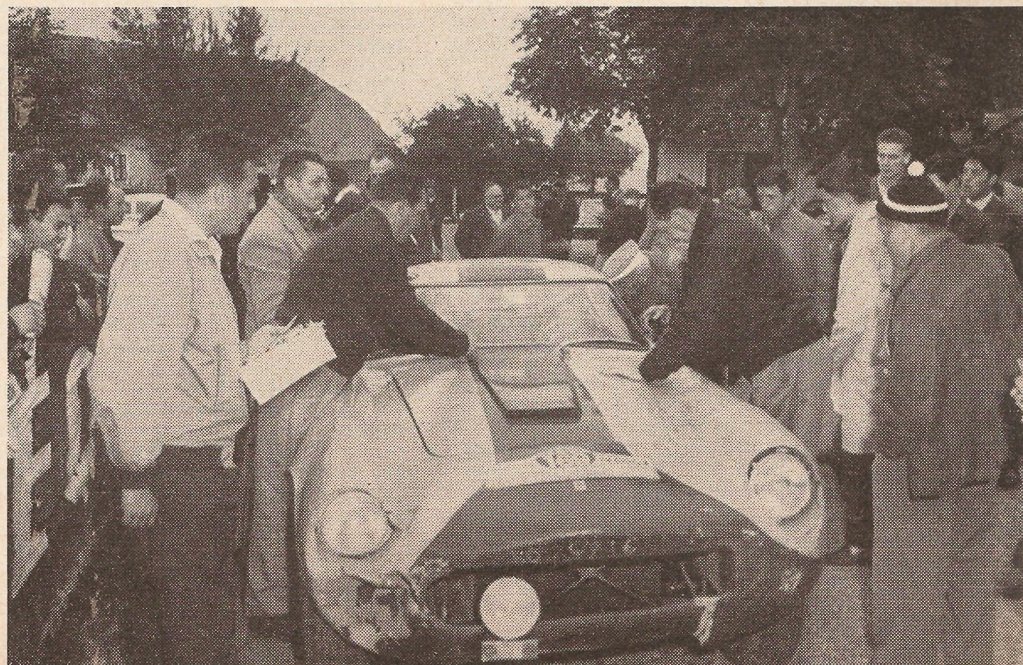
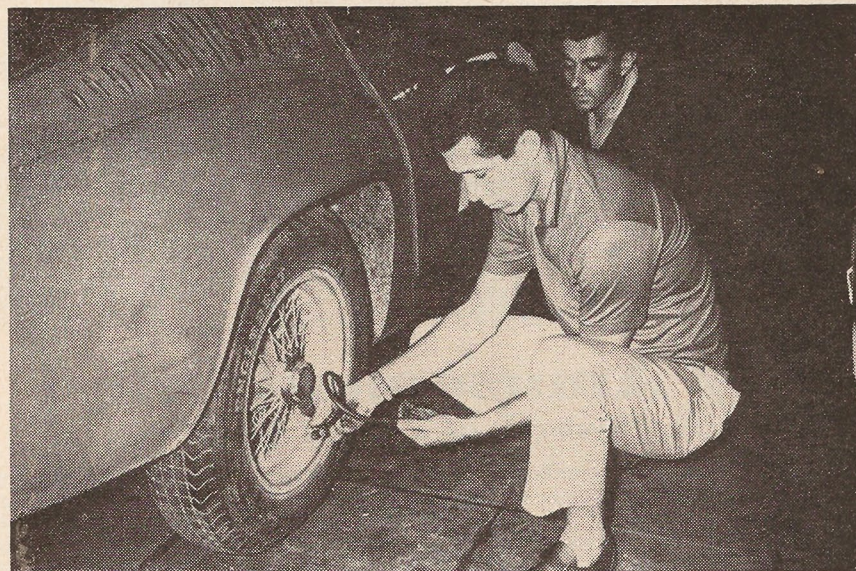
ROUEN: (above) Olivier Gendebien's winning Ferrari on the Essarts circuit. CHECK: (below) Gendebien tests his tyre pressures before the night circuit at Rheims.

DE FRANCE

camera on the 3,800 miles
Gendebien/Bianchi (Ferrari)



(left) Jacques Peron
drives Ferrari up the opening
of Monte Carlo.



GRAND PRIX DRIVER (right)
Maurice Trintignant and his co-driver
Picard wait to start the Col du Revard.

J. CLARK'S D-type Jaguar goes well on the new course. Jaguars took first three places in the big sports car class.

Chateau Impney—continued

entrants here, but as they all clocked 27 secs. or under, quality made up for lack of quantity. E. Lewis was fastest in 25.67 secs. against L. B. Mayman's 25.95 secs.

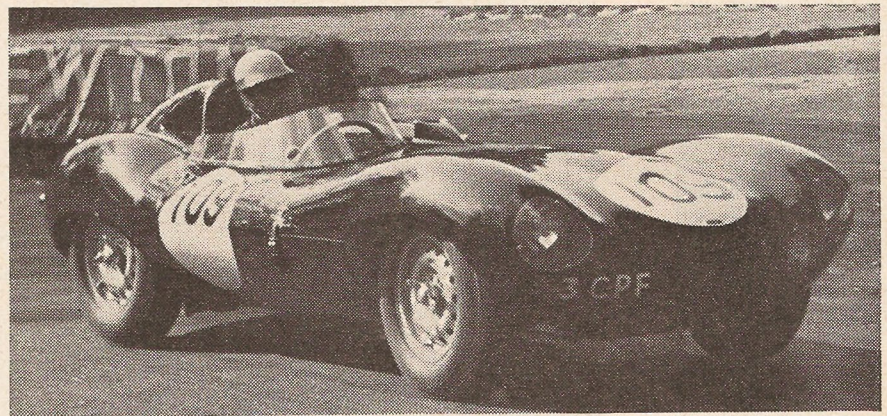
Next came sports racers up to 2,000 c.c., which was taken by M. G. Dickens from A. J. Nurse with 27.17 secs. against 27.37 secs. and lastly, the meeting finished with the unlimited sports-racing class. This was a gift for Phil Scragg, whose H.W.M.-Jaguar was over a second faster than his old rival A. C. Barrett-Greene, whose C-type seemed a bit of a handful on this little course.

This ended a day in which the organization, timing, etc., could not be faulted. Here's to the next time at the Chateau.

FRANCIS PENN.

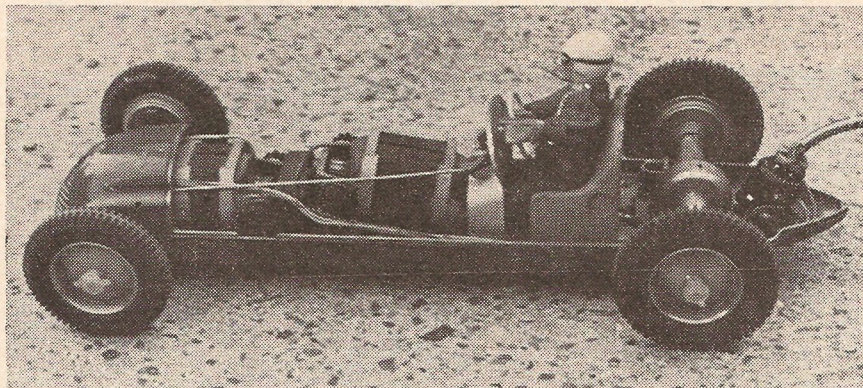
Results

B.T.D.: D. R. Good (Cooper), 24.64 secs.
Sports Cars up to 1,500 c.c.: 1, J. A. Turvey (Lotus), 28.42 s.; 2, D. Swanton (Lotus); 3, W. A. Cleave (Morris).
Sports Cars, 1,501 to 2,700 c.c.: 1, V. A. Hassall (A.C.) and G. Wilson (A.C.), 27.61 s. (Hassall



winner on agg.); 3, R. E. Meredith (Morgan).
Sports Cars over 2,700 c.c.: 1, L. J. Tracey (Jaguar), 29.21 s.; 2, V. C. Leedham (Jaguar); 3, Miss R. Massey (Jaguar).
Racing Cars up to 500 c.c.: 1, R. B. James (Cooper), 25.80 s.; 2, W. Ford (Cooper); 3, J. B. Welton (Cooper).
Racing Cars, Formule Libre, 2 cyls.: 1, D. R. Good (Cooper), 24.64 s.; 2, A. E. Marsh (Cooper); 3, M. A. H. Christie (Cooper).
Racing Cars, Formule Libre, over 2 cyls.: 1, A. E. Marsh (Cooper-Climax), 24.86 s.; 2, J. Berry

(E.R.A. Spl.); 3, R. W. Phillips (Fairley-Cooper-Climax).
Sports/Racing Cars up to 1,200 c.c.: 1, E. Lewis (Lotus-Climax), 25.67 s.; 2, L. B. Mayman (Cooper); 3, C. Summers (Cooper-Climax).
Sports/Racing Cars, 1,201 to 2,000 c.c.: 1, M. G. F. Dickens (Lotus-Climax), 27.17 s.; 2, A. J. Nurse (Cooper-Bristol); 3, C. Summers (Elva).
Sports/Racing Cars over 2,000 c.c.: 1, P. Scragg (H.W.M.-Jaguar), 25.55 s.; 2, A. C. Barrett-Greene (Jaguar C-type); 3, J. P. Chapman (Chapman-Mercury).



