

AUTOSPORT

AUGUST 15, 1958

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EVERY FRIDAY
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BRITAIN'S MOTOR SPORTING WEEKLY

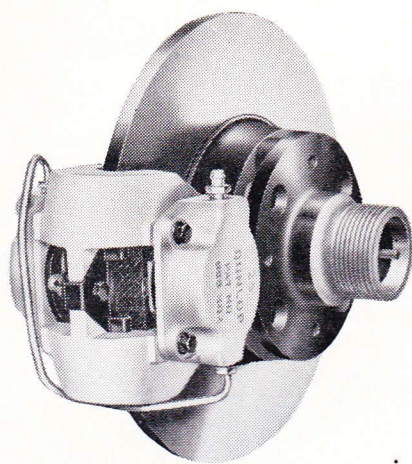
Registered at the G.P.O. as a Newspaper



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JOHN BOLSTER TESTS THE 3.4 JAGUAR : CLERMONT FERRAND MEETING REVIEWED
CLUB RACING AT SILVERSTONE AND SNETTERTON : GREAT AUCLUM NATIONAL HILL-CLIMB

Safety Fast on the M.G.A Twin-Cam with Dunlop Disc Brakes



This new M.G.A. with its double overhead camshaft engine relies on the unfailing stopping power of Dunlop Disc Brakes. M.G. engineers were faced with an acceleration in the order of 0 to 100 m.p.h. in a little over half a minute. They have made certain of absolute, immediate control by fitting Dunlop Disc Brakes on all four wheels. These brakes give confident mastery by stopping this very lively car quickly and smoothly from maximum speed —and by repeating the performance in quick succession innumerable times with no sign of fade or deterioration.

DUNLOP DISC BRAKES

for Sure power to stop Safely!

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Vol. 17 No. 7 August 15, 1958

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EDITORIAL

TV AND MOTOR RACING

DESPITE some excellent transmissions of motor racing events one feels that the television services could show a little more enterprise in giving live coverage of important Continental events. The vast public for motor racing deserves far more time on the air than is generally given, and more advantage should be taken of the Euro-vision organization to ensure that topical reports of the big races are given a place in the programmes. Thousands of people would dearly love to watch Continental races, other than Le Mans or the G.P. d'Europe—the sum total of the B.B.C. live transmissions (sound only) to date, but few can afford to spend the time or the money to gratify their ambitions. This is when TV could perform a real service, instead of concentrating mainly on British events. It cannot be a question of expense, as witness the considerable number of technicians who were sent to Sweden for the World Cup football competition. The difficulties of doing the Oporto and Casablanca races are quite understandable, owing to the distances involved, but what about the Italian Grand Prix at Monza, which is brilliantly televised from Milan by a first-rate team of cameramen and commentators? It should not be beyond the organizational powers of either B.B.C. or I.T.A. to co-operate with the Italian TV services and to ensure that British viewers could have glimpses of the race which would convey the true atmosphere of a typical Continental Grand Prix.

MOTOR RACING AND FEATURE WRITERS

ONE must agree wholeheartedly with the monthly magazine *Motor Sport* in its criticism of the "blood and thunder" writers who take motor racing as their subject. In addition to being completely misinformed as to the true facts, many of these writers claim to know intimately the drivers concerned, whereas their total acquaintanceship invariably consists of a few words with them in between races. Well-known facts are completely distorted to supply secondhand thrills and add "colour" to sensational stories. For instance, one writer, in describing the Le Mans disaster, claims that Lance Macklin after his Austin-Healey was struck by the Mercedes-Benz, was pitched on to the track and rolled over and over in the path of oncoming cars. This is sheer romance; everyone knows, or should know by now, that Macklin jumped out of his car and leapt on to the earth-bank in front of the tribunes. The rubbish written about the late Alphonso de Portago is sickening to those who knew him well. Whilst the accredited motoring correspondents of the national press carry out their assignments honestly and well, they are at the mercy of sensation-hungry news editors, who are not above inventing incidents for the sake of headlines.

OUR COVER PICTURE

PIT-STOP BALLET: This fascinating photograph of what appears to be a piece of modern choreography, was taken by M. J. Dain during the 10-hour "Little Le Mans" saloon car race at Lime Rock, Connecticut, reported in this issue. Here, Bob Holbert leaps out of his SAAB to hand over to Gaston Andrey; their car won the Index of Performance and finished fourth overall, behind three Volvos.

PETER HARPER will be in a Sunbeam Rapier for the Liège-Rome-Liège.

STIRLING MOSS in a Maserati won the Swedish Grand Prix for sports cars (report in next week's issue).

To Pauline and Andrew Wilson-Gunn, one new model (male), kerb weight 7 lbs. 2 ozs.

AIR-MARSHAL DON BENNETT intends to run an Electron-Climax in the Grand Touring category of the Tour de France.

