

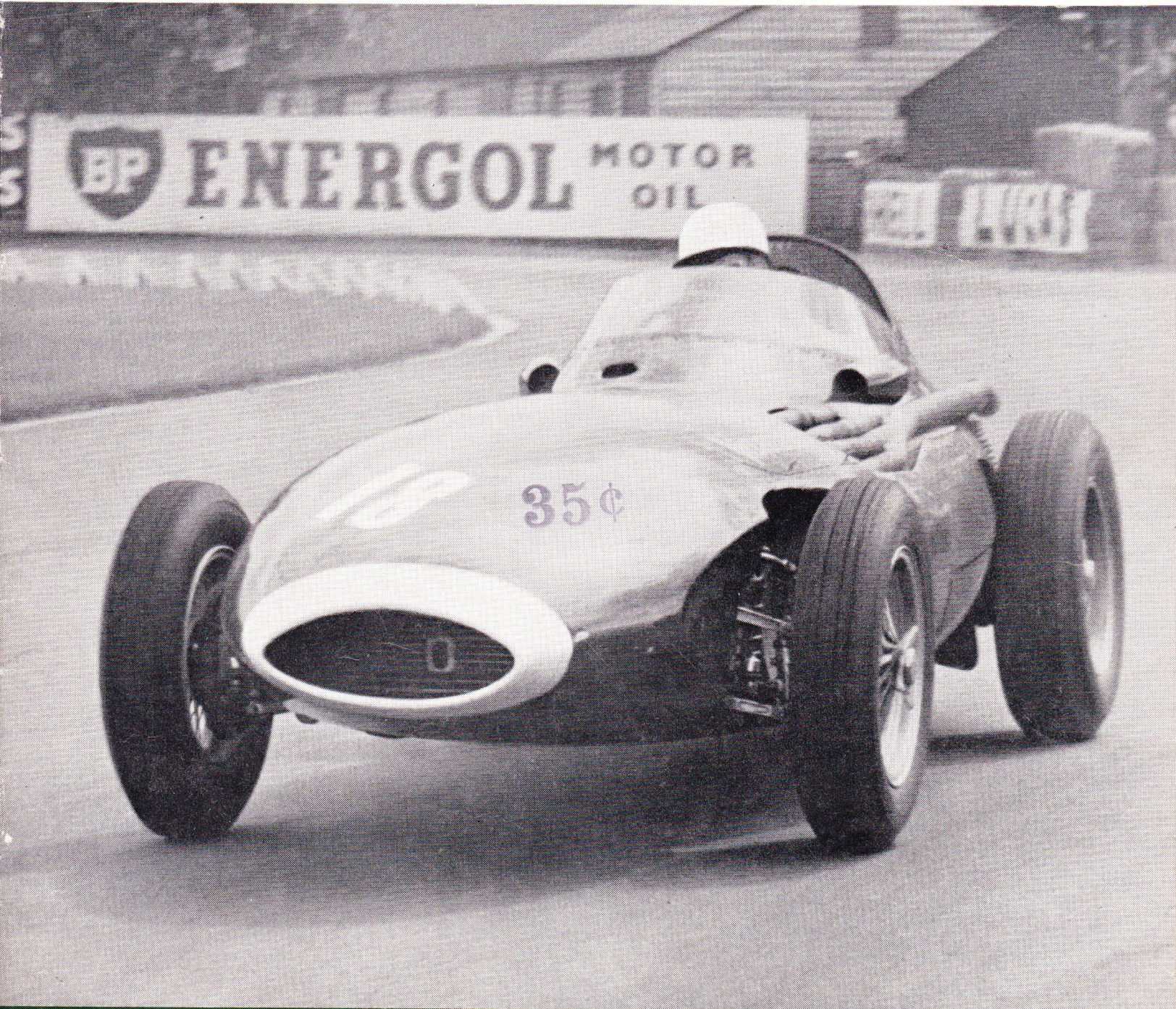
AUTOSPORT

JULY 26, 1957

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Vol. 15 No. 4

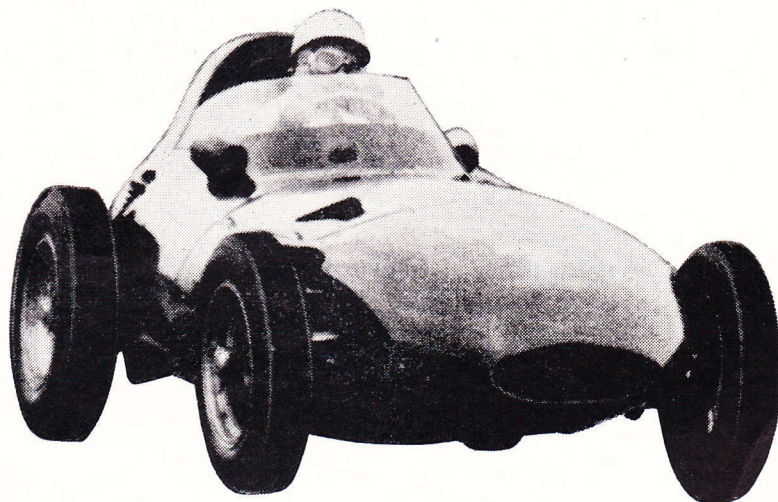
BRITAIN'S MOTOR SPORTING WEEKLY



VANWALL VICTORY

IN THE GRAND PRIX D'EUROPE AT
AINTREE — FULL STORY AND PICTURES

CONGRATULATIONS



TO THE VANWALL



**Driven by
Stirling Moss &
Tony Brooks**

**The winner of the
Grand Prix d'Europe
and Great Britain
Aintree 1957**

The disc brakes on the
winning Vanwall were fitted with
Ferodo Friction Pads.
On his own cars, too,
Stirling Moss always uses Ferodo.

FERODO
FRICION PADS
ANTI-FADE BRAKE LININGS

FERODO LIMITED · CHAPEL-EN-LE-FRITH
A Member of the Turner & Newall Organisation

Photo: Courtesy "Autosport"

GRAND PRIX D'EUROPE

PIRELLI

are happy to congratulate

Vanwall & Stirling Moss

on their

magnificent victory at

Aintree



Trade Mark

Another success for Stirling Moss and **Energol**



AINTREE

GRAND PRIX D'EUROPE

1st VANWALL

Stirling Moss and
C. A. S. Brooks

ALSO USING BP FUEL

Stirling Moss set up a new lap record at 90'60 m.p.h.

(Subject to official confirmation)

Racing and Rallies are the hardest tests for petrols and oils. The fact that so many events are won on BP products is proof of their great superiority.



THE BRITISH PETROLEUM COMPANY LIMITED

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 15 No. 4

July 26, 1957

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CONTENTS

	Page
Pit and Paddock	100
Sports News	101
John Bolster discusses Road Congestion	102
Water Sport at Fort Worth	103
Bouley Bay Hill-Climb	105
V for Victory—and Vanwall	106
Correspondence	120
Penn Portrait	121
Club News	122

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EDITORIAL

V-DAY AT AINTREE

DETERMINATION has won through. By winning the Grand Prix d'Europe at Aintree last Saturday, Mr. C. A. Vandervell has done a great service for British automobile engineering. His Vanwall defeated the finest Formula 1 cars from Italy, and in so doing, scored a great victory for private enterprise, justifying the very large sums of money he has laid out on the realization of an ideal. To his racing staff, and to his technicians, AUTOSPORT offers its most sincere congratulations on an achievement which will have untold repercussions in overseas markets, backing the recent successes by British-built sports cars in another sphere of motor-racing. Stirling Moss, Tony Brooks and Stuart Lewis-Evans should receive the highest commendation for the part they played in securing this wonderful victory. Moss drove brilliantly, despite the fact that he was not fully recovered from the illness which prevented him from driving at Rouen or Rheims. Brooks, obviously suffering from injuries received at Le Mans, displayed great courage in keeping his Vanwall up with the leaders. Lewis-Evans, a comparative newcomer to F1 racing, did all that was asked of him—and more! One must also mention the little Coopers, costing a fraction of their more complicated rivals; but once again B.R.M. failed to finish which is more the pity considering that they at least were expected to last the distance. In all, Aintree was a memorable day, and the B.A.R.C. did a fine job of organization, assisted by the regular staff of the racecourse, made available for the occasion by Mrs. Mirabelle Topham.

RADAR TRAPS

ALL fair-minded road-users will surely deprecate the use of radar and other electronic devices in trapping those unfortunate enough to exceed the legal speed limits. The employment of these devices smacks of the Gestapo, and provides the police with yet another (and expensive) method of collecting fines. Money spent in this way would be better served in improving the traffic chaos which exists today. Cops in cars and motorcycles are fair enough, but why reintroduce the unsporting and generally inefficient speed-trap? After all, even electronic apparatus is not foolproof. Also it is about time that some attempt was made to standardize penalties for minor motoring offences. It seems odd that fines should vary according to the whims of those on the Bench. A scale of fines for contraventions should apply to all courts under the jurisdiction of Her Majesty's Government, avoiding what often amounts to rank injustice in imposing penalties for similar offences.

OUR COVER PICTURE

Stirling Moss rounds Tatts Corner during the British Grand Prix with his Vanwall under perfect control. Moss drove the car in the picture until, in the first half of the race, he took over Tony Brooks's Vanwall with which he won. Brooks went on in No. 18 until it retired with fuel pump trouble.

THREE Vanwalls will be running at Nürburgring on 4th August, and Pescara, 18th August—both World Championship events. Drivers: Stirling Moss, Tony Brooks and Stuart Lewis-Evans.

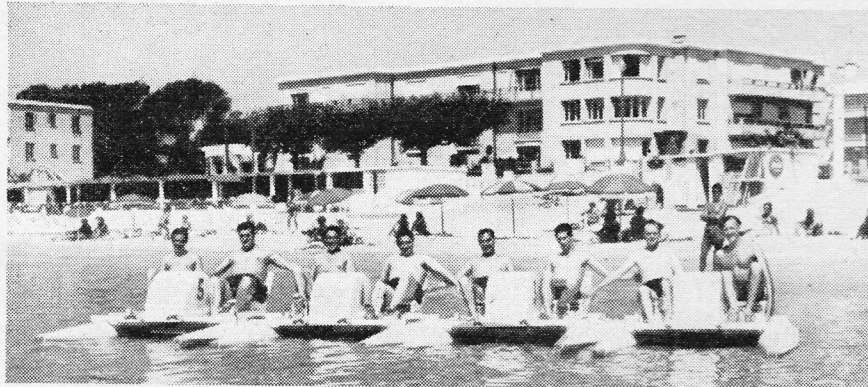
JACK FAIRMAN will be in the Ecurie Ecosse team in Sweden and at Spa.

MASERATI'S V-8 Formula 2 car is nearing completion and may be seen in action before the end of the year.

JEAN BEHRA may drive a B.R.M. in the Formula 1 race at Caen on Sunday. There are no official Ferrari or Maserati entries.

GEORGE KENDRICK, winner of last year's French and English Mobilgas runs, won class VI for cars of over 2,001 c.c. of the French event which finished in Biarritz on 19th July. He was driving an Austin A105 and averaged 35.44 m.p.g. Overall winner was a Panhard Dyna, averaging 55.17 m.p.g.

A FIELD of over 80 cars has so far been entered for the 10,500 miles Mobilgas round-Australia rally which is due to start from Melbourne on 21st August. The entry is a mixed bag and ranges from Holdens and Volkswagens—last year's winner—to a Porsche, a Standard 10 and an Austin A55.

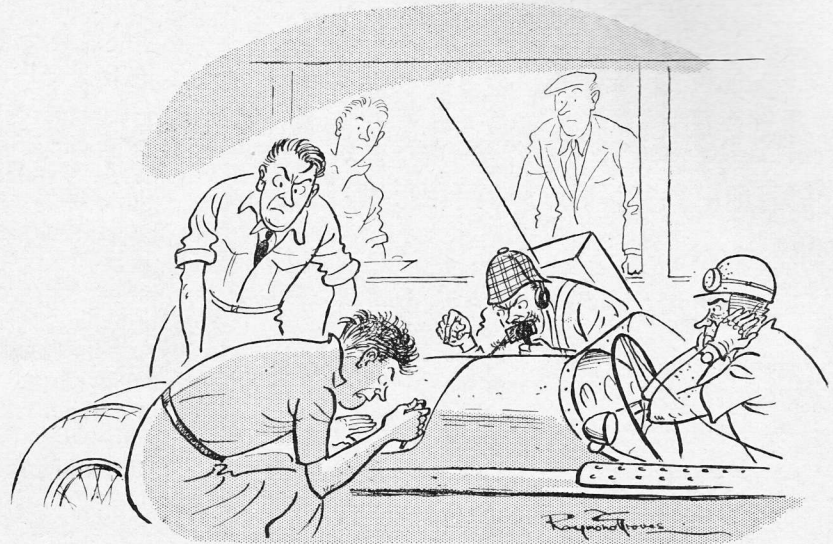


FRUSTRATED Alpine Rally competitors tried to relieve the boredom and entered the "Rallye des Pedaloës". From left to right are: Jack Sears and Ken Best; Joe and Phil Kat; Ronnie Adams and Ted Harrison; and Les Griffiths and Denis Scott.

MR. ALEX FRASER, vice-chairman and managing director of Girling, Ltd., is to retire at the end of the month.

IT is announced that a 3½ per cent. increase is to be made in the prices of all Renault models. New prices range from £656 17s. for the 750 c.c. saloon to £1,343 2s. for the Fregate saloon and Domaine estate car.

MR. J. H. FENTON, who has managed the London depot of British Belting and Asbestos, Ltd. (makers of Mintex brake and clutch linings) since 1956, and who was previously racing manager, has been appointed personal assistant to the managing director.



"Now they're having trouble closing the bonnet—I hope . . .!"

PIT & PADDOCK

A READER who visited both the Aintree meeting and the Royal Oak Hotel, East Lancashire Road, Rainford, had his week-end spoiled by the loss of a borrowed Agfa Super Silette camera, No. BB 5278, in a leather case. If anyone can help him find it his address is 24 Grange Road, Monton, Eccles, near Manchester, and the name is M. D. Cowburn.

PRODUCED by Bar's Leaks (England) Ltd., "Bar's Leaks" is a compound which is claimed to cure radiator leaking problems. It sells very successfully in America, we are told, and the price over here is 7s. a bottle.

AUTOGROOM car polish, containing neither silicone nor wax, has been placed on the market by Lifeguard (Garage Products), Ltd. It embodies plastic constituents which, it is claimed, provide a thin but durable film which enhances the appearance and protects the paintwork of the car.

FIRST of the German manufacturers' 1958 models to be announced is the Lloyd 600 Alexander. Principal new feature is a Lloyd-designed four-speed gearbox.



WILL MERCEDES RETURN TO RACING?

There is every reason to believe that Mercedes-Benz is seriously considering re-entering motor racing in 1958. Their technicians have been showing more than a passing interest in Formula 2, which might indicate that Daimler-Benz A.G. may be on the point of introducing a smaller-capacity car, and that some "Silver Arrow" publicity will be necessary to sell it in overseas markets. Since the Unterturkheim concern dropped out of racing, the successes of privately owned cars have been relatively few. In point of fact, in the Mille Miglia, of the 11 machines which started, not a single car finished; in the Rheims 12 Hours Race both 300SLs failed to last the distance.

The directors of the company naturally view these results with considerable alarm, and take the view that reversals in major contests will eventually have a detrimental effect on sales. It is possible, also, that if Grand Touring races become more popular with organizers, for publicity value alone Mercedes-Benz will enter factory prepared machines, and not leave representation to private owners. In any case, there does not appear to be any suggestion of an immediate return to either Grand Prix or sports car racing. The development and racing section is by no means idle, and when the time comes for gas-turbines to be used in racing, Daimler-Benz will undoubtedly be fully prepared.

Many experts take the view that the sports-racing programme back-fired by emphasizing the tremendous difference between the machines produced by the factory for racing and those sold to the general public. Unlike Jaguar, whose D-types have been raced with considerable success by private owners, Mercedes were unable to offer for sale a production machine of anything like comparable performance. The sweeping Le Mans victories, and the wide publicity accorded the Monza "500", have given Jaguars a decided advantage in prestige. It is now recognized that Mercedes and Jaguar are rivals in several markets; both produce high-performance types in the 300SL and XK 150 respectively; the 220S directly competes with the 2.4-litre, and now the 300S has the 3.4-litre with which to contend, not forgetting the larger Mark 8.



CHATTING in front of the pits before the Aintree G.P. are, left to right: Mike Hawthorn, Roy Salvadori, Tony Brooks, Joakim Bonnier, Maurice Trintignant, Jean Behra and Luigi Musso.

SPORTS NEWS

It would seem virtually certain that if Mercedes-Benz did decide to enter Grand Touring events, Jaguar would do likewise with the XKSS, the homologation of which by the F.I.A. would be virtually certain by January, 1958, in view of the fact that full production of this machine will shortly be renewed after the setbacks caused by the serious fire at the Coventry factory. On the other hand, if full-scale representation in sports car racing was deemed essential to maintain high-performance market prestige by the Germans, Jaguar would immediately follow suit, either by entering official factory cars, or by depending on the extremely successful "Ecurie Ecosse" organization.

LORD BRABAZON of Tara will discuss the early days of motor racing in the B.B.C. Home Service programme "Frankly Speaking" at 10 p.m. on 8th August.



SHOWING the way for once to Stirling Moss is Simon Gore, in an Austin-Healey 100-6 which bears, in addition to the Union Jack, the race number of the Vanwall in which Moss started the British G.P.

GERMAN G.P.

RACES for Formula 1 and Formula 2 cars will be run concurrently over 22 laps of the 14-mile Nürburgring circuit at the German Grand Prix meeting there on 4th August. Total distance of the race is 308 miles.

The meeting is organized by the Automobile Club von Deutschland (AvD) and includes a seven-lap, 98-mile race for Grand Touring cars which is split into three classes, for cars of up to 1,300 c.c., up to 2,000 c.c., and over 2,000 c.c.

Probable line-up for the Grand Prix is:

Maserati: Fangio, Behra, Menditeguy, Shell or Hermann. **Ferrari:** Musso, Collins, Hawthorn, Trintignant* or Von Trips. **Vanwall:** Moss, Brooks, Lewis-Evans. **Cooper:** Salvadori, Brabham. **B.R.M.:** Flockhart, X. **Independents—Maserati:** Gregory, Bueb, Gould, Halford, Bonnier. *May drive Formula 2 car. This category will probably include Cooper, Porsche and Osca entries.

THE WORLD CHAMPIONSHIP (After G.P. d'Europe)

PLACINGS in the World Championship table after Saturday's Vanwall victory are given below. Fangio has a commanding lead, but failure to finish in the three remaining events could cost him the title.

	Pts.
1. Juan Manuel Fangio (Maserati)	25
2. Luigi Musso (Ferrari)	13
3. Tony Brooks (Vanwall)	10
4. Jean Behra (Maserati)	7
Mike Hawthorn (Ferrari)	7
6. Stirling Moss (Vanwall)	6
7. Maurice Trintignant (Ferrari)	5
Harry Shell (Maserati)	5
9. Carlos Menditeguy (Maserati)	4
Masten Gregory (Maserati)	4
11. Stuart Lewis-Evans (Vanwall/Connaught)	3
12. Roy Salvadori (Cooper)	2
13. Gonzalez, Brabham (Cooper)	1
14. Perdisa	½

CHAOS on the Kingston by-pass at New Malden as conflicting traffic streams meet.

Whenever an abysmally poor road job is done, lots of people should get the sack, including the responsible Minister.

That is the way to treat these people. We pay them vast sums to build roads, and if they prove incompetent they should be replaced. How can this be other than a C3 nation when internal circulation of traffic is so thoroughly throttled?