For Amusement Only!

The Mysteries of a Model Maserati

A YEAR or so ago your contributor was fortunate enough to acquire an electrically-operated model of the famous 4CLT Maserati. This fascinating model was "built not as a toy but as a mechanical type one"—in the words of the detailed instruction book, of which the manufacturers in Bologna, Italy, had kindly provided a (very) free translation into English.

The car, wheelbase 1 foot, track 6 inches, is powered by two electric motors, one for motive and the other for steering and driver control, and we learnt from the book that though "the current is trenta volts it has a core so that it may be used with every kind of current between 110 and 220 volts" and that to adjust we have to use the "change-tension plug".

Our "tension" was 240 volts. Fortunately the book said, "If the value of the tension is a little superior of the value marked on the change-tension it makes no difference about the engine of the car"—but it did—and on the first trial run there was a slight haze from the engine compartment, and the car disappeared from the room (parquet floor) with considerable wheel-spin!

Control of the model is from a separate "control station", with lever accelerator and steering wheel, a thin five-ply cable running to a central 10-foot high pole, and thence to the car which has a free-running radius up to 55 feet.

Response to the steering control was instantaneous and our enthusiasm developed faster than our skill in driving. A Grand Prix course was laid out on the biggest available floor, complete with chicane in the flat out (18 m.p.h.) straight, and we quickly learnt what the book meant when it said "the avoid dashes would not be right for this kind of car, but it has done for the inexpert driver"!

Therefore, although it rather spoils the aesthetic appearance, we deemed it prudent to fit the "avoid-dashers", a kinked steel wire bumper, fitted with "the high insertion that is necessary not to disturb the dragging of the steering", and thus to "preserve the game for a long time".

Readers may wonder about the braking system—as we did—but reversing the poles of the main motor was the answer, or, as the instruction book put it, "With the lever you control the march—in the middle the car stops when push to the

front goes on, and back goes back-march; both in the cases the speed grows with the removal of the lever". It certainly did, and after a series of major shunts with door-frames and table legs we had to undertake some degree of maintenance and repair, guided again by our little book.

Four main screws turned "until they turned in vain" exposed the chassis and motors, and normal greasing was carried out, with vaseline, on the wheels and other parts, recommended "when they are losing their fluency". The motors presented little trouble, and our elementary knowledge confirmed that they were "the current alternation type so they request the normal cleaning as for the pipes or charcoals"—so we brushed up the brushes and wiped the armature.

We also did a rear axle oil change, as a reference to the "lubrication of the gearing of the posterior bridge" couldn't be allied to any other part.

Many more miles of racing and testing were carried out, and one could not help but admire the thought and workmanship which had gone into the design and construction of such a model. (It is believed they cost over £60 when new.)

But one day, with young and inexperienced hands at the wheel, disaster struck, and a major repair was needed on the vital "rounding drive" which transmits the current from the five-ply cable to the two motors.

The book said that this "must be disassembled only for necessity" and how right it was!

We followed the instructions most carefully—"Unscrew the screws A, hold up the driver, sled out the bobbin-stump marked B, make attention to not unsolder the cables, and unscrew the central superior nut, gather the bearings which are in the superior part; fold up slightly the internal cylinder and make attention to the charcoals".

Thus far have we got. But now I am looking for a highly skilled technician to deal with the final instruction—"On the contrary to resumbly it"!

E. W. HOLT.

VICTORY AGAIN FOR



Super Plus



GOODWOOD

GOODWOOD TROPHY

1ST

LISTER-JAGUAR

W. A. SCOTT-BROWN

(Subject to official confirmation)

ALSO USING BP ENERGOL



THE BRITISH PETROLEUM COMPANY LIMITED

V-6 to the full 2,500 c.c. His F2 car is not only being raced as a Formula 2 machine, but is definitely being tried out whenever possible as a prototype for the 1958 G.P. machines.

LEFT: A splendid action shot of Luigi Musso, who finished second in each of the two heats. He was driving a light-weight Ferrari with a V-6 engine of 1,958 c.c.

BELOW: At the end of a tricky, sweeping double curve Peter Collins, in a 1,500 c.c. Formula 2 Ferrari, is in close company with Musso and Harry Shell. The latter drove the car which was to have been Behra's—the actual "six" driven by Fangio at Monza. In both heats of the race Shell finished third in front of Peter Collins, the two cars crossing the line almost wheel to wheel in the second heat.

BOTTOM LEFT: One of the two B.R.M.s taking part was piloted by Swedish conductor Joakim Bonnier, pictured here. Both cars—Ron Flockhart drove the other—were retired in the second heat. In the first part of the race they were placed sixth and seventh.

BOTTOM RIGHT: Race winner Jean Behra drove the V-12 Maserati which had been prepared for Fangio.

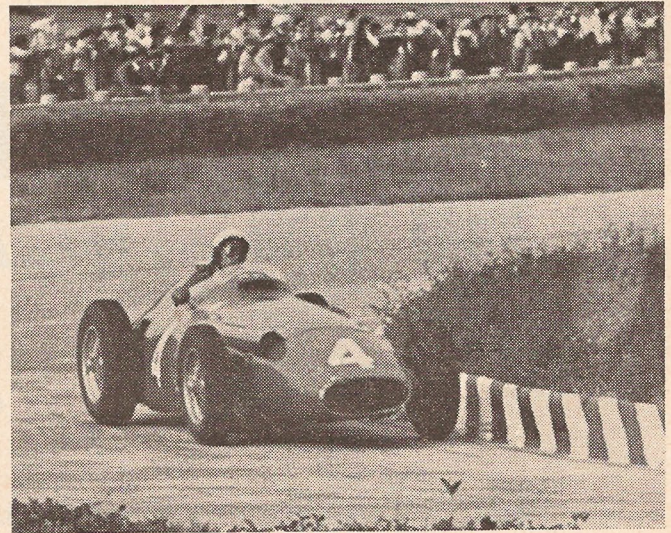
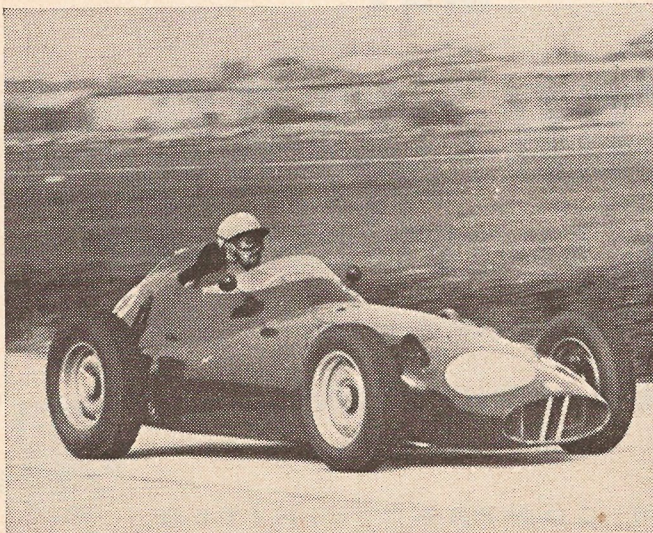
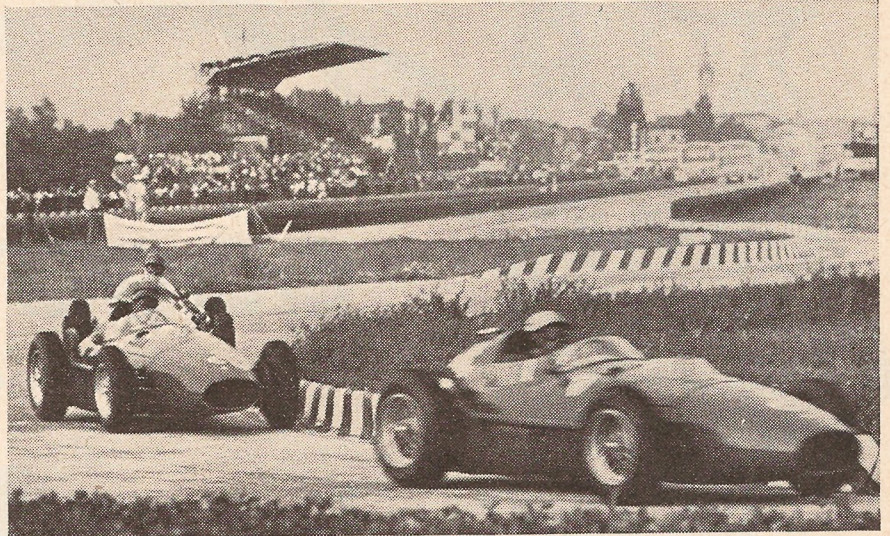
GRAN PREMIO MODENA