JUAN MANUEL FANGIO is reported to be considering an agreement to drive for Temple Buell in certain 1959 events—not of World Championship status.

CARROLL SHELBY will drive one of the new Lister-Chevroleets in the *Times-Mirror* races at Riverside, L.A., on 12th October. He will also drive Buell's new Maserati at Oporto on 24th August in the Grand Prix of Portugal.

DICK PROTHEROE would like it to be known that the crash in which he was involved at Mallory Park was in no way the fault of John Higham—apparently the engine of the latter's Lotus seized solid and the car spun right in the path of the Austin-Healey.

REAR-ENGINED FERRARI?

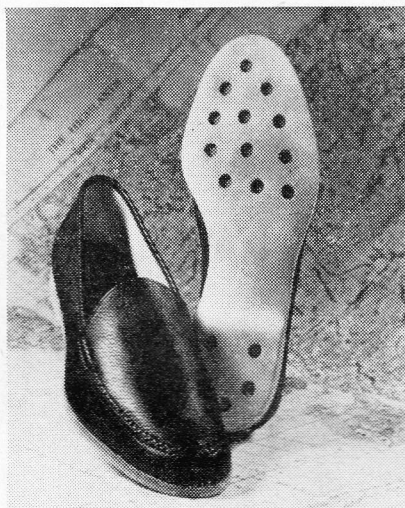
REPORTS are circulating in Modena of an experimental F2 Ferrari, with all-independent suspension and V-6 engine placed behind the driver. Ferrari is known to be worried about the superiority of Cooper and Porsche on certain circuits, and hopes that this new design may be a solution. At the moment, it is not intended to develop an F1 machine of this type—but who knows?

FASTEST BRANDS LAP FOR MOSS?

WILL Stirling Moss make history at Brands Hatch Circuit, Kent, on 30th August, with the course's first ever 80 m.p.h. lap?

This possibility has become feasible following Moss's unofficial 79.40 m.p.h. lap in private practice at the circuit a few days ago. It is only 12 months

PIT and PADDOCK



RACING SHOES made specially for Stirling Moss by Norvic are illustrated here. They are ultra-flexible, with uppers of fully chromed black leather. A double sole is fitted, the outer one being perforated as shown for ventilation and grip. The heel is also slightly "barrelled" at the back and there is no welt to catch on the pedal edges.

since the first 75 m.p.h. lap at Brands Hatch was recorded!

Moss, driving on the circuit for the first time in over four years, has clipped two seconds off the existing circuit record held jointly by Dennis Taylor and Sid Jensen, and equalled on August Monday by Stuart Lewis-Evans, Jack Brabham and Cliff Allison.

He will undoubtedly try for the first 80 m.p.h. lap at the circuit where he had most of his early successes, when he races there on 30th August in the Kentish Hundred Formula 2 race.

RACING AT THE ROSKILDE RING

FOLLOWING last week-end's Swedish Grand Prix, the Scandinavian motor-racing scene moves to Denmark, when the biggest event yet held at Roskilde Ring takes place on 16th-17th August. Stirling Moss is competing in a 3-litre Maserati, together with Graham Whitehead and John Dalton (DB3S Aston Martins). Competition in the class comes from Herbert Jones, an American who will be driving a 2-litre Maserati. Finnish drivers Esko Keinänen and Fred Geitel in Ferrari Testa Rossas, Swedish competitors Gunnar Carlsson and Carl Otto Bremer (Monza Ferraris) and the Danish driver Julius Voigt-Nielsen (D-type Jaguar).

It will be interesting to note the performance of these powerful cars on the tortuous one-mile circuit. Interesting comparisons, too, will be made of the technique of the local drivers, with their knowledge of the track, and that of the others. It is anticipated that a premium will be placed on road-holding and cornering, rather than on sheer engine power.

Competing in the 1,100 c.c. class will be Henry Taylor, in John Green's Lotus, Mike Anthony and Bob Hicks (Lotuses), Ian Raby and John Brown (Elvas) and the Danish drivers Voigt-Nielsen, Elo Sorensen, Arne Ditlevsen, Frede Andersen and Joerges Bagger (Lotuses), A. Geil and Orla Knudsen (Coopers).

The Formula 3 field includes Ian Raby, in the fuel-injection Flash Spl., Herbert Brown (Martin-Norton), and the Finnish champion, C. Rikilä (Cooper-Norton).