If British roads are woefully inadequate, they are rendered even less effective by lack of imagination in their use. Every form of obstruction is tolerated. Many motorists have a positive genius for parking in the places where they can cause the greatest delay. The middle of a blind corner is just the place for a nice cup of tea, and by the time Auntie Mabel has had her second cup, all traffic has been slowed for a good 10 miles.

Then there is the question of heavy transport. Of course, there is a vast amount of lorry traffic that should by rights be on the rails. An amelioration of road conditions demands a parallel improvement in the railways. Certain roads should be catalogued as express highways, and only fast traffic be permitted thereon. Much of London could well be put out of bounds to lorries, as is already done in Paris without detriment to commerce. There is so much that our authorities could learn from a short Continental trip.

Nevertheless, it is above all essential that some expert central planning be undertaken at the highest level. To nibble at the problem now is to waste more time, when it is already almost too late. The point has been reached where, in certain parts of England, one is almost confined to the house at week-ends. An attempt to join the merry throng soon degenerates into a series of disagreeable experiences in queues and traffic blocks. No man would willingly subject his family to such purgatory.

The motoring community, as a whole, has never been politically minded. It could wield great power if it were united, but there is no sign that this is about to happen. If nothing is done about our roads, the British car manufacturer might as well design a new model. A de-tuned 1926 Austin Heavy Twelve-Four might well be the prototype, if it were not considered to be too fast.



“The Rolling English Drunkard made the— ROLLING ENGLISH ROAD”

JOHN BOLSTER discusses the alarming congestion on the roads

It is frequently my function to write about new cars. I whet the appetites of readers with tales of effortless high-speed cruising, improved cornering power, and flashing acceleration. Yet, I am beginning to wonder whether I am wasting my time.

You can certainly cruise at 100 m.p.h.—if you go abroad. You can enjoy that improved cornering power too—on Brands Hatch. Apart from that, our roads are now becoming so overcrowded that pleasure motoring has virtually ceased. To drive under normal conditions is bad enough, but at week-ends a state of total saturation and immobility is being approached in some places.

For many years now, all traffic has ground to a standstill every week-end on the Rochester Way, where Watling Street enters the Medway Towns. I have myself sat in a car for an hour and a half, and moved literally only a few yards in that time. As mine was a business journey, I had to abandon my vehicle and walk for several miles. On occasion, the important coastal road through Maidstone is almost as bad.

It is true that we are at last promised by-passes for these areas, but the conditions have persisted for a quarter of a century. At the present rate of car sales, the roads are going to become so overloaded that these splendid new machines will cease to be useful for any serious journey; it really is as bad as that. Most of our main roads are of the suicidal—or murderous—three-lane variety. Continental drivers shudder at our courage in overtaking in the face of oncoming traffic. We are used to it,

but one day an engine falters during overtaking, or the speed of an approaching vehicle is misjudged. Then we are reminded by yet another tragedy that our roads are perfectly safe at the speed of the horse-drawn coaches for which they were designed.

Of course, in common humanity, all main roads should have dual carriageways with a dividing strip. Yet there is more to the problem than that. It is no use having good roads if the towns form such bottlenecks that all progress is halted. A very big programme of by-pass construction is essential, and here one reaches the crux of the problem.

Successive governments have talked about their road policy, but I don't think that any of them have ever had one. No imagination is shown, and a few fiddling little alterations are carried out at enormous expense, usually in about twice the time stipulated in the contract. It is the pathetic complacency of all concerned which gets one down.

FURTHER CONGESTION at Egham Causeway is not helped by drivers—even uniformed ones—who park opposite islands!



NEARLY 100 entries turned out for the second annual S.C.C.A. Sports Car Championship Road Races held at the Eagle Mountain National Guard Airport, 15 miles north of Fort Worth, Texas, on 1st-2nd June, and did a bang-up job of supporting the co-sponsors of the event, the Fort Worth Lions Club Racing Council and the Texas Region of S.C.C.A.

Technical inspection and practice on Saturday, 1st June, went off very smoothly, thanks to the efficient organization of the Texas Region, who have had their share of organizing and planning Regional S.C.C.A. events, their "petite" races for driver training and practice for their members over the past few years, not to mention their successful promotion of the National S.C.C.A. event in early June, 1956. Col. Burton M. Lyons, commandant of the base, also deserves a pat on the back for the fine co-operation he has extended the Texas Region in permitting the use of the base runways over the past few years and making it possible to stage the many events held there.

Although the programme called for

Water Sport at Fort Worth

SECOND ANNUAL S.C.C.A. SPORTS CAR CHAMPIONSHIP RACES

By JIM HALL



ONE of the most aggressive drivers in the S.C.C.A., Loyal Katsku (above) was one of several drivers who crashed during racing under conditions so bad that a neighbouring boat club regatta, scheduled for the same day, was cancelled. His car is a Monza Ferrari.

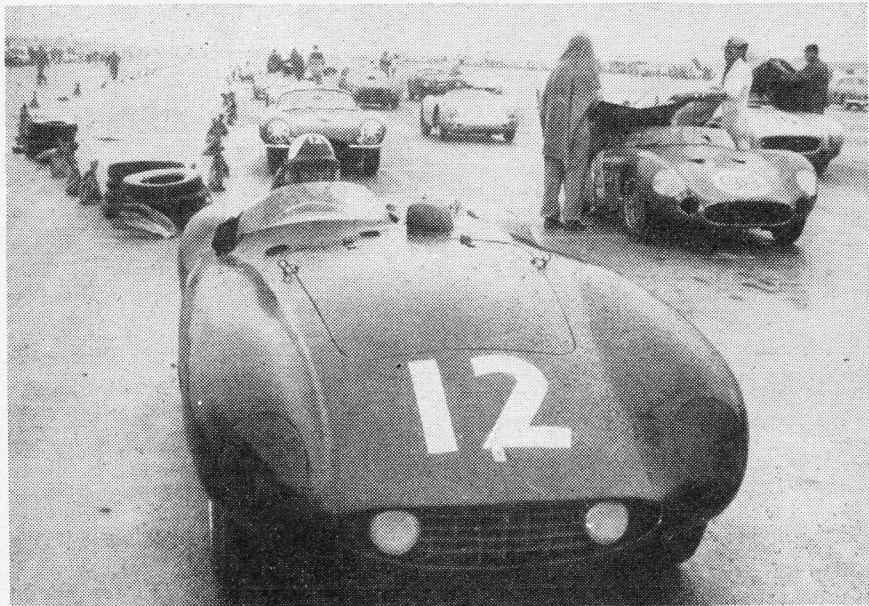
★

DICK McGUIRE'S A.C.-Bristol (left) proved astonishingly fast. Behind him are his blonde wife and, on the extreme right, B. Whitehead, area representative of the S.C.C.A.

two 10-lap events late on the Saturday afternoon, the bright sunshine that favoured the sponsors and entrants most of the day gave way about mid-afternoon to a driving rain, high winds and a serious threat of hail which halted all activity until Sunday morning. The Texas Region's usual good luck in having a clear day for the Sunday events finally gave up the ghost, and the rains continued throughout Sunday, and only the very hardy souls (including officials, entrants and spectators!) stuck it out for the entire programme. To describe adequately the weather encountered for

the race date, the rain was so severe that the Dallas Boat Club Regatta, scheduled for the same day, was cancelled and many of their club members came to Eagle Mountain National Guard Airport to see the "rooster tails" sent up by the speeding cars negotiating the flooded course (water was actually three to four inches deep in many sections of the landing strips being used!)

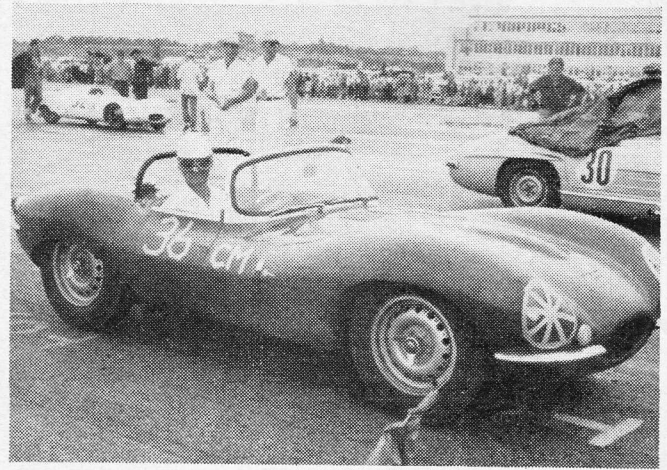
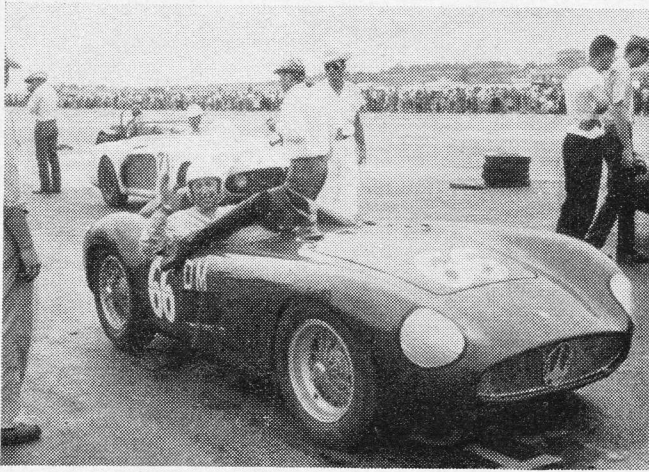
In spite of the downpour 21 cars lined up for the first event at 10 a.m. Sunday, with Jack Connolly, Gordon Wright and Bob "Sad Sam" Samuelson driving Tom Davis's two double overhead-cam



Bandinis and his "old faithful" modified Crosley Giaur respectively, "Doc" Scrogge in his Alfa Veloce Spyder, and Bill Betts in his potent little Crosley-powered Giaur as early favourites. The condition of the course, combined with the steady downpour, was causing all the drivers either to spin or get into some fancy slides that were unscheduled, and it was a tribute to all the entries that no serious car damage or injury was encountered in this race. Connolly was not to be denied his chance of victory, and in the seventh lap took the lead away from Wright. Scrogge also was driving for the winner's circle and led the eighth lap, but the superior handling of the lighter Bandinis of Connolly and Wright put them back in the first spots with Connolly first, Wright second, Scrogge third, the fleet little Electron of Kelly's fourth, Eddie Becker fifth, and Samuelson sixth overall.

In the second race, for sports category cars from Class F to Class B, 20 cars lined up for the starter's flag, with the rain still falling in a steady downpour.

When the flag dropped, the field hit the first turn with some caution, but apparently the spray of water that was thrown up by the leading cars was so heavy that it blinded the drivers in the cars following, resulting in considerable "fender bashing", and only the fortunate ones actually got through the first turn without some damage to their cars. Jack Hinkle's Maserati had the rear smashed in, but he continued in the lead for several laps until the car's handling and the poor visibility caused him to cut his speed and finish in eighth spot overall. Carroll Shelby, in the other 300S Maser., also had his car damaged at the start, and, while he held the second spot for a short time, was forced into the pit for repairs. Donald Berlin, in his new RS Porsche Spyder, was eliminated in this event by the multiple crashes before the first turn was reached, as was Dean Knight in his 4.5 Ferrari, and Ruth Levy in John Edgar's Porsche Spyder. O'Shea, in a Mercedes-Benz 300SLS Roadster, drove his usual consistent race and jumped into the lead after Hinkle slowed his pace, and held the lead to the chequered flag. Hal, in his Monza Ferrari, drove a steady race and finished



LINED UP on the grid for the start of a sports category cars race is, on the left, Jack Hinkle (300S Maserati). The event started in a steady downpour, and Hinkle's was one of several "pranged" cars. On the right is a comparative newcomer to the American racing scene, the Jaguar XK-S.S., driven at the meeting by Bob Stonedale.

in second spot. Eb Rose, in a special-bodied Corvette, also drove a smooth race, finishing in third spot overall. By the time the event was run, the entire course was almost covered with water, and most of the drivers were content to hold their positions to try to finish in one piece, while some very good drivers decided to "call it a day" and retired to the pits in the hopes that the rain would let up and the course dry to some extent before the next scheduled event took place. The positions at the finish by Class category were as follows: Class B Sports: Eb Rose (Corvette), first; Bob Schroeder (Kurtis-Buick), second; Jim Saunders (Fomoco Special), third. Class C Sports: Bob Stonedale (Jaguar XK-S.S.), first (only one in this class to finish). Class D Sports: Paul O'Shea (Mercedes-Benz 300SLs), first; Jim Hall, Jr., (Ferrari Monza), second; Jack Hinkle (300S Maserati), third. Class F Sports: Bob Donner (Porsche Spyder), first; Bobby Burns (Porsche RS Spyder), second; John Wolf (Porsche Spyder), third. Class G Sports: Bill Parham (Elva), first; Brownloe Whitehead (Lotus Mark XI), second.

The third 10-lapper for Class F Production Sports Cars, saw eight Porsche Speedsters, including two Carreras, facing the starter's flag along with 10 M.G.A Roadsters and one Volvo Sedan, with the rain continuing as before. The crashes in the previous race tended to give the entrants in this event a little added caution, and while there were some spins, there were no serious mishaps. William Hughes, in a Porsche 1600 Speedster, jumped into the lead and was never headed to the finish, although Bill Randle, in a similar car, came in a close second. Harry Washburn, in an M.G.A Roadster, surprised everyone by his driving and came in an easy third overall. Jimmy Moore and Wayne Lash, both in Porsche Speedsters, drove steady races and finished in fourth and fifth spots respectively.

The fourth race, for Production Sports Classes B, C, D, and E, saw four Corvettes, two A.C.-Bristols, four Austin-Healeys, five Triumph TR3s, one 300SL Coupé, one XK 140MC Jaguar Roadster and one Aston Martin DB2 lined up for the starter's flag. The race quickly developed into a battle between Rand and Thompson (Corvettes), with Rand in the

lead and Thompson pressing him closely. Bill Fritts, in another Corvette, held third spot until midway of the 10-lapper, when Dick McGuire in the remarkably fast and well handled A.C.-Bristol, slipped by him for third spot, holding this position to the finish. Bob Oker, in the other A.C.-Bristol, closed in on Fritts near the end of the race and did get into fourth spot for one lap, but Fritts repassed him and held him off to the finish flag, winding up in fourth overall position. Meanwhile, Rand and Thompson continued their battle, possibly with Thompson playing a "cat and mouse" game with Rand, as Thompson slipped by Rand near the last lap and received the chequered flag first.

In the fifth event, for Production Sports (Classes G and under) and Sports (Class H and under), the field was basically the same as in the first race, with the entries being dropped to 16 and the big battle expected to be between Doc Scrogge, in the Alfa Veloce, and Jack Connolly and Gordon Wright, in the hot little twin-cam Bandinis. At the drop of the flag, Connolly, Scrogge, Wright and Erskine Kelly, in the Electron Mark II, renewed their earlier battle, but Scrogge had improved the handling of the Alfa for the wet course, and drove a very fine race, with Connolly hot on his heels. Connolly was forced into the pits midway of the race and this left Scrogge with a safe lead. Meanwhile, Wright in the other twin-cam Bandini and Kelly in the Electron had their own battle, with Kelly holding second spot at the end, with Wright close on his heels. Eddie Becker in his Alfa Spyder, Bill Betts in his hot little Crosley-powered Gjaur, Bill Yeatts in his Alfa Spyder, and Bob Samuelson in the other Crosley-powered Gjaur drove very consistent races, and were always in contention.

The sixth event, for production sports (Class F), saw seven of the Porsche Speedsters, including one Carrera, and eight M.G.A. Roadsters that had run in the third race, lined up for the starter's flag, in spite of the continued rain. At the drop of the flag, Bill Randle and Bill Hughes took up their earlier battle, with Hughes taking an early lead but losing it to Randle after a few laps, who went on to win. Ed Walsh, Vice-President of the Sports Car Club of America, from St. Louis, Missouri,

finally got a fair combination for the "water course" and took over second spot early in the race, splitting the Randle-Hughes combine for a few laps, finishing in third spot overall. Bill Steele of Houston, Texas, and Jimmy Moore of Hollywood, California, both in Porsche 1600s, drove very consistent races, with Steele finishing fourth overall, and Moore fifth. Stutz Plaisted had his combination working well and beat out Harry Washburn for first spot in the M.G.A Class and sixth overall, with Bob Nation in third spot and ninth overall.

In the seventh event, for Production Sports D and E, only 10 entries lined up, and at the drop of the flag, McGuire jumped into the lead in his finely tuned A.C.-Bristol, and was never headed or in any danger of being caught. Cook, in his Le Mans Healey, slipped into second spot at the start and held this position until the fourth lap, when Cloer (TR3) nipped by him for second spot, and Newcomer (TR3) nipped him for third in the next lap. In trying to regain his lost position, Cook spun several times and wound up in eighth spot.

In spite of the continued downpour and the loss of a number of cars that crashed earlier in the programme, 17 cars in Sports Classes G and above lined up along with three Production Sports Corvettes (including the "dark horse" entry of Dick Thompson) and one 300SL Mercedes-Benz Coupé, for the final 20-lap race. Carroll Shelby, in John Edgar's 300S Maserati, was favoured to win as the damage incurred in the earlier crash had been taken care of to permit running the Maser. in the final event, but fate decided otherwise. When the starter's flag was dropped the cars disappeared in a cloud of spray, and when it settled Shelby's Maserati and the new 300SLs Mercedes-Benz Roadster of O'Shea were found to have been badly smashed in multiple crashes before the first turn was reached and both cars eliminated. Fortunately, no one was seriously injured, although Shelby received a cut lip, and the race was continued. Dick Thompson, in his usual forceful driving manner, beat everyone through the first turn in spite of the general fender bashing at the start and drove the entire race as though his car was on rails, never being headed to the finish line. Eb Rose, in the special-bodied Sebring Corvette, wound up in second spot at the start and held this spot until the third lap, when John Wolf, in his Porsche Spyder, took over second spot and drove a beautiful race to finish

second overall. Bob Donner, in another Porsche Spyder, took over third spot from Rose in the fourth lap, lost third to Rose in the sixth lap but regained it immediately and held third position to the finish. Bob Simons, in the Sutton Buick Special, fought his way up from the rear "echelon" during the first half of the race to fourth spot, holding this position for three laps, when he spun, finally winding up sixth overall. Without taking any credit from Thompson, who did a brilliant job of winning the event, the heavy downpour of rain and the flooded condition of the course made some nationally known drivers wonder if they had "lost their touch". Charles Wallace, one of the top drivers in this country, had his work cut out for him to beat Jim Roberts in the Elva, these two drivers finishing eighth and ninth positions overall. Eb Rose drove a very consistent race to finish fourth, as did Bob Stonedale, who finished fifth in the XK-S.S. Jaguar. Jim Hall, Jr., in his Monza Ferrari, had the misfortune to be involved in the crashes at the start and retired to the pits for temporary repairs, the time lost eliminating him from contention. This just wasn't the day for

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FUEL injection Corvette was driven by Dick Thompson and won the 10-lap race for production sports cars and the 20-lap-race for sports cars.
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the hot sports (modified) cars or for Carroll Shelby, the local Dallas driver and sports car dealer, who didn't get a chance to show his ability in this event. It had the makings of one of the fastest National S.C.C.A. events to be held this year but the "unusual Texas

weather" prevented this: however, the hardy souls who ventured out to see the event had their share of thrills from the show that was put on, including some very fine exhibitions of driving and the unfortunate (and costly) smashes that occurred.

