

THE 500 MILES OF MONZA-FULL STORY

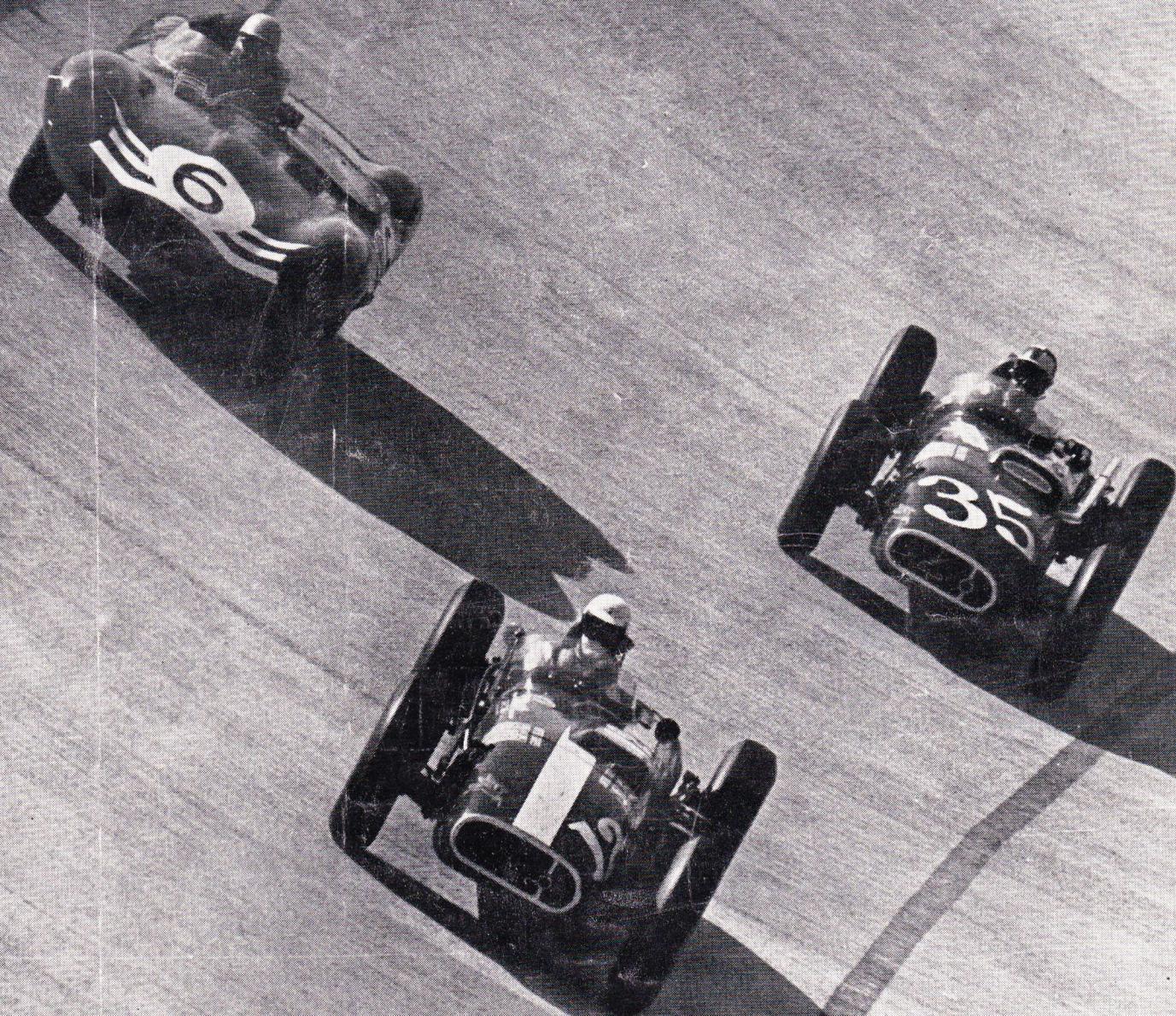
JULY 5, 1957

AUTOSPORT

1/6

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Vol. 15 No. 1

BRITAIN'S MOTOR SPORTING WEEKLY



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MARSH FASTEST AT REST-AND-BE-THANKFUL : RACING IN CANADA AND CONNECTICUT

LAYSTALL CONGRATULATES



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on their magnificent win in
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 15 No. 1

July 5, 1957

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EDITORIAL

RED FACES AFTER MONZA

SEVERAL people must be feeling a trifle foolish after shooting off their mouths in connection with the 500 Miles Race of Monza. The dreadful disasters forecast by certain prominent drivers never happened; tyres never gave a moment's trouble; the drivers did not collapse after over 55 minutes of continual racing on the banked circuit, despite one of the hottest days of the year. Instead, spectators were treated to the exciting spectacle of powerful, big-engined machines, raced by skilful American top-line conductors, travelling in tight formation at speeds of up to 200 m.p.h. The International status of the event was saved by the participation of the Ecurie Ecosse Jaguars, whose performance in this race sent British stock soaring all over the Continent and in U.S.A. David Murray was criticized in many quarters for supposedly risking the lives of his drivers, Fairman, Sanderson and Lawrence. Yet this was the same man who once withdrew his cars because, in his opinion, a flooded track provided unnecessary perils to his drivers. Yes, Mr. Murray has the courage of his convictions, and did not go to Monza without a great deal of preliminary study. If he had thought, for one moment, that it was a foolhardy exploit, the cars would never have been sent to Monza, nor the invitation accepted. Praise has been showered from all sides on Ecurie Ecosse, and the many kind things said about this lone British entry by the Americans, came straight from their hearts. Undoubtedly the so-called drivers' union has been made to look silly, as Luigi Villoresi made it clear when he spoke during the presentation of prizes. "Gigi" had many hard things to say concerning the attitude of his erstwhile racing rivals, particularly for causing so many wild statements to appear in the Press, and to be broadcast on radio and TV. One felt that Villoresi was thinking about those giants of the past, such as Nuvolari, Varzi, Sommer, Seaman, Birkin, Wimille, Dixon, Ascari and so on, who would have moved heaven and earth for a chance to have a crack at the Americans on the speed circuit. It is hardly conceivable that men such as these, and they were men, would lend their names to the many curious comments attributed to certain modern G.P. pilots. Little Tazio, for example, took on the entire German opposition of Mercedes and Auto-Union with his supposedly out-dated Alfa—and won. Tim Birkin thought nothing of circulating Brooklands at the highest possible speeds with his Bentley. Alberto Ascari took on the Americans at Indianapolis with an entirely unsuitable car. With memories of these, and other great drivers, surely it is about time that motor racing heard the end of U.P.P.I.?

OUR COVER PICTURE

"JAG" VERSUS "OFFY": Ninian Sanderson in company with Pat O'Connor and Eddie Sachs, during the thrilling 500 Miles of Monza, when Ecurie Ecosse covered themselves with glory and finished fourth, fifth and sixth against the Indianapolis single-seaters.

Photo: Publifoto, Milano

It is said that Herbert Mackay Fraser will drive for B.R.M. in the Rheims race on 14th July.

TONY BETTENHAUSEN was due to be tried out by Officine Maserati with a view to driving at Rouen on Sunday.

BOB ESTES, owner of the car which Bob Veith drove at Monza, owns no less than nine Bugattis, and U.S.A.C. Contest Board director Bob Wilke has five Ferraris and a "D" Jag.

OSCA's latest 1,100 c.c. sports machine with desmodromic valve gear has been entered for the Rheims 12 Hours event. Drivers probably Cabianca and de Tomaso.

Now trouble looms over the Swedish G.P., due to be held on the Kristianstad circuit in August. It seems the police authorities of Scania province will not authorize use of the circuit in its present condition as offering insufficient protection to spectators. A decision from the Governor of the province is awaited.

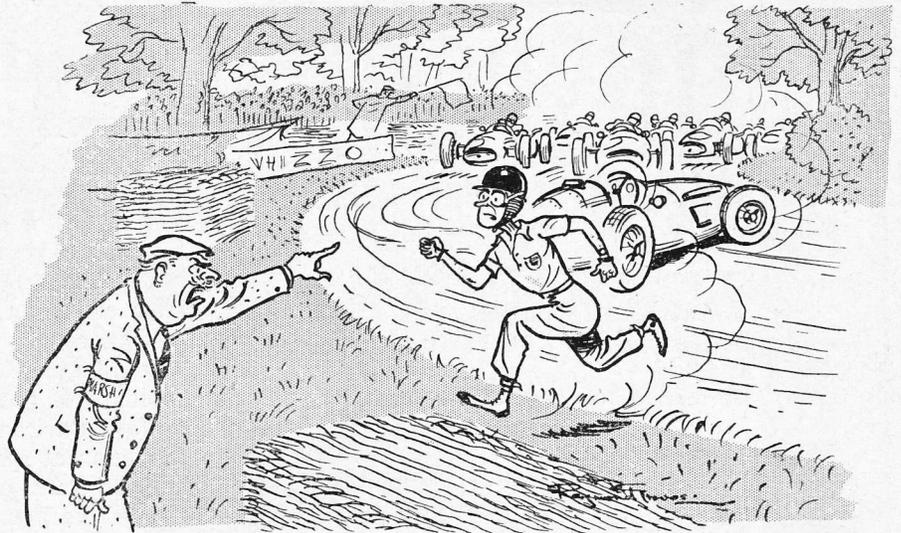
CIRCUIT of Cadours race meeting, originally due to take place last week-end, was postponed until 8th September. It will be a National "Open" event, not International as formerly. Events for F1, F2 and sports cars are envisaged.

VELAM, the French assemblers of the Isetta, have produced a rakish little open streamlined version for record attacks in the 350 c.c. class.

SEEMS it was the brothers Massimo and Dore Leto di Priolo, and not husband and wife, as we stated last week, who shared first place in the Geneva Rally with a Swiss-driven DKW. Neither crew was penalized a single mark throughout the event.

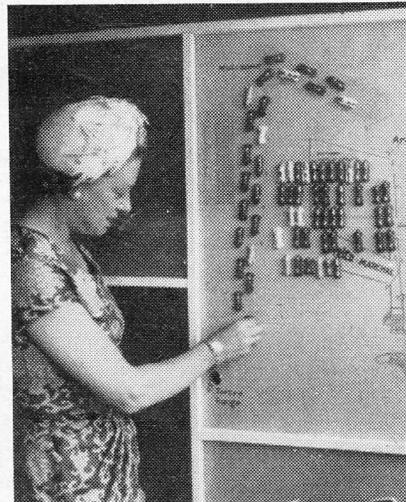
RACE at Puebla, Mexico, last month was won by Julio Mariscal in a D-type Jaguar. Ken Miles (Porsche) was second, and Ricardo Rodriguez, who is only 15, took third place in another Porsche. Miles won the 1½-litre class.

DICK JACOBS'S M.G.A is not fitted with disc brakes, as we wrongly stated last week. The car was driven at Goodwood by Alan Foster.



"Dammit, man—don't just leave it there!"

PIT and PADDOCK



PROGRESS of the race at Le Mans was tracked by this chart in the Trico pit, seen in the charge of Mrs. P. Matton, wife of Trico's Managing Director.

A.C. CARS, LTD., wish to state that frontal styling of their production cars will remain unchanged, and will not be modified to the pattern of the machine raced at Le Mans.

WHILE Jaguars rocketed to a 1, 2, 3, 4 win at Le Mans, transatlantic drivers scored 1, 2, 4 in a national sports car race at Elkhart Lake, Wisconsin, on the same day. All three were D-type, and the winner, driven by Walt Hansgen, set a new course speed record of 82.759 m.p.h. for the 38 laps. John Fitch finished second, one second behind, also breaking the old course record.

AUTOMATIC gearbox on the Wolseley 6/90 and Morris Isis models will cost a little less now, at £157 10s. instead of £172 10s.; £15 cheaper.

SEEMS hardly the time to talk of anti-freeze, but the Mobil Oil Co. announce that a brand new one, Mobil Permazone, will be marketed this autumn. Permazone has an ethylene glycol base, with special corrosion- and rust-proof additives.

VICTOR BRITAIN, car hire specialists, have added a number of Mk. 8 Jaguar saloons with automatic transmission to their fleet; they will be available for self-drive or with chauffeur.

NEW pits grandstands are to be erected at Silverstone for the B.R.D.C./Daily Express International meeting on 14th September. Programme will comprise races for F1, F2 and F3 racing cars, and touring and sports cars.

VAUXHALL's latest, the Victor, is to be sold in the United States, the Pontiac Division of the General Motors Corporation handling distribution. This model should prove popular out there.

"LISTERGENT" does not refer to Brian Lister, Archie Scott-Brown or others connected with the Cambridge marque! —it's a new form of detergent shampoo for car bodies and chromium, put up in tablet form, and packed in damp-proof cellophane wraps.



SMILES all round as Mlle. Bouvier congratulates Mlle. Soisbault (left), the winner of a recent ladies' race at Montlhéry, for which all 12 entrants were provided with identical Renault Dauphines.

THE "ALPINE" CANCELLED

FOR the second time in three years the "Alpine" (this year renamed the Coupe des Alpes), has been cancelled on account of a major race disaster.

In 1955 as the result of the Le Mans accident, the French Government forbade all motoring events on the open road. In 1957, as a result of the Mille Miglia tragedy, the Italian Government has done the same thing.

MM. Catalin and Viano of the Automobile Club of Marseille et Provence made desperate efforts to re-route the rally to avoid Italy, but the state of the roads in the French Alps after the recent severe floods made their task impossible and cancellation telegrams were sent out just a week before the event was due to start.

This is the more unfortunate as the planned event was likely to prove one of the toughest of the series, and had attracted a magnificent entry. In addition to the usual Continental "Aces", the British entry was a record at 38 crews, including "works" teams from B.M.C., Fords, Sunbeams and Triumphs, and private owners driving A.C., Aston Martin, Austin, Armstrong-Siddeley (a great name in the Alpine before the

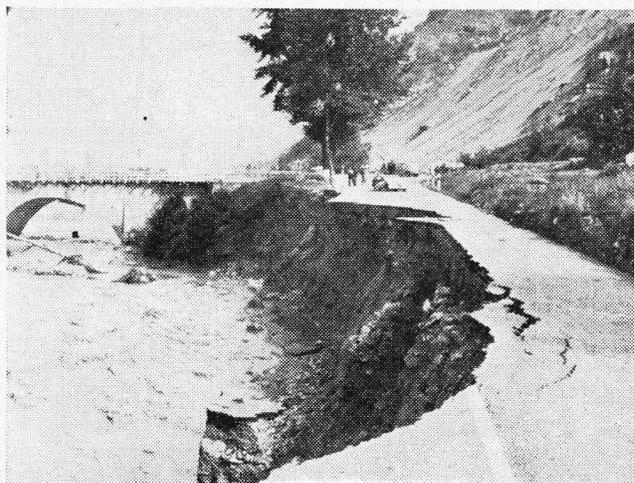
war), Jaguar, Morgan, Morris Minor and Singer Gazelle.

Of the really classic rallies, attracting world-wide attention, only Liège-Rome-Liège now remains likely to be run and M. Garot has almost two months to re-plan his route, if necessary. British

drivers not wishing to avoid the Challenge of the Mountains in 1957 should seriously consider this "Marathon de la Route" (3,000-plus miles in one stage of 92 hours). Regulations can be obtained from the Royal Motor-Union of Liège, Boulevard de la Sauvenière, Liège, Belgium.

JOHN GOTT.

★
SAMPLE of the devastation wrought by the recent floods in the French Alps, includes this section of N6, washed away near St. Jean de Maurienne.
 ★



FRENCH GRAND PRIX

AS many a race organizer, and many a spectator knows full well, race entries on paper often markedly differ from those which turn up on the starting grid. Over a week before the French G.P. takes place at Rouen, prospects looked interesting indeed, with full teams of Ferrari and Maserati to be faced by Moss and Brooks in Vanwalls, plus hopes of two B.R.M.s, at least one "over-size" F2 Cooper and one or more Gordinis. Fangio, Behra, Shell and Menditeguy are the Maserati pilots, while Collins, Hawthorn and Musso are Ferrari's first three, with perhaps Lewis-Evans as a fourth driver. Whether Tony Brooks will be fully recovered after his Le Mans accident remains to be seen. It is much to be hoped that he will be able to drive a Vanwall, for the Rouen circuit in its latest form should bring out the best in this fine young driver.

The supporting events for sports cars will see the Le Mans Lotus in force, the Index-winning "750", the class-winning "1100" and the non-starting "1500" all being entered. Colin Chapman himself, or J. Chamberlain, will drive the

SPORTS NEWS

Index car, Cliff Allison the 1100, and Mackay Fraser the 1½-litre car. Other marques competing include D.B., Panhard-Monopole, Porsche and Osca. There are two sports car races, one for 750-1,100 c.c., the other for 1,100-1,500 c.c.

PESCARA— WORLD CHAMPIONSHIP

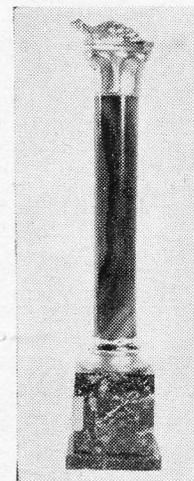
THE Grand Prix of Pescara on 18th August has been elevated to full World Championship status, and both Maserati and Ferrari will be represented. The organizers also hope for entries from Vanwall and B.R.M.

CHEAP TRIP TO AINTREE

FOR the European Grand Prix at Aintree a cheap excursion express is being run from Euston on Friday night, 19th July. The train will return from Liverpool at midnight on Saturday.

NUVOLARI TROPHY FOR COLLINS

AT a meeting of the Italian Journalists' Union at Monza during the 500 miles race, it was decided to award the Tazio International Trophy to Peter Collins as being the most noted young driver of an Italian-built during the 1956 season. Before making the decision, President Giovanni Canestrini and members Giovanni Lurani, Carlo Mariani and Carlo Vernaschi, consulted representatives of motoring journals. Amongst those present were Gregor Grant (AUTOSPORT), Rodney Walkerley (*The Motor*), Dennis Jenkinson (*Motor Sport*), Pierre About (*L'Equipe*), Walter Honegger (*Automobile Revue*), Werner Kroll and Rodolfo Mailander.



ST. JOHN HORSFALL RACE MEETING

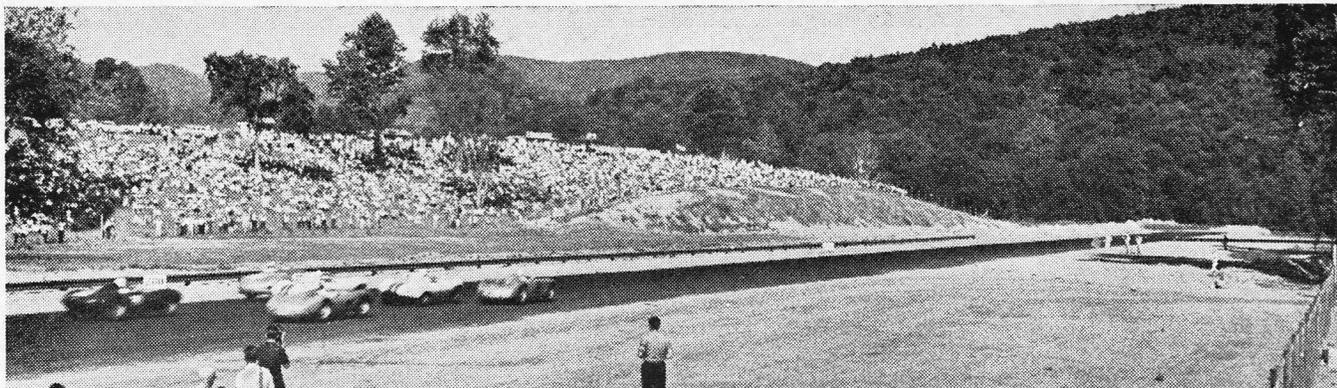
AN excellent entry of more than 150 cars has been received for the eighth St. John Horsfall race meeting to be held by the Aston Martin Owners' Club at Silverstone on Saturday, 13th July.

Main event of the day, the St. John Horsfall Trophy, over 10 races divided into two parts, for pre-war and post-war Aston Martins. The David Brown Relay Team race has brought one-man entries from Aston Martin, Jaguar, Healey, Morgan, M.G. and Triumph. In addition there will be five lap handicaps for Aston Martin and Bentley cars.

The programme consisting of 11 races in all, starts at 11.30 a.m.