Graham Gauld's Camera Report

THE Maserati which Behra drove to victory at Modena was the one which had been prepared for Fangio. It had a new-type chassis and was fitted with the V-12 engine. Shell drove the car which Behra was to have conducted; this was the actual "six" driven by Fangio at Monza, and also had a new-type chassis.

Luigi Musso's Ferrari was the V-6 Formula 2 car, with the engine enlarged to 1,958 c.c., whilst Peter Collins had a 1,500 c.c. F2 car. Whilst Musso did 62.3 secs., Collins achieved several laps in 63 secs. Both Ferraris were much faster than the two B.R.M.s, which both sounded healthy enough in the first heat.

Obviously Ferrari's object in running 2-litre and 1½-litre cars was to obtain data in relation to driver and cubic capacity. Taking the times of Musso and of Collins, and adding 500 c.c. to the former, and 1,000 c.c. to the latter, would appear to give both drivers the chance of lapping faster than Behra did with the new Maserati. The interesting fact is that Ferrari must be thinking in terms of smaller machines for certain circuits, and will probably develop the



At Silverstone races however fast the pace is,
 And Goodwood, Oulton or even in Grand Prix,
 In Astons, Jaguars, Lotus or in Cooper cars,
 Winning drivers all and one agree —

"Esso for Extra"



— same as sold to you and me

FINEST PETROL IN THE WORLD

GOODWOOD MEETING — September 28

WOODCOTE CUP — FORMULA II

1st Roy Salvadori.....COOPER-CLIMAX.....94.43 m.p.h.

**Fastest Race ever run at Goodwood —
 Won on Golden Esso Extra — same as you can buy**

MADGWICK CUP

1st Alan StaceyLOTUS-CLIMAX87.01 m.p.h.

GOODWOOD TROPHY

2 litre class **1st Roy Salvadori**.....LOTUS-CLIMAX88.84 m.p.h.

Car prepared and entered by John Coombs

SEPTEMBER SPORTS CAR HANDICAP

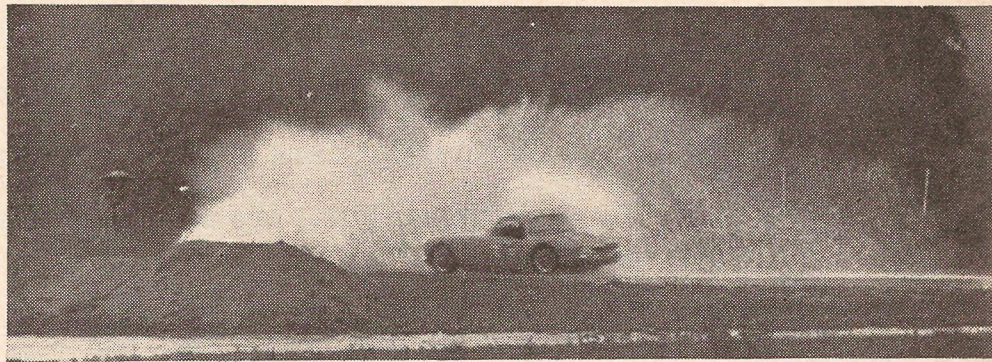
1st Patsy Burt..... COOPER-CLIMAX

**All using Golden
 Esso Extra and Esso
 Extra Motor Oil**

(Subject to official confirmation)

WATER HAZARD: Ben Fowke pulls on to the verge to avoid 10 ins. of water in the chicane. Spray from a previous car's passage still falls over marshals with umbrellas.

SINCE its inception three years ago the M.G. National, held annually at Marlboro, Maryland, has always been run in beautiful weather and has attracted drivers and spectators from all parts of America. Not so this year. Unfortunately rain dampened the spirits of all but the most seasoned diehards. As this was the first running of these races on the new 1.8-mile circuit—on



During the Deluge

M.G. National Racing at Marlboro

25th August—we were all keenly disappointed at the weather. The eastern seaboard has been suffering from a severe drought all summer and the rain made those of us who depend on wells for our water supply breathe a little easier. The versatile and much-beloved M.G. heads the popularity poll of sports cars in this country. Its "never-say-die" attitude has endeared it to everyone and the ability of its engine to survive under intense and often destructive tuning has not been matched by other marques.

At noon on Sunday, starting time, the circuit was inundated and many drivers were checking their fishing tackle. Some parts of the course were under about 10 ins. of water and although some officials considered postponing the races a show of hands among the drivers indicated a willingness to race or drown.

Ben Fowke took the first of nine races with an M.G.A., winning ahead of Bob Yount, another novice driver and president of the Washington, D.C., M.G. Car Club. Fowke's car ran in six of the day's events, including the races for modified cars. All tuning and preparation was done by Fowke and he modified his machine by removing the carburetter air cleaners.

Arthur Tweedale won the second event on an M.G. TF 1,500. Closely contesting Tweedale was Campbell Smith on a TF 1,250. After 12 laps of exchanging the lead Smith went round and round on the back hairpin losing sufficient time to allow Tweedale a handy win.

Harold Hurtley, leading TR3 driver in America, began the third race in last position and finished second, a tremendous feat since he finished closely

behind Duncan Black on Fowke's type A. Black is a well-known Ferrari pilot who had brought along his Lotus-M.G., but was unable to get it to run.

The fourth race, for Formula 3 cars, was an added attraction. Usually a hotly contested affair only four cars entered and one went out on the first lap. No one felt very brave on the slippery course and in the chicane the water was over the driver's heads. John Alderman won, followed by Jack Lyles and Pierre Mion.

The modified cars in the fifth race were startled by the appearance of the A-type of Ben Fowke. Minus air cleaners and with Duncan Black up this car showed its rear end to a Cisitalia-M.G., a Lester-M.G. and a very fast TD. Fowke was awarded a special trophy for the best A-type and it was rumoured that he and Black had tried to enter the Formula 3 event, but couldn't meet the weight requirements as Black has been on a diet.

Hurtley won the sixth. In racing circles he is usually found raising hob among the A.C.-Bristols with his TR3. Everyone knows this is impossible except Hurtley, who is a very hard man to convince. In fourth place for the first few laps Hurtley forged ahead when leader Harry Beck collided in the chicane with Dick Thompson and motored backwards off the road to perch on the adjacent haybales.

Introduced for the first time in July, handicap races were well received by drivers and spectators alike. Hurtley again showed his prowess by finishing second behind Tom Richardson. Hurtley's handicap was one minute or half a lap. The difficulties of the circuit

compounded by the driving rain amply demonstrated Hurtley's astonishing ability.

A choppy ground swell necessitated shortening the feature to 15 laps. Well-known drivers, Dick Thompson, leading Corvette driver and S.C.C.A. class B champion, Charles Kolb, Harold Hurtley and Duncan Black, were entered. Black, on Fowke's A-type, sank in the chicane and Hurtley went home after twice flooding his ignition.

Thompson soon took the lead from Jim Miller's Lester, but his broadsides in the chicane and the superior road holding of Michelin tyres let Kolb through to take the chequered flag. That Kolb was able to enter constituted a minor miracle. In Saturday's practice he blew a piston and scored his cylinder head. Saturday night was spent scrounging parts, milling the head and balancing the engine on a local all-night restaurant's bakery scales. Charley gives all credit to his chief mechanic Jack Belgard and has struck a medal for the chap who supplied the baling wire.

WARREN BALLARD.

Official Results

First Race, Novice: 1, Ben Fowke (M.G.A.); 2, Bob Yount (M.G.A. mod.); 3, Dodd Boyd (M.G.A.).