BOULEY FOR TONY

A. E. Marsh Wins Bouley Bay Hill-climb

A CONCRETE road approximately 20 feet wide, the distance 1,011 yards, three hairpins, one S bend and many curves: a really severe climb all the time—that's Bouley Bay Hill! Weather conditions this year were not all that might have been expected from Sunny Jersey, an occasional shower in no way assisting the drivers to break records. Radio Corner was the main obstacle to the drivers.

The main duel this year for the best time of the day was between A. E. Marsh in his 1,098 c.c. Cooper-J.A.P. and local driver F. Le Gallais in his 3,442 c.c. L.G.S. The announcer, in his enthusiasm over the possibility of a local driver recording for the first time the best time of the day, prematurely congratulated Frank Le Gallais. Marsh had yet to make his second run. This he did in 53.3 secs.—0.4 sec. faster than Le Gallais! Le Gallais, with his time of 53.7 secs., established a new class record and was also fastest local driver.

M. Daghorn, another local man in his 1,100 c.c. Cooper-J.A.P., performed wonders to establish a new local class record in the 501-1,100 c.c. class with the time of 55.4 secs. and in doing so beat such skilled drivers as M. A. H. Christie, D. Henderson and D. Boshier-Jones, being second only to A. E. Marsh in his class.

This performance by a local driver will have affected the positioning in the R.A.C. British Hill-Climb Championship. A. E. Marsh and M. A. H. Christie were close contenders for the champion-



VICTORIOUS smile from Tony Marsh, who now leads the R.A.C. hill-climb Championship after his win in the Channel Isles.

ship. But Bouley Bay now gives A. E. Marsh a greater lead in points. His two runs in his 1,098 c.c. Cooper-J.A.P. gave him first-third B.T.D., M. A. H. Christie being fourth.

With the occasional showers the road became greasy making, in particular, Radio Corner rather treacherous. A split second in either gear changing or braking resulted in the car being under or out of control.

R. H. LE VAILLANT.

Results

B.T.D.: 1, A. E. Marsh (Cooper-J.A.P.), 53.3 secs.; 2, F. Le Gallais (L.G.S.); 3, A. E. Marsh.
Sports cars up to 1,500 c.c.: 1, L. C. Pallot

(jun.) (M.G. TC), 67.2 secs. (record); 2, A. M. S. Bell (M.G. TF).

Over 1,500 c.c.: 1, W. D. W. Knight (Cooper-Climax), 55.6 secs. (record); 2, P. L. Farquharson (Allard); 3, Miss E. M. Griffin (Jaguar XK 140); 4, Mrs. V. Richmond (Allard) and S. Testori (Austin-Healey); 6, D. M. Jory (M.G. TC); 7, Mrs. B. Coupland (Triumph TR2).

Racing cars up to 500 c.c.: 1, J. Lanyon (Cooper-J.A.P.), 61.0 secs.; 2, R. Martini (Cooper-J.A.P.).

500-1,100 c.c.: 1, A. E. Marsh (Cooper-J.A.P.), 53.3 secs.; 2, M. Daghorn (Cooper-J.A.P.); 3, M. A. H. Christie (Cooper-J.A.P.); 4, D. Henderson (Cooper); 5, D. Boshier-Jones (Cooper-J.A.P.); 6, C. Summers (Farley Spl.) and "T. Dryver" (Cooper Mark VIII); 8, D. R. Good (Cooper).

1,100-1,500 c.c.: 1, A. E. Marsh (Cooper F2), 54.3 secs.; 2, D. Richmond (Rapier); 3, Mrs. V. Richmond (Rapier); 4, R. Alluto (M.G. Spl.).

1,500-2,000 c.c.: 1, J. Berry (E.R.A. Spl.), 57.2 secs.; 2, W. Nicholson (Orlebar Spl.); 3, J. Casey (Jaguar Spl.); 4, D. Nardon (V.M. Spl.).

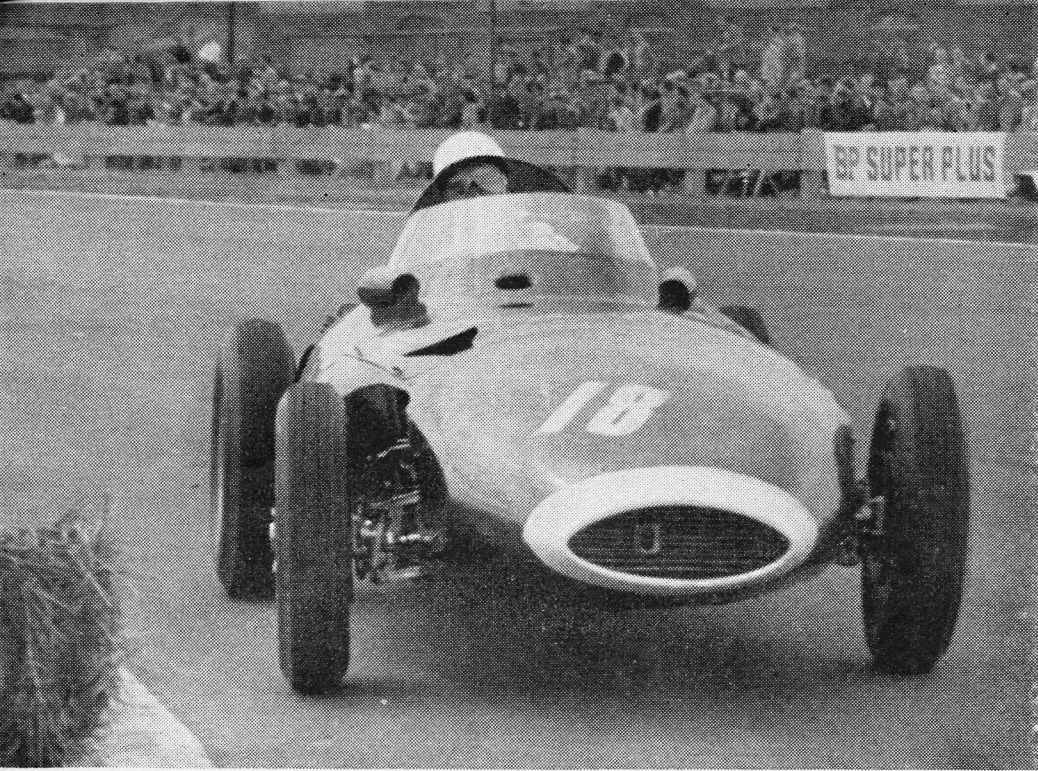
Over 2,000 c.c.: 1, F. Le Gallais (L.G.S.), 53.7 secs. (fastest local and class time); 2, D. Watts (E.M.J.).

VICTORY at last—the first time a British car and driver has won a major Grand Prix since 1923. Stirling Moss in his Vanwall during the early stages of the race, before he took over Tony Brooks's car.

single one of the works cars lasting the pace. Roy Salvadori was unlucky to lose fifth place with the Cooper-Climax when his gearbox split, but both he and Bob Gerard (Cooper-B.G.-Bristol) finished, as did Lewis-Evans after making a jury repair out on the circuit. Jack Brabham, in another Cooper, had the misfortune to have clutch trouble after 74 laps.

One of the most unfortunate people was Horace Gould, who, in helping to put out a fire at the pits during practice, had his foot run over by the very car he was attempting to save—Bob Gerard's Cooper. Horace was too badly injured to take his rightful place on the starting line.

The much-maligned Aintree circuit had the real G.P. atmosphere, the presentation of the drivers in white Austin-Healeys before the start being particularly well done. Organization throughout was admirable and there was an excellent press information service. One felt sorry for Mrs. Mirabelle Topham that the weather turned sour in the morning, and that provincial bus services



V for Victory —and Vanwall

Stirling Moss and Tony Brooks Make Motor Racing History in Grand Prix d'Europe at Aintree

by **GREGOR GRANT**

Photography by George Phillips and Francis Penn

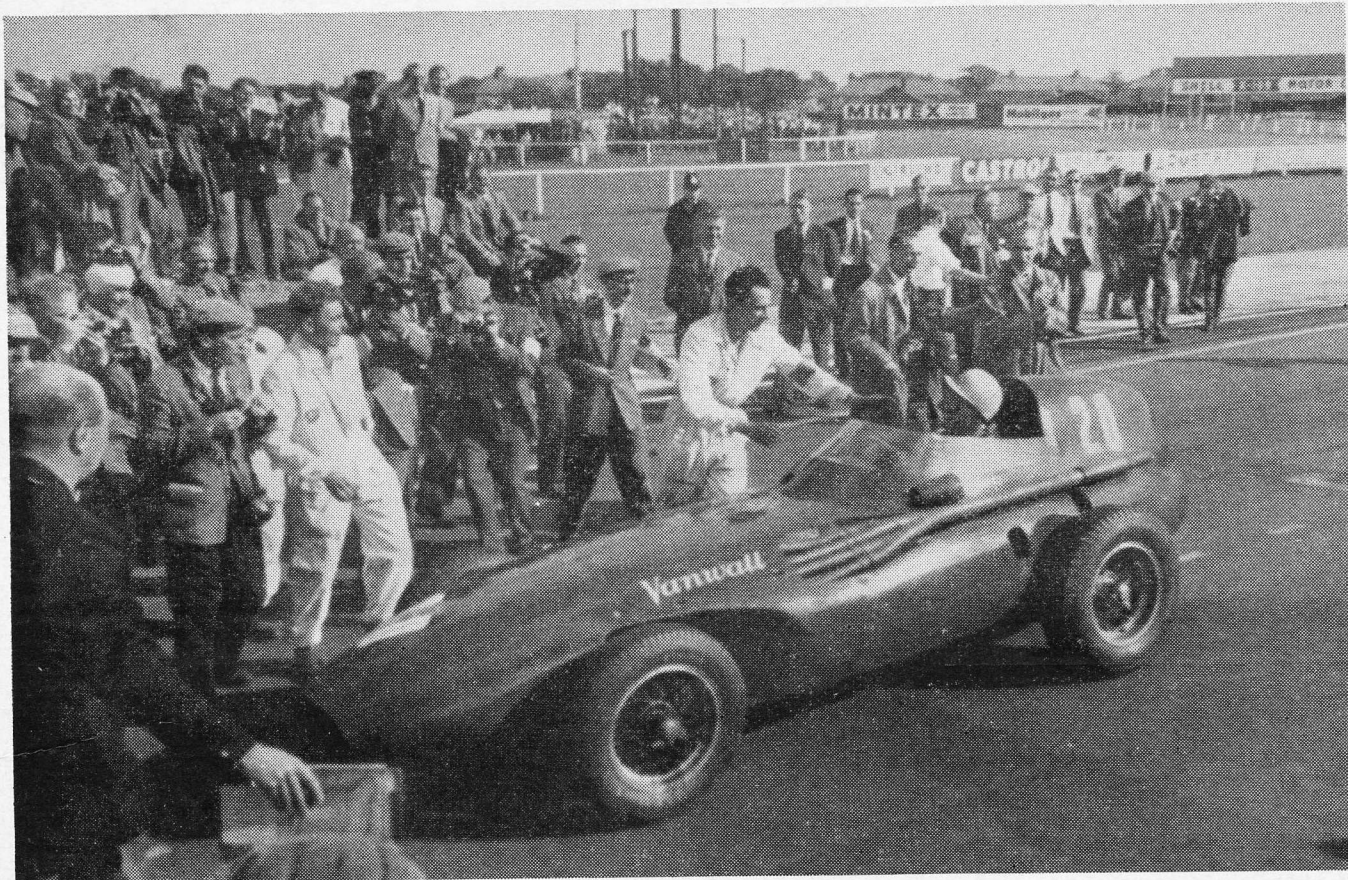
At long last a British car and drivers have won a *grande epreuve*. Cheered on by thousands of madly excited enthusiasts, Stirling Moss aided by Tony Brooks scored a momentous victory for Vanwall in last Saturday's Grand Prix of Europe at Aintree. It was a race packed with incident from start to finish; the issue was always in doubt, right from the moment of Moss's unexpected pit stop to give Jean Behra (Maserati) the lead, and his take-over of Brooks's car. Seldom has such a drive been seen in a Grand Prix. Indeed it was a day of brilliant performances, culminating in the most thrilling final lap scenes probably ever to occur in a major motor race.

One cannot give too much credit to Brooks. Badly affected by his unhealed Le Mans leg injuries, he was, nevertheless, able to keep his car in a high enough position to give Stirling the chance of victory. Stuart Lewis-Evans played his part in the triumph, and was most unlucky to experience throttle linkage failure when running neck-and-neck with Moss, the two green Vanwalls leading the field. Mike Hawthorn drove one of the races of his life for Ferrari, and had the wretched misfortune to pick up the pieces of Behra's disintegrated clutch and burst a tyre. This may have cost him the race, for at that moment, he was rapidly closing up on Behra, and Moss was not gaining sufficiently, despite his series of record laps.

However, that is motor-racing. Luigi Musso drove with great verve for his second place, but did not look like catching the flying Vanwall. It was a most disastrous day for Maserati, not a



TEAM TRIUMPH: Tony Vandervell holds aloft the trophy awarded for winning the G.P. d'Europe. On his right and left are Tony Brooks and Stirling Moss, jubilant at this great all-British victory; Lord Selsdon is also seen.



chose G.P. day to come out on strike. This combination of circumstances must have prevented many thousands of people from attending.

However, everyone who was present went home realizing that history had been made, and that Tony Vandervell has restored the prestige of British automobile engineering in its most advanced form, by producing the fastest cars of the present formula.

* * *

IT was obvious from Thursday's practice times that Vanwall was going to trouble the Italians more than somewhat. Although Jean Behra equalled Moss's

WELL DONE!—His mechanics rush forward to hail him as Stirling Moss brings the winning Vanwall to a standstill at the end of his jubilant lap of honour.

Mercedes-Benz record of 2 mins. 00.4 secs., and Fangio was just 0.6 sec. slower, one felt that Stirling was not pushing either of the two cars he tried. Anyway his 2 mins. 01.4 secs. seemed to please team manager David Yorke, as did the 2 mins. 02.4 secs. of Stuart Lewis-Evans. Tony Brooks was more or less lifted into his car, and had foam rubber padding to protect his injured leg. However,

it was the same stylish Tony that we have come to expect; although he took it fairly quietly at first, finally returning 2 mins. 04.6 secs.

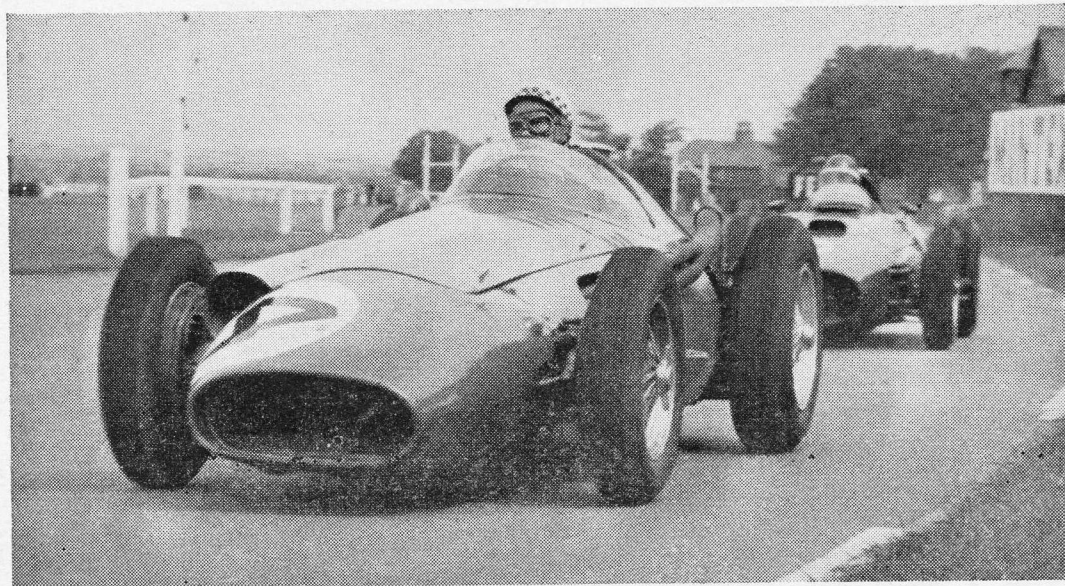
Mike Hawthorn was best of the Ferrari team with 2 mins. 03.2 secs., and here again one felt that there was plenty more to come. The B.R.M.s, driven by Jack Fairman and Les Leston returned 2 mins. 08.4 secs., and 2 mins. 09.8 secs. respectively.

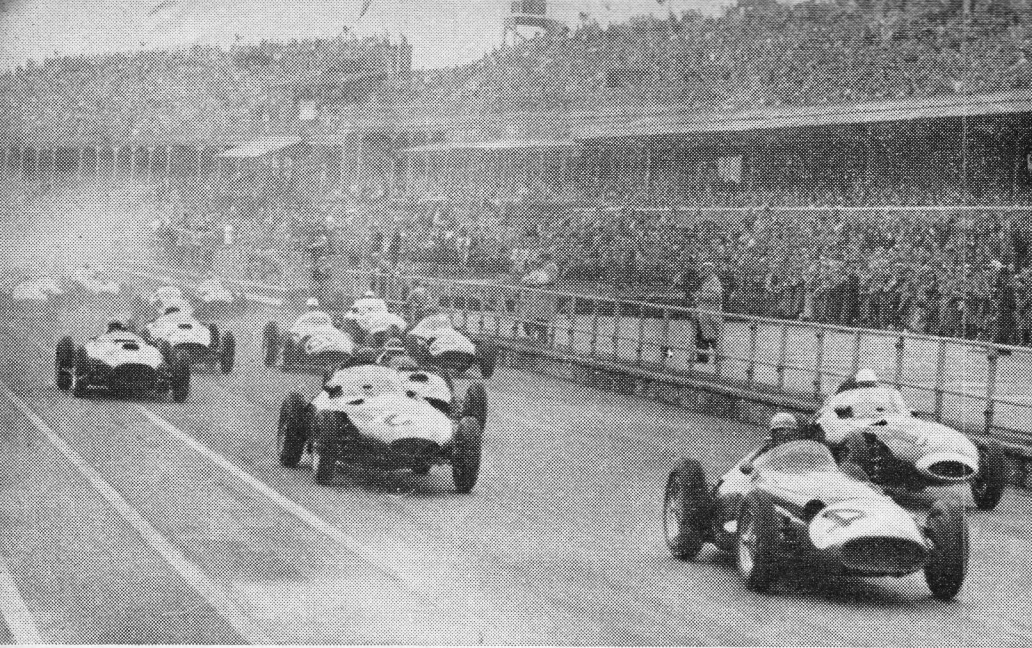
Friday was a day of excitement. Officine Maserati were having a spot of mechanic trouble, the men complaining that the past few weeks had been a tremendous strain, and that preparation

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UNLUCKY in the extreme was Jean Behra, who led the race for many laps only to retire in the closing laps with clutch trouble. Close behind is Mike Hawthorn who suffered a punctured tyre at the same time from a fragment of Behra's broken clutch!

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THEY'RE OFF!—Many more horses than ever took part in a Grand National are unleashed—and the Grand Prix d'Europe is on. Behra jumps into the lead, closely followed by the Vanwalls of Brooks and Moss.

of the cars would be affected. Juan Manuel Fangio was not feeling too well as a result of a gastric complaint. Poor Horace Gould injured his foot helping to put out the fire on Gerard's car.

Still, the times of the Vanwalls made Continental journalists sit up and take notice. Moss finally got down to 2 mins. 00.2 secs., and Brooks 2 mins. 00.4 secs. Fangio, really trying, could not do better than 2 mins. 00.6 secs., and Behra failed to beat his Thursday's time. Hawthorn took his Ferrari round in 2 mins. 01.2 secs., but this was equalled by Lewis-Evans in the third Vanwall. Fangio tried Menditeguy's car but could do no better than 2 mins. 05.8 secs., which was 0.2 sec. slower than Les Leston's B.R.M. Moss had already tried Brooks's car (2 mins. 01.6 secs.), and Peter Collins went round in 2 mins 01.8 secs., 0.4 sec. under the time of Shell's Maserati.