★
PICK-UP group of jazz-men encountered in one of the Le Mans cafés during an off-duty period featured the Hon. Gerald Lascelles on piano, Noel Cunningham-Reid on clarinet and Les Leston on drums!
 ★



LIME ROCK NATIONAL

Carroll Shelby and Lake Underwood Star at Sports Car Meeting

Report and Pictures by RUTH SANDS BENTLEY

SETTING a new average speed record for the Lime Rock Park event, Carroll Shelby won the main event on 9th June at an average speed of 80 m.p.h. In the ex-Menditeguy Maserati (the one wrecked at Sebring and now equipped with 300S engine), Shelby circled the tricky 1½-mile course with quick precision, lapping all but one of his opponents and coming within 12 secs. of doing that. But Lake Underwood, who kept his Porsche RS on the same lap with the winner and who started in last place on the grid, drove the race of his life. His well-handled little white mount flew as he moved from tail to next-to-top place, passing D-type Jaguars, Testa Rossa Ferraris, Maseratis, and a Mercedes 300SL Roadster on his way. And this was Underwood's third race of the day!

The occasion was the first National event to be staged by the Sports Car Club of America on the new Connecticut course. Much praise is due to race chairman Bill Baldwin who, with the officers of the New York Region S.C.C.A., planned the well-organized event.

Three races were run after Saturday's practice periods. These included a Gran

Turismo race, marking the innovation of such a race in the eastern U.S. Although not counting towards National Championship points, the G.T. event—won by California's Ritchie Ginther in a Ferrari 250, with Larchmont's Walt Luftman second in another Ferrari 250—proved so popular that it will undoubtedly become a regular class at future events.

The second 15-lap event on Saturday's calendar saw Frank Baptista's Lotus Monza lead all the way to win at 74 m.p.h., with Dolph Vilardi's P.B.X. capturing Class H. In the race for Classes G and H production sports cars, Alfás won the first eight spots despite the fact that several were put out of commission during their second lap. An Alfa spun in a turn, blocking the road for the oncoming Veloces of Vince Sardi, Tom Kerr and Lou Comito. After a pit stop to check damage, only Sardi was able to continue the race, but much too late for success.

Sunday was sunny and warm, and the hills around the course became closely dotted with human beings, having their picnics and watching the racing. The Lakeville-Salisbury Band played college songs and pretty majorettes strutted smartly as 12 Class F Production cars lined up for the start of the first race. Spagna (Porsche Super), Underwood (Porsche Carrera) and Welsh (Porsche Super) were on the front row, and Underwood and Welsh meant to stay up front. (Spagna, on the other hand, was destined to blow up his engine on his eighth lap.) Underwood and Welsh were well ahead of the field by the end of their first lap; and Underwood began pulling away from Welsh, having a 5½-secs. lead by Lap 6. Barrette (Porsche Carrera) was in third place and kept it to the end of the 15 laps. Underwood, averaging 69.4 m.p.h., crossed the line 21 secs. ahead of Welsh.

Hopping out of his Carrera and into his Porsche RS, Lake Underwood saw the flag drop for the start of the 15-lap Class E and F Sports Cars race before

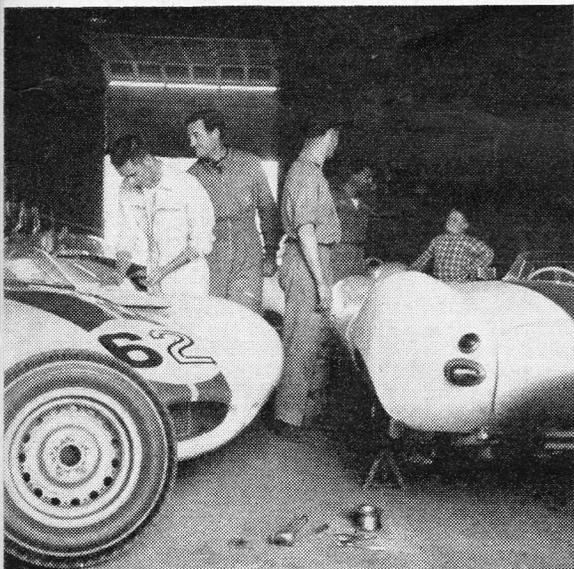
NATURAL GRANDSTAND: Crowds on the bank watch the start of the 40-lap main event at Lime Rock, with Carroll Shelby's Maserati and Philip Forno's Jaguar leading the pack.

he had turned on his engine. And he saw the field disappear through the first turn before he got going. This 15 to 20 secs. handicap was to prove costly indeed!

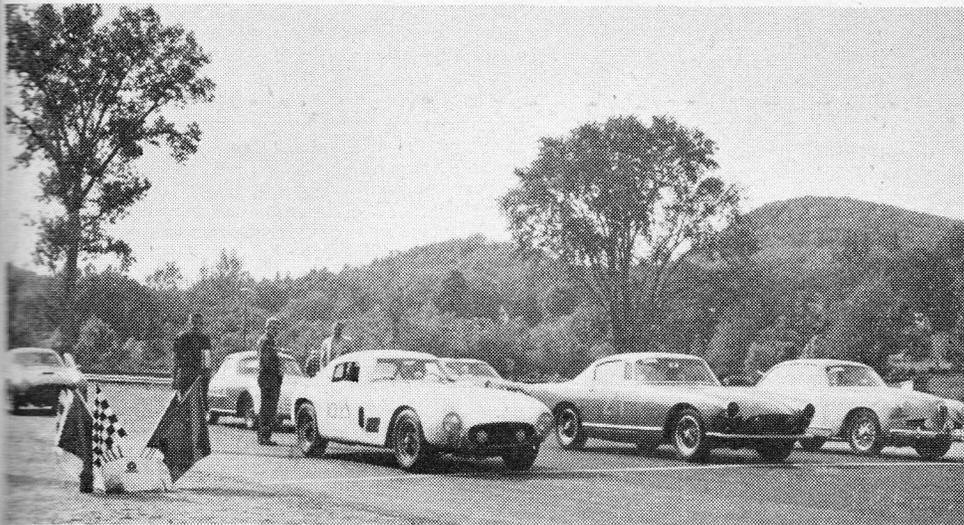
At the end of the first lap, Los Angeles' Bruce Kessler (Ferrari Testa Rossa) led Chuck Wallace and Bob Holbert, each in a Porsche RS. Gaston Andrey (Ferrari Mondial) was fourth, Underwood fifth, and Bill Wonder (Maserati 200S) sixth. Underwood passed Andrey next lap, was pressing Holbert by Lap 5, passed him on Lap 6, and by Lap 8 the four leading cars were lapping stragglers. Wallace tried hard to catch Kessler, narrowing the gap at times and then losing ground in traffic. He finally received the chequered flag 1½ secs. behind Kessler's Ferrari and 2½ secs. ahead of Underwood.

The 15-lap race for Classes D and E Production proved to be an all-British-marque race, with A.C.-Bristols, Austin-Healeys, Morgans, and a Frazer-Nash in the line-up. Although 24 cars competed, all eyes were on only two: Rubert Kuhn's A.C.-Bristol and Gaston Andrey's sky blue Morgan. Pressing Kuhn, the leader, for many laps and having a good lead over third-place Colonel Moore's Austin-Healey 100M by Lap 8, Andrey passed Kuhn on the first turn to the screaming enjoyment of his many friends. Kuhn repassed. Next lap, Andrey passed in the second turn, and the see-sawing racing continued to bring cheers. Meanwhile, somewhere back a little way, Evelyn Mull (A.C.-Bristol), the only distaff driver of the week-end, held three harassing males at bay for several laps before yielding to their superior revs. Andrey, certainly one of the busiest and most successful drivers of the day, crossed the finish line, with both hands in the air, about 2½ secs. ahead of Kuhn. Moore was third, and Major Gil Geitner (Austin-Healey 100) was fourth. Andrey averaged 69.4 m.p.h.

The race for B and C Production Cars brought out four Corvettes and six Jaguar XKs. Thompson and Henry, both in Corvettes, fought for the B part of the race, and Crusoe (XK 140MC and Rubin (XK 120M) battled for third place over-all and the Class C victory. Dick Thompson held first place until lap 8, when Bark Henry passed. The two Corvettes circled as if glued together, Henry winning by ¼ sec. at an average



BOSS AT WORK: Three D-type Jaguars and a Cunningham C6R were housed in this garage on the course by their owner Briggs Cunningham, seen, overlaid, in the centre.



LINED UP for the start of the first Grand Turismo race in the East are Gene Greenspun (Ferrari 250), Ritchie Ginther (Ferrari 250) and Julian Appley (Alfa) on the front row; George Spagna (Porsche) and George Fogg III (Alfa) on the second; and Walter Lujtman (Ferrari HT250) and Dan McNally (Porsche) on the third.

speed of 72.6 m.p.h. Jack Crusoe, Bob Rubin and Bob Grossman were winners, in that order, in the Jaguar race, with Crusoe averaging 70.3 m.p.h.

One of the finest drives of the day was Ray Erickson's in John Norwood's Lister-Bristol, when he had a clear lead for several laps before seeing Paul Richards's Cooper in his rear-view mirror. The Cooper was moving rapidly, but Erickson finished 1½ secs. ahead of it for an average speed of 72 m.p.h.

Cars now lined up for the 40-lap event, in the order shown in the adjoining column.

The flag dropped, Forno and Shelby streaked into the lead, but Kessler's Ferrari's wheels spun—the Ferrari skidding crazily off the course and giving him a late start. At the end of the 1 min. 26 secs. standing-start lap, the leaders were Fitch, Shelby, Von Neumann, Carter, O'Shea, Hansgen, Forno. Next lap Shelby's Maserati passed the official stands riding in Fitch's slipstream. The pace was tremendous for the little 1½-mile course with its numerous turns and twists and its hill-

climb of 32 feet up and down each lap. Lap 3 Shelby took the lead and Hansgen was in third place, getting ready to challenge Fitch whom he passed two laps later. But little ole No. 137, the RS Porsche with Underwood at the wheel, was displacing car after car and now sat in fifth place behind Carter's D-Jaguar. The rear-engined bolide was not sitting anywhere very long, for it eased past Carter on Lap 7 and began measuring the distance between his bumpers and Mr. Fitch's.

GRID ORDER

Carroll Shelby (Maserati 300S)	Philip Forno (D-Jaguar)	Paul O'Shea (Mercedes 300SL)
John Fitch (D-Jaguar)	Harry Carter (D-Jaguar)	
John V. Neumann (Ferrari Testa Rossa)	Joseph Guibardo (Maserati)	Briggs Cunningham (Cunningham C6R)
Gene Greenspun (Ferrari 250)	Walter Hansgen (D-Jaguar)	
David Symmes (Austin-Healey 100S)	Bruce Kessler (Ferrari Testa Rossa)	Gaston Andrey (Ferrari Mondial)
Lake Underwood (Porsche RS)		

One of the finest battles within the race was going on between the Testa Rossas of Kessler and Von Neumann, with the two cars exchanging places several times until Von Neumann pulled into his pits midway through the race.

By Lap 17 a keen battle was being waged between Fitch and Underwood, with the Porsche practically pushing the D-Jaguar through the esses. Forno (D-Jaguar) coming down the sweeping hill to the overhead bridge with too much abandon, spun out and climbed the steep embankment; and at another turn Underwood glided past Fitch to reach third place. Shelby was driving a splendid race and was never seriously threatened. The second-place D-Jaguar of Hansgen was still a good distance ahead of the little Porsche; but on Lap 24 Hansgen came around very late. On lap 25 Shelby set the fastest lap record for the course when he circled at 1 min. 6 secs. for 82 m.p.h., meanwhile having lapped most of the field.

By Lap 31 Shelby's lead over third-place Underwood was 49 secs. Hansgen, as usual driving a fine race, was trying doggedly to hang on to second place. But he was having fuel-pump problems, and his fuel-injection D-Jaguar was sputtering as it passed. Gasoline starvation on the course caused him to make momentary stops, letting Underwood pass on Lap 36 and Fitch on the very last lap.

Overall Winners

1, Carroll Shelby (Maserati 300S), 80 m.p.h.; 2, Lake Underwood (Porsche RS), 78.2 m.p.h.; 3, John Fitch (D-Jaguar), 77.8 m.p.h.; 4, Walt Hansgen (D-Jaguar), 77.5 m.p.h.; 5, Bruce Kessler (Ferrari TR), 77.3 m.p.h.

Class Winners: C, John Fitch; D, Carroll Shelby; E, Bruce Kessler; F, Lake Underwood.

CAVALCADE ON WHEELS

150 CARS of all eras, representing all the great British makes of the last 60 years, will take part in a Cavalcade from London to Epsom on Sunday, 1st September. Arranged as part of the R.A.C.'s Diamond Jubilee celebrations, the Cavalcade will assemble at Battersea for inspection by the public before set-

ting off in procession, with the oldest taking the head, to the R.A.C.'s Country Club at Woodcote Park, near Epsom in Surrey.

B.M.C.'s car exports to the U.S.A. for the first quarter of 1957 were almost three times those of the first quarter of 1956.



CIRCUIT maps of Aintree, Goodwood or Silverstone form part of the design of these novel and attractive cigarette lighters, obtainable only from Andrew Barley, Ltd., 2 Park Street, Croydon, Surrey, price 43s. 6d. The mechanism is made by Colibri and the engraving is particularly fine, being picked out in up to seven colours.

★

TRAFFIC control at race meetings is being eased by a new R.A.C. Radio Road Service, using Land-Rovers equipped with two-way radio for speedy communication.

★



ON THE WAY to head a sweeping Jaguar victory is the winning car, with Ivor Bueb at the wheel, passing Tony Brooks's upturned Aston Martin at Arnage.

thorn and Co. did go like ding-bats, but the Jaguars and Astons were not all that far behind. Anyway, I am convinced that the elimination of the 4.5-litre Maseratis was not due to over-exuberance on the part of either Moss or Behra; these engines can be run up to over 7,000 r.p.m., yet Behra never exceeded six thou. It was the failure of the oil-retaining rubber ring on the pot-joints that put the cars out of the race (shades of B.R.M.!). Poor André Simon tried desperately to reach the pits after the Behra car packed up, and actually pushed the heavy machine a distance of over three kilometres, before giving up.

The Jaguar-Lotus Double at Le Mans

A Review of the Great British Victory on the Sarthe Circuit

THE complete and utter victory of British-built cars at Le Mans has given rival manufacturers in other countries plenty of food for thought. In the United States, for instance, one can imagine the tycoons of Detroit wondering whether or not their recently announced anti-racing policy was a wise move after all. The publicity attending the Jaguar 1-2-3-4-6 clean sweep can be measured in millions of dollars. Any claims that Jaguar Cars, Ltd., make in advertisements can be backed up by actual achievements, particularly as the Le Mans successes were obtained by privately-entered machines, which is a vast difference from the "our cars are better than theirs" type of advertisement with which American manufacturers now appear to be committed. It is small wonder that Daimler-Benz A.G. reckoned that whatever sum was spent in racing, so long as that racing was successful, was money well invested. Yet, it is significant, that since the German concern withdrew from racing, their successes with cars in the hands of private owners have not been outstanding. In other words, the Mercedes-Benz sports-racing cars were very special factory machines, not available to private owners, unlike the D-type Jaguars with which the remarkable Le Mans victory was obtained.

It must not be overlooked, however, that although Jaguars gave absolutely no monetary assistance to entrants, including Ecurie Ecosse, the technical resources of the Coventry concern were made available. That is why David Murray's men were able to have the 3.8-litre fuel-injection car, and Duncan Hamilton to have a similar engine but with normal Weber carburation. The fact that the fuel-injection car won at record speed must have been a source of pleasure to the Lucas back-room boys, who have been working for several years to perfect their system. Murray, of course, was the man of Le Mans, his race tactics gaining for his Ecurie Ecosse the acclaim of all. It seems a far cry to that night after the mechanics' dinner-dance, when David Murray, Wilkie Wilkinson, Sir James Scott-Douglas, Bill Dobson and your

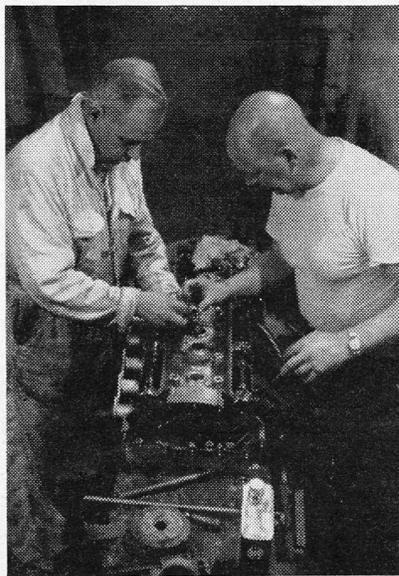
By GREGOR GRANT

chronicler discussed the possibilities of an all-Scottish racing team. Thanks to Murray's business acumen and a genuine love of the sport, an ideal became a reality, resulting in the formation of the most successful private racing stable of all time.

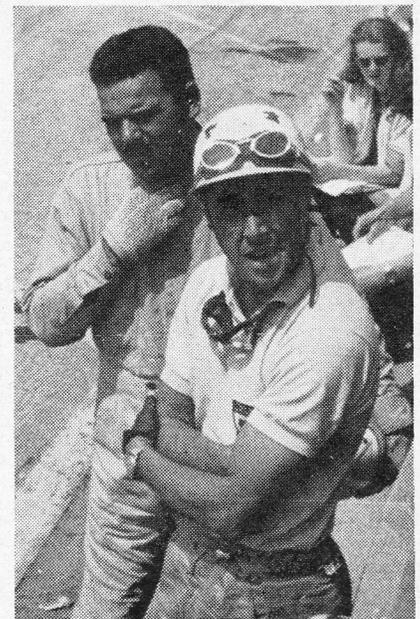
Much has been said concerning the failure of the Italian cars. Nevertheless, the first couple of hours will live in the memory of all who were fortunate enough to see them. It was real motor racing, the sort of thing that brings the crowds in their thousands. Maybe Haw-

Incidentally, this pushing of disabled cars should be regulated in some way. When the Stanguellini was being man-handled, a near-accident happened when Ferrari No. 8 just missed colliding with a Lotus when the latter drew out to avoid the Stanguellini; the Ferrari passed on the inside, and just missed hitting the bank after Dunlop Bridge.

Moss's Maserati coupé was most disappointing. Someone must have boomed in producing the body from Frank Costin's drawings, as holes appear to have been cut in the wrong places, and Moss was asked to breath engine-heated air through the so-called ventilation system. It was certainly not a credit to either Maserati or Zagato, and must have made Costin furious. I should say that it will be a long time before Maserati, or any other manufacturer for that matter, spends over £7,000 on such a venture—particularly as the result looked exactly like a backyard special.



PERSONALIA in the pre-race hours are (above) Jack Sopp and Bill James, working on the head of the 3.7-litre Aston Martin, and (right) Jay Chamberlain and Mackay Fraser, drivers of the class-winning 1,100 Lotus.



ON THE WAY to confounding the French by winning the Index of Performance is the Allison/Hall experimental 750 Lotus, which put up such a fine show.

Scuderia Ferrari had an almost unprecedented run of piston failures, the reason for which will probably never be extracted from the Maranello technicians. It is usual custom at Le Mans to blame the quality of the fuel, but I am sure that one would have to look further than that to find out why all three of the works cars should be afflicted by the malady. Both Gordinis went out for the same reason, but I am informed that the drivers consistently over-revved their engines. What I cannot understand is how the 3-litre, which was laying a sizeable smoke screen, was allowed to continue after a pit stop, when it was obvious to all that at least one piston had gone. It is dangerous enough in motor racing without creating artificial fogs to make it even more perilous.

Lotus, of course, are the talk of Europe, if not the world. To win the coveted Index of Performance with a largely experimental car was an achievement of which Colin Chapman and his men must be proud. The drivers (Allison Cliff and Hall Keith according to the French press) ran their 750 c.c. engine at a steady 8,000 r.p.m. It never missed a beat, and caused the greatest consternation in the D.B. and Porsche pits, when it assumed leadership of the Index. It was with dismay that they watched the spectacular progress of the Mackay Fraser/Jay Chamberlain "1,100", which travelled at an indecent speed for a car of its capacity. It was a shrewd move on Chapman's part to pair these two; Fraser is one of the fastest of present-day small-capacity sports car drivers, and is entirely amenable to pit discipline. The Californian, Jay Chamberlain, is the Lotus distributor in that part of the world, and has a great deal of racing experience with the marque.