Second Race: 1, Arthur Tweedale (TF, 1500); 2, Campbell Smith (TF, 1250); 3, Tom Richardson (TF, 1250).

Third Race, A type production cars: 1, Duncan Black; 2, Harold Hurtley; 3, Stover Babcock.

Fourth Race, Formula 3 cars: 1, John Alderman; 2, Jack Lyles; 3, Pierre Mion.

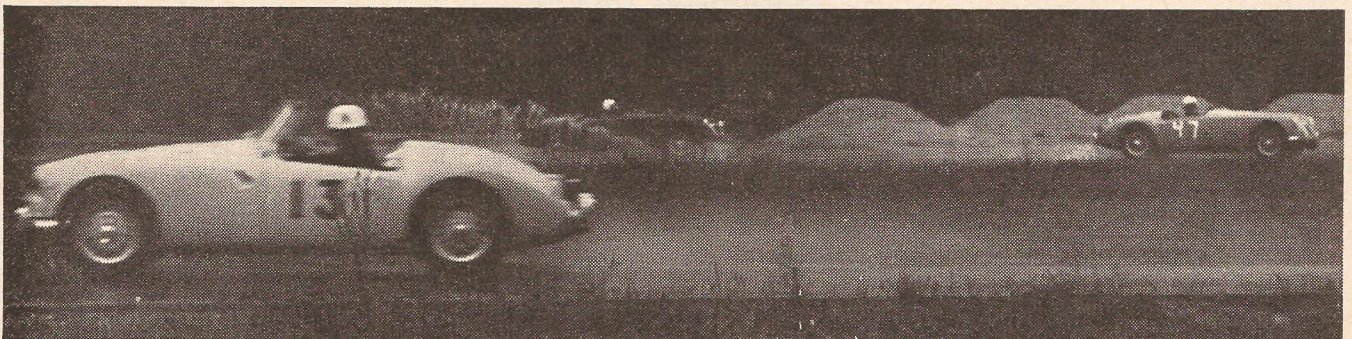
Fifth Race, Classes F and G, modified: 1, Duncan Black (M.G.A.); 2, Frank Baptista (M.G. Spl.); 3, Steve Spitzer (M.G.A. mod.).

Sixth Race, all production: 1, Harold Hurtley (M.G.A.); 2, Fred Moore (M.G.A.); 3, Jim Robinson (M.G.A.).

Seventh Race, Ladies' Race: 1, Nell Baptista (M.G. Spl.); 2, Toni Charuhas (M.G.A.); 3, Edna Leighton (did not finish).

Eighth Race, Handicap all classes: 1, Tom Richardson (TD); 2, Harold Hurtley (M.G.A.); 3, Campbell Smith (TF, 1250).

Ninth Race, Feature Race for all classes: 1, Charles Kolb (M.G. Spl.); 2, Dick Thompson (M.G.A. mod.); 3, Jim Robinson (M.G.A.).



DARKNESS at midday in Maryland: Major M. A. Cappiello presses on through the storm followed by Dave Goell and Joe Karter at the back hairpin.

CORRESPONDENCE

Lancia Service

MAY I, through the medium of your columns, record a well-deserved appreciation of services rendered by a London motor engineer who came to my aid when I was unfortunate enough to crack the cylinder head on my 1935 Lancia Augusta through over-indulgence with the loud pedal? The head was cracked internally, and was apparently beyond economical repair, so the hunt began for a replacement.

This, for a 1935 Italian car, proved to be quite a problem, until I was put in touch with Mr. R. L. (Bob) West of 24 Queensgate Place Mews, who is a Lancia specialist, and was instrumental in bringing the first Lancia into the country. A notice in his office says, "The impossible we do at once, miracles take a little longer", and, living up to his creed, he set about doing what I had given up trying. He lent me a spare Augusta head, built up and ready to drop on to my car which I sent by train to Southampton, where the car had been abandoned, enabling me to drive it back to London the same week. Meantime, he located the crack in my cylinder head, repaired it, and advised a modification to the head involving an extra exhaust outlet which would obviate further trouble by keeping the head cool. This was duly done, and the valves ground at the same time, and the performance of the car cannot have been any better when it left the factory 20-odd years ago!

I feel that such unstinted help on the part of Mr. West should not go unsung, and further, that I might be doing a service to other Lancia owners who may find themselves in a similar hopeless position, and who could avail themselves of one of Mr. West's miracles . . . he still has a few left.

I hope you can find space for this appreciation of what I consider first-class service coupled with friendly good humour, a combination so hard to come across in these cut-throat days.

W. J. HOLLOWAY.

LONDON, N.W.4.

Sports Cars versus G.P. Cars

I WAS very surprised to read the articles in the motoring press concerning "The coffin of Grand Prix racing".

For years it has been accepted that the "sports cars" that race at Le Mans, Spa and Monza are in actual fact *Formule Libre* racing cars, very thinly disguised as sports cars. It is not surprising then that these freaks are now travelling faster than Grand Prix machinery.

You have said yourself that there is no spectacle to touch Grand Prix racing. Surely this state will continue for many years yet. I personally find science far more acceptable than brute force.

Secondly, with regards to Fangio and the Vanwall. As much as I admire the World Champion, wouldn't it be far better for British cars to win with British drivers? This country, unlike Italy, is not short of such men. Already this year Moss has won thrice; it surely will not be long before Brooks does the same.

GEOFFREY B. CAMPION.

THAMES DITTON, SURREY.

Attendance at Shelsley

MAY I suggest that Mr. Penn looks no farther than the pages of my favourite motor magazine for one of the reasons why Shelsley was not as well attended as of yore.

I found only four advance mentions of the event, one picture of an entered vehicle, one small note in "Club News", and two more in "Coming Attractions", none of which mentioned the time of starting, list of entrants, etc. Could not this advance publicity be expanded a little?

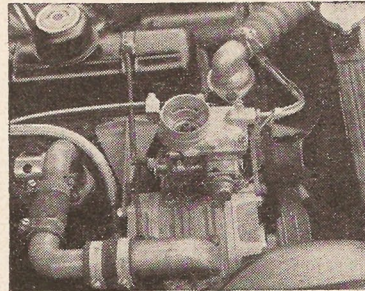
It is not always possible for me to read my magazine from cover to cover and perhaps by missing an article on the subject I do you an injustice by this criticism. If that is the case, I apologize.

Another thing which I think might affect *future* spectators is the selfish way in which people line the barriers and pathways (particularly between the Crossing and the Esses)—blocking the view of those who made the effort to get there early and secure themselves a seat on the banks. In the past police and marshals have asked these people to move on or sit down. I would like to suggest to the M.A.C. that a return of this service would be most appreciated.

Anyway—see you at Shelsley next June?!

GILLIAN LATIMER (MISS).

NORTHAMPTON.



From world records at Utah with the M.G. Special and B.M.C. Ex. 179 to Earl's Court . . . Time and place is 'immaterial' to the Shorrock Supercharger, but can be important to you . . .

If you own any of the cars below, why not "blow-in" on our Stand—our representative will gladly expound the Shorrock.

Increased power, better hill-climbing, off-the-mark acceleration, top-gear performance . . . it's "the small car motorists" dream come true . . . with Shorrock!

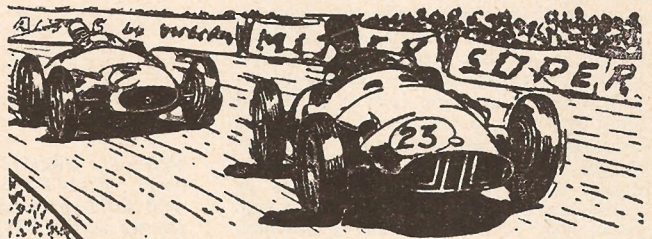


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MOTOR RACING

FOR FORMULA 3 AND SPORTS CARS

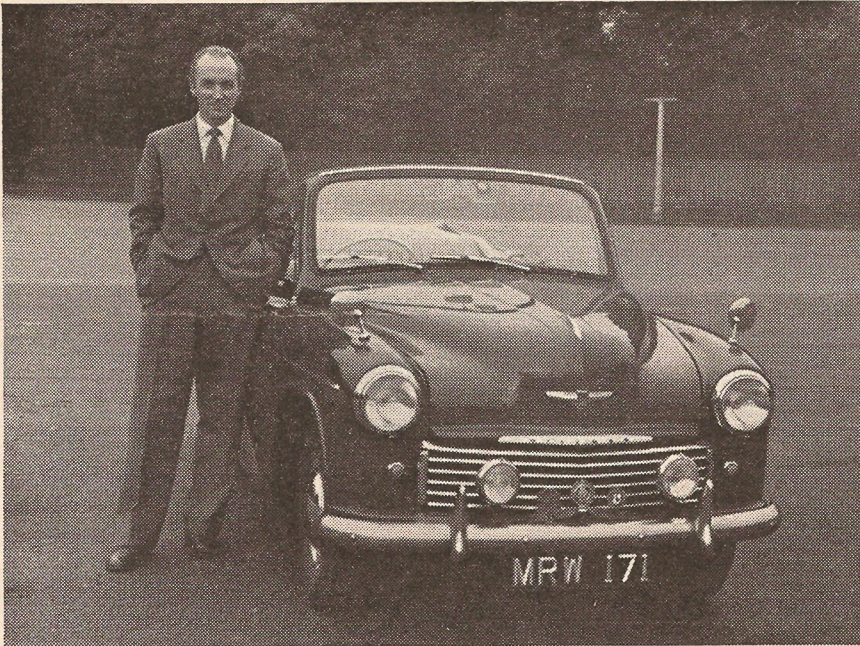
ORGANIZED BY
BRITISH RACING AND
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BRANDS HATCH