Thus we had the remarkable situation of Juan Manuel Fangio being in Row 2

of the grid, the front of which was occupied by the Vanwalls of Moss and Brooks, and Behra's Maserati. So the starting grid was as follows:

S. Moss (Vanwall) 2 m. 0.2 s.	J. Behra (Maserati) 2 m. 0.4 s.	C. A. S. Brooks (Vanwall) 2 m. 0.4 s.
J. M. Fangio (Maserati) 2 m. 0.6 s.	J. M. Hawthorn (Ferrari) 2 m. 1.2 s.	
S. Lewis-Evans (Vanwall) 2 m. 1.2 s.	H. Shell (Maserati) 2 m. 1.4 s.	P. J. Collins (Ferrari) 2 m. 1.8 s.
M. Trintignant (Ferrari) 2 m. 3.2 s.	L. Musso (Ferrari) 2 m. 3.4 s.	
C. Menditeguy (Maserati) 2 m. 5.4 s.	L. Leston (B.R.M.) 2 m. 5.6 s.	J. Brabham (Cooper) 2 m. 7.0 s.
	R. F. Salvadori (Cooper) 2 m. 7.0 s.	
J. E. G. Fairman (B.R.M.) 2 m. 8.6 s.	J. Bonnier (Maserati) 2 m. 12.6 s.	F. R. Gerard (Cooper-B.G.- Bristol) 2 m. 12.6 s.
I. Bueb (Maserati) 2 m. 15.4 s.		

Luckily the wind had dried up the circuit when Grand Prix time drew near. The flags of the competing nations fluttered in the breeze, and there was that indefinable air of something which only

G.P. racing produces. Crowded stands watched while the drivers were taken round in a cavalcade of Austin-Healeys, and everyone cheered as each man was introduced over the PA. In the pits, lap charts were spread out, stop-watches checked for the umpteenth time, and neat rows of hand-tools placed on the counters.

It was an inspiring sight to see green cars so well represented; Vanwall, B.R.M. and Cooper, but one regretted the absence of the silver of Germany, the blue of France, and that other green car, the Connaught. Yet the full might of Italy was there, with four V-8s from Scuderia Ferrari, and a quartette of "sixes" from Officine Maserati—not forgetting the independents as represented by Ivor Bueb in the Gilby Maserati, and Joakim Bonnier in his veteran car, painted in the blue and yellow colours of his native Sweden.

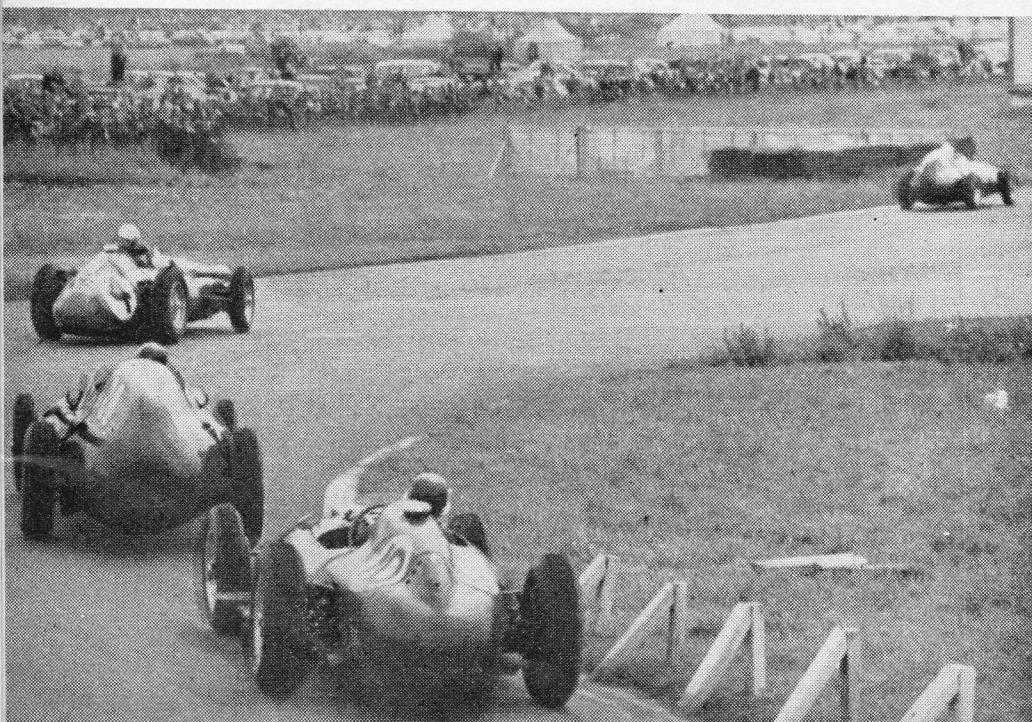
Two minutes to go; starters were hastily applied and 18 engines burst into life, dominated by the screech from the Lancia-powered Ferraris. All eyes were on the flag. Slowly the seconds were counted—an interminable time to the men behind the wheels. At the rear, clouds of smoke rose from the stack exhausts of Bob Gerard's car. Then with a roar, the Grand Prix d'Europe and 12th British Grand Prix was on.

Cars weaved this way and that way. A red car took the lead. It was Jean Behra's Maserati, but Moss's Vanwall was on the tail of the Italian machine. An excited PA announcer yelled "Moss is in front"—and how the crowd roared. Glasses were levelled on Railway Straight, and the spectators on the banking waved like mad as the green Vanwall hurtled past, almost wheel-to-wheel with the Maserati.

In the stands everyone was on his or her feet. Into Tatts Corner it was Moss, fully a car's length ahead of Behra. As they accelerated out of the right-hander the Vanwall slightly increased its lead. Past the timing box they streamed; Moss (Vanwall), Behra (Maserati), Brooks (Vanwall), Hawthorn (Ferrari), Collins (Ferrari), Shell (Maserati), Musso (Ferrari), Fangio (Maserati), Menditeguy (Maserati), Leston (B.R.M.) and Lewis-Evans (Vanwall), with Bueb on five cylinders bringing up the rear behind Gerard and Bonnier.

Lap 2, and the position was unaltered except that Fangio moved smartly up into sixth place. Moss's standing lap was done in 2 mins. 15.2 secs. (79.88 m.p.h.); Behra was still close behind, and Hawthorn was duelling with Brooks, with Collins taking a watching brief. Lewis-Evans was moving up on Shell and Menditeguy.

The fourth lap, and Hawthorn slipped ahead of Brooks into Tatts, whilst Musso attempted to take Fangio. Hawthorn and Brooks roared past the pits dead level, but the Ferrari was in front at Waterway. Moss now led Behra by 2½ secs. Two tours later, and the situation changed. Lewis-Evans had overtaken the two Maseratis, whilst Musso had charged ahead of Fangio. Leston, driv-



SECOND LAP at Anchor Crossing, and Moss has gone into the lead and is increasing the distance between his Vanwall and Behra's Maserati, the latter sliding a little in his efforts to make up lost ground.

ing extremely well, was holding Trintignant's Ferrari, but had the fleet little Coopers of Salvadori and Brabham on his tail. Fairman's car appeared to be suffering from violent oversteer, and crabbed badly every time at Cottage Corner.

Anyway, with a Vanwall in the lead, the circuit seethed with excitement. Tony Brooks was obviously tiring and suffering untold agony from his wounds; but the speed of young Lewis-Evans was being stepped up, and he now was ready to take Fangio. More thrills! Hawthorn had now caught Behra, and Collins was on the tail of Brooks's Vanwall. Eight laps gone, and Moss led by 6 secs., whilst Lewis-Evans had forged in front of Juan Manuel, whose car was starting to misfire occasionally. Could Stirling increase his lead? Would Hawthorn take Behra? Was Lewis-Evans able to cope with Collins? Could Brooks stand the strain? These were the questions on everyone's lips. The 10 laps were reached, and the position was:

1. Moss (Vanwall), 20 m. 55.2 s., 86.04 m.p.h.
2. Behra (Maserati), 21 m. 02.4 s.
3. Hawthorn (Ferrari), 21 m. 02.6 s.
4. Collins (Ferrari), 21 m. 11.4 s.
5. Musso (Ferrari), 21 m. 12 s.
6. Brooks (Vanwall), 21 m. 12.4 s.
7. Lewis-Evans (Vanwall), 21 m. 13.6 s.
8. Fangio (Maserati), 21 m. 20 s.
9. Shell (Maserati), 21 m. 24.6 s.
10. Menditeguy (Maserati), 21 m. 30s.
11. Trintignant (Ferrari), 21 m. 38.6 s.
12. Salvadori (Cooper), 21 m. 44.2 s.
13. Leston (B.R.M.), 21 m. 48.4 s.
14. Brabham (Cooper), 21 m. 49 s.
15. Fairman (B.R.M.), 22 m. 17.8 s.
16. Bonnier (Maserati), 22 m. 41 s.
17. Gerard (Cooper), 22 m. 44.2 s.
18. Bueb (Maserati), 9 laps.

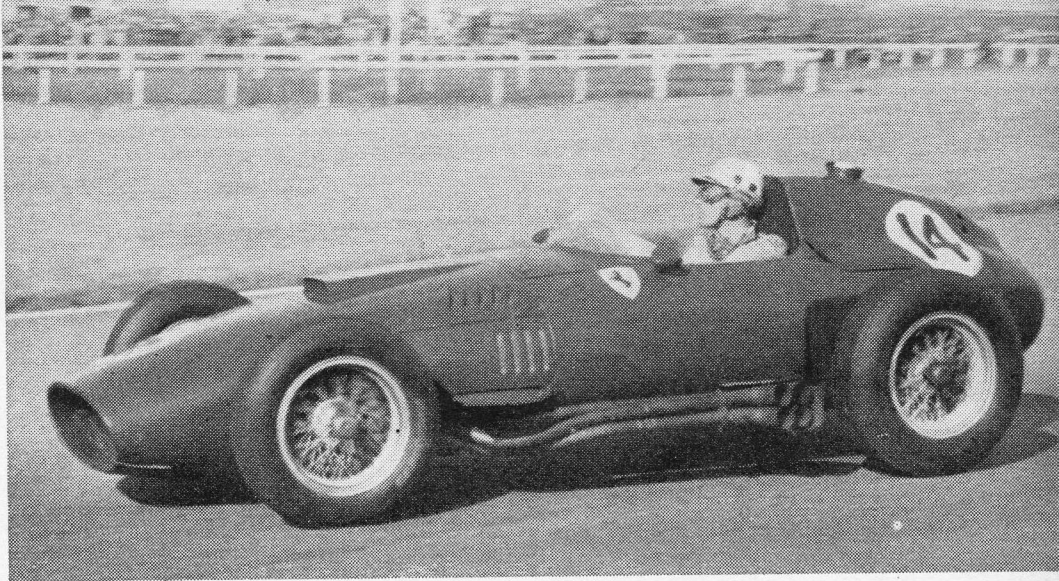
Far behind the leaders there were incidents galore. Fairman spun off at Cottage Corner and restarted with grass hanging from underneath. Menditeguy did the same manoeuvre, and also got away again. Bueb stopped to change plugs, found a missing cylinder, only to lose it again. Moss was getting round in 2 mins. 03.4-2 mins. 04 secs., and the average speed of the race was 86.04 m.p.h.

Musso was now at grips with Brooks, and Lewis-Evans gradually crept up on Collins. At 15 laps, Moss led Behra by 7 secs., and the race order was: Vanwall, Maserati, Ferrari, Ferrari, Vanwall, Vanwall, Ferrari. Then a gasp from the crowd. Moss came round Tatts with his right hand raised, and stopped at the pit. Feverishly mechanics opened the bonnet and fiddled with the engine. Thirty-five seconds and Stirling was off again, the engine sounding most peculiar.

It was the familiar pattern all over again; three red cars out in front, Behra, Hawthorn and Collins. As they crackled past the pits, Moss came in again and the "Come In" signal was given to Brooks. Before the Vanwall halted, the race order at 20 laps was as follows:

1. Moss, 41 m. 33.4 s., 86.63 m.p.h.
2. Behra, 41 m. 41.8 s.
3. Hawthorn, 41 m. 43.8 s.
4. Collins, 41 m. 56.2 s.
5. Lewis-Evans, 42 m. 01 s.
6. Brooks, 42 m. 08 s.
7. Musso, 42 m. 08.4 s.

FIRST LAP at Anchor Crossing with Behra leading although Moss is already treading on his tail and due to pass before the end of the lap.



8. Fangio, 42 m. 18.2 s.
9. Shell, 42 m. 22 s.
10. Menditeguy, 42 m. 25.8 s.
11. Trintignant, 42 m. 50 s.
12. Salvadori, 42 m. 53.8 s.
13. Brabham, 43 m. 03 s.
14. Leston, 43 m. 17.4 s.
15. Fairman, 43 m. 59.6 s.
16. Gerard, 19 laps. 17. Bonnier, 17. 18. Bueb, 16.

The change-over was rapid, but Moss had dropped to ninth place, over a minute behind Jean Behra. The plucky Brooks set off again in Moss's car—just in case. He was now in 16th place. Hawthorn kept Behra's lead down to 4 secs., but Lewis-Evans was coming even closer to Peter Collins. The chase was now on in earnest, and we began to see Stirling Moss at his most brilliant best. Shell, in eighth place, stopped just as Moss tore by. Lap 30, and Stirling had shot into seventh place ahead of Menditeguy, Fangio was the next victim. For a couple of laps the World Champion held off the eager Moss, then waved him on. The Argentinian's Maserati had developed an ominous rattle, with an occasional puff of thick black smoke at the exhaust.

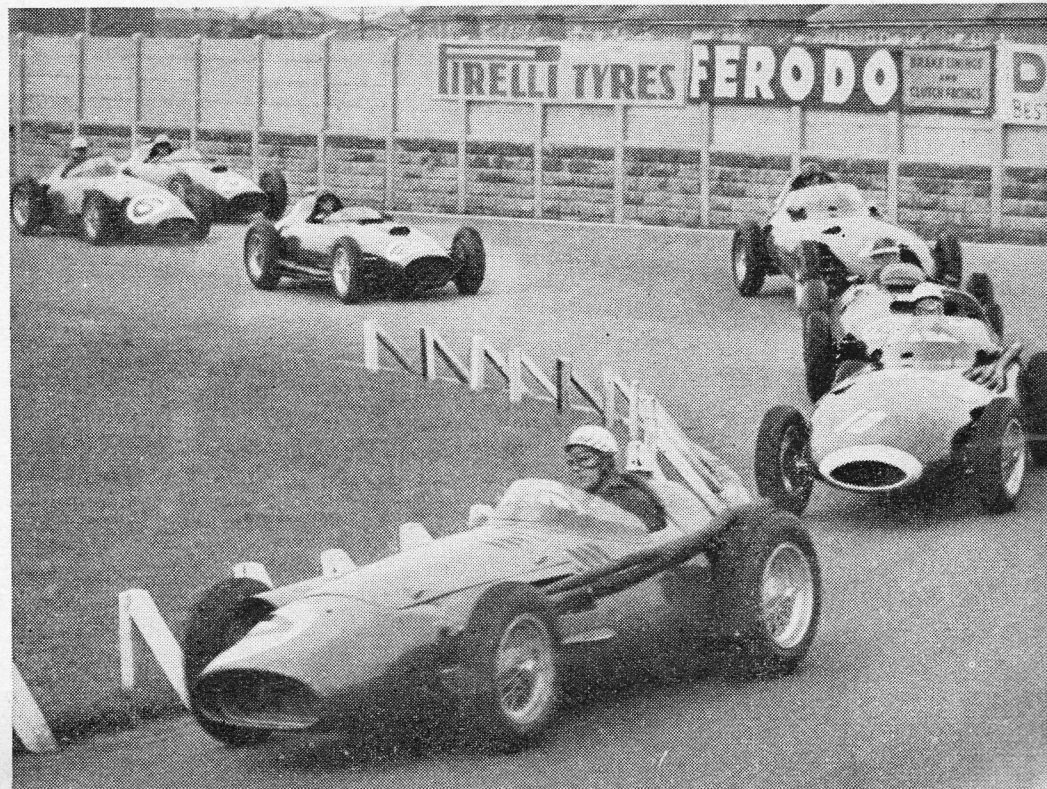
There was no holding Moss. In front, Hawthorn was giving Behra no peace, whilst the enterprising Lewis-Evans was

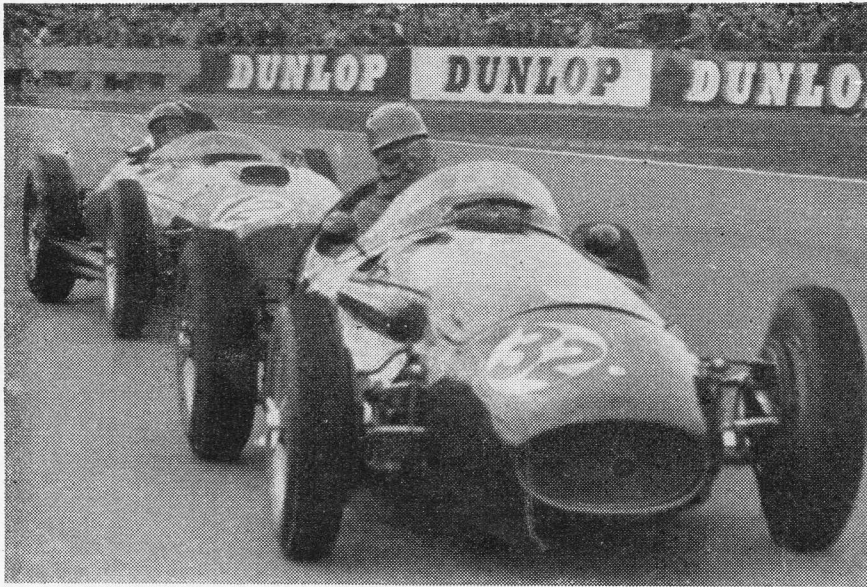
SECOND PLACE was taken by Luigi Musso, who drove an efficient and unspectacular race, his Ferrari completing the distance without a single pit-stop.

about to do something about Collins. Bueb was in and out of the pits; Bonnier's gearbox broke; Salvadori, going great guns in the tiny Cooper, was holding eighth place, ahead of Trintignant's Ferrari, and not so far behind "Charlie" Menditeguy's Maserati. So, with 30 laps covered of this wonderful race, the scoreboard read:

1. Behra, 1 h. 2 m. 12.2 s., 86.81 m.p.h.
2. Hawthorn, 1 h. 2 m. 17 s.
3. Collins, 1 h. 2 m. 37.4 s.
4. Lewis-Evans, 1 h. 2 m. 44 s.
5. Musso, 1 h. 2 m. 54.4 s.
6. Fangio, 1 h. 3 m. 05.6 s.
7. Moss, 1 h. 3 m. 14.4 s.
8. Menditeguy, 1 h. 3 m. 16.6 s.
9. Salvadori, 1 h. 3 m. 55.2 s.
10. Trintignant, 1 h. 3 m. 56.4 s.
11. Brabham, 1 h. 4 m. 10.4 s.
12. Leston, 29 laps. 13. Fairman, 29. 14. Shell, 29. 15. Gerard, 28. 16. Brooks, 25. 17. Bueb, 22.