Few will forget the epic push of Roger Masson, whose feat of endurance in manhandling his car for about four miles to reach the pits, caused the French-entered car to finish well up in the



general classification. The Bob Walshaw/John Dalton "1,100" also did all that was asked of it, and *chef d'equipe* John Green was very pleased with a car which had only been delivered a day or so before scrutineering started. Jack Brabham and Jim (Puddle Jumper) Raby did not have the speed of the leading Lotus in the 1,100 c.c. category, but after a delay when Raby had to do some running repairs out on the circuit, the little car went like clockwork. The Russell/Taylor Arnott was not so fortunate, being eliminated by valve trouble. This is surely one of the prettiest little Grand Touring cars so far produced by a British manufacturer and, with the proper professional finish, might fill a long-felt want for a car of this type.

There can be nothing but praise for the performance of the 2-litre A.C.-Bristol, driven by Ken Rudd and Peter Bolton. To finish 10th in general classification, second in the class and cover 3,780.478 kilometres was indeed a magnificent demonstration of high-speed reliability. Apart from the now available disc brakes, the car was virtually standard with a few mods for long-distance racing. It looked right, sounded right, and therefore must be right. It also says a great deal for the efficiency of that Bristol engine, based as it is on the pre-war BMW unit, but built to very exacting standards.

Poor Dick Stoop; to be put out with a fractured oil pressure gauge pipe which caused the sump to empty, was indeed calamitous—particularly as the four-year-old Frazer-Nash was circulating with complete reliability, and seemed certain to be third in the 2-litre class.

The Aston Martin team had a series of misfortunes. On the Whitehead 3.7-litre, which definitely showed signs of Lagonda ancestry in the chassis design, the gear selector mechanism failed. For many laps, the Salvadori/Leston car was stuck firmly in fourth gear, but was eventually eliminated with a fractured oil pipe. The very rapid Brooks/Cunningham-Reid car was in second place when Tony crashed and was hit by Maglioli's Porsche. It is said that this car also had gearbox trouble: it certainly had difficulty in getting away cleanly from the pits when Brooks took over from Noel. Tony says that he made a mistake, and that was that!

As for Ecurie Ecosse, their pit work and race control was admirable. David Murray carefully watched over everything, and Jennie Murray did most of the time-keeping and the lap chart. A voluntary helper did make an error, and for many laps Jock Lawrence was circulating well under his calculated speed, believing that he had over five laps lead on the Belgian Jaguar. Jennie spotted the error, and Jock was soon making up for lost time. Actually, Ninian Sanderson and Jock were delayed with several minor faults, including blown lamp bulbs. Their first stop early in the race was for a loose plug-lead.

Wilkie Wilkinson was a tower of strength in the pits, backed by that capable and enthusiastic bunch of boys, Stan Sproat, Sandy Arthur, Ron Gaudion and the very young Pat Meehan. One of the secrets of the success of the outfit is the fact that neither Murray nor Wilkinson would ask any of their mechanics to do anything that they would not do themselves. One must also mention "Livvy" Livingstone, stuck out in the sticks at the Mulsanne signalling depot, who also managed to act as official photographer to the stable.

Once again that Belgian Jaguar entry turned up trumps, the perfectly standard 1956 D-type of Paul Frère and Freddie



FOLLOW-MY-LEADER for lap after lap was enjoyed by the Porsches of Herrmann/von Frankenberg and Maglioli/Barth. However, neither finished the distance.

Rouselle finishing third. At one time there were many misgivings, when Rouselle was stopped out on the circuit with an ignition fault. Fortunately, Freddie is a first-rate mechanic, and was able to bring the car back to the pits for repair. Jean Lucas and Jean Mary were very happy to finish highest-placed Frenchmen—also thanks to Jaguar. It was unfortunate that the ignition system on Duncan Hamilton's car worked itself to full retard, causing the exhaust manifold to burn a large hole in itself. Some of Masten Gregory's remarks are almost classics. Drawled the Kansas man: "It sure goes fast—when it's not on fire". ". . . Man, the only way to keep from

burning the seat of my pants is to keep my foot hard down".

Anyway, Masten, who started his racing career on a C-type, was completely sold on the "D". They made a good team, the experienced Duncan and the businesslike Gregory, and the car was fast, very fast. Masten also admitted that he had never before driven a sports car with such brakes. Whilst Gregory was circulating in the Jaguar, his compatriot Phil Hill sat twiddling his thumbs; Phil seems fated never to finish at Le Mans, and on this occasion, had hardly settled down to watch the progress of the race, when Peter Collins abandoned.

and topped up the gearboxes, "just in case".

It is curious that an ancient Le Mans trouble reasserted itself, for some of the fastest cars had to stop and replace headlamp bulbs—Duncan Hamilton had no less than three such stops, and both his car and one of the Ecosse machines finished the night section with only one lamp each. Several distributors and one starter motor were also changed during the race. On the Continent, British cars are often alleged to be prone to electrical faults. Whether this is true or not, the bothers at Le Mans will certainly not help to scotch the rumour, and the electricians had better put in some overtime before next year.

Gearboxes were another source of trouble, but the Sarthe circuit has always been a gearbox killer. It was instructive in the pits to listen to the cars getting away uphill after their refuelling stops, and count the number of gears that they still had in action. One small machine came in to refuel, and the driver nonchalantly took off the top of the gearbox, removing handfuls of jagged metal. After that, the box became a very wide ratio affair. It is during braking from

JOHN BOLSTER discusses

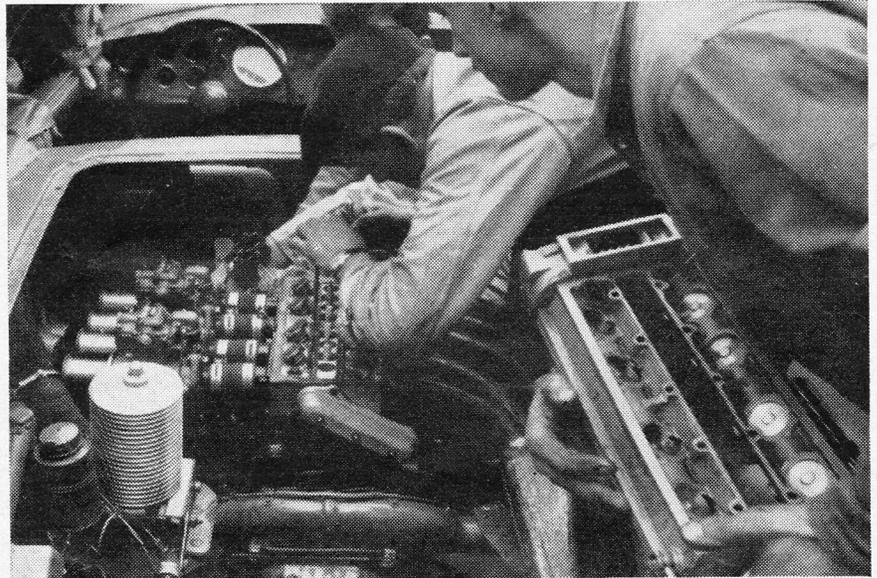
The Technical Lessons of Le Mans

TWENTY-FOUR hours in the pits may sound an age to some people. Yet, the technical interest of the 25th Grand Prix d'Endurance was so great that there was never a dull moment. My headquarters were at *The Motor* pit, where my microphone was installed, but between broadcasts I was visiting all the other pits in turn. A short sleep in the back of the Dauphine, followed by a hot shower, a shave, and a change of clothes, and I was back on the job, enjoying the last hour as much as the first.

Perhaps the first lesson of Le Mans was the vital importance of the right sort of experience in team managers, mechanics and drivers. The Ecurie Ecosse Jaguars were the most suitable cars, best prepared, and with race-winning experience behind them. During practice, the fuel-injection Jaguar never ran properly, but Wilkie was convinced he could get the bugs out of it. He took it on the public road and worked for hours, never getting in a panic because time was short. He brought the car to the starting line in perfect tune, and I know nobody else, in any team, who could have done the job so well.

The Aston Martin team, under Reg Parnell, gave the best display of how to carry out pit stops. They were aided by being able to top up the oil without

opening the bonnet, for the big bonnet of a Jaguar takes a few vital seconds in opening and closing. Incidentally, when Wilkie found his cars firmly in first and second places, he called them both in



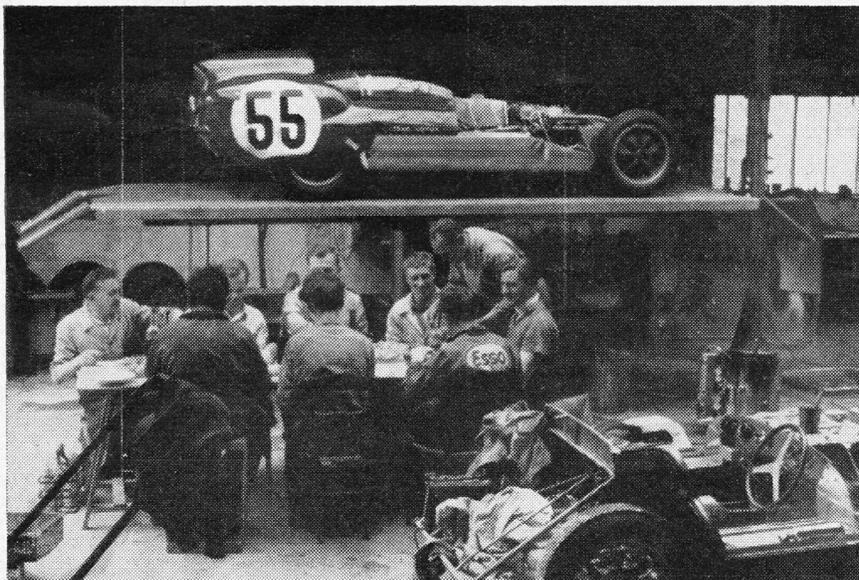
TROUBLE (above) was encountered before the race by the French V.P. which had a special twin-cam head on a 750 c.c. Renault engine.

NO TROUBLE was experienced by the Index-winning 750 c.c. Lotus. The technical crew had time for a leisurely lunch during a preparation day.

high speeds, when the drivers employ the gears on the overrun, that gearboxes suffer their worst casualties.

The British engines were a marvel of high-speed reliability. The very fast Ferraris were rumoured during practice to be somewhat prone to piston trouble, which was in fact proved to be the case during the race. They were very much inferior to the British cars in the matter of brakes, and often appeared to be unsteady when these were applied.

Chassis design is not as important at Le Mans as on circuits with a bumpy surface. The disadvantages of the old-type live axle are not apparent, and its proved reliability may be a big factor in such a long race. Yet, all the observers whom I questioned were emphatic that





ACCOUNTS DEPARTMENT: The elaborate calculations necessary to keep track of the race and particularly the Index, were made by I.B.M. electronic computers, housed in their own centre next to the A.C. pit. Peter Bolton is seen standing on the counter while the Ace is refuelled. On the right, Fangio and Behra have a pre-race demonstration of the equipment.

the Porsches were taking the corners fastest. These cars had low-pivot swing-axle rear ends, and they seemed to have a controllability that verged on the supernatural. I am sure that these were the most advanced chassis in the race. There was much technical interest in

just before the race—a fatal thing to do. Of course, the new 750 c.c. Lotus ran away with the class, and the *Indice* too. This was a magnificent performance, and the engine had plenty in hand all the time. At present it lacks the bottom end torque that British circuits encourage,

and they were quick to spot a genuine sports car among the competition machines. The A.C. gained golden opinions, and all my French friends were captivated by the “Ah-Say”. I am convinced that its very fine performance will bring many enthusiasts to the cheque-book stage.

Most of us were surprised at the very high speed of the 3-litre Aston Martins. The 3.7-litre machine is too new, but obviously has an immense potential performance. The bad luck that this splendid team has repeatedly suffered at Le Mans is past description.

Finally, one has to mention the big Maseratis. These vast, unattractive machines, with their unpleasant hot-rod beat, did not impress. The marine version of this engine is supposed to have a capacity of 5.5 litres, so Le Mans may soon become a veritable race of the giants.

Let us make no mistake. This great Jaguar victory was all the greater because the cars came from Scotland, France and Belgium, and were not a works team. I went to Paris after the race, and the impact made by the result was tremendous; one heard it discussed constantly in the most unlikely places. Truly, it was a famous victory.



the 750 c.c. class this year. One of the official Panhards, the Monopole “tank”, had a new space-frame which was reputed to be as light as a Lotus, and rubber side tanks from a Panhard military vehicle. The other Panhards and D.B.s were as before, with box frames in the case of the Monopole coupés and a backbone construction for the D.B.s. There is nothing quite so stirring as the deep thunder of one of these twin-cylinder cars at full speed, but this year they had to follow the “fours”.

The twin-camshaft Osca was a lovely little car, and extremely fast while it had all its gears. The Stanguellinis were pretty cars, beautifully finished, with final drives improvised from Citroën front ends. The V.P. had a twin-cam head of advanced design on a Renault engine, but had unfortunately to be dismantled

VISITOR from America (above) was the Porsche of Hugus de Beaufort, which won the 1,500 c.c. class. Another visitor (right) was Mark Wollack from Texas, with a rare collection of stop-watches.

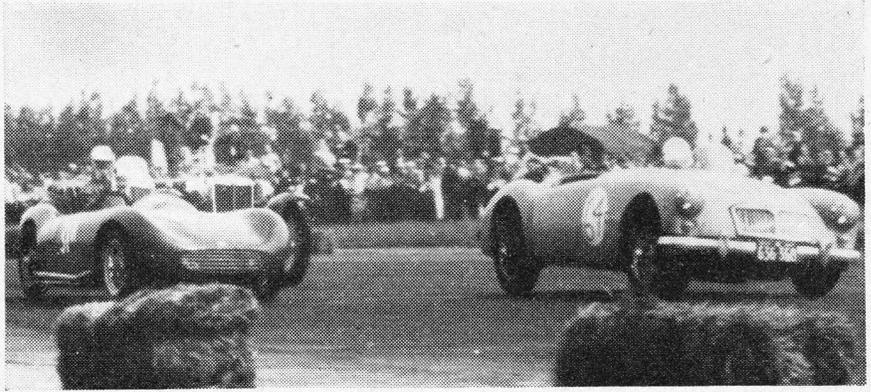
but that may come with further development.

The French-entered Lotus showed a much heavier fuel consumption than its British brothers, and ran out of petrol in consequence. This was due to the considerable use of the gearbox and very high engine revolutions in which its drivers indulged. Without wishing to belittle the heroic pushing feat of Masson, I do feel that this marathon business is not what motor racing spectators pay to see. Surely it is time that a really accurate gauge was fitted.

The French are a mechanical race,



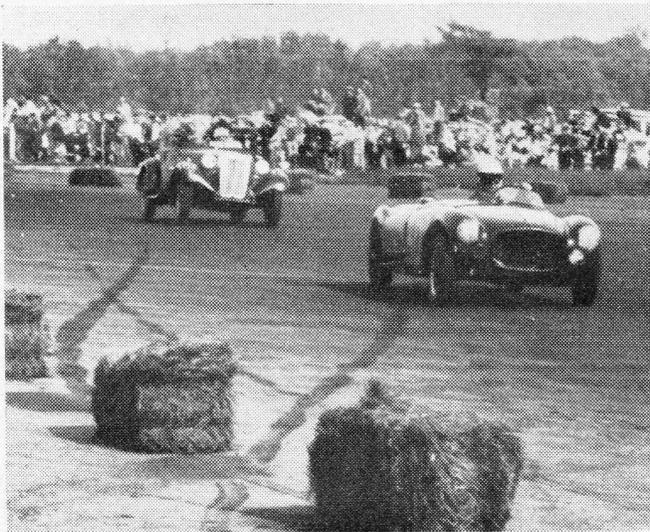
LOOKING very little different from a British club racing scene is this shot taken at Harewood, as Henry Howarth's M.G.A leads the Crosley Spl. of Martin Tannes into the S bend, with an M.G. TC close behind.



AIRFIELDS are much the same the world over, invariably flat and featureless. But airfield circuit racing is seldom featureless. Certainly "Bemcee's" Canadian Carrera event at Harewood Acres on 8th June produced its quota of excitement. Machinery ranged from such thoroughbreds as D-type Jaguars and 550RS Porsches, through Canada Class racing-on-a-shoe-string specials, to bread-and-butter saloons. The thoroughbreds

Canadian Carrera

British Empire Motor Club meeting produces spirited racing at Harewood Acres



and the specials gave the customers racing as expected and the saloons gave an awe-inspiring exhibition of rock-'n-roll. The estimated number of "customers" was 5,000—that is if there WAS one person to each car! The weatherman played the game according to the rules, the ladies showed their appreciation and the gentlemen were delighted.

Jack Ensley from over the border in the U.S.A. had a field-day with his D-type Jaguar, winning two races, including the 100-mile 44-lap finale. Art Bunker, also from the States, trotted out his Sebring class-winning Porsche 550RS, won a race, broke the lap record and then blew up his engine whilst doing a "David and Goliath" act with Ensley's D-type. A Renault Dauphine and a Volkswagen were "flipped" in practice and another Dauphine and an M.G.A were "flipped" in racing. However, everyone walked away feeling sadder but wiser. "Bemcee" did such a competent job of organization that the nine races were run through between 10 a.m. and 4.30 p.m. and everyone went home early and well satisfied.

First race of the day, *Formule Libre* and "Canada Class" saw a mixed bag of big 'uns and little 'uns come to the line, ranging from Ed. Leavens's Red

Chev. Corvette to Bill Brunt's wee Cooper-Norton 500. The "Chevvy" led the pack into the first long "S" but Tom Gilmour, driving a Mark IX Lotus and showing what was on Colin Chapman's mind when he designed a small sports-racing car to motor quickly around cor-

"F3" SPECIAL seen in the paddock was an American-built car. Apart from the Fiat suspension, everything, including the o.h.c. 500 c.c. motor, was hand-made.

EVIDENCE, traced in black rubber, indicates where Reg. Scoggins spun in one of the early races. Jan Mueller's Crosley - engined Siata Spl. is seen leading an M.G. TD at the S-bend.

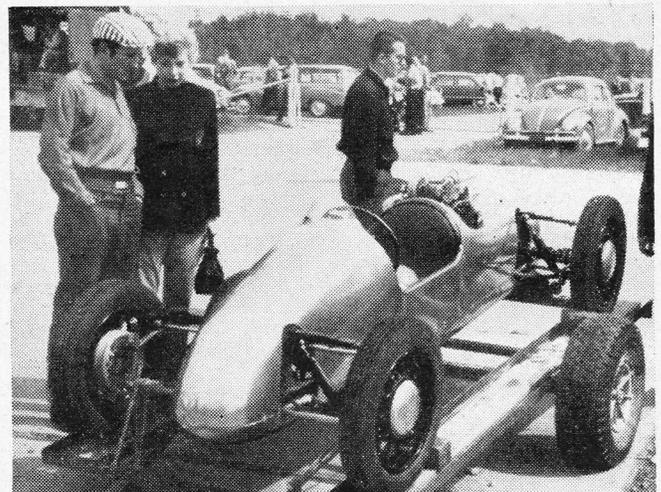
ners, got ahead and after a spirited dice ran out winner by 11.5 secs. The little Cooper-Norton sounded as if it would have given "better" if it could have revved higher, but finished only 5.5 secs. behind the Corvette nonetheless, and Ken Sullivan's Ford-Morris Special got the best of the Canada Class battle.

Results: 1, T. Gilmour (1,098 c.c. Lotus IX), 21 m. 33.5 s. (76.93 m.p.h.); 2, E. Leavens (4,638 c.c. Corvette), 21 m. 45.0 s.; 3, B. Brunt (500 c.c. Cooper-Norton), 21 m. 50.5 s. **Canada Class:** 1, L. Sullivan (Ford-Morris); 2, F. Adams (748 c.c. Crosley Spl.); 3, L. Franco (803 c.c. Franco-Canadaire).

The second race saw over 20 M.G.s on the line; mostly A-types but with a sprinkling of TFs, TDs and TCs. From the word go this was a no-quarter battle, and Miss Beverly Ann Lewis, driving a TF in her first race, "mixed it" with the boys in the manner born. Reg Scoggins spun out going in to the "S" scattering hay bales and marshals all over the place. Sid Blackman rolled his A-type over half-way through the same "S" and walked away unhurt. A business partner's dice between Dick Shelton and Ken Mansell in TDs kept the crowd on its toes, and Chris Eden clobbered the bales opposite the pits to leave the course looking like a hayfield. Ray Liddel got his A-type in front and kept it there to average 69.8 m.p.h. and be chased home by Ian Grant 3.4 secs. behind—quite a race!