A20 ROUTE
Nr. FARNINGHAM, KENT

**SUNDAY
OCTOBER 6th
at 1-30 p.m.**

The track is two miles south of Farningham on the London-Maidstone Road (A20); by Green Line Bus 703 from Victoria. Special Service Swanley Station (Southern Region) to Circuit.



PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

No. 33—JEFF DIXON

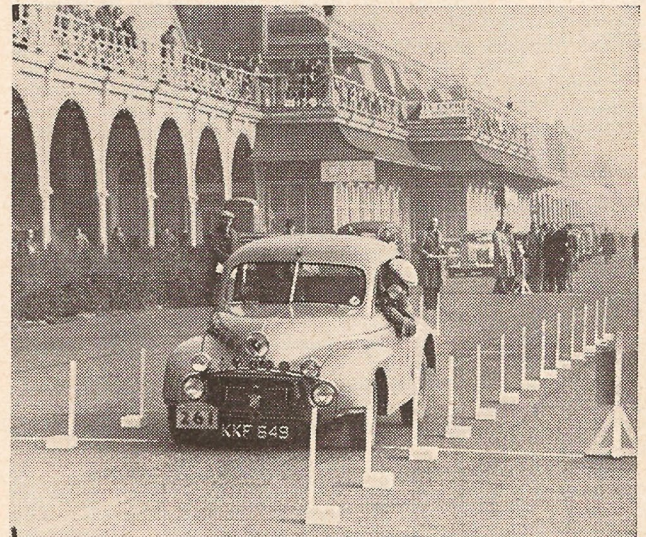
IN the person of Jeff Dixon is portrayed a further example of that select band who appear to devote their every leisure moment to the furtherance of our sport.

In the North, Jeff Dixon is well known in his two separate and distinct categories: (a) as secretary of the Liverpool Motor Club from 1948 to 1955, and since that date as chairman. He has, in the main, been responsible for such successful events as the Jeans Gold Cup Rally, the Reliance Trial, hordes of sprints, sand races and is at present "up to the eyes" in this year's Jeans, in which are promised new innovations, including a lower average in the tougher sections for the smaller capacity cars.

His second role is as one of the top line navigators in the British rally world having partnered such drivers as the late Barry Davies and Jimmy Ray to success in such events as the London (three times) the Rallye Gogledd, the *Daily Express* rally, the Lakeland, the *Birmingham Post*, the Rally of the Dams and smaller events too numerous to mention. This is his advice to the beginner or semi-experienced navigator:—

On receipt of the regulations, read, learn and digest each and every applicable word (there is nothing more annoying than when approaching a control to wonder if penalization will result from an early entry and then to be forced to "look it up" in the dark). Obtain the relevant maps, see that they are neat and tidy and eradicate any previous route marking. Examine the geography of the locale, noting from the regs. start, refuel points, rest halts, tests and finish. Plot the course as soon as it is known and (bearing in mind clearance of the car to be used) avoid rough tracks as, nine times out of ten, a longer route on better roads is not

ABOVE: JEFF DIXON with his d/h coupé Hillman Minx.



RIGHT: BRIGHTON FINISH, with the late Barry Davies in the 1953 *Daily Express* Rally.

only quicker, but safer and can avoid navigational errors.

Jeff's only aids are an illuminated magnifier (which, incidentally, he invented in the war) and pencil and paper. In the car to be used, he likes ample light-plugs and a comfortable seat with a safety belt. This he considers essential, as it avoids expending unnecessary energy, saves interference with the driver, and, in a saloon car, many head bumps. It also leaves both hands free for map work.

Beginners should look at the map only long enough to note what features to expect next, then watch the road. Notify the driver of turns to be made at least ample braking distance ahead. In the case of difficult map-reading sections where a considerable amount of plotting is involved, make the driver leave the car to obtain route book stamps at controls, as the 15 seconds so saved may be invaluable.

Do not rely on stopping for meals, but carry all necessary food and drink for MORE than the entire distance. Co-drive only on the easier sections, from

town to town on main roads which can give your number one a break, but do not, unless you are very good, attempt his speeds or the "break" you give him may be of a very different nature!

Born in 1915, Jeff is married to Patricia who is just as keen and has herself competed in smaller events. They are owned by daughter Helen, aged 2½, who is as yet no difficulty as a crew member.

By profession Jeff is an estate manager and surveyor to a large brewery and during the war years was a survey officer in the R.A., teaching map reading to "many thick skulled individuals". One of these was Jackie Reece, whom Jeff at that time did not know! His hobby is record photography, his favourite transport is "anything open" though he admitted great regret at parting with his Talbot 10, owned since new and showing 100,000 on the clock! Present mount is a d/h coupé Hillman Minx.

Jeff's favourite rally is the London. His advice for the improvement of our sport is "To delete some of the smaller club rallies which, through mismanagement, are threatening the popularity of motor sport, due to constant antagonism with

the general public, by the limitation of the calendar, or by the amalgamation of two or more clubs to run bigger and better events". Jeff, though primarily a navigator himself, deplors the fact that far too many events depend on the intricate plotting of map references thus leaving the keen and efficient driver little chance of success without the services of a first-class map reader.

The incident questions brought the following: Most amusing—Jeff, in his first rally as navigator to Jimmy Ray, the "Braid" lost the pair of them on the outskirts of Colwyn Bay, less than a mile from the start. They had to ask a policeman, who, promptly boarding the car, accompanied them to the town boundary and with a large finger pointed to the "only" main road out! Most disappointing—On the 1954 London, being well placed and having successfully completed 20 of the night sections, found to his horror they were approaching No. 22 having omitted 21; nett result a loss of some 100 places in the final order.

FRANCIS PENN.



GOODWOOD

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| | <i>New Formula III Lap Record at 86.92 m.p.h.</i> | |
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| 4th | COOPER | D. BOSHIER-JONES |

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Club News

By MARTYN WATKINS

"MOTOR racing is dangerous" say notices, admission tickets and programmes at all the speed meetings you have ever seen. And quite right too—motor racing is dangerous. Yet it goes without saying that but for the valiant marshals it would be—or could be—even more dangerous to competitors and spectators alike.

Anyone who is a marshal need read no further, for I've nothing but praise for them. The majority stick at their posts in some of the worst weather the British summer can throw at them—and there are no complaints. Anyone who was at the B.R.S.C.C. Silverstone meeting a couple of months ago will realize what I mean there. No, the people at whom I'm having a crack are those who do not compete and do not marshal either. You may say that you can't have a meeting without drivers, and you'd be quite right. You can say the same thing about the spectators and once again you'd be at the top of the class. But no one thinks about the importance of marshalling. It is a simple fact that you just could not have a meeting without marshals.

The big trouble at the moment, of course, is a shortage of marshals: it is a job which requires volunteers more, perhaps, than any other. No one seems to want to take it on—and I must agree it is frequently a most unpleasant task, this business of flag-waving. Yet its importance cannot be too highly stressed. The same problem applies to rallying, where the shortage is even more acute. I enjoy rallying, you probably enjoy it too, but in almost every club newsletter that comes to me—and that is a large number—I see the same old plea.

So have a go, chaps, have a go!