Moss, having settled with Fangio, began to be tangled up with Musso, after catching the Italian up at a fantastic rate of knots. Behra's lead had now started to dwindle as the Vanwall began



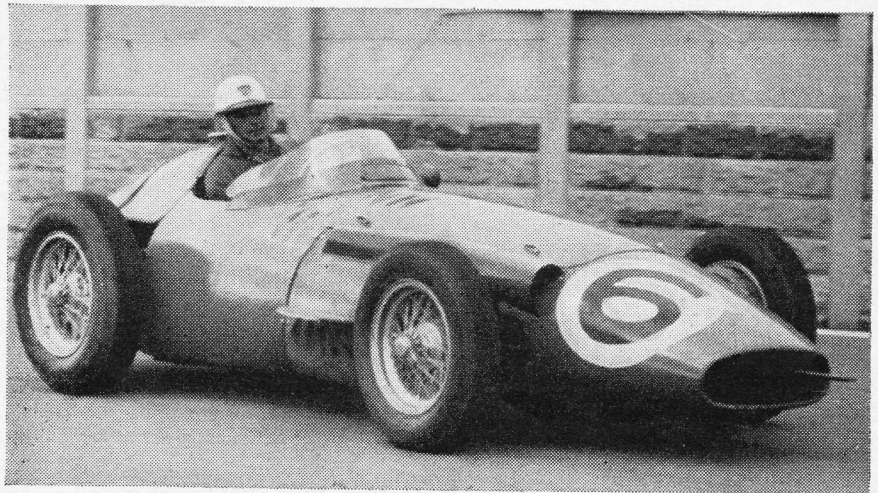


TROUBLE was experienced by Ivor Bueb in the Gilby Maserati, the car running on five cylinders for most of the race, although it finished. He is seen (above) leading Peter Collins, whose Ferrari retired at half distance.

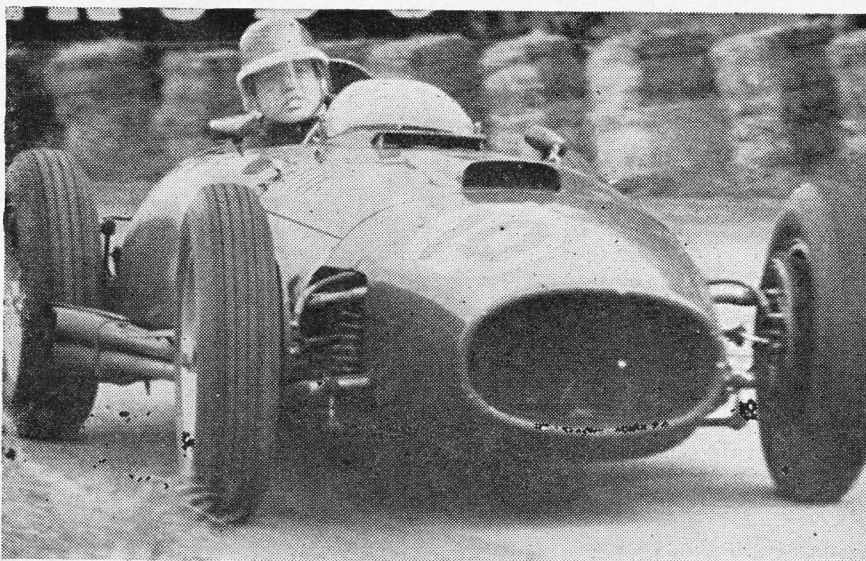
popular little Frenchman, who was driving a beautiful race.

The 49th lap, and Fangio coasted into his pit to retire with deranged rocker gear. The car had sounded like a tired piece of machinery from the start, and

to circulate faster and faster as the fuel load lightened. Lap 40 and he had passed Musso to take fifth place. The stop-watches revealed that he had started to get round in under 2 mins. 2 secs. With £200 at stake for the first under 2 mins. lap, he evidently was a young man in a hurry. By now, only the first seven cars were on the same lap—and six were ahead of Fangio who looked most unhappy. With 40 laps gone, Moss was right behind Peter Collins, but did not appear to be gaining at all on Behra. On the other hand, the Frenchman was gradually getting away from Hawthorn. Menditeguy's car was in the dead park with broken transmission, and Fangio's machine was getting slower and slower. Harry Shell, too, was in trouble, stopping to fill up his radiator and pour in a considerable quantity of oil. So Maserati hopes rested entirely on the



UNSPRUNG weight (below): Harry Shell carries the starter spindle, still in position after one of his pit stops before retiring with water pump trouble.



and got away again in ninth place. The race order after 50 laps was:

1. Behra, 1 h. 42 m. 59.8 s., 87.3 m.p.h.
2. Hawthorn, 1 h. 43 m. 11.2 s.
3. Lewis-Evans, 1 h. 43 m. 32 s.
4. Moss, 1 h. 43 m. 51.6 s.
5. Collins, 1 h. 44 m. 06.2 s.
6. Musso, 1 h. 44 m. 19.2 s.
7. Salvadori, 49 laps. 8. Trintignant, 49.
9. Brabham, 49. 10. Gerard, 46. 11. Brooks, 45.
12. Bueb, 38.

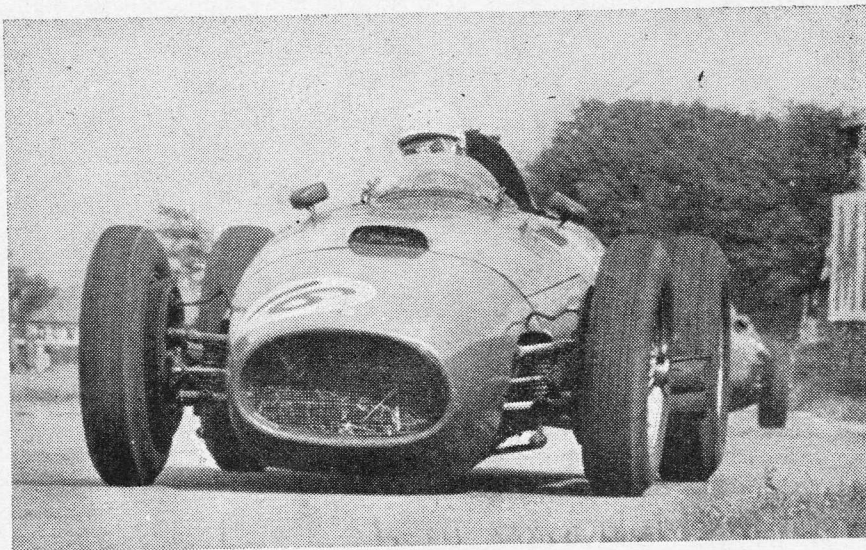
Stirling Moss began to turn on the heat, cutting 2 secs. a lap from Behra. The position became fascinating. With 30 laps to go, the Frenchman led by 40.8 secs.—but Moss was lapping faster and faster. He had the £200 in his pocket, with the remarkable time of 1 min. 59.6 secs. (90.30 m.p.h.). Surely Behra could not look at this pace; his Maserati was

DRIFTING Melling Crossing, Mike Hawthorn looks characteristically fierce. He drove a fine race, finishing third after a wheel change in the closing laps, when a rear tyre punctured.

being thrashed to the limit, and there was always the threat of Mike Hawthorn who again began to close the gap. Lewis-Evans was playing a major part in this chase of the red cars by the high-tailed Vanwalls. So this is how they were placed at 60 laps:

1. Behra, 2 h. 03 m. 11.8 s., 87.66 m.p.h.
2. Hawthorn, 2 h. 03 m. 31.6 s.
3. Lewis-Evans, 2 h. 03 m. 44 s.
4. Moss, 2 h. 03 m. 52.6 s.
5. Musso, 2 h. 04 m. 58.2 s.
6. Salvadori, 59 laps, 7. Trintignant, 59.
8. Brabham, 58. 9. Gerard, 54. 10. Bueb, 47.

Nearer and nearer came Moss to Lewis-Evans and, of course, the leaders. He was now carving off 3 secs. a lap, and with 68 tours completed his Vanwall lay only 28 secs. behind the Maserati, and about 8 secs. behind the Ferrari. However, the "Farnham Flyer" was really motoring, and it looked as if it would be a race to be first to catch Behra. Then the whole picture completely altered. Behra, driving his

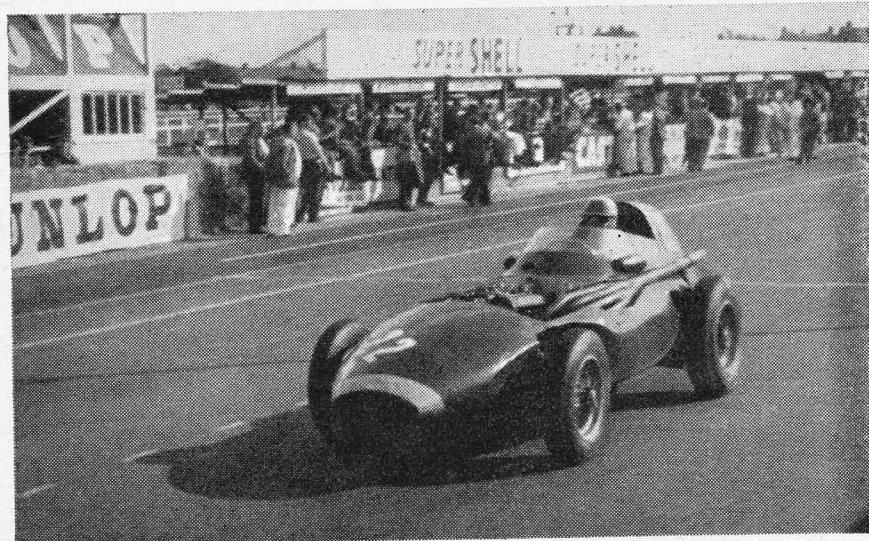


FOURTH MAN, Maurice Trintignant, brakes heavily for Tatts Corner. After Collins's car had failed, Peter took over "Trint's" Ferrari briefly, but did not seem happy with it and soon handed it back. It was giving clutch trouble.

He had stopped at Cottage Corner with a familiar trouble—a broken throttle linkage. Undaunted he set about getting the car back to the pits. Talk about wretched luck, well! At 70 laps the order of battle was:

1. Moss, 2 h. 23 m. 59.2 s., 87.51 m.p.h.
2. Lewis-Evans, 2 h. 24 m.
3. Musso, 2 h. 25 m. 43 s.
4. Hawthorn, 69 laps. 5. Salvadori, 69. 6. Trintignant, 68. 7. Brabham, 67. 8. Gerard, 64. 9. Bueb, 57.

Stirling was now out on his own. There was no longer any need to whistle round at the incredible speeds he had been attaining, breaking his own circuit record several times in the process. He had put it up to 90.60 m.p.h. (1 min. 59.2 secs.). On the 79th lap, the crowd again gasped. Moss's Vanwall stopped at the pits. Folk breathed again; Stirling wisely decided to safeguard himself by taking on more fuel. After all, his rate of progress must have been thirsty work for the superb four-cylinder engine—and many a race has been thrown away
(Continued on page 114)



Maserati to the limit, had his clutch disintegrate completely on Railway Straight. Following behind, Hawthorn ran over the bits, and a large chunk of metal tore a hole in his nearside rear tyre.

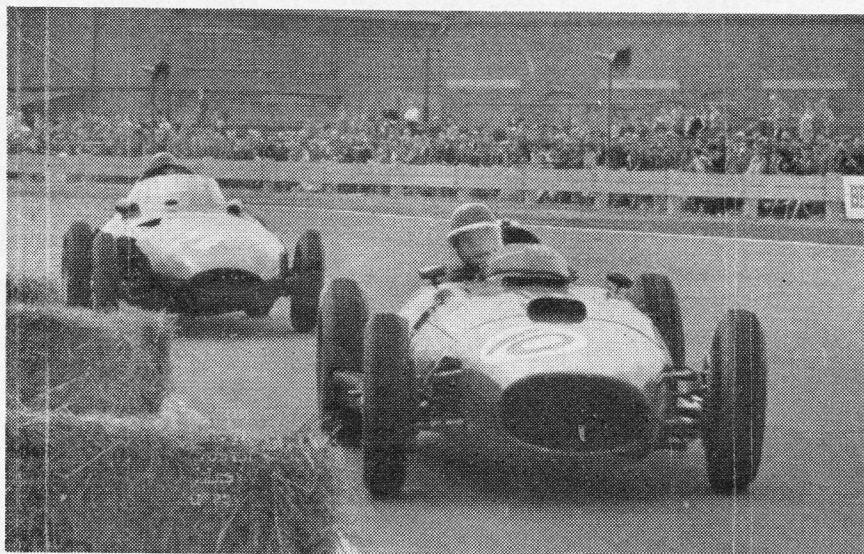
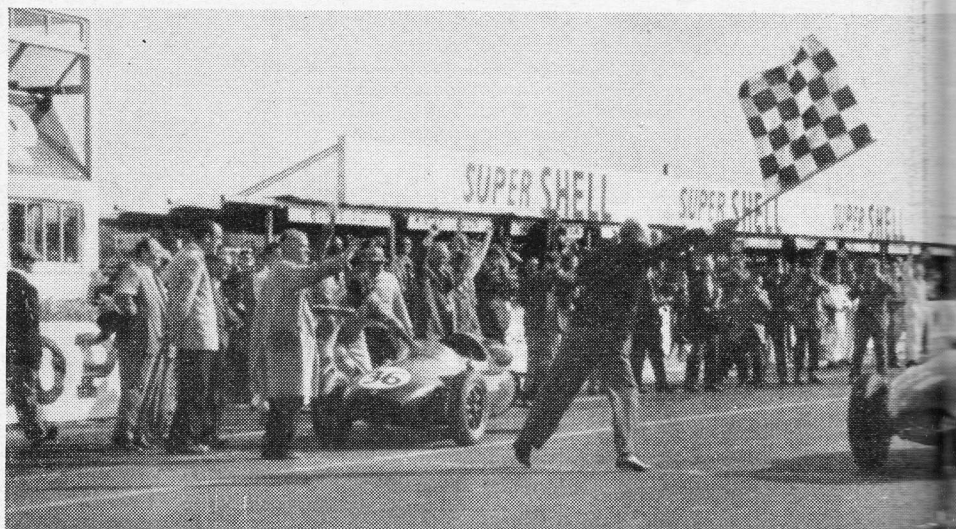
Mike guessed nothing of this. Fully occupied in keeping the Ferrari on the road he was convinced that the rear suspension had collapsed. As he rounded Tatts, with his car swerving all over the place, he had already removed his crash-hat, bound as he believed, for the dead car park. As the car came into the pit, mechanics jumped to it, changed the wheel, and an astonished Hawthorn found himself back in the race, in fourth place behind his team-mate Musso.

There was something not quite nice about how the news of Behra's breakdown was received—or maybe the cheers were for the two Vanwalls; at least one hopes so. Anyway, round they came together, with Moss waving Lewis-Evans on, then repassing at the timing box. For four glorious laps the two Vanwalls led the race. Then came more drama. On lap 73 Lewis-Evans was missing.

TWO-LITRE cars (right) in a G.P.—and holding their own. Bob Gerard's new Cooper-Bristol is about to be lapped by Salvadori's over-bored F2 Cooper-Climax.

OLD TROUBLE of broken throttle linkage struck at Stuart Lewis-Evans's Vanwall just after he and Moss had taken the lead. He fixed it out on the circuit, restarted and finished although minus the bonnet (above).





PURSUED by Brooks (above) at Waterway corner during the early stages of the race, before Tony had handed his car over to Stirling, is Mike Hawthorn, who went on to finish a fine third.

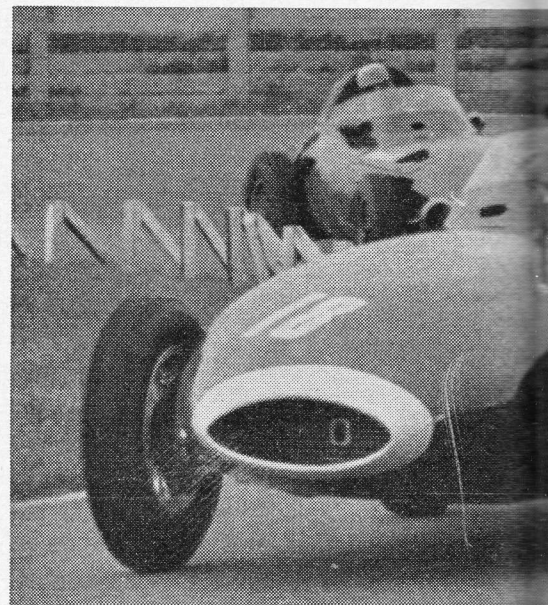
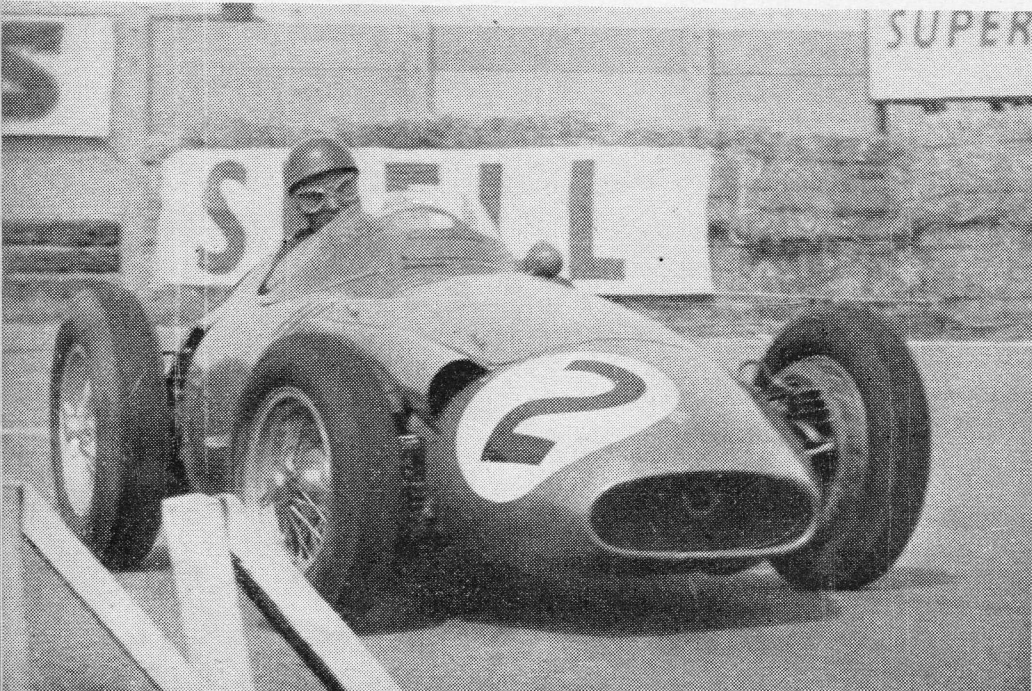
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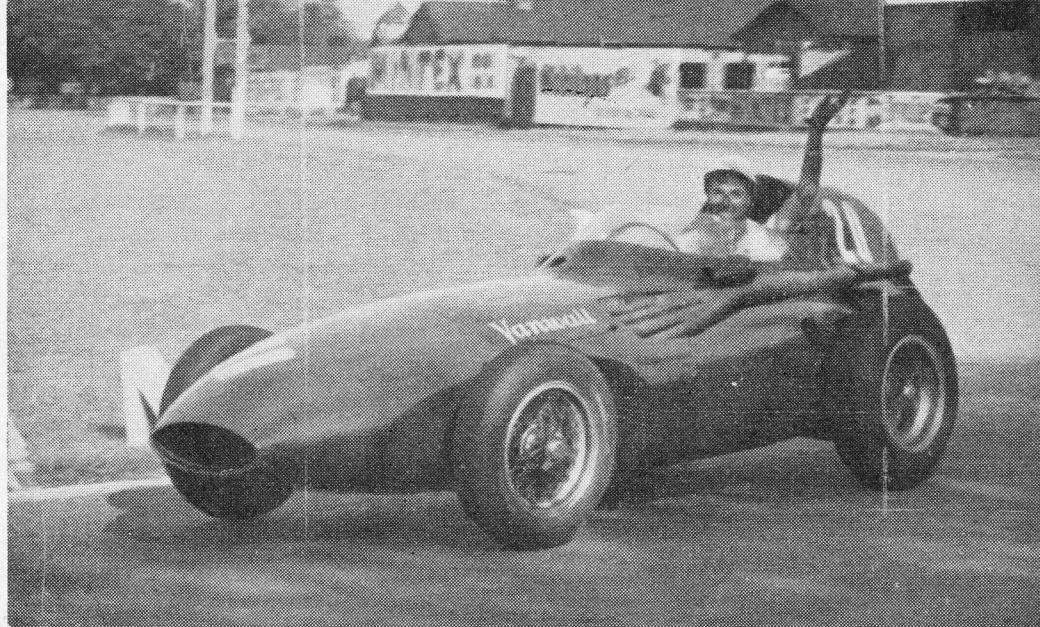
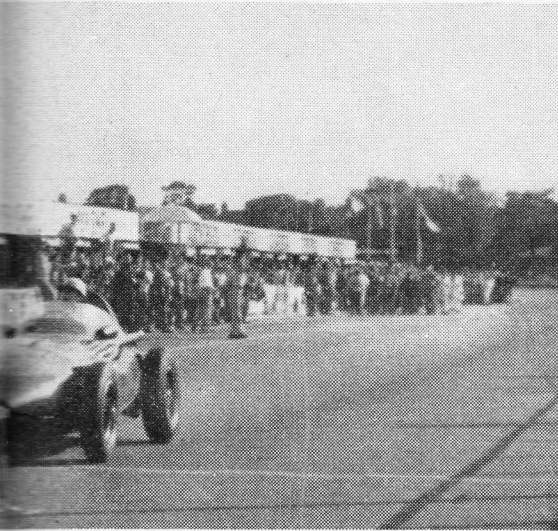
LAP-BY-LAP PROGR OF THE 1957 GRAN