Results: 1, R. Liddel (A-type), 23 m. 44.6 s. (69.8 m.p.h.); 2, I. Grant (M.G.A.), 23 m. 48.0 s.; 3, D. Bryson (M.G.A.), 24 m. 49.2 s. **T Series:** 1, E. Vallaro (TF); 2, D. Shelton (TD); 3, V. Worsdale (TD).

Race No. 3 saw production Healeys, Triumphs, Porsches and Morgans do
(Continued on page 18)



Rain and Marsh at "The Rest"

Tony Marsh (1,100 c.c. Cooper-JAP) makes
B.T.D. again at Rest-and-be-Thankful Hill-climb

THE practice sessions more or less set the pattern for the actual meeting at the Royal Scottish Automobile Club's International hill-climb at Rest-and-be-Thankful last Saturday. Amid intermittent rain showers the irrepressible Tony Marsh made the best time of 57.62 secs. in his J.A.P. twin Cooper while, in more sedate style, Michael Christie clocked the second best time of 59.93 secs. Dick Henderson flattered to deceive in a nicely controlled effort that made him third best with 62.14 secs. in his little blue supercharged Cooper, but David Boshier-Jones took things gently at 63.75 secs. and was obviously learning the snags on what is a most difficult hill. There was a jolly good climb by Raymond Fielding in his immaculate H.W.M.-Jaguar at 62.67 secs. and we have seldom seen a car so well prepared for any event. Scot to watch is Tom Dickson, of Perth, and his ascent in the Mk. XI Lotus was on a par with his circuit performance in the Empire Trophy Race at Oulton Park.

In addition, the pattern of incidents during practice was to repeat itself during the event, for E. B. Payne spun his Climax-engined Lotus and Tom Dryver found his De Havilland device with its 6,300 c.c. Gipsy Major aero engine more than something of a handful. But no incident in a really good day's sport was really serious—only feelings were hurt and no racing machinery was irretrievably damaged. As ever—the Royal Scottish Automobile Club's organization was of very high standard under secretary A. K. Stevenson, and Johnnie Millar's timing gear functioned with the minimum of fuss and the maximum of accuracy.

The day's competitive climbing opened quite quietly with a careful climb by

A. C. Goodfellow in his little yellow 500 Cooper at 67.03 secs. On his second ascent the car hit the banking at the hairpin and Goodfellow's recovery from this *faux pas* sent his time up to 75.05 secs. In this same class Tom Dryver made a clever climb in his Mk. VIII Cooper but, on his second run, drove the car into the banking as he came out of Cobbler Bend, to be duly rescued by marshals and sent packing downhill.

The class for racing cars over 1,100 c.c. was remarkable for two wildish attempts by Frank Harrison (F.H.N. Special) but we never felt he would really lose the place. We can't say the same about Tom Dryver in the De Havilland-A.T.N. With its aero engine placed upside down and its Alvis gearbox built in back to front we are never sure whether this "Dryver Device" will go backwards or forwards. In its first run the 6½-litre car was obviously difficult to hold and, in the second climb, poor Tom spun the thing right round about at the very tricky hairpin and, as he was then facing the start, he made his way back there.

For everyone's first run the weather stayed fine but there was always the hint of rain, that had fallen in the morning, returning. This kept spectators away and it also made second runs very much more difficult for, of course, the rain did come on at the interval, and there were intermittent showers during which the track conditions varied as the warm sun dried up the raindrops, until the finish. This meant that second runs were slower and nowhere was this more obvious than in the class for sports cars up to 1,500 c.c. where Tom Dickson gave a marvellous exhibition in his Lotus Mk. XI at 60.20 secs. and then went up to 68.08 secs. in his second

run. He richly deserved his class win but we were sorry for E. B. Payne who had his brakes lock as he was coming into Cobbler Bend. The car finished up on a rock near the banking which did its sump no good at all but although the Lotus was bent Payne was uninjured.

Among sports cars from 1,500 to 2,000 c.c. no one could look at J. R. Rudd. His 2-litre Frazer-Nash was nicely prepared and beautifully driven. His best time was a full 8 secs. quicker than his nearest opponent, Norman Barclay, in a Triumph TR3. This class was followed by a very well supported selection of vintage and non-vintage sports cars over 2,000 c.c. It was highlighted by a nice little duel between Marion Armour, in a 30/98 Vauxhall, and Eunice Griffin, in a Jaguar XK 140. Marion handled her large mount very well indeed but Eunice, in the modern machinery, went quite a bit more rapidly. Outstanding performance in this class was that of Raymond Fielding, whose delightful H.W.M.-Jaguar has already been remarked on and, to keep interest from flagging, there was a triangular contest among Gordon Lockhart, Pat Melville and the Hon. Jas. Bruce in vintage Bentleys.

But what made the day memorable was the running of the group of hill-climb championship competitors in the same group immediately before and immediately after the interval. Tony Marsh may not have broken his own record of 53.75 secs. for the hill but he was wonderful to watch. He has every bend and wrinkle of Rest-and-be-Thankful judged to a nicety and there seems no doubt that on a fine dry day he will beat his own best time. And was there ever a more gallant runner-up than Michael Christie? How this man does try. He may lack some of the Marsh *elan* but, my goodness, the same Michael Christie is far from being an idle man in his 1,098 Cooper. Our only regret is that the Rob Walker engines were not ready for the 1,499 and 2,100 Coopers which were due to appear and which might have added to Christie's chances. But then, that's the luck of the game and our only other regret about a most interesting speed hill-climb is the fact that another fine championship contender burnt out the clutch of his blown 1,100 c.c. Cooper during his first climb.

"AENEAS".

Results

B.T.D.: A. E. Marsh (Cooper 1,100 c.c.), 56.31 s.; 2, M. A. H. Christie (Cooper 1,098 c.c.), 57.90; 3, D. Boshier-Jones (Cooper 1,098 c.c.), 58.96.

Racing Cars up to 1,100 c.c.: 1, A. E. Marsh (Cooper 1,100 c.c.), 56.31; M. A. H. Christie (Cooper 1,098 c.c.), 57.90; D. Boshier-Jones (Cooper 1,098 c.c.), 58.96.

Over 1,100 c.c.: 1, A. E. Marsh (Cooper-Climax 1,475 c.c.), 59.68; 2, T. Dryver (De Havilland A.T.N.), 66; 3, N. V. L. Barclay (E.R.A. 1980 S), 66.94.

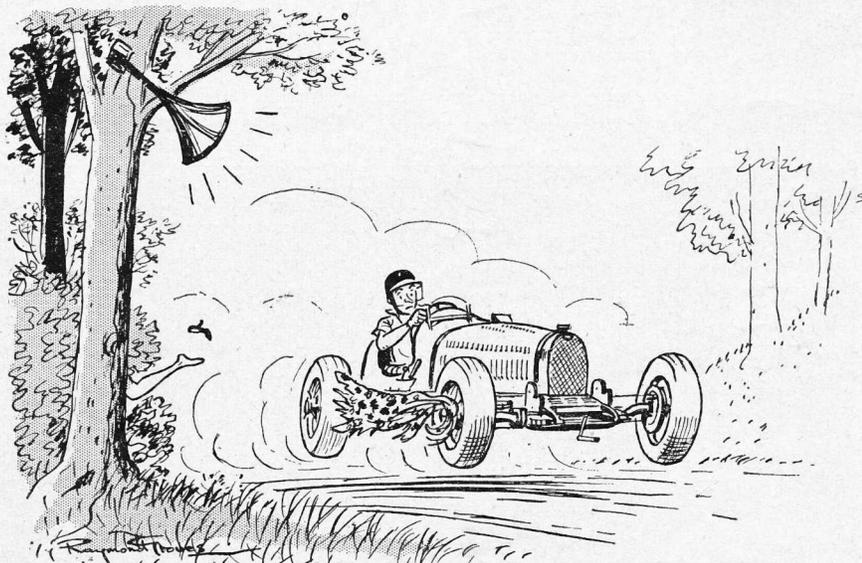
Sports Cars up to 1,500 c.c.: 1, T. Dickson (Lotus Mk. XI 1,097 c.c.), 60.20; E. Lewis (Lotus-Climax 1,098 c.c.), 67.14; P. Chisholm (M.G.A 1,489 c.c.), 72.50.

1,501-2,000 c.c.: 1, J. R. Rudd (Frazer-Nash 1,971 c.c.), 63.48; N. V. L. Barclay (Triumph TR3), 71.59; 3, D. K. C. Salusbury-Hughes (Morgan S), 79.36.

Over 2,000 c.c.: 1, R. Fielding (H.W.M.-Jaguar 3,442 c.c.), 60.96; 2, A. C. Barret Greene (Jaguar 120C), 65.56; J. L. E. Ogier (Tojeiro-Jaguar), 65.83.

Ladies' Award (Frew Cup): Eunice Griffin (Jaguar XK 140), 75.

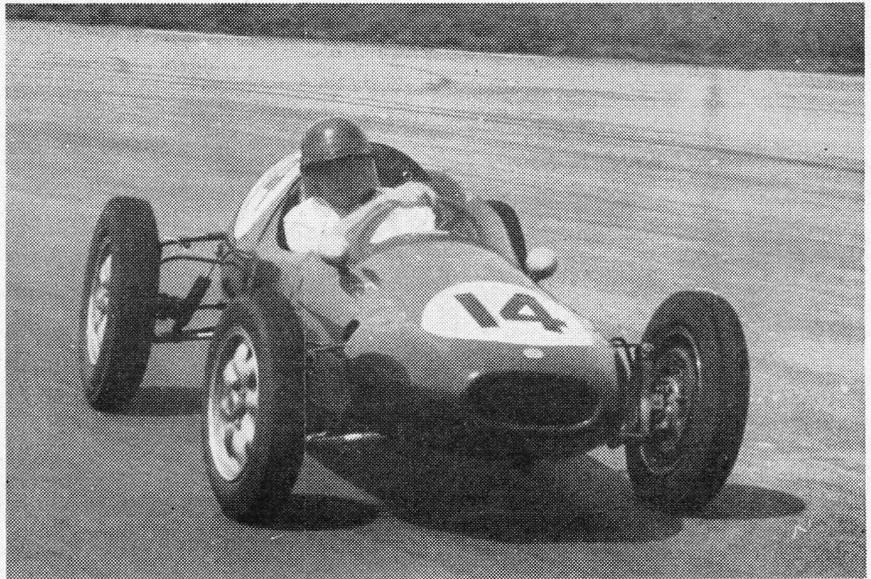
Best Vintage Car: J. G. Lockhart (Bentley 4,398 c.c.), 68.74.



"... just listen to that calico-tearing exhaust note. . . !"

DÉBUT of "Big Bill" Whitehouse's son Brian in his father's F2 Cooper showed considerable promise and he scored two firsts and a second during the day.

IN sizzling conditions punctuated towards the end of the day by heavy rain showers which enlivened proceedings more than somewhat, the Midlands Motoring Enthusiasts' Club staged their ninth annual race meeting at Silverstone last Saturday. Organization of the long 14-race programme was, on the whole, excellent (there was a commendable lack of "messaging about" in the start area) and the club had a fine front-line salesman in the person of Ron Eades, a most charming and helpful Press Officer. Features of the day included an unusually high proportion of scratch races and the arrival on the scene of a new driver of great promise—Brian Whitehouse, son of "Big Bill", who chose for his maiden appearance a single-cam Formula 2 Cooper; his was no easy baptism, his very first race developing



Midlands M.E.C. at Silverstone

Rain and Shine for Lively 14-Race Programme

into a hectic dice with Bill Moss in Remus, but he kept his head in the heat of battle, and as the day wore on his driving became better and better.

The programme opened with a scratch race for 1,100 c.c. sports cars; Lionel Mayman made a splendid start in the

and John Denley held second place throughout. Roy Jacques in the Ettorre spun away his third place at Woodcote on the first lap, and Brian Mann who succeeded him went missing on the second lap from an undisclosed cause, leaving third spot to Walter Ford. (In

the absence of information from Becketts at this meeting, one tended to assume that a competitor who vanished from the lap chart had failed to remain on course at this horrible hairpin, but this may well on occasions have done him less than justice!)

The next event catered for sports cars up to 1,500 c.c., and this resolved itself into two races, one in the van for the lightweight stuff and another astern for more normal road machinery. Donald Mathieson led initially, but was overcome first by Chris Bristow who picked up four places in a lap, and then by Chris Summers in Mayman's Cooper, who went on to win when Bristow's car went sick with multiple ignition bothers. A creditable third was G. H. Williamson in his Ford-powered Lotus, although the Climax challenge was reduced when J. M. Copeman's clutch gave up the ghost after he had lain second on the opening lap. The "second" race was led by the redoubtable R4 Jupiter of A. Thomas despite the strong challenge of J. A. P. Trafford, who spent the day motoring unobtrusively but very rapidly in his M.G.A.

Next came the racing cars, and the only major blunder on the part of the organizers, in that they allowed a TR2 in a scratch race with really fierce machinery. Bill Moss made a glorious



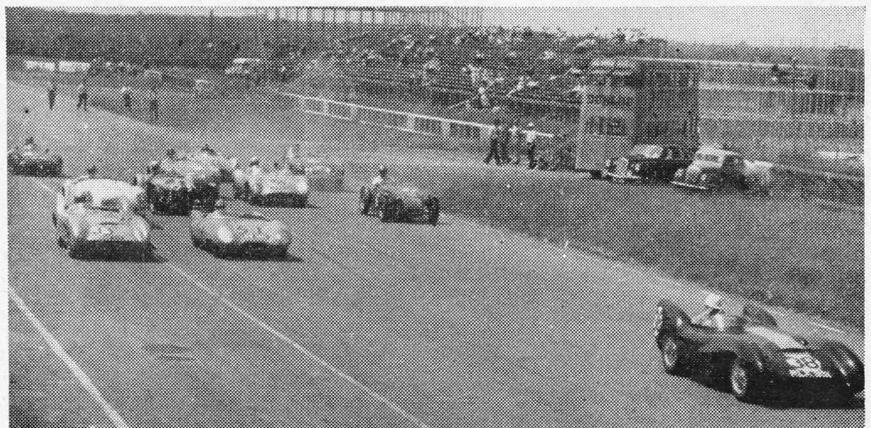
PICKABACK? — No, an illusion (left) comprising Taylor's XK 120 and the Austin-Healey of Bemrose at Woodcote.

★

WELL AWAY in the lead of the 1,500 c.c. race (below) is Mathieson's Lotus, although Chris Summers overtook him to win.

Cooper-Climax which Bill Bradley raced last year, and held his advantage for the first lap, but he was passed coming out of Woodcote by Alex McMillan in the Lotus-Stanguellini, who went on to win at a cracking pace. On lap 4 Mayman was also challenged and passed by Chris Bristow in another Cooper, while Patsy Burt lost her fight for sixth place with Donald Mathieson's Lotus.

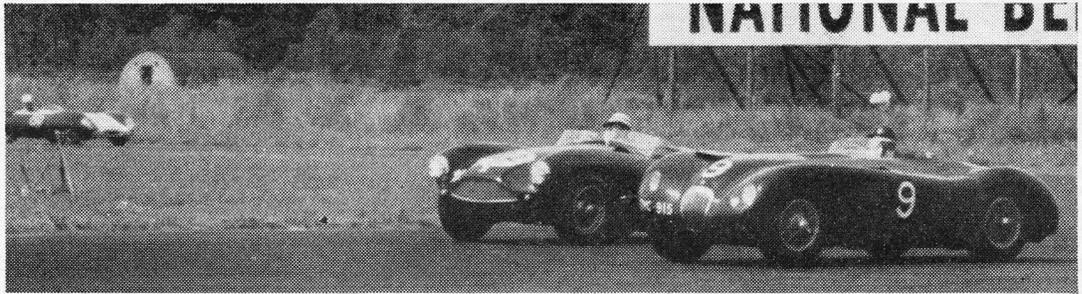
Two heats for 500s followed. In the first, Alan Eccles made the running on the opening lap from a fine start but was taken leaving Woodcote by Trevor Taylor, who then won as he pleased. Eccles was also passed on the third lap by J. Pitcher, but he fought back to a secure second place at the finish. In the second, Gordon Jones streaked away from the line and was never challenged,



★

BATTLE at the Beckett's hairpin between Berwyn Baxter's DB3S Aston Martin and Peter Mould's C-type Jaguar.

★



start and led into Copse, with the old E.R.A. in fine fettle, but Brian Whitehouse on his maiden voyage closed right up and worried at his heels, driving rather in the Formula 3 style but safely withal, and making Moss work extremely hard to hold him off. Behind these two Alex McMillan held third place with Lionel Mayman never far away, Horace Richards's H.A.R. departed into the paddock, and the TR2 circulated in the background. Then on lap 4 Brian Whitehouse tried to get the better of Remus by braking late for Woodcote, but sold himself a plateful in the process, and on the next lap both of them tried this tactic, negotiating the corner in close company on considerable opposite lock to the accompaniment of a loud smell of rubber. On the final lap they came down to Woodcote side by side, and it was Remus who drew ahead in the braking distance, but there in the fairway was the TR2; Moss made to take the inside and Whitehouse the outside, whereupon the TR2 apparently panicked and spun . . . grr-r-anch as Moss, unable to tighten up his corner any further, smote it broadside on, while Whitehouse just missed it by going wide but lost all traction in doing so. From the ensuing restart Remus got the decision by a second.

Formule Libre followed, and Remus appeared on the grid at the last moment wearing the front wheels off the H.A.R., having suffered the loss of some spokes in the encounter with the Triumph. These carried much smaller tyres than those normally fitted to the E.R.A., which made handling a thought tricky, added to which one pot began acting up at extreme revs., so Moss spent his 10 laps firmly in third place. From flag-fall David Shale led in the Cooper-Jaguar, and Brian Whitehouse repeated his worrying act until half-distance, when he got in front and pulled out a useful lead to win in comfort. Behind the E.R.A. Mayman and McMillan, having disposed of Trevor Taylor on the second lap, were waging a neck-and-neck struggle for fourth and fifth places, Mayman leading until half-distance but finally having to give best to his opponent; at the finish, Taylor in the 500 made a superhuman effort and came right back at Mayman, but just failed to beat him to the line.

The last scratch race in this half of the programme was a 20-lapper for sports cars of any capacity, and it looked a gift for David Shale until the eighth lap, when something very grave occurred in his transmission. Peter Mould in a C-type Jaguar then inherited the lead, followed by B. T. Thomas who had driven his Lotus-Climax beautifully and got past Berwyn Baxter in the DB3S Aston Martin on the fifth lap. Now, however, Baxter began pulling out the

stops; he repassed Thomas and set out after Mould in earnest, pursuing him relentlessly for another seven tours until they both lapped the Austin-Healey of H. J. MacDonald, Jr., at Woodcote, when Baxter came out in front. Under pressure, he flew off the handle at Copse and reappeared in fourth place with a considerably modified tail, in which position he finished. Meanwhile, R. B. Schofield in the Elva had been practising Woodcote assiduously, but just when he seemed to have got it weighed off and was clipping the right piece of grass, this completely unstabilized the car, and he performed the most monumental gyration and nearly demolished the timekeepers' bus. Peter Mould finally won unchallenged, with the excellently driven Lotuses of Thomas, Mathieson and Williamson in second, third and fifth positions; Williamson with the Lotus-Ford had actually passed Baxter on one occasion, but thinking the Aston had lost a lap in the incident at Copse he waved it on again!

There followed some extremely confusing handicap races, the more so owing to a certain paucity of information. It transpired that Philip Gross won the first in his amazing Morris Minor by virtue of adequate credit laps, followed by the M.G.As of Peter Wheaton and Trafford, who had some fun together. Patsy Burt, who showed signs of coming into the money, retired on the last lap when a brake pipe let go. In the next, D. J. Randall really put it across the handicapper with his 750 Lotus-M.G. which went like a scalded cat. In the third, Brian Whitehouse carved his way neatly through a field consisting largely of 500s, Bill Moss being a non-starter, while the fourth produced a fine scrap between backmarkers Bristow and McMillan, who finished in that order with John Denley third in the 500.

Then came the 500 final, which was given considerable added interest by the arrival of a rainstorm three-quarters of the way through. After Trevor Taylor had blown up on the second lap, the order settled into Symonds, Eccles, Pitcher, with Jack Moor and Howlett disputing the next two places; then came the rain, and age and experience told, Jack Moor promptly appearing in second spot behind Symonds while cars flew in all directions. Third at the finish came Gordon Jones who was balked at the start, followed by Pitcher who came best out of the gyrating pack.