* * *

AFTER that little lecture, let's get on with the real business of the moment. **The Navigators' Club**—an organization with the most excellent ideas—has on the agenda for its next meeting, on 8th October, a lecture on rally equipment for which the experts are representatives of Halda Speedpilots and Mr. Nuttall, competitions manager of Smiths, the instruments people. Members and friends are welcome at the meeting which is to be held at the "Mason's Arms", Maddox Street, London, W.1. . . . Final instructions to competitors in the M.C.C. Derbyshire Trial taking place this weekend include a warning: "Do not forget to fit a tow-rope attachment to your car". Starting points are from London, Bristol, Penrith and Norwich, the first man away leaving his starting point at 11.30 p.m. in each case and is due to arrive at Cromford, near Matlock, at 5 a.m. Jolly good luck to you all. . . . Supplementary regulations are available for **Guildford M.C.'s** October night rally on 26th-27th October. Invited clubs include Per Ardua, Chichester, Hants and Berks, Triumph Sports, Basingstoke, Forces, Haslemere, Thames Estuary, B.R.S.C.C., Malden and District, Civil Service, West Surrey, Mid-Surrey and Mid-Thames. Main point of interest about this event is that it has been divided into two parts, one for the new-



RARE BIRD: Tommy Sopwith's sleek black Mercedes 300SL Roadster, one of the first of these models to be seen over here. The car is pictured at the start of the recent B.A.R.C. Brunton hill-climb.

comers which ends at midnight, and t'other for the experts—or, as secretary David Roscoe tells me, the "more clued-up"—which carries on all night. Entries close on 23rd October and secretary of the meeting is David Morgan, "Friar's Oak", Abbotswood, Guildford, Surrey. . . . **North London E.C.C.** holds the annual half-night navigational "Octopus" rally on 19th October. It is a closed event for the club championship and covers about 90 miles. . . . **Oxford M.C.** will be holding its third Boanerges rally on 2nd-3rd November. It is a restricted event of about 350 miles of night navigation and invited clubs are B.A.R.C., Cheltenham M.C., Cirencester C.C., Hants and Berks M.C., Hagley and D.L.C.C., Herefordshire M.C., London M.C., Thames Estuary A.C., Walsall and D.C.C., and Worcestershire M.C. Regs. are available from K. S. Spooner, 50 Coverley Road, Headington, Oxford. . . . **Haslemere M.C.** second Hunter's Moon rally takes place on 19th-20th October and invited clubs are Hants and Berks, Guildford, Southsea, Chichester, Mid-Surrey, Bognor, United Hospitals, Horsham, R.A.S.C., Cranleigh, West Hants

and Dorset, and, of course, Haslemere. Regs. can be obtained from E. J. Gordon Madgwick, Thursdays—that is the name of the house, not the only day on which he is obtainable—Hindhead, Surrey. . . . **Sevenoaks and D.M.C.** has sent me a copy of its year book, a very nice little publication edited by Alan T. Burgess: it is a little book of which any club could be proud and the idea behind it is a sound one, too. . . . **B.A.R.C.** South-eastern centre holds a night navigational rally on 2nd November over about 150 miles. Entries—it is a members-only event—close on 28th October and go to Mrs. Walton Jones, Grove Cottage, Ratton Park, Eastbourne. . . . The annual dinner and dance of the **Eastern Counties M.C.** will be held at the Athenæum, Bury St. Edmunds, on 25th October. . . . Next event for **S.T.D. Sunbeam Register** folk is a *concours d'élégance* and driving tests meeting at the Royal Military Academy, Sandhurst, Camberley, Surrey, on 13th October. Entry forms can be obtained from Mrs. W. Boddy, "Carmel", Wood Lane, Fleet, Hants. . . . **Tunbridge Wells M.C.** holds a night navigation rally on 26th-27th October and invited clubs

Coming Attractions

October 5th. Mid-Cheshire M.C. International Gold Cup Meeting, Oulton Park. Start, 11 a.m.
Pembrokeshire M.C. Lydstep Hill-Climb, Lydstep, near Tenby.
North Staffs M.C. Race Meeting, Silverstone. Start, 12 noon.
Winfield Joint Committee Race Meeting, Charterhall. Start, 1.45 p.m.
October 6th. Rhyl and D.M.C. Regal Driving Tests. Start, 11 a.m.
B.R.S.C.C. Race Meeting, Brands Hatch. Start, 1.30 p.m.
North London E.C.C. Sprint, Gransden Lodge.
B.A.R.C. Autocross, Funtley, near Fareham, Hants. Start, 2 p.m.

A.C.O.C. Driving Tests, Heston Aerodrome, Middx.
Berwick and D.M.C. | Border M.R.C. Sprint, Winfield Aerodrome, Berwickshire. Start, 2 p.m.
October 13th. G.P. of Rome, Castelfusano.
B.A.R.C. Autumn Sprint, Hudson Road Mills, Leeds. Start, 1.30 p.m.
Hagley and D.L.C. Worcestershire Trial, Kinver. Start, 10 a.m.
London M.C. Hill-Climb, Harleyford, nr. Marlow, Bucks. Start, 10 a.m.
West Essex C.C. National Hill-Climb, Stapleford Airfield.

include B.A.R.C., Maidstone and Mid-Kent M.C., Hants and Berks M.C., Surrey Sporting M.C., Sevenoaks and D.M.C., Harlow and D.A.C., and Bexley L.C.C. Entries close on 21st October and go to G. W. Law, 8, Culverden Park, Tunbridge Wells, Kent. . . . On 5th October the 500 Motor Racing Club of Ireland holds its final race meeting of the season at Kirkistown. A full programme is scheduled including an 1172 scratch race and *formule libre* events. . . . The B.R.S.C.C.'s "Festival of speed and sport" last year was so successful that this year the club has decided on a more ambitious do at seven cinemas throughout the country on 22nd November. All motor club members are invited and it will cost you 7s. 6d. a head. . . . B.A.R.C. and Yorkshire S.C.C. jointly promote the Greenwood Cup trial on 20th October, and the event is closed to members of the two promoting clubs. Entries close on 14th October and go to G. A. M. Baxter, 1 Park View Road, Heaton, Bradford, 9.

Recent Results

JAGUAR D.C.

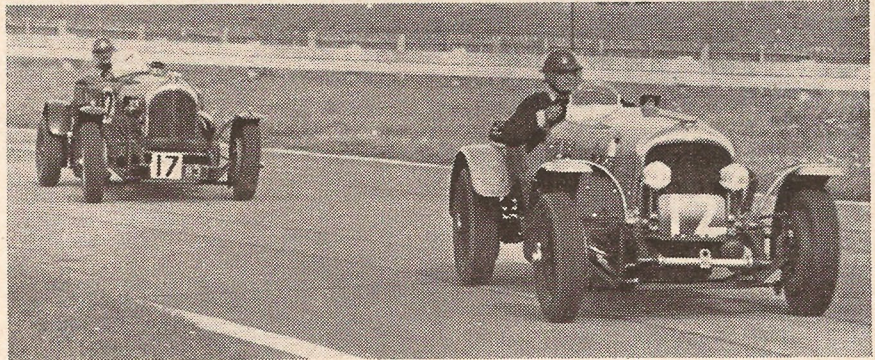
Staverton Sprint Meeting, 15th September

Class 1: W. P. Shepherd, Jr. (Mark V). Class 2: T. H. Rowe (Mark VII). Class 3: E. Hodson (2.4). Class 4: G. A. Powell (XK 120). Class 5: Miss E. Griffin (XK 140). Class 6: R. G. Playford (XK 120). Class 7: R. E. Berry (D-type). Fastest time of day: A. C. Barrett-Green (C-type), 32.25 s.

NEWQUAY MOTOR CLUB

Driving Test, 22nd September

Open Class Winner: G. S. Edwards (Dellow). First Class Award: W. G. A. Penhale (TR3).



Second Class Awards: C. R. Parsons (Dellow); I. A. Start (TR2). Closed Class Winner: R. B. Hill (VW). First Class: S. D. Guttridge (A35). Second Class: M. Jenkin (Anglia); D. Tremayne (VW).

LOTHIAN C.C.

Gymkhana, 22nd September

Best Performance: J. S. McCaig (FMC Special). Class 1 Closed: J. S. McCaig (Ford Anglia). Open: J. S. McCaig (FMC Special). Class 2 Closed: S. N. Sloan (M.G. Magnette). Class 3 Closed: W. J. Turnbull (Morris Isis). Open: J. Pascoe Watson (Triumph TR2).

HERTS COUNTY A. & A.C.