FOLLOW THE FORTUNES OF EACH CAR
FROM ITS POSITION ON THE FIRST LAP

CAR	DRIVER	60	1	2	3	4	5	6	7	8
VANWALL	S. MOSS	78	17	18						
MASERATI	J. BEHRA	4	2	4						
VANWALL	C.A.S. BROOKS	20	3	20						
FERRARI	J.M. HAWTHORN	70	4	10						
FERRARI	P. COLLINS	12	5	12						
MASERATI	H. SHELL	6	6	6						
FERRARI	L. MUSSO	14	7	14						
MASERATI	J.M. FANGIO	2	8	2						
MASERATI	C. MENDITEGUY	8	9	8						
B.R.M.	L. LESTON	26	10	26						
VANWALL	S. LEWIS-EVANS	22	11	22						
FERRARI	M. TRINTIGNANT	16	12	16						
COOPER-CLIMAX	R. SALVADORI	36	13	36						
COOPER-CLIMAX	J. BRABHAM	34	14	34						
B.R.M.	J.E.G. FAIRMAN	24	15	24						
COOPER-BRISTOL	F.R. GERARD	38	16	38						
MASERATI	J. BONNIER	28	17	28						
MASERATI	I. BUEB	32	18	32						

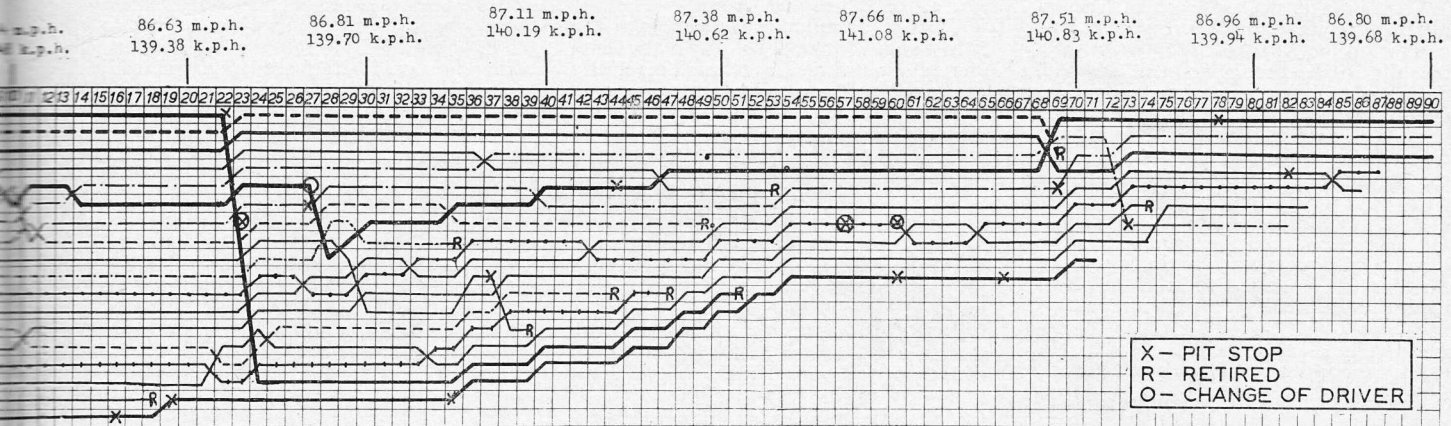
MAESTRO Fangio (below, left) was out of luck in this race and had to press on hard with an ailing motor. He retired with rocker trouble on the 49th lap.





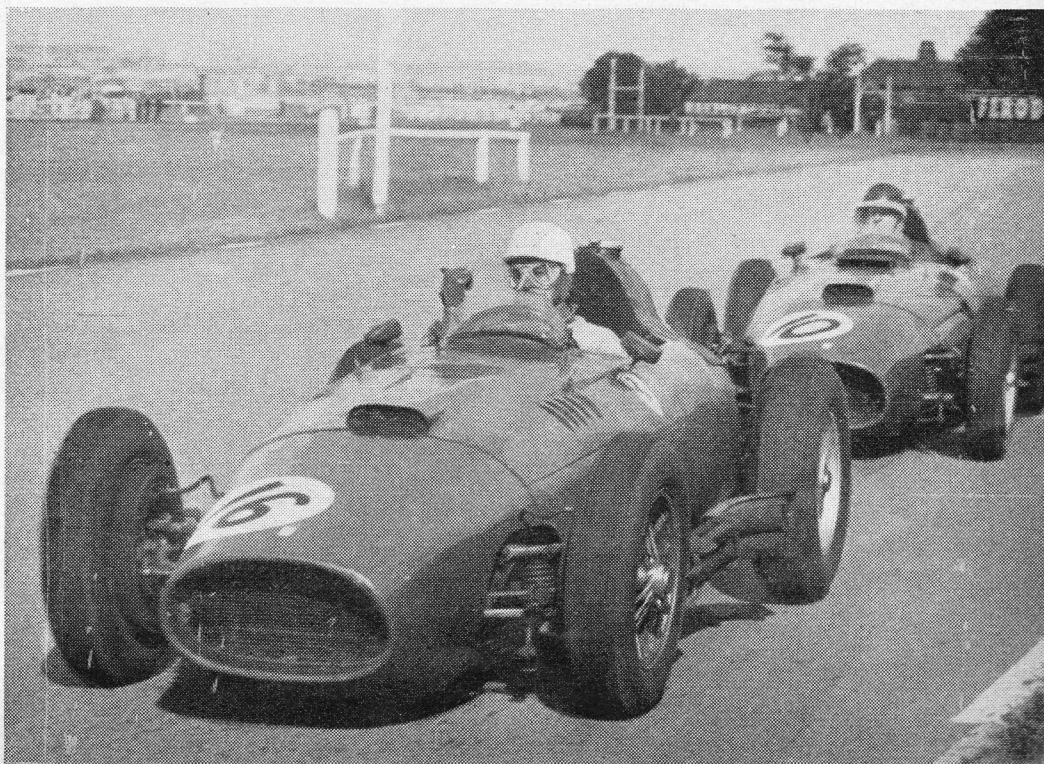
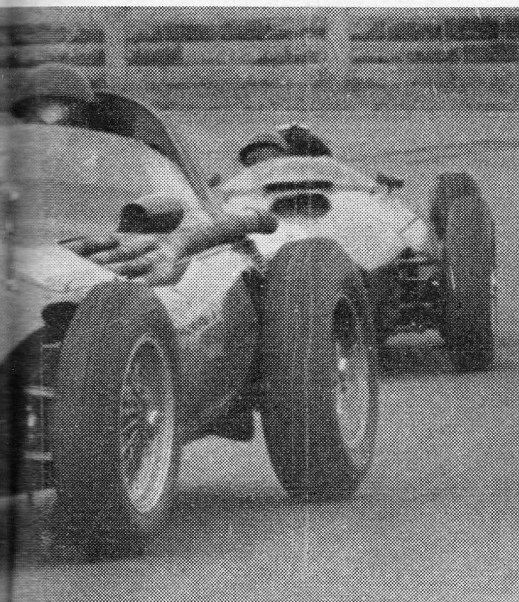
CLASS CHART AND PRIX D'EUROPE

TOUR D'HONNEUR: Having taken the flag (above, left) and brought victory in a major G.P. to a British car and driver for the first time since the 1920s, Stirling Moss waves exultantly to the crowd as he tours in for the presentation of the laurels, which he shared with Tony Brooks (far left).



FERRARI SANDWICH: Peter Collins finds himself (below) cornered between Brooks in Moss's car and Stuart Lewis-Evans in the third Vanwall.

APRÈS VOUS: Maurice Trintignant (below) signals Ferrari team-mate Mike Hawthorn to pass him on the inside at the approach to Tatts during Hawthorn's vain pursuit of the leaders.



NO HAPPIER this year than last in spite of further modifications, the B.R.M.s were never in the running, still appearing unstable on cornering and braking. Here Jack Fairman clips the verge as he lets Moss through at Tatts Corner.

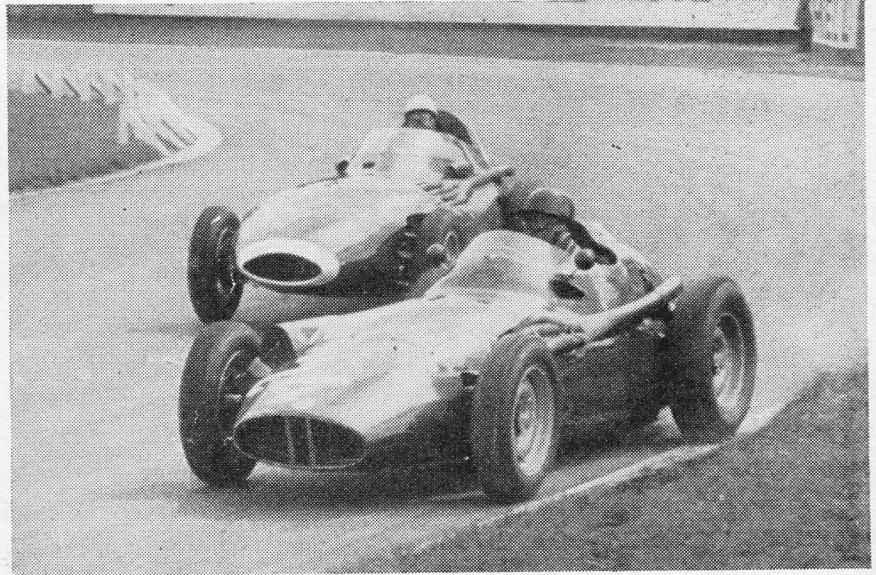
V for Victory—and Vanwall—continued by running out of fuel. Anyway, even after his quick stop, he still had over 40 secs. on Musso. There were loud cheers for Lewis-Evans who struggled back with the Vanwall, had it repaired, and rejoined the race minus bonnet.

Fingers were crossed whilst Moss circulated calmly and confidently in the Vanwall, with face as black as night. Interest was centred also on Hawthorn's valiant efforts to make up for that tyre burst. This was Mike at his splendid best, a great Grand Prix driver if ever there was one, and he started to gain rapidly on his team-mate Musso. However, it was doubtful whether or not there was sufficient time left. But for that unfortunate tyre business, anything might have happened. At least, Stirling would not have been able to motor quite so quietly during the final stages.

One noted the progress of Salvadori in fourth place, well in front of Trintignant. Just when his effort was almost certain to be rewarded, he went past the pits to the accompaniment of loud, clanking noises—the gearbox casing had split wide open. He stopped, added some fuel, and toured slowly round before coming to rest within a few feet of the finishing line. Brabham failed to come round to complete his 75th lap, after an admirable effort; but never-say-die Bob Gerard plugged round in sixth place, which was now beginning to be threatened by Lewis-Evans. Many laps behind came Bueb, whose determination had kept a sick car in the race. Therefore with 10 tours still to come, the eight survivors were placed as follows:

1. Moss, 2 h. 45 m. 35.2 s., 86.96 m.p.h.
2. Musso, 2 h. 46 m. 16 s.
3. Hawthorn, 2 h. 46 m. 37.8 s.
4. Salvadori, 79 laps.
5. Trintignant, 78.
6. Gerard 73.
7. Lewis-Evans, 73.
8. Bueb, 65.

The scenes at the finish were a tribute to the enthusiasm sweeping the country for motor racing. A frantic crowd yelled their heads off as Moss went through on his last lap, to win the very first Grand Prix for a British car, since de Hane Segrave did it in 1923 with a Sunbeam. Hats were hurled high into



the air—never to be retrieved. Complete strangers shook hands and danced jigs. Even hard-bitten pressmen could not conceal their excitement.

What a tumultuous welcome awaited Moss and Brooks. To break the long run of Continental successes, especially on British soil, was to make motor racing history. Stirling could scarcely keep the emotion from his voice as he talked to

the crowd over the microphone. He had attained one of his life's ambitions, and, with the help of Tony Brooks and Stuart Lewis-Evans, had put British motor-racing on the map in full-scale G.P. events. Tony Vandervell and his able helpers had thoroughly justified their faith in the green cars, and in private enterprise.

What a great day!

THE SPORTS CAR RACE

WHILE track conditions for the Grand Prix were near ideal, the same was certainly not the case for the sports car event which preceded it. The best Liverpoolian rain had fallen all the morning and continued to drizzle on the streaming wet track for the full 17 laps, and it is to the considerable credit of the drivers—and their cars—that they stayed on the road, and "incidents" were at minimum. This, in fact, was a feature of the whole meeting, and Aintree must certainly be marked down as an essentially "safe" circuit, even if it lacks the glamour of some Continental venues. Victory on this occasion went to that sensational combination of the new Lister-Jaguar and Archie Scott-Brown, although Roy Salvadori, in the

very fast 3-litre DBR1-300, took second place and shared fastest lap with Archie.

In practice, both Archie Scott-Brown and Roy Salvadori had unofficially bettered the latter's existing lap record, set up in April last year in 2 mins. 8 secs. (84.38 m.p.h.). Archie recorded 2 mins 6 secs., while Roy's best lap took 2 mins. 6.8 secs. However, on race day it was obvious that these times were most unlikely to be improved upon, or even approached, for the track was in a state that would have had the competitors at a "club" race meeting spinning in all directions—but these were the finest of sports-racing cars and most of the country's best conductors; and all it meant was that the lap times were a fraction down, whilst the demonstration of high speed wet-weather motoring was an education to watch.

As the flag fell, Archie shot ahead, and by halfway round on the first lap was already 100 yards ahead of Roy Salvadori, in turn followed by Duncan Hamilton in his 3.8-litre D-type Jaguar and Graham Whitehead in his ex-works DB3S Aston. At the end of the first lap, the leaders remained in that order, except that Peter Blond in the H.W.M.-Jaguar had headed Whitehead, and Keith Hall was lying sixth, well ahead of any of the other 1,100 c.c. cars.

Scott-Brown, Salvadori, Hamilton and Blond began to pull away from the rest of the field, the latter pair in fairly close company, while Archie pulled out a 10 secs. lead by the third lap. By then Brabham, in John Ogier's Tojeiro-Jaguar, had first made thumbs-down signals to his pit and then pulled in, continuing later with a sick-sounding motor. On the fifth lap, Dick Steed, in the other

(Continued on page 116)

The Results

1. **Stirling Moss/Tony Brooks (Vanwall)**, 3 h. 06 m. 37.8 s., 86.80 m.p.h. (139.68 k.p.h.).
2. **Luigi Musso (Ferrari)**, 3 h. 07 m. 03.4 s.
3. **Mike Hawthorn (Ferrari)**, 3 h. 07 m. 20.6 s.
4. **Maurice Trintignant (Ferrari)*** 88 laps.
5. **Roy Salvadori (Cooper-Climax)**, 85.
6. **Bob Gerard (Cooper-B.G.-Bristol)**, 82.
7. **Stuart Lewis-Evans (Vanwall)**, 82.
8. **Ivor Bueb (Maserati)**, 71.

Fastest lap: Moss, 1 m. 59.2 s., 90.60 m.p.h. (circuit record).

Retirements: Bonnier (Maserati), 18 laps, transmission. Menditeguy (Maserati),

35 laps, transmission. Shell (Maserati), 39 laps, water pump. **Leston (B.R.M.)**, 44, engine. **Fairman (B.R.M.)**, 46, engine. Fangio (Maserati), 49, engine. **Collins (Ferrari)**, 53, radiator pipe. Behra (Maserati), 69, clutch. **Brabham (Cooper-Climax)**, 74, clutch.

*Collins took over for four laps, insufficient to rank as finisher or qualify for World Championship points.

17-Lap Sports Car Race

1. W. A. Scott-Brown (Lister-Jaguar), 78.8 m.p.h.

Up to 1,100 c.c.: 1. K. Hall (Lotus-Climax), 73.54 m.p.h.; 2. A. Stacey (Lotus-Climax); 3. I. Bueb (Lotus-Climax). Fastest lap: K. Hall, 2 m. 23.8 s., 75.16 m.p.h.

Over 1,100 c.c.: 1. W. A. Scott-Brown (Lister-Jaguar), 78.8 m.p.h.; 2. R. F. Salvadori (Aston Martin DBR1); 3. J. D. Hamilton (Jaguar D.). **Fastest lap:** Scott-Brown and Salvadori, 2 m. 11.8 s., 81.94 m.p.h.

UNBEATABLE!



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The very Motor Oil you buy from your local Esso Dealer wins again

Aintree Grand Prix of Europe Meeting
20/7/57

SPORTS CAR RACE (1,100 c.c.)

1st K. HALL LOTUS-CLIMAX

2nd A. STACEY LOTUS-CLIMAX

Also using Golden Esso Extra

(Subject to official confirmation)





The Sports Car Race—continued

Ogier Toj-Jag., pulled in with overheating and shortly after they both retired.

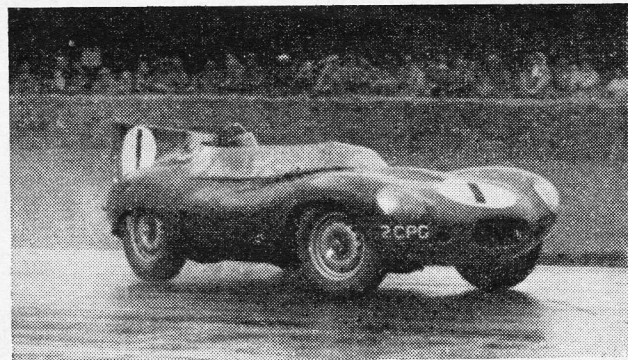
Jack Fairman, in Johnny Broadhead's D-type Jaguar, had not made too good a start, but soon began to climb up through the field and by the seventh lap had passed Hall into fifth place. Graham Whitehead's DB3S had begun to drop back and he, too, made an early pit-stop.