The sports car handicap final gave victory to Trafford's M.G.A. from Wheaton's similar car and Bristow's Cooper, while Eric Pantlin's Lotus did a lot of revolving, and the racing car final gave a clear-cut victory to Brian Whitehouse from scratch, with Manning's 500 just keeping Bristow out of

second place. So, in jungle-like heat, ended a grand meeting.

DAVID PRITCHARD.

Results

Sports Cars up to 1,100 c.c., five laps scratch: 1, A. McMillan (Lotus-Stanguellini), 75.50 m.p.h.; 2, C. Bristow (Cooper-Climax); 3, L. Mayman (Cooper-Climax).

Racing Cars up to 500 c.c., five laps scratch, heat one: 1, T. Taylor (Cooper), 75.60 m.p.h.; 2, A. Eccles (Cooper); 3, J. Pitcher (Cooper-Norton).

Heat two: 1, G. M. Jones (Cooper), 74.40 m.p.h.; 2, J. Denley (Cooper); 3, W. Ford (Cooper-J.A.P.).

Sports Cars up to 1,500 c.c., six laps scratch: 1, C. Summers (Cooper-Climax), 75.0 m.p.h.; 2, D. B. Mathieson (Lotus-Climax); 3, G. H. Williams (Lotus).

Racing Cars up to 2,000 c.c., six laps scratch: 1, W. F. Moss (E.R.A.), 78.10 m.p.h.; 2, B. Whitehouse (Cooper-Climax); 3, A. McMillan (Lotus-Stanguellini).

Formule Libre, 10 laps scratch: 1, B. Whitehouse (Cooper-Climax), 78.3 m.p.h.; 2, D. S. Shale (Cooper-Jaguar); 3, W. F. Moss (E.R.A.).

Sports Cars, any capacity, 20 laps scratch: 1, P. Mould (Jaguar XK 120C), 75.1 m.p.h.; 2, B. T. Thomas (Lotus); 3, D. B. Mathieson (Lotus-Climax).

Sports Cars, five laps handicap, heat one: 1, P. C. Gross (Morris Minor), 54.6 m.p.h.; 2, P. Wheaton (M.G.A.); 3, J. Trafford (M.G.A.).

Heat two: 1, D. J. Randall (Lotus), 70.9 m.p.h.; 2, W. A. Bemrose (Austin-Healey); 3, G. J. Horne (M.G.A.).

Racing Cars, five laps handicap, heat one: 1, B. Whitehouse (Cooper-Climax), 76.15 m.p.h.; 2, J. Pitcher (Cooper-Norton); 3, H. S. Howlett (Cooper-Norton).

Heat two: 1, C. Bristow (Cooper), 75.1 m.p.h.; 2, A. McMillan (Lotus-Stanguellini); 3, J. Denley (Cooper).

Racing Cars up to 500 c.c., eight laps scratch, final: 1, G. H. Symonds (Cooper), 71.4 m.p.h.; 2, E. J. Moor (Wasp); 3, G. M. Jones (Cooper).

Sports Cars, 10 laps handicap, final: 1, J. A. P. Trafford (M.G.A.); 59.0 m.p.h.; 2, P. Wheaton (M.G.A.); 3, C. Bristow (Cooper-Climax).

Racing Cars, 10 laps handicap, final: 1, B. Whitehouse (Cooper-Climax), 79.74 m.p.h.; 2, B. A. Manning (Cooper-Norton); 3, C. Bristow (Cooper-Climax Sports).

TESTING AT SHEFFIELD

APART from an adjournment of about half an hour when the broadcast of the finish of the Le Mans race was "on the air", the Sheffield and Hallamshire Motor Club's Team Test driving test event on Sunday, 23rd June, went off without interruption.

The event was for club teams, eight cars to a team. Eight teams from all over the North were entered with a total of 64 cars. Tests were laid out at Norton air station, near Sheffield, where the C.O. helped the organizers considerably. The nine tests included several long and spectacular ones which gave the many spectators something worth seeing—backed up by a public address commentary.

P. C.

Provisional Results

Best Performance: 1, Lancashire and Cheshire Car Club team, total time, 1,856.2 secs.; 2, North Midland Motor Club No. 1 team, 2,027; 3, Sheffield and Hallamshire, 2,106.6; 4, Nottingham Sports Car Club; 5, Manchester University M.C.; 6, N.M.M.C. No. 2; 7, Huddersfield No. 2; 8, Huddersfield No. 1.

WONDERFUL MOMENT: Jack Fairman (Jaguar) during the first lap of Heat 1, when he led the entire field—to the huge delight of his American rivals. Behind him are Eddie Sachs and Jimmy Bryan.

ECURIE ECOSSE

versus

U.S.A.



Remarkable Performance by Jaguars in Monza 500 Miles Race—Jimmy Bryan Wins at Over 160 m.p.h. Setting World's Fastest-ever Lap During a Race at Over 175 m.p.h.—American Drivers Salute the Courage and Ability of Fairman, Sanderson and Lawrence

By GREGOR GRANT

Photography by Publifoto, Milano

DESPITE all the head-shakings, and the refusal of certain European drivers to take part in the 500 Miles Race of Monza, the event was staged without a single accident. It was a wonderful spectacle, the deep-throated roar of the big Indianapolis cars bringing back memories of pre-war racing featuring Mercedes-Benz and Auto-Union. Also, it was highly significant that Mercedes and Alfa Romeo technicians were there in force.

Much nonsense has been talked about the perils of high-speed track racing, but a certain Scottish gentleman of vast experience in motor racing matters, and three courageous drivers, have made a certain Grand Prix coterie look a trifle silly. That curious organization U.P.P.I. stated that it would be suicide to race on the Monza banked circuit; why, tyres will fly off and there will be terrible crashes. So what happened? Excited spectators saw cars passing each other at over 180 m.p.h., laps speed exceeding 175 m.p.h., and a race average of over 160 m.p.h. All on a blazing hot day with temperatures at 104 deg. F. Yet, not a single tyre failure was reported either from Firestone or Dunlop; indeed; the tyres on the Jaguars were scarcely worn despite lap speeds of 150-160 m.p.h.

The American boys had plenty of courage. They, too, had never raced at

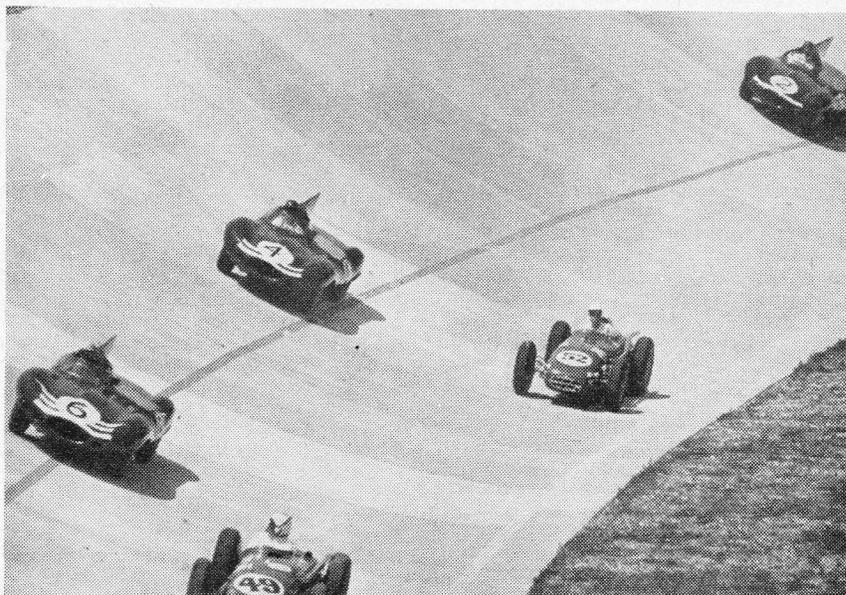
VICTOR: Jimmy Bryan after winning the 500 Miles of Monza. On his left is Duane Carter, President of the United States Automobile Club and leading light in American racing.



such high speeds, and they knew that their hard suspension systems with rigid axles front and rear would take a tremendous buffeting on the bumps to be found on the steeply-banked track. "So what," they said, "we'll have better equipment next time." Chassis break-ages caused wholesale retirements with splitting fuel tanks, and when Jimmy Bryan crossed the line to win at over 160 m.p.h. from Troy Ruttman and Johnny Parsons, these were the sole survivors of the Indianapolis machines. Following them were the Jaguars of Jack Fairman, Jock Lawrence and Ninian Sanderson—a performance that, at the time of writing, is the talk of Italy and shortly, U.S.A. British prestige was never higher than in Milan on Saturday, 29th June, the speed and reliability of the blue cars creating a tremendous impression.

* * *

The attitude of a few G.P. drivers towards the Monza 500 Miles race has disappointed everyone connected with the organization of the event.



HI, GUYS! Ray Crawford, in foreground, gives a big "hello" to Sanderson, Fairman and Lawrence as he and Troy Ruttman pass the three Jaguars on the banking.

COURAGEOUS TRIO: (Left) Jack Fairman, Ninian Sanderson and Jock Lawrence, after their epic drive with the Jaguars of Ecurie Ecosse.



Scare-mongering undoubtedly put Maserati and Ferrari against the idea, but the former, at any rate, relented, and sent two cars to Monza to attempt to qualify. Jean Behra, a driver of great courage, apparently fingered his nose at U.P.P.I., and proceeded to qualify a V-12 3.5-litre single-seater. However, troubles occurred and the car was withdrawn. A supposedly smaller engine edition of the 4.5-litre sports-racing car was also tried, but a repeat of the Le Mans transmission failure occurred. A gentleman named Borniggia brought out a rather venerable 4.1-litre V-12 Ferrari, but this was too slow to qualify.

Thus, the three Jaguars of Ecurie Ecosse faced 10 single-seater Indianapolis machines, built specifically for track-racing. The Jaguars were not there with the blessing of the factory; the drivers were faced with the prospect of their speed being limited by the use of 16-in.

tyres, larger tyres not being possible without considerable structural modifications. However, Dunlops were confident that the covers would last, so long as no ultra-high speeds were attempted.

The Firestone people anticipated no trouble at all, having spent several weeks experimenting with suitable covers at Monza. For example, the rear tyres on Bettenhausen's Novi were 20 ins. by 800—yet, after his fantastic practice speeds, they were quite noticeably worn. This car has a tremendous power output, said to exceed 600 b.h.p. from its 2.5-litre, centrifugally-supercharged engine, and 4.2-litre cars did not experience anything like the tyre wear.

I was most impressed with the spirit of the Americans. Everyone helps one another, and there are no secrets. Their equipment is superb, and one has to see the turn-out of their meticulously-prepared cars to realize how seriously they

go motor racing. Learning that Jean Behra was not too happy with the thought of wire wheels on the banked track, components manufacturer Ed. Hallybrand had several of his magnesium-alloy wheels shipped to Maserati—and there was no question of payment.

As regards the American cars, all but four had Kurtis Kraft frames. The exceptions were the Kuzma-built Agajanian and Dean Van Lines Specials, the Watson-constructed chassis of the John Zink Spl., and the Philips-built Bob Estes Spl. All engines except for the two Novi Air Conditioner Specials entered by Lew Welch were 4.2-litre Meyer-Drake Offenhauser units with Hilborn-Travers fuel injection and four lusty cylinders. The Novi cars were V-8s, their beautifully-built 2.5-litre engines having fuel injection allied to centrifugal supercharging. All transmissions are of Hallybrand origin, incorporating two forward speeds and a solid rear axle, the crown and pinion units of which are based on obsolete Ford truck components. Hallybrand also produces the Goodyear-pattern disc brakes which are universally adopted on American Speedway machines.

It was interesting to talk to American race drivers such as Troy Ruttman, Paul Russo, Tony Bettenhausen, Roger Ward and Ray Crawford. I asked Ray Crawford about stock-car racing in the States, and how stock was the Lincoln he drove in the Mexican road race. "Sure, it was stock," he said, "I spent over 3,500 bucks, and it took 20 mechanics three months' hard work to make it stock!"

When two noted leg-pullers come up against each other, the result is often amusing. Andy Linden remarked to Ninian Sanderson that he had qualified at over 171 m.p.h. Ninian scoffed,

saying: "You'll have to go faster than that—at least 180 m.p.h. or you'll have the Jags on your tail." The man of granite nodded; "Guess you may be right at that, son—say, what was your name?" Ninian replied, "Sanderson, I'm driving Jag number six." "Yeah, I got you now—guess you're the Jaguar rookie driver!"

Thursday and Friday were turned over to qualifying laps, and when any driver signalled that he was ready to be timed, a man with a red flag shoo-ed all other cars off the circuit. Best time of all was put up by Tony Bettenhausen in the Novi, with 54.8 secs., 176.717 m.p.h. Next best was Pat O'Connor (Sumar) with 55.8 secs., 173.493 m.p.h. Jack Fairman seemed to spend the entire Friday qualifying all three Jaguars, hopping from one car to another. However best Jag time was credited to Jock Lawrence in the 3.8-litre car with 62.7 secs., 151.633 m.p.h. Jean Behra's best in the V-12 Maserati was well under 150 m.p.h. However, qualifying speed was set at 67 secs., and Behra did about 63.5 secs.

Paul Russo had wretched luck. After qualifying the second Novi at 166.796 m.p.h., the flywheel burst and the engine was wrecked. The Novi people had no spare engine, so Russo was out. After the qualifying trials, the Bear Safety people were busy rectifying shock-absorber brackets which had bent under the strain of hurtling round Monza. The Jaguars, on the other hand, had no trouble whatsoever.

It was a pity that the U.P.P.I. business had prevented the presence of the red cars, as this undoubtedly affected the attendance, even allowing for the fact that the race was held on Saturday, instead of the more usual Sunday. On race day, the atmosphere of a big event was there; Bernard Cahier remarked that

there were so many American photographers around that he felt like a stranger.

The race itself consisted of three heats, each of 63 laps. Placings were to be based on the aggregate times of the three events. Owing to the unsuitability of the Indianapolis cars' clutches for standing starts, the U.S.A. rolling start was adopted.

Heat 1

A red Alfa Giulietta Spyder was pace car, the racing machines following in pairs according to qualifying times. Thus the procession was led by Tony Bettenhausen (Novi Air Conditioner Spl.) and Pat O'Connor (Sumar); Andy Linden (McNamara Spl.) and Bob Veith (Bob Estes Spl.); Eddie Sachs (Jim Robbins Spl.) and Jimmy Bryan (Dean Van Lines Spl.); Ray Crawford (Mirror Glaze) and Johnnie Parsons (Agabajian Spl.); Troy Ruttman (John Zink Spl.) and Ninian Sanderson (Jaguar); John Lawrence (Jaguar) and Jack Fairman (Jaguar). Fairman was actually fastest of the Jaguar drivers, but switching of car numbers put him at the rear. He was driving the 3.5-litre Le Mans runner-up, Jock Lawrence the fuel-injection 3.8, and Ninian another 3.5 litre.

After the cars roared away on the rolling start, and the wonderful full-throated roar of the big Indianapolis engines brought back memories of the pre-war Mercs., the Americans were completely shattered when Jack Fairman's Jaguar came through in the lead. Fairman had, very cleverly, stayed in second gear; when the pace car drew off, he used all the acceleration of the Jag up through the gears, and simply left the others standing. In all fairness to the U.S.A. drivers, it transpired that there was some confusion as to start. However, once the big American engines began to turn over, the gallant Fairman was simply gobbled up. That rolling start lap of the D-type was covered in 60.5 secs. (159.788 m.p.h.).

Lap 2 and Eddie Sachs came through in front, chased by Tony Ruttman and Jimmy Bryan, with Pat O'Connor cutting past Fairman. Lap 3, and Tony Bettenhausen had forged in front, his supercharged engine snarling as the revs went up to over seven-five. Next time round, and the Novi was at the pits with suspension trouble. In front a tremendous battle developed between O'Connor, Bryan and Sachs, passing and repassing each other on the banking, apparently in perfect safety. No one was higher on the banking than Fairman—too high it might seem, for in giving space to a bunch of Indy cars, he scraped the fence at something over 170 m.p.h., leaving a trace of Ecurie Ecosse blue paint for posterity.

Behind the three leaders came Linden and Ruttman, with Fairman staying in front of Parsons and Crawford. Lawrence and Sanderson were doing very nicely, thank you, and the Jaguars' performance simply delighted the Americans. Bettenhausen rejoined the race, and streaked along to make up eight lost

TROUBLE: Tony Bettenhausen scrambles to a stop with suspension trouble on the Novi during Heat 1. Bob Veith (Bob Estes Spl.) follows him in, the exhaust pipe coming adrift.



SWEETING curve of the Monza banking is dramatically portrayed in this picture, in which Fairman in the lead of the Ecurie Ecosse Jaguars is seen leading Parsons and Crawford.

*DW...
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LEAFED by the great control tower and scoreboard, the huge advertising hoardings, is a tight-packed "Indy" cars leaving the banking to pass the stands at over 190 m.p.h.



laps. It took 21 laps before Parsons managed to get past Fairman, and two more before Crawford did likewise. Bryan was now firmly in the lead, and Linden had edged past Sachs. At 35 laps, Bettenhausen came into the pits again, and Veith stopped to have a look at his suspension. On lap 42, Linden managed to take O'Connor for second spot, but four tours later Pat scraped in front again. Veith stopped again, but was soon away. Only Bryan, O'Connor and Linden were on the same lap, Sachs having dropped back. Lap 53, and Veith came in again, went out, and then stopped again as his exhaust pipe fell off. Near the end, Linden went all out to take O'Connor, but the Sumar just had that extra bit of speed on the straight.

Yes, indeed, this was real motor racing, in man-sized motor cars with pilots who know their job. Everyone was full of admiration for the Jaguars and, in fact, Fairman finished on the same lap as Crawford, five tours behind the leader. The race was won at over 162 m.p.h., with Linden setting a new circuit lap record in 55.6 secs., 174.128 m.p.h., to shatter Herrman Lang's long-standing Avus figures, which had stood as the fastest ever in any race. Monza had justified itself as the fastest track in the world.

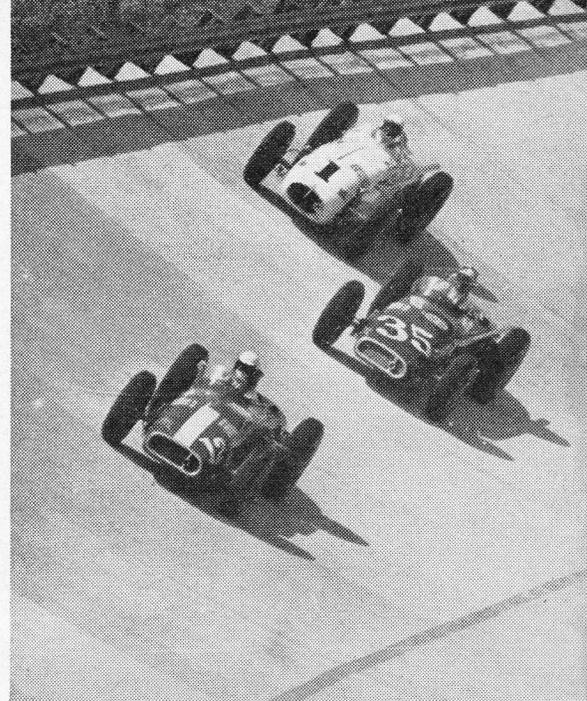
During the interval before Heat 2, electric-welders were busy in the paddock, patching up chassis derangements, split fuel tanks and suspension breakages. Mechanics toiled vainly to repair a broken torsion bar link on the Novi, and successfully patched up Veith's exhaust manifold. Tyres were changed. Wilkie's men took a look at the Jaguars and decided that they needed no maintenance. With a track temperature of 127 deg. F, and 104 deg. F in the sun, neither Dunlop nor Firestone technicians were taking any risks, all tyres being carefully examined.

Around 2 p.m. the cars came out for the second heat, forming up in the order of finish. Eddie Sachs's battery-carrier caused considerable amusement; it consisted of a very primitive wheelbarrow purchased from a Monza fruiterer. The Novi was retired, and as the pace car moved off, Crawford just managed to join in the procession, and mechanics were desperately changing rear wheels on Veith's car.

Heat 2

This was a sizzler of a race, with a wheel-to-wheel struggle featuring Ruttman, Sachs, Bryan and O'Connor. Veith did one lap, and his entire steering column came adrift at about 180 m.p.h. as the securing bracket snapped. Somehow or other the car held direction, and the Bob Estes Spl. stopped safely at the pits. Said Veith laconically: "Sure is a safe track; if that'd happened at Indy I'd bin through a wall!"