Brands Hatch Speed Trial, 22nd September

B.T.D.: J. Bekaert (Jaguar C-type), 2 m. 18.16 s. Kenneth Jarvis Memorial Trophy: D. Wilcocks (TR2), 2 m. 26.85 s. Class Results: Sports Cars up to 1,500 c.c.: 1, K. Tomei (M.G. TD), 2 m. 26.25 s.; 2, J. Leighton (Lotus-Ford), 2 m. 26.29 s.; 3, J. Anstice-Brown (Lotus-Ford), 2 m. 26.41 s. Sports Cars above 1,500 c.c.: 1, J. Bekaert (Jaguar C-type), 2 m. 18.16 s. Saloon Cars up to 1,300 c.c.: 1, J. Rose (VW) 2 m. 50.42 s.; 2, J. Bekaert (DKW), 2 m. 53.29 s. Saloon Cars over 1,300 c.c.:

BENTLEYS AT FULL BORE: G. Burton and G. McDonald rush round Madgwick during the recent V.S.C.C. Goodwood meeting.

1, W. Smith (XK 140 h.t.), 2 m. 28.9 s.; 2, H. Phillips (Jaguar 2.4), 2 m. 49.52 s.

NEWPORT CAR CLUB

Treasure Hunt, 11th September

1, S. Tyers (M.G. TD); 2, H. Thomas (Ford Anglia); 3, K. Trask (Vauxhall Velox).

M.M.E.C.

Honeybourne Sprint Meeting, 15th September

Class 1. Closed Cars up to 1,000 c.c.: D. E. Holland (Morris), 51.0 s. Class 2. Closed Cars 1,001 c.c. to 2,000 c.c.: K. L. Heywood (Hillman Mixx), 48.0 s. Class 4: Sports Touring up to 1,500 c.c.: P. Wheaton (M.G.A.), 45.4 s. Class 5. Sports Touring 1,501 c.c. and over: J. R. Axon (XK 120), 40.4 s. Class 6. Sports Racing Cars: L. Mayman, V. A. Hassell, Tie (Cooper-Climax), 37.4 s. Class 7. Racing Cars: G. Chapman (E.R.A.), 37.4 s. B.T.D.: Mrs. P. Mayman (Cooper-Climax), 36.4 s.

CHESTER M.C.

Martini Rally,

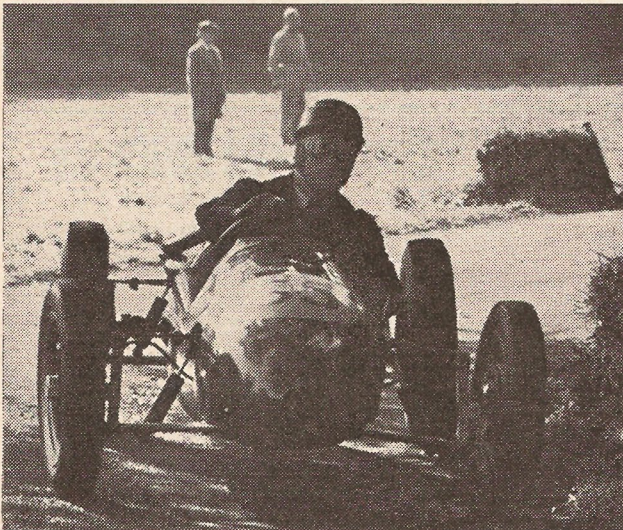
Martini Rally Trophy: C. C. Bethell/M. J. McGlory (Vauxhall). Class A (up to 1,000 c.c. Open and Closed): J. P. Boffey/J. Lomax (Fiat 600). Class B (Open and Sports Cars Over 1,000 c.c.): J. O. Rowlands/T. Williams (Austin-Healey). Class C (1,000-1,600 c.c. Closed): G. W. John/P. Lightfoot (Ford Anglia). Class D (Over 1,600 c.c. Closed): S. Pettit/J. Auld (Sunbeam). Class E (Novice Class): C. Twigdon/P. A. Davies (Volks-wagen). First Class Awards: Whitacker/T. Arnthur (M.G. TF); D. Andrews/B. Clayfield (A35); F. A. Marsh/D. J. Williams (Renault Dauphine); P. Simister/Axson (Ford Anglia); K. H. James/I. Hall (Wolseley 1500); A. S. West/R. Armsriding (Ford Consul).

M.G. CAR CLUB

Hawick Sprint

Class 1. Open Cars up to 1300 c.c.: T. Heard (M.G. TD). Class 2. Closed Cars up to 1,300 c.c.: J. S. McCaig (Ford Anglia). Class 3. Open Cars up to 2,000 c.c.: N. L. Paterson (M.G.A.). Class 4. Closed Cars up to 2,000 c.c.: G. Gibson (M.G. Magnette). Class 6. Closed Cars over 2,000 c.c.: R. G. Mickel (Accca-Bristol). Class 7. Unlimited Class and Specials: J. S. McCaig (F.M.C.).

More Club News on page 448



NEW VENUE: M. A. H. Christie rounds a bend at the Hagley & D.L.C.C.'s new sprint-hill-climb course in the grounds of Chateau Impney, the Droitwich showplace. He was competing in the first event at this picturesque venue.

Lovely to look at...  *delightful to drive*
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Every inch a thoroughbred . . . first of a new line in the great MG tradition . . . powered for speed and built for safety . . . the MGA is a little miracle of lyrical design. You have the choice of the open model or the elegant MGA coupe—and either offers every quality of performance and style that you ever dreamed to find in a sports car. Call in today and see for yourself.

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FACTORY-SERVICED used ALLARD cars are your wisest buy. Always a good selection at competitive prices.—VAN 2333, 51 Upper Richmond Road, S.W.15. (See also New Fords.)

1949 ALLARD d.h.c., new hood. £225 or exchange for Ford trials car.—Cuff's Garage, Frome 2511.

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BERTELLI standard saloon, 1932. Vintage car for family enthusiast. Reliable, rapid and sound. £170 o.n.o. Also 1934 Riley Kestrel, offers.—Ring Twyford 5, evenings.

1933 INTERNATIONAL 1½-litre saloon, off road 11 years, very recent extensive overhaul. Superb. £110 o.n.o.—Gibbs, 128 Moorside North, Newcastle-on-Tyne, 4.

WANTED.—DB2/4 saloon for cash.—Jones' Garage, Syston 86257, Leics.

1953 DB2 SALOON, Vantage engine, many extras, excellent condition, any test. £1,095.—SLOane 4952, evenings.

AUSTIN

AUSTIN 7 Swallow. A well preserved model. £50.—Jackson, 5 Tyson Street, Manchester, 8.

AUSTIN-HEALEY

HEALEY SEBRING.—Works car used this season by Team Triple S. In immaculate order, complete with full road equipment; undoubtedly one of the fastest in existence. £1,250.—Hudson, 64 Headingley Lane, Leeds 6.

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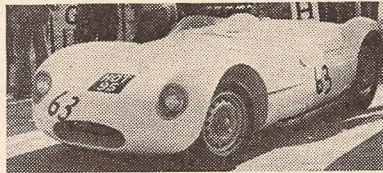
BENTLEY

THREE-LITRE Red Label BENTLEY, in mint condition, chassis No. LT 1600, 1927, C box, 3.53 c.w./p., 4½ differential, heavy type half-shafts, new prop. shaft, engine and rear axle reconditioned. £305 o.n.o.—Fletcher, Staff Hostel, Chapelcross, Annan, Dumfriesshire. Tel.: Annan 394 (personal).

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BASIL ROY, LTD. B.S.A. (Scout Models) spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANGham 7733.

COOPER-JAGUAR



Michael Head has retired from racing and offers this exceptional car for sale. D-type engine (dry sump). Disc brakes. Built to 1957 Appx C Regs. See John Bolster's report, AUTOSPORT, 23rd Aug., 1957.

Also Tasker Trailer, capacity 1 ton, and Vanguard Stationwagon, 1955.

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1957 RECONDITIONED engine in 1952 model, perfect condition. Any trial. £315 o.n.o.—Box 2557.

FIAT

1957 FIAT 600, pale blue. Rudd conversion, 3,800 m., Servais exhaust, discs, many other extras. Cost over £700, accept £590.—AMH 0551.

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HUDSON Special 8-cylinder 2-seater, built 1947, 122 b.h.p., 18 cwt., excellent condition. £95.—Down Cottage, Forest Row, Sussex.