The race now settled into a steady pattern. By the tenth lap, Archie had a 15 secs. lead and seemed quite unassailable, although Salvadori was motoring the Aston to very good effect. "Dunc." was next in line, closely followed by Blond, and Fairman led the rest of the field a little way back, followed by the amazing Hall, Brian Nay-

★

TAIL - WAGGERS were the D-type Jaguars of Duncan Hamilton (right) and Jack Fairman as they power-slid out of Tatts Corner.

★



RAINSWEPT track—and spectators—as Archie Scott-Brown swishes his way through appalling conditions to win the sports car race in the very fast new Lister-Jaguar. He found his goggles became spray-covered and is seen pulling them off to continue without them.

Ivor's Lotus-Maserati and Alan Stacey in the next of the 1100 c.c. Lotuses with Peter Whitehead (DB3S) and Ivor Bueb (1100 Lotus) not far behind, all circulating in blinding clouds of spray.

The only real drama of the race occurred just three laps from the finish, when Archie began inexplicably to drop back and at the end of the 15th tour Roy appeared round Tatts Corner right on Archie's tail. It appears that Brian Lister had miscounted the number of laps completed and had hung out the "take it easy" sign to Archie too soon! Fortunately the situation was appreciated in time, Archie put his foot down once more—and there was no doubt which was the faster car! Incidentally, although the Jaguars were undoubtedly fast it was noticeable how, while those cars with de Dion or independent rear suspension cornered really steadily in these appalling conditions, the Jags were enjoying rousing though quite controllable tail-slides at Tatts, much to the entertainment of the crowds in the stand there.

So a comparatively uneventful race

drew to its close. Archie pulled out two or three seconds lead again in the last two laps and romped home an undisputed winner. Roy Salvadori followed him with the DBR1 in second place, and Duncan Hamilton took third spot after an exciting drive with the "big" D-type. Keith Hall's performance in the up-to-1,100 c.c. class had been most impressive; he had incidentally recorded a practice lap in 2 mins. 13.8 secs., which equalled those of Peter Whitehead (DB3S) and Peter Blond (H.W.M.-Jaguar) and brought him a third row place on the starting grid. In passing, it was noted that whilst all the cars were compulsorily equipped with windscreen wipers, none of the drivers made use of them!

STUART SEAGER.

STORMY CROSSING—Anchor Crossing in fact, on the first lap of the sports car race. Leading a bunch is Brian Naylor's Lotus-Maserati, followed by Graham Whitehead's DB3S, Keith Hall's class-winning Lotus, Peter Whitehead and Peter Blond.



Success

AT AINTREE — JULY 20th.

Sports Car Race

1st.

**W. A. SCOTT-BROWN
LISTER-JAGUAR**

3rd.

**J. D. HAMILTON
JAGUAR**

5 out of 6 class awards

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Dicing in the Desert

- Motoring sport flourishes in some strange parts of the world and the Ahmadi Desert Motoring Club suits its events to the local conditions of the Persian Gulf

THE Ahmadi Desert Motoring Club was founded in 1952 by a few keen motorists of the Kuwait Oil Company and the membership has now increased to a flourishing 375.

In the club's early days there were "noggins and natters" once a month in a sports pavilion and sporadic motoring events. The club then gravitated to some rather dilapidated but homely premises with a distinct motoring atmosphere; now, members are fortunate in having new club premises. There is a spacious air-conditioned club room with a bar, easy chairs and a good selection of up-to-date air-mailed motoring magazines; a most useful committee-cum-results room and a workshop with ample benches; outside is a covered car maintenance area for about a dozen cars with two raised ramps. And . . . an old, but their own, three-ton Ford breakdown truck. This is useful not only for hauling in lame cars but for lifting engines for overhauls.

It may well be thought that, in an Arab sheikhdom, the only means of transport would be by donkey, camel or one of those immense American roadsters. But the members of the A.D.M.C. own Jaguar Mark VIIs and 2.4s, TR2s, TR3s, Austin-Healeys, M.G.As, a blown TD, and Porsches as well as most of the British post-war family saloons and a few Mercedes, Fiat 600s and DKWs.

The desert does not offer nearly so much scope as the English countryside for trials, but there is so much enthusiasm that a pretty fair variety of events can be organized. Class A events consist of driving tests and navigation trials (with compass bearings, given distances and varying average speeds on different sections); class B events comprise scavenger hunts, rhymed clues, photographic hunts for well-known landmarks taken from strange angles, "pot pourris", etc. There is no Ordnance Survey available in a suitable scale but two enterprising members are hoping to run a miniature rally this year which, we understand, will have a grid based on a triangular survey!

So far this year nine events have been held and the club is now in the midst of the "close" or hot season. Outside events start in earnest again in September when another nine events will be held before the end of the year. The last two events were driving tests and a navigation trial.

The driving tests were held on a disused airstrip. The surface is not nearly so modern as concrete or tarmac but is "gatch" with occasional patches of soft sand thrown in for good measure.

For some time six rather short (space being limited) tests have been held on



RAISING the dust during a driving test on a "soft" piece of desert is Frank Quinn's Mark VII Jaguar.

which, rarely, more than second gear could be engaged. The organizers felt that four longer tests would give more scope with the gearbox.

All four (or six) tests are in operation at the same time and the club prides itself that with over 20 entries, having two runs each—160-240 timed tests are finished in about 3½ hours, including a 20 minutes halfway break. Results are entered on an enormous board as soon as marshals return to the paddock at half-time and the provisional final results are out within half an hour of the last man crossing the finishing line.

The last navigation trial was held at night. This was a mixture of desert tracks and macadam roads (there are a few of the latter) the way being found by compass bearings and set mileages. Along this 60-mile course were marshalling points and unattended check boards. This trial had 33 different bearings but a day-time one will have between 60 and 70 with usually a 3½-hour time limit; an allowance is made for one minute early or late arrival at a marshalling point but top flight navigators are now beginning to bring their drivers in to a matter of seconds.

Immense distances can be seen across the desert, so that headlamps are always extinguished at marshalling points and, if time allows, drivers who spot another competitor on the horizon frequently dim their lights. If, however, the slide rules, graphs or Blackwell calculators indicate that the average speed is lagging behind, on have to come the lights to show up the corrugations, undulations, potholes and soft sand stretches to be avoided on the tracks. Sometimes, way out in the wilds a navigator, mistrusting his reading from inside the car, will be seen on hands and knees at a "Y" fork endeavouring to make his compass bearing tie up. Again, a competitor off course may be confronted with an oil pipeline which may mean a detour for miles to find a "crossing", or possibly a Bedouin with his flock of goats will cross a track just as time is running out. Maybe the carburetter will get sand in it or the engine overheat but, at least, members never get cracked blocks from frost!

Two of the most exciting events of the year are visits to and from Bahrein, the "neighbouring" motor club; Bahrein is just 600 miles away! The meetings sharpen the wits as Bahrein folk are not

used to unmapped navigation trials and A.D.M.C. members are rusty or novices at reading grid references—great fun is had by all.

The last visit was at the end of February when A.D.M.C. entertained Bahrein; the team and supporters, who arrived by plane early in the afternoon, met their hosts and hostesses in Ahmadi. A huge crowd then met in the new premises to welcome the visitors and, later, approximately 75 people went on to dine and dance until midnight. On the following morning it was decided to hold driving tests as a change for the inter-club event (one Bahrein member asked if he had to go through all six tests without stopping, but was assured there would be a pause between each).

Each of the 12 Bahrein M.C. members coupled with an A.D.M.C. member, both using the latter's car. In two or three cases "home" drivers were not using their own cars but, with the disadvantage of using a dozen entirely strange cars, Bahrein put up an astonishingly fine performance and won by an overall difference in marks of 1½ per cent. The series now stands at "two all".

As well as the events mentioned a novices' trial is also held (entrants may not have been first, second or third in a class A or B event during the year); a solo touring trial when the drivers have no navigator to swear at and, at last, can appreciate just how much is done by those long-suffering individuals: the 12-hour night desert rally in which there is the keenest competition of all—held in the rainy month, November, when the desert can be a morass in places. Finally there is the popular annual dance when a remarkably fine display of pots are presented.

In the hot season, motoring film shows from the U.K. are held. Barbecues, parties—a motor quiz and shows of 16 mm. (with magnetic sound track) and 8 mm. films of A.D.M.C. events are enjoyed.

Certainly the club lives in a bare and arid desert but it would be hard to find a keener and more enthusiastic band of motorists: as Ahmadians say, "There is always something going on in the A.D.M.C."



the winning

VANWALL

relied on

K.L.G.

plugs

THESE WORLD RECORD HOLDERS ALSO USED

- * **World Air Speed Record, 1,132 m.p.h.**
(Peter Twiss in the Fairey Delta II)
- * **John Cobb's World Land Speed Record, 394.196 m.p.h.**
- * **Donald Campbell's World Water Speed Record, 225.63 m.p.h.**
- * **Robert Burns' World Motor Cycle and Sidecar Speed Record, 176.42 m.p.h.**

(Subject to official confirmation)

K.L.G.

CORRESPONDENCE

Clymer's Challenge to Fangio

I HAVE read with interest your report of Mr. Floyd Clymer's challenge to the current World Champion, Juan Fangio, but by implication he suggests that if Fangio is unable to complete the run and finish at least fifth he has no right to the title.

Does Mr. Clymer by any chance think that the present Indianapolis champion could and would qualify a Grand Prix car and finish at least fifth in one of the World Championship series?

In the much publicized race at Monza the dice were loaded very heavily in favour of the American team, and as I understand it, had they not been, the race would not have been held at all.

They were the only people with cars constructed to turn left only, and insisted that the race should be run wrong way round, the only competitors they could expect were used to going the other way.

It would be more to the point if Mr. Clymer offered a race in America, for the same set of drivers, on a road course of, say, 6 to 8 miles to the lap, engines limited to 4.2-litres, to be run wet or fine on the appointed day.

If Mr. Clymer is right in his ideas, I am sure the American team would accept, and I am sure that Mr. David Murray for one, would be happy to supply some opposition.

G.A.F.

LONDON, S.E.19.

Is not Mr. Floyd Clymer a little mistaken in his challenge to Fangio to race at Indianapolis? One does not expect a champion high jumper to win the pole vault or a "flat" jockey to win over the sticks. Fangio is World Champion Grand Prix driver and his racing is done on proper road circuits. Why, therefore, should he be expected suddenly to take up track racing with its completely different technique? Nobody who looks at the top of page 46 of 12th July issue of AUTOSPORT or who has seen him really trying (as he did practising for the British Grand Prix last year) can doubt that he is a true champion, but I see no reason to criticize him merely because he sticks to his own job and does not try to beat others at theirs. If Mr. Clymer has all that money to spare let him put it to a really good purpose like backing one of the small independent racing teams such as Connaught were.

M. J. LARKAN.

LONDON, W.11.

Horsepower Comparisons

IT would appear from recently published figures that the 3.8-litre injector D-Jag. engine produces 305 b.h.p. in Sebring trim (10:1 compression ratio) whereas the 4.2-litre Meyer-Drake only produces 280 b.h.p. In view of recent events at Monza could not the residue of the Connaught G.P. fund be put towards installing one of these motors and Jack Fairman in a suitably indestructible chassis (the high-tailed Connaught perhaps) in time for next year's 500-mile races?

REYNER BANHAM.

LONDON, S.W.1.

In Praise of Mechanics

THE success of Vanwall at Aintree on Saturday was indeed a truly magnificent achievement. I write this letter in praise of the mechanics who, after returning from Rheims on the previous Monday, had to work on the cars at Acton and travel up to Liverpool on Wednesday night. Thursday night they worked until about midnight, which they said was early. On Friday night, with two friends, I was privileged to watch the cars being prepared right through the night until almost 4 a.m. The only break they had was for a cup of tea, for the rest they were working with great zeal on all three cars.

For them the climax came not until Moss had crossed the line, in fact the tension was so great when Moss stopped for fuel that they were trembling. For these men this victory was their greatest hour and I pay tribute to their fine achievement.

DUDLEY W. CHEESMAN.

LONDON, S.E.26.

Snetterton and the Clubs

I WONDER if you would be kind enough to correct your statement regarding the West Essex C.C.'s national meeting scheduled for 10th August, and the use of Snetterton.

Snetterton is available to any club that wishes to hire it on a sliding scale of charges according to the size and type of race meeting to be held, and in fact I offered it to the W.E.C.C. for their meetings. What I told them was that I was not prepared to "sponsor" a meeting on the scale envisaged by them—a very different thing. The reason?—the excellent International meeting run by them in 1955 resulted in the bank manager and I nearly falling out. A very heavy loss was sustained. All enthusiasts and any club are welcome at Snetterton. We are here because we love motor racing—not to stop it. However, sad as it may be, goodwill is no substitute for hard cash, and that's what you "gotta" have, and lots of it to run a near "International" meeting. All the same I think that Snetterton race-goers will get a jolly good show on 28th July. We are at the moment negotiating for some very interesting entries.

OLIVER SEAR.

HON. SECRETARY,

SNETTERTON M.R.C., NORFOLK.

(In the West Essex C.C.'s bulletin it was announced that the August meeting had had to be cancelled because, it was stated, the Snetterton circuit was "not available".—Ed.)

Brooklands Memories

MAY I, as an old devotee of racing, pay heartfelt respects to John Bolster for his wonderful article on the unveiling of the Brooklands Memorial.

Brooklands to the younger set, even our younger drivers, is only a name, but to those of us who have either watched or "been round" it is more than a name, it is a lost love.

I would dearly have loved to have been present on 6th July just to live again amongst those cars which in our days thrilled us to the core, and who amongst us weren't thrilled to the wonderful roar of the 8-litre Bentleys on the far banking, looking like flies but sounding simply wonderful?

Thanks again John B. and d— you for making a lump come in my throat.

ALFRED R. BRUTON.

DURSLEY, GLOS.

Irish Hospitality

WE feel that in view of our extremely pleasant visit to Kirkistown our public thanks are due to the organizers, marshals, competitors and all concerned with the meeting. From the moment we landed every conceivable hospitality and assistance was given, accommodation and fuel found, transport provided, to such an extent that we could only presume we were to be given a good drubbing during the meeting.

This as it happens did not transpire, but it speaks well for Irish hospitality that, if anything, their efforts were redoubled to ensure our continued enjoyment. We personally have asked for an invitation to their next major event and suggest to any English competitor who may like a long week-end holiday, with some excellent sport thrown in, that Kirkistown and the 500 M.R.C.I. combined provide the answer.

There has in the past been talk of a return match in this country. We all hope that this will be arranged in the near future and we will do anything we can to assist in its organization although we shall all be hard put to match the Irishmen's hospitality.

L. B. MAYMAN,

J. A. TURVEY,

PAULINE MAYMAN.

BIRMINGHAM.

I AM sure that the whole of the visiting English contingent to the Ford Championship of Ireland would wish to join us in placing on record our sincere thanks to the 500 M.R.C. of Ireland.

When a comparatively small club can efficiently organize a most enjoyable meeting, look after a sizeable party of visitors from the moment they set foot on the quay, see those visitors help themselves to a large percentage of the silverware and still come up with hospitality that needs to be experienced to be believed, it speaks well of both the enthusiasm and energy of that club.

Perhaps the English can teach the Irish something about Ford engines (temporarily), but in the matter of friendship and good club spirit the boot is on the other foot—thank you, 500 M.R.C. of Ireland—we'll be back.

E. H. BROADLEY,

G. J. BROADLEY.

BROMLEY.



PENN PORTRAITS OF NORTHERN SPORTING PERSONALITIES

No. 28—MIKE WILSON

WITH such a background as his, it was obvious that Mike Wilson would succumb to the lure of motor sport. His father was the late C. D. Wilson, who was known as the "grand old man" of Northern sport; he was 27 years chairman of the J.C.C. and more recently of the B.A.R.C. Yorkshire Centre, and was a pre-war Brooklands driver. Mike's mother, Mrs. Constance Wilson, was a well-known trials driver.

Mike, rotund of figure, cheerful of countenance and known to one and all as the possessor of the most booming laugh in Europe, says his earliest recollections of the sport are being wedged into the single-seat dickey of an early sports Alvis and bounced over cart tracks until merciful release came!

Mike Wilson's own claim to fame as a competitor is that he has raced, rallied and trialled, but has never yet won a major award. He drives because he likes it, but is just as happy hatching up a diabolical plot to ditch the entire R.A.C. Rally in some mountain fastness of Yorkshire.

It is as an organizer of Club affairs that Mike Wilson is so well known. At present vice-president of both the B.A.R.C. Yorkshire Centre and the Yorkshire Sports Car Club, he has been for some five years assistant secretary of the Association of Northern Car Clubs, during which time membership has increased from six to 49 clubs.

Mike has been co-responsible for such events as the Scarborough Rally, the Yorkshire "Mille Miglia", possibly the toughest rally run in this country. At least there has never been a clean sheet on the road section for the last six years,

NATURAL HABITAT: Familiar scene at Northern trials, as Mike Wilson's enormous V8-engined special is man-handled free of the countryside!

and on one occasion it was won by Peter Bolton who was over two hours late! Mike is also largely responsible for the Yorkshire sections of all the big national events passing through that terrain.

From chief pit marshal at the R.A.C. Grand Prix down to starter at the local club's half-hour high speed trial, Mike is always there. A better example of one who puts sport before self would be hard to find.

After the war, in which he was a Major in the Signals, Mike Wilson started competing in 1946 with an M.G. TC and in 1947 acquired one of the Harford chassis, into which went the usual Ford 10 "modded" engine. With these two he both rallied and trialled but never won anything, though he did qualify for the Trials Championship of 1950, finishing last.

In 1953, father acquired a large and hairy V8-engined monster, ex-Tommy Wise, and Mike, getting ambitious, swapped for the smaller car. The only record put up by the F.M.B. is the number of times it has been towed out of a bog. Now, on its arrival, strong marshals walk rapidly in the opposite direction! Its best known habit: the deeper the bog, the less it is inclined to start! This year it is being equipped with 12-volt electrics (I suspect by public subscription).

For rallies Mike has always used the M.G. range, and was a member of the winning team in the Morecambe Rally in 1950-51-52. One of his TDs did 86,000 miles on the same block, but needed three cranks; it turned over and went through a wall, but it still goes.

In International events he was navigator and co-driver to Tommy Wise from 1949 to 1952 in the Lisbon, Monte, Alpine, etc., on Jowetts, and his funniest experience concerns the Alpine of '51. Near the Stelvio a cyclist ran into the Jupiter and broke his collar bone. The police arrested and dungeoned Wise and Wilson; no one could speak English and it was only after six hours of attempted communication on an American typewriter that they were released.

Biggest disappointment was in the Rally of the Dams in 1954. Mike's TD off the road, he borrowed mother's Austin A30, and was the only car running clean after the navigation section. With two controls to go and two hours to do it in, a stone holed the sump. . . .

Mike Wilson was born in 1922, is single, and in business is a director of the family firm of dyers and dry cleaners. His hobbies are sound recording, allied to 16 mm. ciné work. His favourite personal transport is anything as long as it's M.G. Favourite course is Catterick.

His suggestion for the improvement of our sport is to recommend to the younger enthusiastic competition organizer that a "dicey" rally on main roads, daily becoming more unpopular, is not the only form of motor sport. Lastly, his own personal ambition is to win just one "little" major award. I hope he does—he deserves to!

FRANCIS PENN.

NIGHT OWL RALLY

IN the Broughton-Bretton Motor Club's Night Owl rally for members over a 130-mile course in Cheshire and North Wales during the night of 22nd June only one clean sheet resulted, that of D. N. H. Wood driving a Volkswagen. Only 11 cars finished out of 24 starters.