Ruttman held the lead for four laps, then yielded to O'Connor and Sachs, with Bryan trying to pass all three. What a magnificent sight it was to watch those four cars coming through in a tight bunch, roaring past the stands at nearly 200 m.p.h., and swooping up on the banking with the bright sunlight glinting on their glistening paintwork. By eight tours, all three Jags had been lapped, their speed being strictly regulated by the canny Murray. One could almost imagine Dunlop's Vic Barlow down on his knees, praying: "David, please don't



FAST COMPANY: On the banking is Pat O'Connor, closely followed by Eddie Sachs and Jimmy Bryan, during the struggle for the lead in Heat 2.

let them go under 63 secs." Fairman was still leader of the three blue cars, he and Jock Lawrence enjoying themselves immensely. Ninian, who had professed himself scared stiff, was circulating with admirable precision, leaving plenty of room for the roaring single-seaters to pass. One thing stood out a mile; these three boys have all the guts in the world—and it takes guts to race for lap after lap at nearly 160 m.p.h.

For 14 laps O'Connor just managed to hold off the irrepressible Sachs, then, with 16 tours on the board, Pat cut into the pits to retire with a split fuel tank. This left Sachs in front, and Bryan managed to get away from Ruttman. By 25 laps, only these three were on the same lap, with Linden, Parsons, Crawford, Fairman, Lawrence and Sanderson following in that order. Fairman cheekily passed Crawford, and was promptly slowed down by David Murray. Lawrence tried slip-streaming the Mirror Glaze car, but quickly abandoned when he was almost blinded by methanol fumes.

Then, on lap 27, yet another Indy car abandoned, Linden going in to the pits with fuel streaming from the tail of the McNamara car. Frame breakages were causing tanks to split asunder, this malady particularly afflicting the Kurtis-constructed chassis. Sachs, driving extremely well, held on to his lead from Bryan, the latter chewing his eternal cigar stump. Then Eddie began to slow, ever so slightly at first; Jimmy Bryan closed right up, and for several laps the two ran nose-to-tail. With 45 on the board, the unlucky Sachs pulled in with a split tank, leaving seven cars in the race, with Ecurie Ecosse Jaguars running like express trains. Bryan finished just under a minute in front of Ruttman, with Parsons a couple of laps in arrears.

Undoubtedly the Americans were worried about the Jags. Both Bryan and Ruttman reckoned that they would have to cut down their speeds on the final

heat, in view of the heavy toll exacted by the bumps on the banking. Jack Fairman, in fifth place on aggregate, was a matter of only 38 secs. behind Crawford, both having completed 117 laps—and Crawford was also in trouble with a leaking tank. Welding plants were again busy, and for Heat 3, Sachs and O'Connor returned to do battle. However, on the grid, fuel was seen to be pouring out of Sachs's tank, and he was immediately excluded. As the pace car went off, mechanics were working desperately on Crawford's car.

It was Troy Ruttman who took the lead, followed by O'Connor and Bryan, with Fairman ahead of Parsons. As the cars passed the stationary Crawford car, Jack Fairman automatically went into fourth place on aggregate. As expected, speeds dropped, the race average after 10 laps being just over 157 m.p.h. O'Connor took the lead but went out on lap 9 with a recurrence of his split tank. Then to the general amazement of all, Troy Ruttman received the "GO" signal from his pit. With a couple of laps in arrears, to catch Bryan he would have to carve off three seconds a lap; this he proceeded to do, but when he had built up a lead of 32 secs., it was obvious that there was no question of catching Bryan on aggregate, but rather collecting lap-money for the final heat. Far better to ensure an almost certain second place, than risk retirement; so out went the maintain speed sign, and the race settled down to a Ruttman victory, with Bryan in second place but winner of the Two Worlds Trophy on aggregate.

During all this, Parsons had to keep motoring to hold off Fairman. The experienced American driver knew that one pit stop would see the Jaguar in third place, so he had to keep going just fast enough to avoid straining his car. Anyway, David Murray was well content with 4-5-6 for his cars, and no attempt was made to speed up Fairman.

Bryan's aggregate speed for the three heats was 160.2 m.p.h., about 2 m.p.h. slower than Lang's race average for a 93 miles event at Avus in 1937. However, the Arizonian had the satisfaction of turning the fastest lap ever on any circuit at a speed of 175.737 m.p.h. As for the Jaguars, their performance was incredible. Jack Fairman, in averaging over 151 m.p.h. for the three hours, became the fastest man ever in a sports car during a race—a record of which to be proud. Both Jock Lawrence and Ninian Sanderson also went faster than any other sports car drivers have ever achieved in a race. Fairman turned in one lap at at least 160 m.p.h. That nickname "Fearless Jack" will stick; the Americans are going back to U.S.A. to tell their friends that there is one British driver at any rate who would stand a chance of qualifying at Indianapolis. It would not surprise this chronicler in the least to learn that Fairman had received an invitation to try his luck next year with an American-built car.

The P.A., in English, was just about the finest race commentary I have ever heard, informative and very much to the point. It was delivered by Chris Economaki, Editor of *National Speed Sports News*, top U.S.A. motor sporting weekly.

Although the organizers must have lost heavily on the race, it is almost certain that it will become an annual fixture. All sorts of things caused diffi-

culties, beginning with the Suez crisis; then Pirelli withdrew from racing which directly affected Maserati; Englebert built track tyres for Ferrari, but following the Mille Miglia accident would not permit them to be used. This was due to the publicity given the alleged tyre failure on de Portago's car. Then came the U.P.P.I. bombshell, making European participation extremely remote. Fortunately, as it turned out, Ecurie Ecosse accepted an invitation, and so the organizers bravely decided to go ahead. It is to be hoped that the heavy losses sustained in running the 500 miles race will not affect September's Italian Grand Prix, which is an extremely expensive event to stage.

Results

Heat 1.

1. Bryan (Dean Van Lines), 1 h. 1 m. 32.4 s., 261.049 k.p.h.
2. O'Connor (Sumar), 1 h. 1 m. 37.2 s.
3. Linden (McNamara), 1 h. 1 m. 42.9 s.
4. Sachs (Robbins), 62 laps.
5. Ruttman (Zink), 61 laps.
6. Parsons (Agajanian), 59 laps.
7. Crawford (Mirror Glaze), 58 laps.
8. Fairman (Jaguar), 58 laps.
9. Lawrence (Jaguar), 57 laps.

Canadian Carrera—continued

stern battle. The sternest battle of the day was waged out in front between Ed. Leavens in an Austin-Healey 100 and Jim Duncan in a TR3. These two had a whale of a scrap which ended with Leavens in front by a mere 100th of a second. Again there were incidents galore; a Morgan started trailing its exhaust pipe and was promptly black-flagged! David Hobson did a scattering act amongst the straw bales near the pits and was flagged for rejoining the race farther down the course. While another Healey gave the crowd a rare old fright when it was "lost" coming out of the right-hander before the pits and went into a colossal "gilhooley" in the middle of the track for all to see. Again, quite a race!

Results: 1, Ed. Leavens (Austin-Healey), 23 m. 42.0 s. (69.9 m.p.h.); 2, J. Duncan (TR3), 23 m. 42.01 s. **Healey Class:** 1, E. Leavens; 2, L. Lalonde. **Triumph Class:** 1, J. Duncan; 2, G. Brown; 3, F. Hayes. **Porsche Class:** 1, A. Baker; 2, M. Wallace. **Morgan Class:** 1, A. Sands.

Race No. 4 (up to 1,500 c.c.) saw some beautiful machinery in action. Art Bunker's yellow Porsche 550RS quickly established a long lead, doing an 80 m.p.h. lap in the bye-going, and then going on to win at an average of 77.66 m.p.h. by 26.3 secs. from a determined Tom Gilmour, who could do nothing about the speed of the Porsche with only 1,098 c.c.s of Coventry-Climax engine under the bonnet of his Lotus. This was the "tidiest" racing of the day, if not the closest.

Results: 1, A. Bunker (Porsche 500RS), 21 m. 21.7 s. (77.65 m.p.h.); 2, T. Gilmour (Lotus IX), 21 m. 48.0 s.; 3, B. Lewis (Porsche Spyder), 22 m. 59.9 s.

Then the 1,500-2,000 c.c. boys had their turn and the thing turned out to be a TR benefit. Fred Hayes made no mistakes in his TR3 to win at an average of 68.94 m.p.h. which might have been higher if he were "pushed" a little harder.

Results: 1, F. Hayes (TR3), 24 m. 01.2 s.; 2, J. Barker (TR3), 24 m. 12.4 s.; 3, Brian Rowntree (TR3), 24 m. 26.7 s.

The heavy metal then came to the line in a combined event for "2,000 to

10. Sanderson (Jaguar), 51 laps.

11. Bettenhausen (Novi), 45 laps.

Fastest lap: Linden, 55.6 s., 275.179 k.p.h. (170.996 m.p.h.).

Heat 2.

1. Bryan, 1 h. 2 m. 18.9 s., 257.809 k.p.h.
2. Ruttman, 1 h. 2 m. 52.9 s
3. Parsons, 61 laps.
4. Crawford, 59 laps.
5. Fairman, 59 laps.
6. Lawrence 57 laps.
7. Sanderson, 53 laps.

Fastest lap: Bryan, 54.1 s., 282.809 k.p.h. (175.737 m.p.h.). **Circuit Record.**

Heat 3.

1. Ruttman, 1 h. 3 m. 1.2 s., 254.918 k.p.h.
2. Bryan, 1 h. 3 m. 14.6 s.
3. Parsons, 62 laps.
4. Fairman, 60 laps.
5. Lawrence, 57 laps.
6. Sanderson, 55 laps.

Fastest laps: Bryan and Ruttman, 55.8 s., 274.193 k.p.h. (170.383 m.p.h.).

Final Aggregate.

1. Bryan, 189 laps, 257.504 k.p.h. (160.2 m.p.h.).
2. Ruttman, 187 laps.
3. Parsons, 182 laps.
4. Fairman, 177 laps.
5. Lawrence, 171 laps.
6. Sanderson, 159 laps.
7. Crawford, 117 laps.
8. Sachs, 107 laps.

3,000 c.c. sports cars" and "over 3,000 c.c." The "overs" included Jack Ensley's D-type, Ed. Leavens's, Corvette and Millard Ripley's 300SL Mercedes. Ensley eventually shook off the Corvette after a few laps around 79 m.p.h. and won at an average of 75.9 m.p.h. with the SL just 4 secs. behind.

In the 2-3 litre class things were much closer and Ripley won from Ray Carter's 100M Austin-Healey by a split-second after a most exciting duel. Earl Uhr's blown Porsche sounded very rosey but finished third, a lap behind.

Results: (over 3,000 c.c.): 1, J. Ensley (Jaguar D), 21 m. 59.1 s. (75.9 m.p.h.); 2, E. Leavens (Corvette), 23 m. 22.2 s. **2,000-3,000 c.c.:** 1, M. Ripley (300SL), 23 m. 26.4 s.; 2, R. Carter (Austin-Healey 100M), 23 m. 26.8 s.; 3, E. Uhr (Porsche 1500 S), 23 m. 23.9 s. (11 laps).

Then we had the 10-lapper for production saloons! This must surely have been the most hair-raising, nerve-shattering, unbelievable bit of near stock car racing ever staged anywhere! Highlight of the whole affair was a battle royal for first place between Doug. Bennet driving a Studebaker Power Hawk and John Girvan in a warmed-up Sunbeam Rapier. Doug fought the "big" Hawk through the bends at a speed that some of us would have thought impossible and naturally had the acceleration out of them to pull away along the straight-ways, but John used the superior cornering power of the little Rapier to get right up the Hawk's exhaust pipe at each and every corner. On the eighth lap he got by for about 12 ecstatic seconds, but Doug quickly righted the situation and went on to win by 2.7 secs.

Last event of the day was the "big" race (44 laps), *Formule Libre*; everything that was still in reasonable running order came to the line. With a Le Mans type start, organizers overcame the difficulty of Bill Burt's starterless Cooper-Norton by allowing him to sit with engine running until the rest of the pack had moved off, then they released him at the heel of the hunt! Ed Leavens's Corvette led into the first "S"

(Continued on page 24)

Got that
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"It's the petrol that's
tops with me!"

says **Stirling Moss**



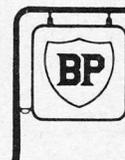
"BP Super – what a petrol! I've won quite a few major races on it, and the increased performance it gives is very marked indeed. No matter what sort of car you drive, you'll find the same thing. Up goes your top speed . . . your acceleration . . . your hill climbing capacity in top gear. Yet with all that, it's splendidly economical.

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DRIVE IN WHERE YOU SEE THE BP SIGN

THE BRITISH PETROLEUM COMPANY LIMITED

BALLAMY BATTLE: Charles Meisl leads John Turner through Paddock Bend—both in modified Fords—in the saloon car race.

IF there was no sunshine for Sunbac at Silverstone last week-end the clerk of the weather certainly made up for it when "The Trio"—Club Lotus, 250 M.R.C. and the 750 M.C.—held a combined race meeting at Brands Hatch on Sunday. Over five hours slick and well-organized racing produced records in all directions: the crowd, estimated at around 5,000, must have been a record for what was virtually a "private" club meeting; the temperature was certainly a record. And in spite of the heat John Webb, driving his Jensen 541 in the five-lap handicap race for saloon cars, set up new record lap figures in carving his



The Trio Break Records

*Club Lotus, 250 M.R.C. and 750 M.C.
Combined Meeting at Brands Hatch*

way through the field from scratch mark.

Curtain-raiser to a long programme of eight scratch races and seven handicap events was a five-lap scratch race for 750 Formula sports cars. As usual, a wonderful collection of the pretty, the ingenious and the just plain ugly lined up on the grid. D. Rees went to the front at the drop of the flag and immediately made it quite plain that he intended to stay there. He increased his lead lap by lap and shot over the line to win over 17 secs. from R. Lee's L.R.M., entered by the Austin Racing Team. Rees drove a spirited race at a high average speed of over 60 m.p.h.—real motoring indeed. His fastest lap, in 72 secs., worked out at exactly 62 m.p.h.

The second race, for 250 c.c. racing cars, produced one of the most fascinating collections of machinery that Brands has seen for some good while. The cars entered varied between R. Harris's Cooper 250, which boasted a Mark VIII Formula 3 chassis powered by a Norton 250 c.c. engine, to the Birsay Triumph, entered by F. J. McArdle, which was so small that it nearly passed underneath the Renault Dauphine which acted as course car. The car covered most of the race pursued—and dwarfed by—

the Chunky Special driven by E. C. Mulliner. From the start R. F. Ker-ridge took the lead in his Cooper-Rudge, only to lose it on the first lap to J. H. Kimber's Kimston Special, and dropping to third place when H. B. Pickett, in a J.B.S.-Rudge, moved past him. The extraordinary thing about 250 c.c. racing is the leisurely way in which the competitors appear to go about things. That this was only an illusion was amply displayed when eventual winner K. R. Harris, in his Anzani-powered Smith, put in a fastest lap at over 55 m.p.h. Harris took the lead from Kimber on lap four and won the race at an average speed of 51.01 m.p.h. He was followed home by Pickett and D. Haldenby, driving a Scorpion M.O.V.

By comparison, the 1,172 Formula cars, who turned out next, seemed to batter round the twisty course at no end of a pace. E. H. Broadley took the lead in the first of the five laps in his Lola and demonstrated ably just how fast that little car could go. Behind him followed J. Lawry in a very pretty Lotus Eleven, and in third place was R. N. Prior, similarly mounted. Prior had started from pole position on the grid, and so keen was he to get the lead that he shot into Clearways a little too fast

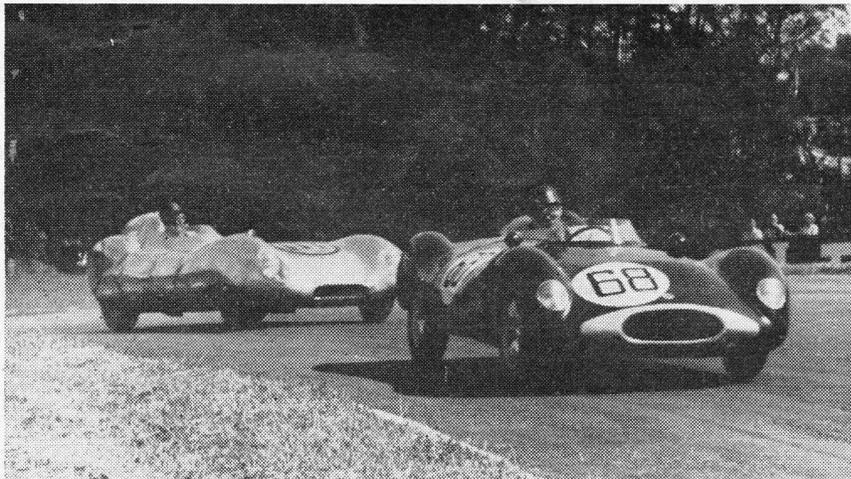
and had to give best to the corner. He returned to the road without losing a place but next time round, the third lap, he spun again very nicely in the same place, and half the field had gone by before he had a chance to face his car in the right direction again. Broadley's Lola was first home at an average speed of 64.5 m.p.h. Lawry was second, and although he and Prior shared the fastest lap—at 66.23 m.p.h.—the latter could not make up enough and third place was taken by J. P. H. Gresham in his own version of the Gresham flyer—a Mk. VI Lotus.

In race four, for sports cars up to 1,250 c.c., the field was nearly all Lotus, exceptions being Broadley's Lola, D. Elkan's Austin 750 and a Morgan 4/4 of distinctive appearance, the bonnet being, apparently of unpainted aluminium. The Lotus Mk VI of F. W. Marriott led from pole position on the grid until lap four, when he was taken on the run up Pilgrim's Rise by G. B. Hewitt's Lotus Nine. A lap later Marriott lost second place to M. J. Clarke (Lotus Eleven) after a private scrap which lasted throughout the lap. And that was the finishing order, at a race average of 66.74 m.p.h.

The 1,172 Formula boys had a second bite at the apple in the five-lap scratch race which followed. D. Hall, in a Lotus Eleven, drove a cool and impeccable race from the very back of the field to finish fourth, while the result was never in doubt. J. W. Anstice-Brown took the lead from the start in a Lotus IX, while the indefatigable Major A. M. Mallock kept on his tail in his Austin-Ford. Third man home was N. Grier-Rees, Buckler mounted.

The next race, for sports cars of over 1,250 c.c., proved to be a benefit for Innes Ireland, who departed from his usual machine to try a Cooper-Climax 1,500. He proved that he was quite at home with the different handling characteristics of a rear-engined car by taking the lead at the end of the first lap. From then on there was a tremendous scrap between him and Bill Frost, who was driving a Nürburgring, disc-braked Lotus 1,500. So hard was the fight that after a distinct contretemps on Kidney Bend the Lotus showed

(Continued on page 22)



Innes Ireland, in the Tommy Sopwith Cooper, rounds Clearways followed by Bill Frost in the Lotus.

Science sets the Pattern for

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PIRELLI
WITH TUBE OR TUBELESS

The Trio Break Records—continued

a dent or two that was not part of Colin Chapman's aerodynamic design. Behind them Sir Gawaine Baillie, B. R. Millbank and W. E. Wilks's Frazer-Nash duelled fast and furiously for third place, the verdict finally going to Sir Gawaine, driving a Lotus Eleven.

Race seven was another 250 c.c. event. A depleted field after one or two casualties from the first scrap circulated for five laps, by which time the winner of the first event for the class had dropped back to a good last. Winner was the J.B.S.-Rudge of H. B. Pickett, whose engine was misfiring nastily as he crossed the line.

A touch of nostalgia followed this race, backed up by a touch of justifiable national pride. The original Ulster Austin 7, with which Sammy Davis and the present Duke of Richmond and Gordon won the 500 miles race at Brooklands in 1930, did a couple of demonstration laps. It was followed round by a car of a marque which had been successful more recently—the Lotus Eleven driven by Masson and Hécharde at Le Mans. Driver was Colin Chapman, and as passengers he carried—one on each front wing—Mackay Fraser, who had been invited to drive the B.R.M., and J. Chamberlain. And loud was the applause for them.

The final of the 1,172 Formula machines' races was held next, and once again Broadley's little Lola ran home in first place, followed by J. Lawry's Lotus and R. N. Prior, in a Lotus Eleven. The Lola's average speed for the event was just over 65 m.p.h.