JAGUAR

1956 2.4 JAGUAR saloon, dove grey, special equipment. H.M.V. radio, loose seat covers. In superb condition. Chauffeur maintained. £1,245. 1955 XK 140 f.h.c., B.R.G., special equipment model. Fitted C engine, Michelin X tyres, H.M.V. radio, high-ratio axle, just decarbonized, not raced, works maintained and in beautiful condition. Open to any inspection. £1,175. Part exchanges. Particularly interested in Fords.—Phone: Pembury, Kent, 394.

3.4 JAGUAR, pearl grey with dark blue upholstery. First registered July, 1957, 3,000 miles only. Fitted with radio. Indistinguishable from new. List price or very near offer. Phone: Barnsley 2732, 9 a.m. to 12 noon or 1 p.m. to 5 p.m.

LAGONDA

LAGONDA Rapier, excellent condition bodily and mechanically. £165.—Phone Ashford (Midxx.) 4646.

LLOYD

BRAND new unregistered Lloyd-Borgward Combi estate car. £558 (£50 under list). Generous exchanges. Terms.—Raff Garages, Park Road, Ashford, Kent. Tel.: 1212.

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MERCEDES-BENZ Type 300SL sports coupé for sale. 9,000 miles, condition as new, left hand steering, first reg. 1st Sept., 1956, one owner only.—Apply exors, George Wood dec'd, c/o Wood's Bacon Factory, Ltd., Crossley Lane, Mirfield, Yorks.

MERCEDES-BENZ 500K cabriolet, red, rebuilt and re-registered 1949, good order apart from some big-end noise. Offers wanted.—Parker, 200 Deansgate, Manchester, 3. Blackfriars 3322.

MESSERSCHMITT

1957 MESSERSCHMITT KR201 sports convertible. Modified high performance motor. 70 m.p.h. plus. £275.—E. C. Miles & Co., 21 Radnor Mews, W.11.

M.G.

U.M. HAVE THE LARGEST STOCK OF M.G. factory.—University Motors, Ltd., 7 Hertford Street, London, W.1. Grosvenor 4141.

M.G. PA, 1935, recon. engine, green, excellent condition. £165 o.n.o.—3 High Street, Moreton-in-Marsh 183.

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

M.G. TD, 1953, green, immaculate condition. £495.—Lyons, 50 Farnham Road, Seven Kings. Phone: Seven Kings 8621.

M.G. TF, 1954, green, heater, tonneau. £600. M.G.—Ring Birmingham NOR 0099 before 6 p.m.. BEA 1564 after.

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New Accea-Bristol Grande Turismo coupe. Fitted D-type engine. Colour Silver metalence grey with red and black leather. Available for delivery approx. 6 weeks due to our customer having switched from the closed model to an Accea-Bristol. Disc brakes. Part exchange at market valuation, list price.

1955 Accea supplied with AC engine in late '55, and subsequently fitted with a B51 Mk. III engine, tuned by expert. Attractive colour scheme of metallic blue with cream and white interior. Extras include chrome wheels. Just undergoing thorough check over in our service dept. Offered taxed and guaranteed at £1,485.

1955/56 AC Accea coupe. The late property of careful gentleman owner who has used the car for mild road work only. Genuine low mileage example, maintained by specialist. £1,295.

AC-Bristol late 1957 sports 2 seater unmarked in suede green with white leather. Extras include, full width bumpers, wooden rim steering wheel, etc. This is the latest series with the improved boot and hood line and has covered approx. 3,000 miles only. £1,925.

AC-Bristol 1957 latest series, fitted with disc brakes, full width bumpers, oil temperature gauge, electric pump, etc. Absolutely indistinguishable from new in every respect. £1,975.

AC-Bristol 1957 sports 2 seater in brunswick green, with silver wheels. Nominal mileage under 500, due to special circumstances. Taxed with maker's guarantee at £1,895.

1955 Ace with AC engine. Ivory, black, unmarked specimen car. £975.

Another, fitted radio, bumpers and other extras, genuine low mileage example. £1,025.

1956 Series AC Ace, carefully used and maintained regardless of expense. £1,115.

AC Accea, Accea-Bristol, AC-Bristol, AC Ace demonstrations by appointment. Distance no deterrent. Part exchanges at market valuations. Contact the specialists. If you want your Ace to go better, contact the people who maintain the fastest Ace in the world. Specialised service.

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THICK mist and rain made conditions almost impossible for the sprint meeting at Croft Airport, near Darlington, jointly promoted by the Yorkshire Sports Car Club and the Darlington and District Motor Club.

The competing entry—of about 45 cars—was truly representative of just about every type of motor vehicle—British and foreign. Racing cars were represented by Keith Schellenberg's supercharged E.R.A. which was a bit of a handful in the wet and Reg Phillips's Fairley-Cooper with the transversely mounted Coventry-Climax unit, which made B.T.D. Interesting saloons included

Arnold Burton's Facel-Vega and Edgar Wadsworth's Denzel and Healey while a bunch of production sports cars were shown the right way to go about things by the sports-racing jobs of Jock Sinclair (Connaught) and Frank Elliott (Lister-Bristol).

The small saloon class was a walk-over for Ken Lee in the rapid modified Dauphine.

Gillie Tyrer was a non-starter in the class which catered for sports-racing machines, owing to the sump fracture caused at Marston Moor the previous day, so the honours went to Jock Sinclair in the 1½-litre Connaught.

The best Keith Schellenberg could do

with the E.R.A. was 42.93 secs., which, although sounding wonderful, was slower than Reg Phillips's fastest run in the curious little Fairley-Cooper at 41.30 secs.

Results

Touring Cars. Up to 950 c.c.: K. N. Lee (Renault Dauphine), 58.59 s. **951-1,300 c.c.:** C. M. Rogerson (Ford Prefect), 61.30 s. **1,301-1,900 c.c.:** H. Brierley (Ford Anglia s/charged), 56.13 s. **1,901 c.c. and over:** E. B. Wadsworth (Healey-Elliott), 51.38 s.

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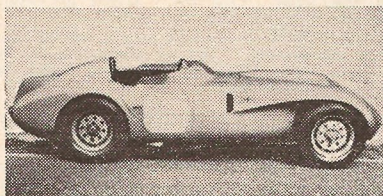
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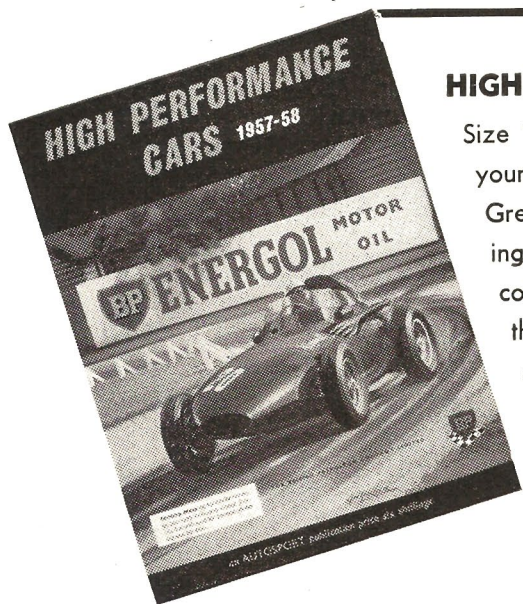
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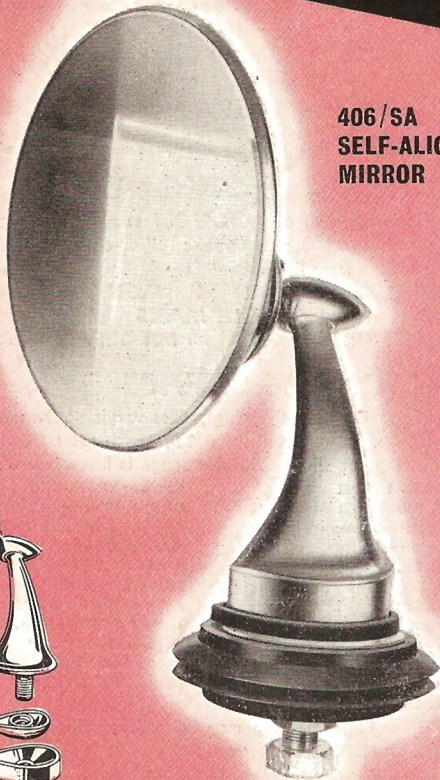


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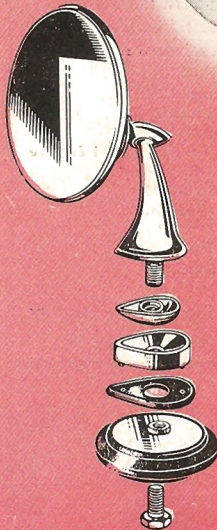


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