Other results: Under 1,500 c.c.: J. Peters (Volkswagen). Over 1,500 c.c.: O. Roberts (Vanguard).

PETERBOROUGH M.C.

Rally, 7th July

Best Performance: J. E. Goode (Fiat 600). **First Class Award:** N. S. Manser (Standard). **Second Class Award:** C. Armstrong (Zephyr). **Novice Award:** M. Smith (Morris 10). **Navigators' Awards:** Mrs. Goode, B. Rowell, S. Nicholls and A. Avery.

BRISTOL M.C. AND L.C.C.

Veteran Rally and Trial, 6th July

Best Performance (Rally) Veteran Class: E. D. Woolley (1897 Daimler); 2, J. M. A. Paterson (1903 Winton); 3, H. R. Timmis (1903 Gladiator). **Edwardian Class:** 1, A. G. Stock (1907 Robinson); 2, Major W. T. Pitt (1913 Hispano-Suiza); 3, C. J. Bendall (1911 Rolls-Royce). **Trial, Best Performance:** F. M. Lawson (1903 de Dion Bouton).



Club News

By MARTYN WATKINS

ONE of the many delightful aspects of handling the news from the clubs week by week for the past month or so has been the receipt and subsequent perusal of the journals and bulletins that many of them—or rather most of them—produce. They range from the humorous to the informative, and many of them are exceedingly well produced—and not even the soured professional journalist will be grudging about that!

Of those that set out to be nothing but very, very funny, one of the most successful to reach the office recently is something called *This Here Thing Weeklie*, claimed to be the official organ of the Madison Avenue Sports Car Driving and Chowder Society of New York. An editorial note describes it as being published "onethly monthly" by a staff which includes "Chief proofreader Pete Blunk ('He don't talk good but he spells like crazy')". There is little doubt that a certain leading national newspaper would describe the bulletin as "zany" and AUTOSPORT can't think of another word for it.

The whole of this is crazy from the word go—but it's a sure bet that all the members read it frantically. For example, there is an invaluable calendar of club and other events which no good member can probably afford to miss: "9th July. Regular meeting. This is today's meeting. If you don't know about it, how come you're here? If you're here and don't know it, you'd better check with somebody, quick". See what I mean?

In the next issue, we are promised several don't-miss-these features. "I was paid by the S.C.C.A. to drive at Indianapolis, by Gina Lollobrigida" is a fair sample. No comment. . . .

* * *

FOR the third year in succession the **Hants and Berks M.C.** is to organize the Mobilgas Economy Run, for which



TWO-WHEELER in the Guildford M.C. driving tests is the Series "E" Morris of H. M. Kay, of the Per Ardua Club.

regulations and entry forms are available from Holly Birkett, 288 Fleet Road, Fleet, Hants. For the first time, the run will use the ton-mile per gallon formula to find the winners of the event, which covers nearly 1,000 miles. This system, it seems, means that all cars compete on equal terms, irrespective of size and weight. The car's weight, plus 5 cwt., representing passengers and luggage, is multiplied by the distance covered and the total divided by the number of gallons consumed. The overall winner and the winner in each class will be determined in this way. Because every car must carry a driver, co-driver and an official observer, it has been decided to eliminate the "all comers" class in which two-seater and sports cars previously competed. The Run takes place on 30th August-1st September, and entries close

on 12th August. The entry fee is five guineas, but fuel and oil are supplied free by the organizers. . . . One-make clubs entered for Sunday's **Bugatti O.C.** inter-club hill-climb at Prescott include, naturally, the B.O.C., led by Peter Stubberfield, the Alvis O.C., Bentley D.C., the Mercedes-Benz Club, with two 300SLs and a 540K, and the M.G.C.C. A new team which should provide a lot of interest is that entered by the 250 M.R.C., the cars entered being a Smith Spl., a Thistle Spl. and a Birsay, which is believed to have a Triumph engine. Representing the Hagley and D.L.C.C. is Tony Marsh, backed up by Jimmy Stuart. The meeting starts at 10.15 a.m. . . . The **250 M.R.C.** has a race meeting all of its own at Snetterton on 4th August. Participating clubs include the Jaguar D.C., the B.R.S.C.C., Club Lotus, 750 M.C. Snetterton M.R.C., Midlands M.E.C., and the West Essex C.C. Classes have been arranged for racing cars, sports cars, saloon cars and Jaguars, and the entries—to 250 M.R.C., 45 Hollywood Road, London, S.W.10, close on 30th July. . . . Entry forms and regulations for the **750 M.C.'s** six-hour handicap relay race for sports cars at Silverstone on 17th August are now available. The race starts at 1 p.m. and has a national permit. Teams of up to six cars, with a maximum of 35 teams, or solitary entries will be accepted up to 5th August. . . . Mr. J. A. Tatchell, elected treasurer of the **Alvis O.C.** at the time of the club's reorganization and who has been closely connected with the successful building-up of the Club, has resigned, due to pressure of business. He is succeeded as treasurer by Mr. T. Brantom, previously treasurer of the Southern Section. His address is Rover Cottage, Dymchurch, Kent. The Club's technical editor has changed his address, which is now R. E. Spain, 203, Clare Road, Stanwell, Staines, Middlesex. . . . Among the entries for the **Veteran C.C.'s** Blenheim Palace Rally on Saturday is a 1906 Renault, owned by Mr. Pilkington, of Sutton Coldfield. This car served the Royal Family for 20 years, having been bought new by King Edward VII, used regularly by Queen Alexandra and by King George V until 1926. The total

Coming Attractions

July 27th. *Hants and Berks M.C. National Hill - Climb, Great Auclum, Burghfield Common, Berks. Start, 2.30 p.m.*

B.R.S.C.C. Race Meeting, Silverstone. Start, 1 p.m.

Aberdeen and D.M.C. Race Meeting, Crimond, Aberdeen. Start, 2 p.m.

July 28th. *Snetterton M.R.C. Vanwall Trophy Race Meeting, Snetterton, near Thetford, Norfolk.*

Veteran C.C. Blenheim Palace Rally, Blenheim Palace, Woodstock, Oxon. Start, 10.30 a.m.

Bugatti O.C. Inter-Club Hill-Climb, Prescott, near Cheltenham, Glos. Start, 10.15 a.m.

August 3rd. *Bentley D.C. Race Meeting and Sprint, Silverstone, near Towcester, Northants. Start, 12 noon.*

August 4th. *German Grand Prix. (F1, 2 and T), Nürburgring.*

250 M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Liverpool M.C. Driving Tests.

August 5th. *B.A.R.C. Race Meeting, Crystal Palace, London. Start, 2 p.m.*

British Racing and Sports Car Club Race Meeting, Brands Hatch, near Farningham, Kent. Start, 11 a.m.

B.R.S.C.C. and Louth and D.M.C.C. Race Meeting, Cadwell Park, near Horncastle, Lincs.

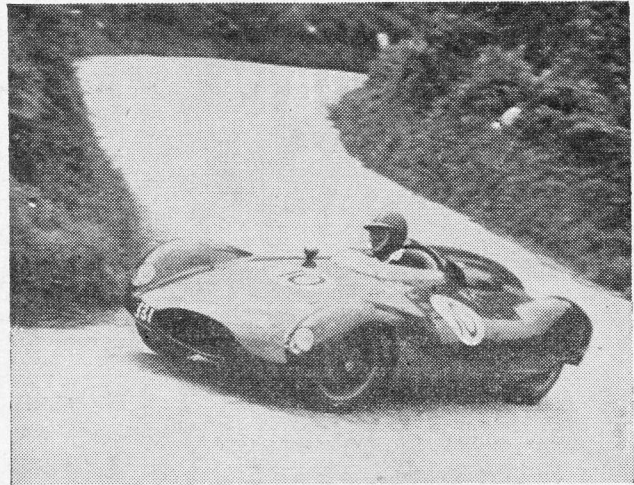
West Cornwall M.C. Hill-Climb, Trengwainton, near Penzance, Cornwall.

Taunton M.C. Autocross, Walford Cross, near Taunton. Start, 2 p.m.

Concours d'élégance, Cookham, Surrey. Start, 3.30 p.m.

entry for the Rally is 120, and is the fourth largest in the Club's history. The cars will be displayed in the Park from 12 noon. . . . The general secretary of the **Forces M.C.**, Mr. W. E. Thornton-Bryar, tells me of an address stencil made out—in error—for one of the Club's members who lives, apparently, at the "Joint Experimental Helicopter Unit, R.A.F., Middle Wallop". . . . **North London E.C.C.** holds a half-night navigational rally in Hertfordshire on 7th-8th September, starting in London at about 9 p.m. and finishing some time after midnight. Members of the promoting club are eligible and others may join in the fun if they effect competition membership, costing half-a-guinea for 12 months. Latest date for membership applications is 17th August; rally entries closing date is 2nd September. All details can be obtained from G. Bance, 11 Bath Road, Reading, Berks. . . . Something we don't see a lot of these days is sand racing. But Channel Islanders, and anyone going there for a holiday, can see a dose on 15th August, when the **Jersey M.C. and L.C.C.** holds a meeting of this kind. Entries, for those who really want to know what it's like, close on 2nd August and D. Owen, "Ker Anna", Bon Air Lane, St. Saviour, Jersey, can answer enquiries. . . . Regulations are available for the **Ikley Rally**, organized on 24th-25th August by the **Ikley and D.M.C.** Invited clubs include B.A.R.C., Yorkshire S.C.C., Airedale and Pennine M.C.C., Combined Universities M.C., M.G.C.C. (N.E. Centre), and, of course, the promoting club. Entries

★
LOCAL boy W. A. W. Knight climbed at Bouley Bay in 55.6 secs. in his Cooper-Climax to set new class record figures. The picture shows him attacking Radio Corner with great spirit.
 ★



close 21st August. . . Entries close on 30th July for the **Trengwainton speed hill-climb** organized by the **West Cornwall M.C.** which is open to cars and motor-cycles. Car competitors will be eligible to compete for the junior hill-climb championship. Invited clubs include Bristol C. and L.C.C., Plymouth M.C., West Hants and Dorset C.C., London M.C. and the Hants and Berks M.C. The event takes place on 5th August. . . . **Northampton and D.C.C.** have received entries from nearly 20 clubs for their autocross meeting to be held at Wakefield Lawn, near Paulersbury, on 18th August. . . .

MAIDSTONE AND MID KENT M.C.

Driving Tests and Concours d'Élegance, 21st July

Test Winners: A. R. Wheeler (Berkeley); I. Mantle (Berkeley); K. Elvidge (Peugeot); J. La Trobe (Borgward); P. A. Barden (P.A.B.); A. J. Apps (Trials car); A. Firmin and V. Mathews (TR2s); A. Ellis (Vauxhall) and R. Waugh (Jensen). **B.T.D.:** A. R. Wheeler. **Concours winners:** Mrs. Waugh (1912 Belsize); Miss A. B. Reynolds (1922 Humber); S. F. Pile (1935 Aston Martin); F. C. Mansell (1957 Goggomobil); G. Moore (1957 Morris Minor 1000); R. Sinclair (1957 Sunbeam Rapier); A. G. Monckton (1957 Hillman estate car); F. C. Aulagnier (1957 Humber Hawk); P. Barden (1957 Jaguar 3.4); P. Barden (1952 Rolls-Royce).

SOUTHEND "300" RALLY

THIS night navigation rally, organized by the Thames Estuary A.C. and held on 20th/21st July, attracted an entry of close on 100 and covered a route in East Anglia. The outright winner, D. H. W. Thompson (Ford Anglia) lost no marks. Mrs. P. Forster (M.G. TD) took the ladies' award and the navigator's prize was awarded to J. C. Swift. Class awards went to R. Neate, W. Scott, A. T. Fisher, C. M. S. Abbott, C. H. Burrage, D. J. Morley, K. S. Kaye, R. S. Pawsey, W. F. Helm, Mrs. Forster, C. D. Boulton, B. Harper, F. E. Still, E. L. Hine and P. B. Jones.

S.C.C.A. FIXTURES

SPORTS Car Club of America's national fixtures for August/September are:—

August

3rd-4th: Washington: Race, Virginia Intl. Raceway, Danville, Va.
17th-18th: New York: Race, Montgomery, N.Y.
22nd-23rd-24th: N.E. Ohio: Ohio 24 Rally.

September

1st-2nd: New England: Race, Thompson, Conn.
6th-8th: New York: Rip Van Winkle Rally.
7th-8th: Chicago: Race, Elkhart Lake, Wisc.
19th-22nd: Colorado: Continental Divide Rally, Estes Park, Colo.
20th-21st: Glen: Grand Prix, Watkins Glen, N.Y.
21st-22nd: Chicago: Rally, Michigan Miglia.
28th-29th: New York: Race, Bridgehampton, N.Y.

Recent Results

THE RILEY REGISTER

Coventry Rally, 6th/7th July

Driving Tests: 1, J. Pugh (1930 MK. IV Nine tourer); 2, S. H. Smyth (1930 W.D. Nine tourer); 3, W. K. Beaumont (1934 Lynx Nine tourer). **Concours:** 1, G. McArdle (1929 Brooklands Nine racing model); 2, A. N. Farquhar (1935 Kestrel 12/4); 3, K. J. Miller (1934 Imp Nine).

LINDSEY A.C.

Photographic Navigation Trial, 15th June

Best Performance: F. Keightley (Riley); 2, E. Harris (Humber); 3, A. H. Philippe (Standard).

KENISH BORDER C.C.

Driving Tests, 14th July

Best Performance: W. F. E. Armstrong. **Best Opposite Class:** D. Price. **First Class Award (open cars):** B. Wright. **First Class Award (closed cars):** R. F. Chappell.

WINDSOR C.C.

Postponed November Handicap, 13th July

Best Performance: 1, J. E. Tylour (M.G. Magnette); 2, Lt.-Col. J. F. Bassett (TR3); 3, G. Connelly (Standard 10).

MIDLANDS M.E.C.

Driving Tests, 14th July.

Open Cars: 1, T. Baker (Triumph TR2); 2, R. Best (Triumph TR3) and J. McLaughlin (Austin-Healey). **Closed Cars:** 1, F. D. Woodhall (Morris Minor 1000); 2, J. Turvey (Standard 10). **Novices Award:** J. Wickham (Morris Minor 1000).

GUILDFORD M.C.

Driving Tests, 21st July

Best Performance: T. Cornish (Morris Minor 1000 Traveller's car). **Class winners:** A. E. Westbrook (Morris Minor 1000 Traveller's car); K. Lane (M.G. TF); P. Chance (Landrover); R. B. Mason (TR2). **Ladies' Award:** Miss Gillian Spooner (TR2). **Specials Award:** P. Nicholas (Modified Morris 1000).

NEWPORT C.C.

Driving Tests, 14th July



B.T.D.: R. Lewis (Triumph TR2). **Closed Cars, under 1,000 c.c.:** D. Boshier-Jones (Austin A35). **1,001-1,300 c.c.:** W. T. Davies (Ford Popular). **1,301-1,500 c.c.:** R. Morris (M.G. Magnette). **Open Cars, under 1,500 c.c.:** P. Boshier-Jones (M.G. TF). **Over 2,000 c.c.:** I. Burge (4½-litre blown Le Mans Bentley).

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A.C. 1939, 4-seater d.h. coupé, 1,000 miles since complete engine overhaul. Just repainted grey. Immaculate throughout. £235. H.P. arranged.—Jones' Garage, Syston, Leics, Syston 86257.

ALLARD

ALLARD J2 fitted Cadillac o.h.v. V8. This engine has been race modified, Cromard steel liners, Laysall balanced crankshaft and flywheel, racing camshaft, twin Rochester four-jet carburetors, mounted on Detroit racing equipment manifold, Mallory distributor and oil coil, B.H.P. 260. Outstanding performance; standing ¼-mile in 14 seconds, standing ½-mile in 23.9 seconds. Tyres are all new. New batteries were fitted in 1956. The whole car is in first class condition and has been perfectly maintained for competition work. It is a very potent motor car to be treated with respect by an experienced driver. Competition successes include: First, unlimited sports car class, Tulip Rally. Best time of day, Stelvio Hill-Climb Alpine Trial; and over 50 other awards. Price £725.—Cheside Motor Company, Ltd., 620 Gt. Cambridge Road, Enfield, Middx. Telephone: ENFIELD 3456.

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ALLARD 1948 Estate Car, V8, 30 h.p., fast. £225, offer.—Happydays, Wigginton, Tring.

ALVIS

ALVIS Firefly, 1932. £100.—Details from Dr. Game, Royal College of Surgeons, London, W.C.2. HOLborn 3474.

ALVIS 4.3 Charlesworth saloon, 1938. New big ends, clutch, brakes, king pins, etc., this year. £200.—McNeilly, 1, Barton Road, W.14.

1929 SILVER EAGLE, d.h.c., grey/black, mechanically and bodily very good, good tyres and new upholstery, crash box, etc., 70 plus m.p.h., 25 m.p.g. £95 o.n.o.—44 Lock Crescent, Kidlington, Oxford.



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Children half-price • Albert Dock 2441

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WEST HAM STADIUM

ASTON MARTIN

RARE ASTON MARTIN Le Mans s/c. with pretty pointed tail, 2-str. body. Mint condition. £350.—Hove 49627.

AUSTIN

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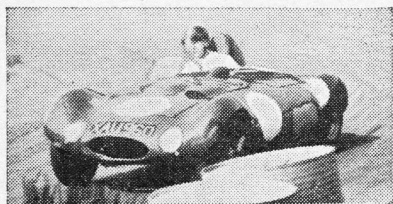
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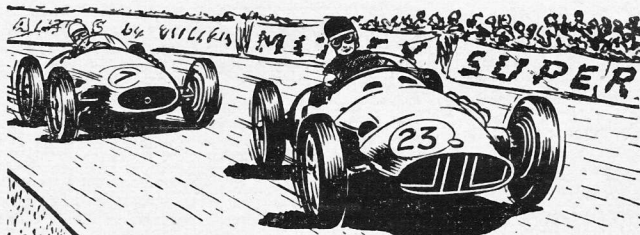
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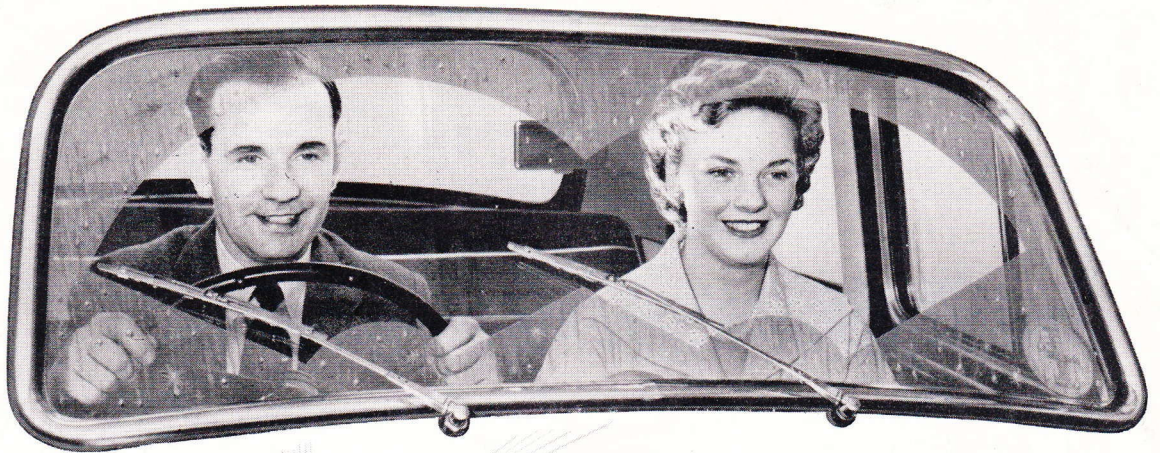
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