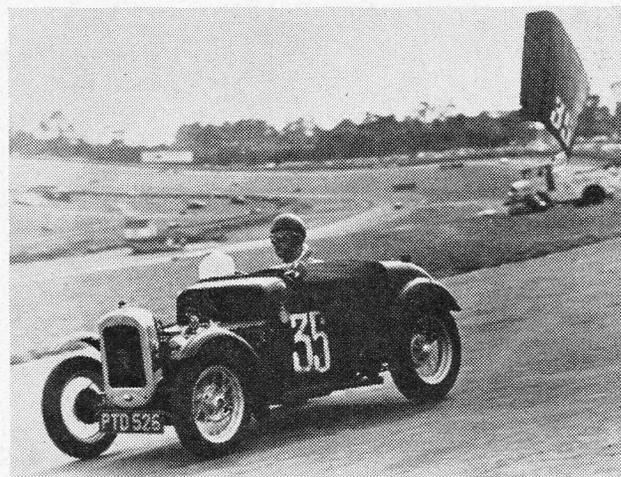
The next event, the first of the handicap races, was for saloon cars. After a certain amount of disappointment at the absence of Noel Cunningham-Reid's Abarth Fiat 750, John Webb made up for it by setting new record figures for the class in his nicely turned-out Jensen, starting from scratch and putting in fastest lap at 60.8 m.p.h. But he couldn't catch W. J. Muirhead's Ford Thames which, starting from the 40-sec. mark, charged around like a thing possessed to beat home the Austin A90 driven by A. J. Adler. Muirhead's average speed for the five laps was 56.81 m.p.h.

Another race for the 1,172 machines saw A. G. Horton's Mark VI Lotus romp home a comfortable winner after leading throughout the race, starting from the 35 secs. row on the grid. S. A. Goodwin's Broadway Special, with 30 secs. handicap, came in behind him—he had followed him all the way round—and in third spot was M. G. H. MacDowel, driving Anstice-Brown's car.

A five-lap handicap for the 750 Formula boys resulted in a nice little duel with four changes of lead. W. Owen-Roberts's Ulster Austin, with a 45 secs. start, led for the first lap. Then Bert Lamkin took over and he stayed there for another lap, when J. B. Moore (25 secs.) got out in front. Moore stayed there for two laps until D. Rees charged up from scratch to cross the line first at a race average speed of very nearly 60 m.p.h.

The next handicap for 1,172 Formula cars was won by N. Grier-Rees driving the Equipe Maritime's Buckler from the 25-sec. mark. Second man in was J. Lawry, Lotus-mounted as ever, with I. Duncan's interesting Mark VI Lotus third. Duncan's car was the proud pos-

★
BONNET in the air was not the whole of M. J. Harris's troubles. His Austin stalled at the start of a 750 Formula handicap, was push-started and left the grid almost a lap in arrears.
 ★



essor of a full-width aerodynamic body.

W. E. Wilks's Frazer-Nash justified its wonderful exhaust note in a five-lap handicap for sports cars of any capacity, excluding Lotuses, by winning from the 35-sec. mark in spite of everything that Innes Ireland, driving his Cooper from scratch, could do. In second place, after a real dogfight, was J. R. Beasley's Morgan and P. J. Arundell finished third in his M.G. TC. Ireland managed to reach fifth place before the flag went down for Wilks.

The last two races were for Lotuses only, and were both five-lap handicaps. The first saw Anstice-Brown's Lotus home first, followed by D. J. T. Randall in a similar car. For this race the normal Lotus exhaust crackle was supplemented by an ill-tempered scream from the blown 750 M.G.-engined car driven by Randall, which pressed on in no uncertain manner in spite of quantities of white smoke which issued from his machine in such large quantities as to worry the commentator. Winner of the other event was G. B. Hewitt's Mark IX car, B. R. Millbank's Mark VI coming home in second spot.

MARTYN WATKINS.

Results

750 Formula, 5 laps scratch: 1, D. Rees, 60.19 m.p.h.; 2, R. Lee; 3, M. J. Harris.

250 c.c. Racing Cars, 5 laps scratch: 1, K. R. Harris (Smith Anzani), 51.01 m.p.h.; 2, H. B. Pickett (J.B.S.-Rudge); 3, D. Haldenby (Scorpion M.O.V.).

1,172 Formula, 5 laps scratch: 1, E. H. Broadley (Lola), 64.5 m.p.h.; 2, J. Lawry (Lotus XI); 3, J. P. H. Gresham (Lotus VI).

Sports Cars over 1,250 c.c., 7 laps scratch: 1, I. G. B. Hewitt (Lotus IX), 66.74 m.p.h.; 2, M. J. Clarke (Lotus XI); 3, F. W. Marriott (Lotus VI).

1,172 Formula, 5 laps scratch: 1, J. W. Anstice-Brown (Lotus IX), 64.70 m.p.h.; 2, Major A. M. R. Mallock (Austin-Ford); 3, N. Grier-Rees (Buckler 90).

Sports Cars over 1,250 c.c., 7 laps scratch: 1, I. Ireland (Cooper), 68.68 m.p.h.; 2, W. F. Frost (Lotus); 3, Sir G. Baillie (Lotus XI).

Racing Cars, 250 c.c., 5 laps scratch: 1, H. B. Pickett (J.B.S.-Rudge), 52.22 m.p.h.; 2, F. J. McArdle (Birsay Triumph); 3, D. Haldenby (Scorpion M.O.V.).

1,172 Formula, 7 laps scratch: 1, E. H. Broadley (Lola), 65.04 m.p.h.; 2, J. Lawry (Lotus XI); 3, R. N. Prior (Lotus XI).

Saloon Cars, 7 laps handicap: 1, W. J. Muirhead (Ford Thames, 40 s.); 56.81 m.p.h.; 2, A. J. Adler (Austin A90, 30 s.); 3, — Clydesdale (Ford Anglia, 70 s.).

1,172 Formula, 5 laps handicap: 1, A. G. Horton (Lotus VI, 35 s.), 59.68 m.p.h.; 2, S. A. Goodwin (Broadway Spl., 30 s.); 3, M. G. H. MacDowel (Lotus IX, 5 s.).

750 Formula, 5 laps handicap: 1, D. Rees (scr.), 59.49 m.p.h.; 2, J. B. Moore (25 s.); 3, M. J. Harris (10 s.).

1,172 Formula, 5 laps handicap: 1, N. Grier-Rees (Buckler 90, 35 s.), 59.74 m.p.h.; 2, J. Lawry (Lotus XI, scr.); 3, I. Duncan (Lotus VI, 30 s.).

Sports Cars of any engine capacity, excluding Lotus, 5 laps handicap: 1, W. E. Wilks (Frazer-Nash, 35 s.), 63.88 m.p.h.; 2, J. R. Beasley (Morgan 4/4, 55 s.); 3, P. J. Arundell (M.G. TC, 50 s.).

Lotus only, 5 laps handicap: 1, J. Anstice-Brown (Mk. VI, 30 s.), 63.99 m.p.h.; 2, D. J. T. Randall (Mark VI, 40 s.); 3, A. G. Horton (Mark VI, 50 s.).

Lotus only, 5 laps handicap: 1, G. B. Hewitt (Mark IX, 10 s.), 65.84 m.p.h.; 2, B. R. Millbank (Mark VI, 15 s.); 3, F. Ormsby (Mark IX, 15 s.).

Mixed Bag at Charterhall

Tony Marsh's Runaway Win in the Racing Car Event

THE Winfield Joint Committee will never get a better day and will be put to it to attract more spectators than there were at the club meeting on the Charterhall circuit last Sunday. The programme was a well varied one with a total of 13 car and motor-cycle races, plus a half-hour reliability race, but we reckon that sport could have started quite a bit earlier. It is a bit much to expect spectators to spend until 9.30 p.m. on a circuit so far away from centres of population and even by 7 o'clock the large crowd had thinned considerably. Highlights of the day's sport were Tony Marsh's runaway win in the event for

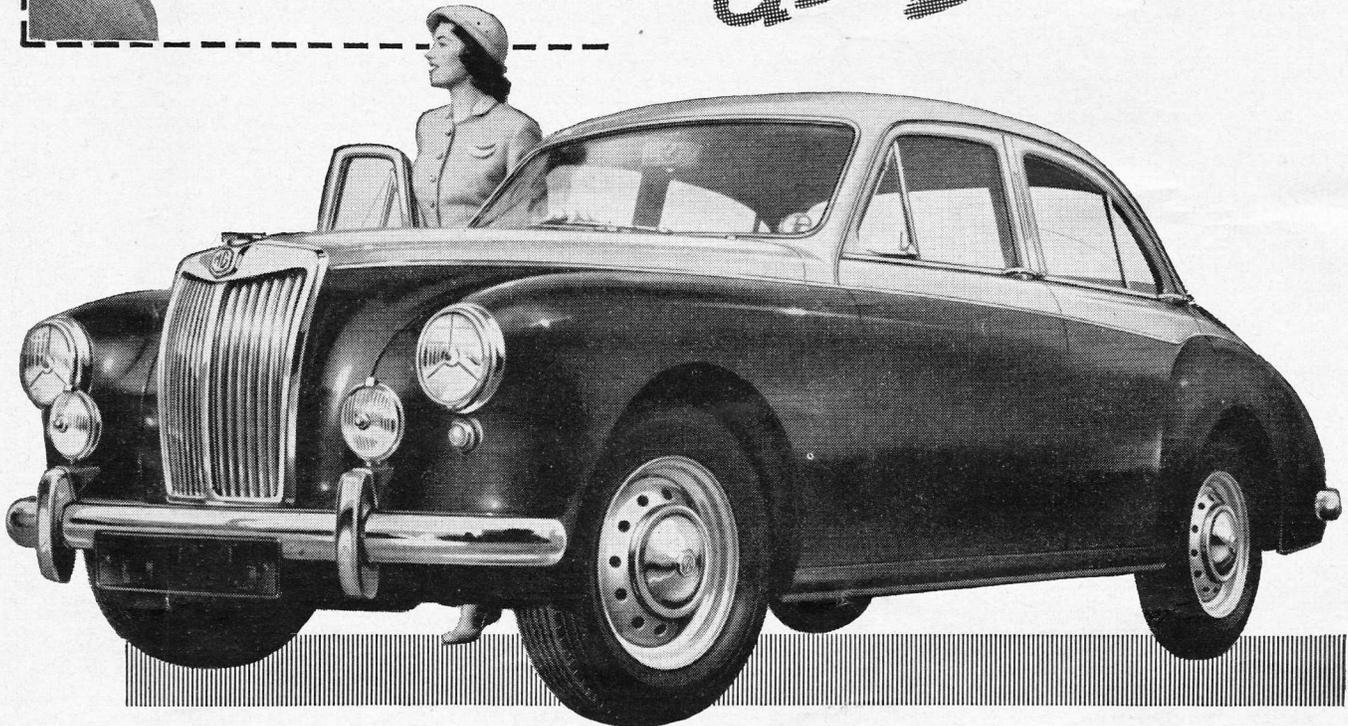
racing cars, Tom Dickson's fine drive in the opening race, the doggedness of Ted Evans in his Austin-Healey, the pasting that Norman Barclay must have taken in the old B-type E.R.A. with its C-type engine and the look of surprise on the rider of a combination when he came round Kames Curve and discovered that his passenger was missing.

First car race was a 10-lapper for sports cars in which the classes up to 1,200 c.c. and up to 1,500 c.c. were run concurrently. J. Blumer's Cooper-Climax led for the first two laps but thereafter Tom Dickson took over and
 (Continued on page 24)



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COCKPIT shot of "Jock" Sinclair, settling down in his Connaught in the 2-litre race.

Mixed Bag at Charterhall—continued

his 1,097 Lotus stayed well out in front. It was a pity, therefore, that the suspicion of a crack in the chassis—sustained on Rest-and-be-Thankful—proved well founded and, after a convincing win, Dickson was seen no more. In the fourth lap A. K. M. Brown's Lotus-M.G. had its brakes lock at Lodge Corner and the car went sliding into the agriculture but no damage was done to either car or driver. D. S. F. Thompson was a bit wild in his Lotus-Ford for the first four laps but he gradually got the hang of things before finishing. There was some machinery that looked a bit "clapped out" and we expected R. G. Robson's Austin-Ford to come apart in his hands at Paddock Bend, while J. B. McAdam's Mk. VI Lotus sounded a bit ropery at times. They were both on the go at the finish, thereby justifying the faith of scrutineers.

The race for sports cars from 1,500 to 2,700 c.c. was distinctly processional. From winner F. Elliot in the Lister-Bristol to last man W. A. Thompson (TR2) the race never once showed a change in position. But we must salute Ted Evans (Austin-Healey) for never giving up. He chased after Elliot for the full 10 laps and with a better line through Kames Curve and Paddock Bend he might have made it.

By the second lap of the 10 in the race for racing cars up to 500 and over 500 c.c., run concurrently, Tony Marsh was way out on his own with Formula 2 Cooper-Climax. No one could look at him and, by the end of the race, he had lapped 50 per cent. of the entry. Johnnie Higham got off to a very bad start with his 1,220 Lotus but he drove very well, making up four places in 10 laps and deserving a share of the awards. R. R. Proctor's Cooper-Norton went like the proverbial bomb, as did the yellow machine of A. C. Goodfellow. It was unfortunate that there were not more 500s, the number permitting only two awards and it was unfortunate that Norman Barclay's grand old E.R.A. was so completely outclassed. The sound of the blower was wonderful to listen to but Barclay's intestines must have been more than somewhat shaken



by the very bumpy straight from Toft's Turn to Lodge Corner.

The Mk. II Lotus, driven by J. S. Slater, could not be ousted from the lead in the 10-lapper for sports cars up to 2,000 c.c. although Johnnie Higham was again giving of his best. A good duel for third place between H. M. Sinclair (Connaught) and J. Blumer (Cooper-Climax) enlivened the proceedings while W. R. Whitwell kept trying with a Morgan which, of course, was completely outclassed.

There was a wonderful scrap between A. K. McCosh, in a vintage Bentley, and C. A. Ramsey, in a Jaguar, during the 10-lapper for sports cars and vintage mounts over 2,000 c.c. But the purpose of the operation was to win. This was done very competently by Gillie Tyrer (Jaguar) with Evans a fighting second in the Austin-Healey. But McCosh managed a third place with his Bentley.

To end a day to which added interest had been given by some good motorcycle races, there was a half-hour reliability and handicap race. This tended to drag a bit as the remnant of spectators did not have information on how the handicap was being worked. But it was good fun for the competitors. They enjoyed the proceedings very much—with the exception of Dr. J. A. Eykelenboom, who lost his oil and blew up his engine in the Austin-Healey. G. R. Read was very slow in a TV Fiat,

while T. B. Hutchinson was remarkably quick in a Ford Anglia. Winner of the touring car class was Phil Walton in a 600 Fiat and the consistently high speeds of this saloon made some of the sports car boys sit up and take notice.

"AENEAS".

Results

Sports Cars—Up to 1,200 c.c.: 1, T. Dickson (1,097 Lotus), 76.4 m.p.h.; 2, J. Blumer (1,097 Cooper-Climax); 3, M. Templeton (1,098 Lotus). **Up to 1,500 c.c.:** 1, H. M. Sinclair (1,496 Connaught), 73.8 m.p.h.; 2, J. Higham (Lotus); 3, A. J. Ridy (1,489 Lotus-M.G.). **1,500 to 2,700 c.c.:** 1, F. Elliot (1,971 Lister-Bristol), 72.6 m.p.h.; 2, R. E. Evans (2,660 Austin-Healey); 3, J. A. Eykelenboom (2,660 Austin-Healey). **Up to 2,000 c.c.:** 1, J. S. Slater (1,098 Lotus), 76.4 m.p.h.; 2, J. Higham (1,220 Lotus); 3, H. M. Sinclair (1,496 Connaught). **Over 2,000 c.c.:** 1, G. Tyrer (3,442 Jaguar), 76 m.p.h.; 2, R. E. Evans (2,660 Austin-Healey); 3, A. K. McCosh (4,500 Bentley).

Racing Cars—Up to 500 c.c.: 1, P. R. Proctor (500 Cooper-Norton), 73 m.p.h.; 2, A. C. Goodfellow (499 Cooper-Norton). **Over 500 c.c.:** 1, A. E. Marsh (1,475 Cooper), 81.5 m.p.h.; 2, G. Tyrer (3,442 Jaguar); 3, J. Blumer (1,097 Cooper-Climax).

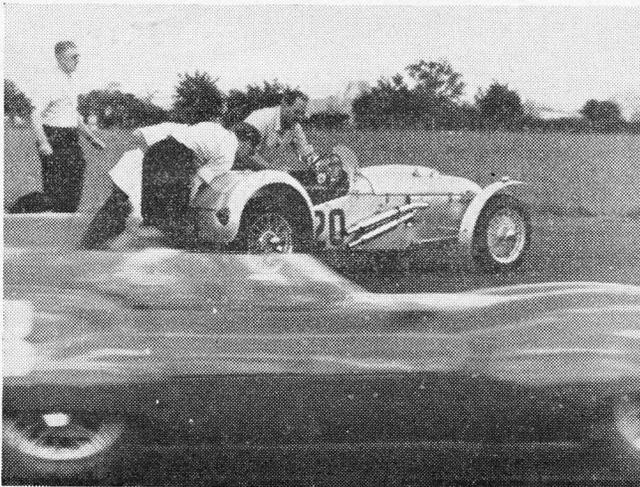
Half-hour Production Car Race—Touring Cars: 1, P. G. Walton (600 Fiat), 58.3 m.p.h.; 2, G. Durham (Porsche Carrera); 3, G. A. Percival (1,172 Ford). **Sports Cars:** 1, W. A. Thompson (1,991 TR2), 67.5 m.p.h.; 2, J. M. Richmond (1,489 M.G.A.); 3, J. McAdam (3,442 Jaguar XK 140).

Canadian Carrera—continued

—Jack Ensley (D-Jaguar) led out of it! Lap 2 and the Sebring Porsche 550RS was on Ensley's tail with Art Bunker giving a polished exhibition of quick motoring. Behind Burt's little Cooper had started the long chase and took a lagging Healey coming through the "S". Lap 4, and the "Chevy" came around with its engine hood flapping but carried on.

The little Porsche was running Ensley ragged and the lap speed was hovering around 80 m.p.h. Then on lap 8 it happened! Bunker took the Jag. on the back of the course and holding peak revs. in third started to pull away! This was more than 1,500 c.c.s could stand and the motor blew up with an expensive bang; thus ended the excitement. Ensley had now a lead of about a lap on the rest of the field and could afford to relax, whilst still pulling away.

Results: 1, J. Ensley (Jaguar D), 1 h. 18 m. 18.3 s. (77.86 m.p.h.); 2, T. Gilmour (1,098 c.c. Lotus IX), 43 laps; 3, F. Hanna (1,498 c.c. M.G.-Lotus IV), 43 laps.
Class results not available.



★
PANIC was caused when A. K. Brown's Lotus locked its brakes. J. Higham's Lotus passes inside as the older car is pushed out of the line of fire.

★

Firestone

BREAKS THE TYRE BARRIER!



**JIMMY BRYAN
WINS**

*the International Closed Course
500 mile race*

at Monza, Italy, 29th June

*at a record speed of 159.652 m.p.h.
on Firestone Tyres*

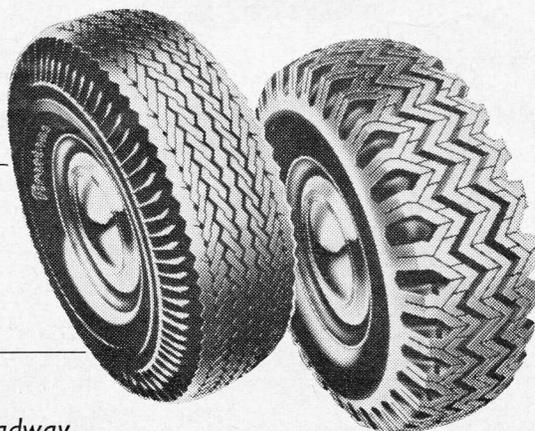
**THE FASTEST, TOUGHEST RACE EVER HELD
PROVES FIRESTONE THE SAFEST TYRE!**

Proved Safest on the "Tyre Destroying Track"

On the 38° high banked, high speed track at Monza, Firestone tyres broke all records for safety and dependability. Never before have tyres withstood such extreme punishment. As the cars roared through the turns and down the straights, tyres were subjected to tortuous twisting, grinding, scraping. At the terrific speeds reached in this race the expansion joints in the track pounded the tyres with tons of force.

Tyres had been a barrier to any sustained high speed race on this "Tyre Destroying Track". Firestone broke this barrier by developing a tyre that was safe for an all-out competitive race. These tyres safely resisted all the torture of the Monza track and delivered many times the safety of other tyres.

Every safety feature developed and proved in Firestone high speed racing tyres is built into the Firestone tyres available for your car. The Gum-dipped Safety-Tensioned Cord body and the long wearing Safety Grip tread assure you greatest resistance to punctures, blowouts and skids. Be safe — equip your car with Firestone, the "Safety-Proved" tyre.



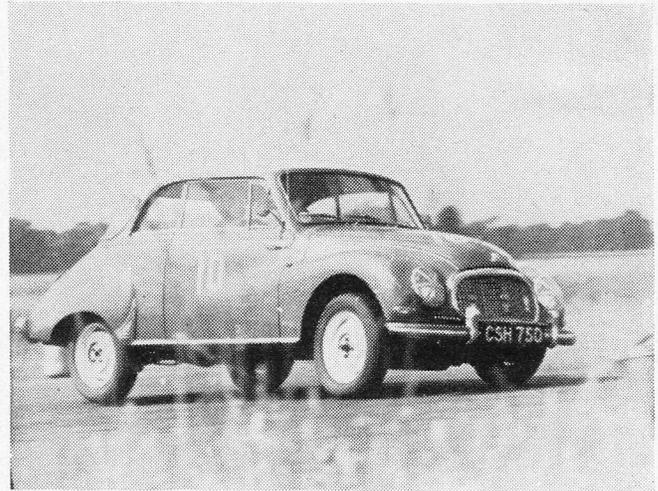
*Firestone Tyres are Safety-Proved on the Speedway
for Your Protection on the Roadway . . .*

Club News

By STUART SEAGER

REGULATIONS and entry forms are available for the **Vintage S.C.C.'s** Oulton Park race meeting on 5th August. Main event of the day will be the 100 kms. race for the Richard Seaman Memorial Trophies, which is open to vintage and historic racing cars built before 31st December, 1939. A good entry is already promised, including E.R.A.s, Bugattis, Maseratis and Alfa Romeos. Race winner will receive the Richard Seaman Memorial Trophy, and the first vintage car home will get the Richard Seaman vintage trophy—both won by the late Dick Seaman in his Mercedes-Benz days and presented to the V.S.C.C. by George Monkhouse. The day's racing includes four other five-lap scratch and handicap races, and a *concours d'élégance*, and a parade will be held during the afternoon. . . . Also in August—the 3rd, to be exact—is the **Bentley D.C.'s** 21st birthday year sprint and race meeting at Silverstone. Entries close on 17th July and secretary of the meeting is Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Bucks. . . . **West Essex C.C.** has had to cancel its racing programme for this year. Petrol rationing caused the abandonment of the race meeting which should have been held in May, while the other date in August has also had to be cancelled. Reason here is that the Snetterton circuit, the Club's usual venue, is not available. The Club committee has decided to concentrate on a national speed hill-climb, organized by the West Essex folk in October of each year. . . . Entries close on 12th July for the **Bristol M.C. and L.C.C.'s** night rally to be held 20th-21st July. Invited clubs include Taunton M.C., Burnham-on-Sea M.C., M.G.C.C. (S.W. Centre), Yeovil C.C. and B.A.C.M.C. Starting control

★
STAUNCH devotee of the DKW, Ian Scott-Watson drove his 3-6 in the 1,500 c.c. race at Charterhall last Sunday, and stayed in front of a number of more "sporty" machines.
 ★



is at the Willows Restaurant, about 3½ miles from Bristol on Bridgewater Road, and entries should be sent to B. G. Underwood, Deans Lodge, Camp Lane, Clapton-in-Gordano, near Portishead, Somerset. . . . July sees two of the most important events of the year so far as **Southsea M.C.** is concerned. A *concours d'élégance* will be held at Castle Field, Southsea, on 14th July and the following week-end, 21st July, is the sprint. The Club is still painfully short of marshals, it seems. Frantic appeals meet with inadequate response and the case appears to be an example of the old, old story: everyone wants the fun, but no one wants the work. . . . Regulations and entry forms for the Humber/Fiat Midland Rally are available from the **Humber Registrar**, A. B. Demans, Cadmore Close, St. Michaels, Tenbury, Worcs. Date of the Rally has been brought forward to 4th August and the route will cover substantially the same one as that travelled by the light car trials of 1924-5. Invited are members of the Humber and Fiat Registers, V.M.C.C. members with pre-1931 motorcycles and members of the Light Car Section of the V.S.C.C. The event starts

from The Hundreds Hotel, Great Witley, Worcs. . . . Entries for the **Kentish Border C.C.'s** Sussex Cup competition close after first post 11th July. They should be sent to R. R. Williams, High Coombe, Coombe Road, Otford, Kent, and the event consists of rally-type driving tests.

ALVIS DAY

ALVIS day, organized at Heston Aerodrome on 16th June by the Alvis Owner Club in conjunction with the Alvis Register, had a record crowd this year. More than 200 car owners and a total of over 400 people, from far and near, attended. Members came from places as remote as Leeds and Blackburn, and even a member from Sierra Leone was present!

A record number of over 180 Alvises, from the oldest to the latest models, were on display. Prizes in the competitive events were presented by "Sammy" Davis, Patron of the Club.

Results

Concours. Pre-1933 Cars: W. Edgar (1932 12/60). **1933-1940:** G. Barfoot Care (1938 Speed 25). **Post-war Models:** D. Andrews-Roberts (1949 T.A.14).

Driving Tests. Pre-1933: W. Edgar (1932 12/60). **1933-1940:** A. James (1937 Speed 25) and N. Routledge (1933 Speed 20 Spl.). **Post-war:** R. Brearley (1952 3-litre).

Recent Results

THAMES ESTUARY A.C.

Brands Hatch Speed Trial, 16th June

B.T.D.: 1, R. Millbank (Lotus-M.G.); 2, Miss P. Burt (Cooper-Climax). **Class Winners:** J. C. Georgiades (DKW); D. H. W. Thompson (Ford Anglia); D. Seigle-Morris (Borgward Isabella); B. L. Hills (M.G. TF); K. P. Tomei (M.G. TD); R. D. Paisie (Triumph TR2); R. G. Playford (Jaguar); J. Hickman (Elva); E. T. L. Aubrey (Lotus); J. M. Fulton (Lotus-Ford); B. Sylvester (Ford-Zodiac).

MARCONI A.C.

Driving Tests, 16th June

Best Performance: E. J. Hatchett (Standard 8). **Class Winners:** B. Foreman (Morris Minor); N. Cohen (Hillman Minx); R. C. Ridout (Ford Consul); J. E. Cole (Ford Zephyr); C. W. Vigar (M.G.); B. Foreman (Triumph TR2); Miss D. Freeman (Wilson-Ford Spl.). **Team Award:** F. H. Steele (Ford Anglia), J. Armstrong (TR2) and M. I. Akhurst (TR2). **Novices' Award:** R. J. Mathews (Triumph TR2).

NORTH LONDON E.C.C.

Rally, 15th/16th June

Best Performance: L. de Meza (Zephyr II). **Best Navigator:** D. H. Pratt. **Best Open:** R. Randall/F. A. Freeman (M.G.A.). **Best Closed:** P. F. Steiner/P. H. Treadgold (Fiat T.V.). **First Class Awards:** A. K. Hirst/D. Hayes (Standard 10); R. A. Brightman/F. Lee (Jaguar VII "M"); T. H. Neilson/E. E. Neilson (Vanguard). **Second Class Awards:** J. Stokes (Ford); E. L. Hine (TR2); P. D. Sapsed (Jaguar 2.4). **Best Team:** L. de Meza and P. F. Steiner.

Coming Attractions

July 6th. B.R.S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics. Start, 3.30 p.m.
 Mid-Cheshire M.C. Restricted Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 12 noon.
 500 M.R.C. of Ireland Race Meeting, Kirkistown.
 Bristol M.C. and L.C.C. Veteran Car Rally, Gloucester Road, Bristol. Start, 2 p.m.
July 7th. French G.P. Meeting, Rouen (F1, S).
 Evesham A.C. Sprint, Long Mars-ton, near Stratford-on-Avon. Start, 2 p.m.
 Gosport A.C. Sprint, Eastney, Portsmouth. Start, 12 noon.
 East Anglian M.C. Sprint, Snetterton, near Thetford, Norfolk. Start, 2 p.m.
 Airedale and Pennine M.C./Yorkshire S.C.C. Driving Tests, Harper Barracks, Ripon. Start, 2.30 p.m.
 Alvis O.C. Concours and Driving Tests, Ettington Park, near Stratford-on-Avon.

July 13th-14th. Rheims G.P. Meeting (F1, S).

July 13th. Leinster Trophy National Race Meeting, Wicklow, Eire.

Herts County A. and Ae. C. National Hill-Climb, Westbrook Hay, near Hemel Hempstead, Herts. Start, 2.45 p.m.

Aston Martin O.C. St. John Horsfall Race Meeting, Silverstone, near Towcester, Northants. Start, 11.30 a.m.

Fiat 500 Club Concours, Thorney Hall, Newark. Start, 5 p.m.

July 14th. Circle C.C./Chiltern C.C. Harrow C.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 12 noon.

Renault O.C. Gymkhana, Heston Airport, Middlesex. Start, 2.30 p.m.

Veteran C.C. Birmingham to Coventry Run.

Southsea M.C. Concours, Castle Field, Southsea. Start, 3 p.m.

Aston Martin O.C. Concours, Banbury, Oxon. Start, 10.30 a.m.

CORRESPONDENCE

British Cars in Canada

As a recent immigrant to Canada, may I urge AUTOSPORT to do all in its power to encourage the British Motor Industry to really expand and develop its sales and service facilities in Canada.

I was connected with the industry—and still am—and the cry always was "Sales through Service", but very little seemed to be done about it.

Surely Volkswagen have shown the way to do it. They were prepared to sink a great deal of money in spare parts and to encourage garages to take up their dealership throughout the country, not just in the large cities. Consequently there are thousands of VWs on Canadian roads.

Many Canadians are becoming interested in small cars, and are becoming increasingly so, but they *must* have prompt and efficient servicing facilities, which is perfectly understandable. They appreciate the lower petrol consumption and easier parking, and they are learning about the comfort attainable in a smaller car—something they had never dreamed of before—and exemplified in some of the small and medium-sized products of the English car industry.

I am convinced that interest is increasing and export figures for car sales to Canada and the U.S.A. seem to verify that. Why, then, do the manufacturers still continue to hope for the best and not take advantage of this interest to demonstrate the advantages of their products and also maintain more than adequate facilities for servicing?

The problem of increasing costs will certainly not help sales, but it has always been argued that the greater the output up to maximum capacity, the more cheaply can the item be produced. This is, of course, perfectly logical reasoning, but could not some more practical evidence be forthcoming in the form of greater spares production, particularly in the slack times encountered in the winter months when workers are declared redundant at many automotive factories? This would thereby help to cure two ills at once.

I know that the introduction of a new model can cause havoc in planning the production of spare parts, but it is utterly useless to gaily introduce something new if you cannot prove to the prospective customer that you can and will look after it once he has bought it, even if he does want to keep it for only one or two years.

Another point which strikes me as being very important in this advertising-minded country is the lack of shouting done on behalf of English cars. However much radio advertising may be distasteful to the English ear, the Canadian and American is accustomed to it and expects to be invited every day or so to call round at his local Dodge, Chrysler, Buick or any other dealer and take the wheel of the "Sparkling new Somethingorother" and until he hears this several times he just isn't interested, particularly if it is something new to him such as a small English car. Of course, there are the few who have encountered them in some way or are just cautiously curious, but that isn't enough. While casual and sincere interest is mounting there are many people on this side of the Atlantic who just sneer at an English car, either because they have never driven one or because they know they can't pop round the corner to get it fixed if anything goes wrong.

Finally, I would like to express the hope that enough people throughout the world will shout loudly enough in the right ears to make the manufacturers really *do* something about exports by encouraging dealerships and advertising—in print as well as radio and TV—and above all show the trade and the public that they mean business by backing the organizations with adequate parts facilities.

E. A. TURNER.

TORONTO, CANADA.

Isettas for the "Six-Hours"?

I AM interested in forming a team of BMW Isettas to run in the Six-hour relay race, and so would like to appeal to any like-minded Isetta owners through your correspondence columns.

Should there not be sufficient Isetta owners who would like to join with me, perhaps there are Goggomobil or Berkeley drivers who would join to make up a team of "ultra-economy" vehicles. Whilst writing I would like to point out that any would-be participant should hold a competition licence valid for National Events.

123, HIGHAM ROAD,
RUSHDEN, NORTHANTS.

HUGH LADDS.

The British Racing & Sports Car Club

announce

THE NATIONAL CHAMPIONSHIPS MEETING

BRANDS HATCH, KENT

August Bank Holiday

Monday, August 5

Commencing 11 a.m.

EVENTS FOR:

Saloon Cars

Unlimited Sports Cars

Formula II

(Autocar National Championship Event)

Sports Cars to 1100 c.c.

Sports Cars to 1500 c.c.

(B.R.S.C.C. National Championship)

Veteran, Vintage and Edwardian Cars

Formula III

Series Production Sports Cars

(Autosport National Championship Event)

Regulations available from the General Secretary,
British Racing & Sports Car Club,
6 Buckingham Street, London, W.C.2.
Tel.: TRAfalgar 1351 (3 lines) Grams: Demilitre, Rand, London

★ ADVANCE BOOKING FACILITIES

Grandstand	- - - -	£1.0.0
	(Including Admission)	
Grandstand (Children)	-	7.0
	(Including Admission)	
Advance Car Parking Ticket		7.6
All in Car Tickets	- -	£1.5.0
	(Including Admission for all Passengers)	

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

PRESS TIME:

TUESDAY 10 a.m.

Tel.: PADDINGTON 7671-2

USED CARS FOR SALE

ALFA ROMEO

1948 ALFA ROMEO 2.5, RHD, two-door, four-seater sports saloon, finished in dark blue, grey upholstery. All extras. History available. Excellent condition.—Central Motors (Sheffield), Ltd., Sheffield, 1. Telephone: 29131.

ALLARD

ALLARD PI saloon, late 1952. Black, immaculate. Mercury-Offenhauser heads and twin carburetors. Scintilla magneto, radio, screen-washer, heater and other extras. Bought Feb., 1957, from original owner and since completely overhauled, with new clutch, gearbox, Michelin X tyres and resprayed. Must now be sold with reluctance by doctor flying Kenya August. R.A.C. report and accounts for £140 spent available. £460.—Box 2478.

ALLARD 1949, d.h.c., carnation red, mint condition. Must sell, any trial. £250 o.n.o.—129 Carr Road, Greenford, Middx.

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.)

AUSTIN-HEALEY

AUSTIN-HEALEY, August 1955, overdrive, red with black upholstery, perfect condition, any trial. £725.—Central Motor Co. (Birmingham), Ltd., John Bright Street, Birmingham, MID 5938.

BENTLEY

THIS is a most interesting car. It was originally built in 1933 as a 3½-litre model 4-door saloon, and was used by Messrs. Bentleys as an experimental car. In 1935 it was converted to a 4½-litre model, having its first private owner in 1938, when it was brought up to 1936 specifications. It can now be seen and purchased from Hammonds Garage, Newmarket. Phone 2316.

RATES: 6d. per word, 3s. 6d. per line, 40s. per single column inch. Minimum charge 6s., not including Box Number. Particulars of Series Discounts may be obtained on application.

All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

BOX NUMBERS: Facilities are available to advertisers at an additional charge of 1s. to defray cost of booking and postage. The words "Box 000" must be included in the advertisement and paid for.

The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

BERKELEY

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

JACK BOND, London's Berkeley Agents, Immediate delivery from stock.—Vintage Autos, 105 Queensway, W.2. BAYsway 5929-8330.

BORGWARD

'56 BORGWARD Isabella, two tone, radio, heater, white walls, superb cond. £975. Four months' written guarantee. Part exchanges and H.P.—Hills of Woodford, 69-101 High Road, Woodford Green. BUC 0541.

BRISTOL

BRISTOL 1950 401 saloon, resprayed, new tyres, perfect condition. £795.—Central Motor Co. (Birmingham), Ltd., John Bright Street, Birmingham, MID 5938.

B.S.A.

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

BUGATTI

BUGATTI TYPE 35 Grand Prix 2-seater, recent engine overhaul, Concours d'Élégance winner. Full details to genuine buyers.—Hatton, 142 Northfield Road, Kings Norton, Birmingham 30.

COOPER

COOPER-CLIMAX 1,100 c.c., registered May '56. Engine front mounted, full 2-seater aerodynamic body. For immediate sale. £875.—Box 2468.

FIAT

'54 FIAT 500, blue. £375. Four months' written guarantee. Part exchanges and H.P.—Hills of Woodford, 69-101 High Road, Woodford Green. BUC 0541.

1923 FIAT 501, completely overhauled, perfect runner, excellent condition. £75 or near offer.—Levine, Kensington 5111, Extn. 245.

FRAZER-NASH

FRAZER-NASH 1½-litre Meadows sports 2-seater Nürnberging model, not sold from previous advert. Consider more reasonable offer.—Hatton, 142 Northfield Road, Kings Norton, Birmingham 30.

FRAZER-NASH/BMW

1939 "328", FLM 9, blue/ivory, specimen, famous car, engine and gearbox, 1,100 miles since overhaul. Present owner two years. Full details on request. £550 o.n.o.—Box 2471.

1938 FRAZER-NASH/BMW, Type 328, silver grey, retrimmed, in superb condition throughout. £335. Part exchanges and H.P.—Hills of Woodford, 69-101 High Road, Woodford Green. BUC 0541.

GOGGOMOBIL

BASIL ROY, LTD., can offer immediate delivery. —161 Gt. Portland Street, W.1. LANgham 7733.

CONNAUGHT ENGINEERING for new and used Goggomobils.—Portsmouth Rd., Send, Woking, Surrey. Tel.: Ripley 3124.

HILLMAN

1957 APRIL HILLMAN MINX, pale grey and antelope, fitted with Alexander cylinder head, twin carburetors, central gear change, heater and many extras; 2,000 miles only; very fast and interesting car; cost £900. Offered at £825.—Lindsay Bros., Ltd., Rootes Group Area Dealers, 925 High Road, Finchley, N.12.

JAGUAR

1953 MODEL JAGUAR Mk VII. Fitted H.M.V. radio and many extras. Condition well above average. Four months' written guarantee. Part exchanges and H.P.—Hills of Woodford, 69-101 High Road, Woodford Green. BUC 0541.

LAGONDA

LAGONDA Rapier, completely overhauled in our own workshops, blue, unblemished throughout, excellent tyres. £295. Part exchanges and H.P.—Hills of Woodford, 69-101 High Road, Woodford Green. BUC 0541.

LANCIA

LANCIA Augusta, grey, with Bedford Cord int., in really unbelievable cond. throughout. £235. Part exchanges and H.P.—Hills of Woodford, 69-101 High Road, Woodford Green. BUC 0541.

LOTUS

LOTUS-CLIMAX Mk. 6, 1,098 c.c., Stage II engine, de Dion back axle, electron brakes in-board at rear, M.G. gearbox, all-weather equipment, many spares, 1,400 miles only. Three firsts, two seconds, sports car and 1,100 c.c. record holder (46.46) May Prescott; first and second F.T.D. sports cars, June Prescott. £750.—Andrew 7 Mulgrave Road, Croydon (Tel.: 9100, evenings), Surrey.

LOTUS Mk. 6, Dec. '55, M.G. "Q" 750 s/c. Mileage under 4,000. Excellent condition. First and second last week-end. Many spares, including twin carbs. £650.—D. J. T. Randall, Limbrick Hall, Harpenden, Herts. Tel.: Harpenden 4341.

1955 LOTUS-FORD VI, black, 1172 Formula. twin S.U. hydraulic turbo-fin brakes, 15-in. wire wheels, Dunlop racing covers, 4.5 axle. £490 o.n.o.—J. R. H. West, 143 High Street, Cherry Hinton, Cambridge.

MERCEDES

1924 1½-LITRE blown MERCEDES. Ex-Mays, two-seater sports. Bosch electric, completely rebuilt. £300 o.n.o.—Box 2480.

M.G.

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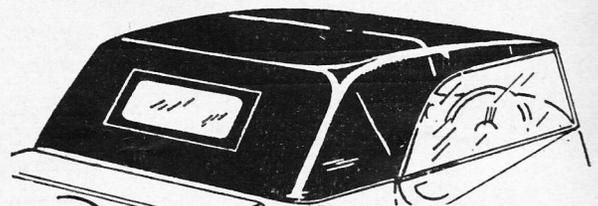
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