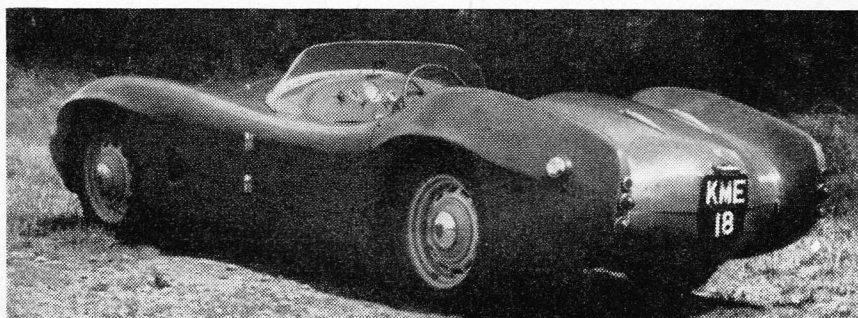
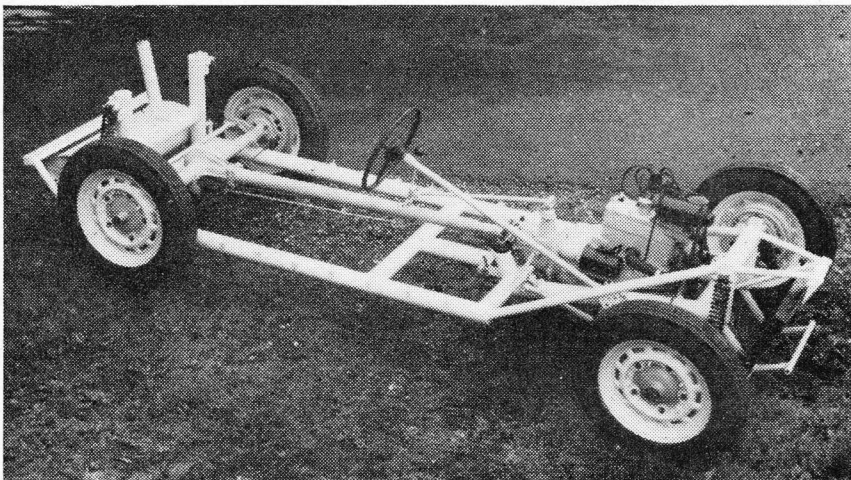
DOWN IN THE FOREST—something stirred the hedge and finished out of sight behind it! This was Behra's B.R.M. after he had run out of road during practice for the German Grand Prix. When Harry Schell came out to look for the missing car, it was invisible to him and he passed without seeing it!

THE TORNADO "TYPHOON"

A NEW "do-it-yourself" project, the Tornado "Typhoon", has been introduced by Tornado Cars, Ltd., of Rickmansworth. The parts supplied are a tubular chassis and a fibreglass body, the vehicle being completed from Ford 8 or 10 h.p. components.

The chassis is a two-tube construction, with helical springs and telescopic dampers all round. A swing axle conversion is featured in front, and the rear axle is located by its torque tube and a Panhard rod. A cross-flow radiator is carried well forward on tubular chassis extensions, and a remote header tank is mounted on the engine. As many Ford

UNCLOTHED and completed versions of the Tornado "Typhoon" Ford special. The simple chassis design, around two large-diameter tubes, is clearly shown.



parts as possible are used, such as the instruments, but the amateur constructor is at liberty to choose his own equipment. Similarly, the usual modifications may be made to the engine, and Tornado Cars, Ltd., supply a remote control gear lever. The machine may be built in two- or occasional four-seater form.

The price of the chassis is £70 and of the body £130. It is claimed that a car may be built for £250, but this would appear to be optimistic. In any case, the purchase tax position is a little doubtful, for this is scarcely a one-off special.

SPECIAL FORD CRANKSHAFTS

LAYSTALL ENGINEERING CO., LTD., propose to market fully nitrided crankshafts in either EN.19 or EN.40 steel, for use in Ford 100E engines modified for racing.

★

TO MARK his retirement from racing, Juan Fangio was presented with a brand-new 300SL coupé by Mercedes-Benz last week. Here is the World Champion with his wife and the car, after the presentation, which was made by Alfred Neubauer.

★



The shafts would cost about £40 retail, but sufficient demand would have to be assured before Laystalls would consider laying down the expensive equipment for their production. Interested parties should get in touch with Basil de Mattos, at 53 Great Suffolk Street, London, S.E.1. (Tel.: Waterloo 6141.)

PARDON!

DUE to a high-speed error in the rush of last week's press day we inadvertently credited the Snetterton M.R.C. with the organization of the race meeting at the Norfolk circuit which was in fact run by the 250 M.R.C. Two of the racing car events were won respectively by P. D. Graham, with C. S. L. Stafford second, and by J. D. Reid, with A. H. Longfield third. All these drivers are pupils of the Jim Russell Racing Drivers' School.

intruding into the family during their very trying period. The Canon showed great knowledge of the subject of motor racing in general, but commented on the increasing perils to drivers owing to high speeds in light cars.

Among motoring personalities who attended the service were Mr. Alfred Owen, Mr. Peter Berthon, Mr. Tony Rolt, Mr. Mike Hawthorn, Mrs. Stirling Moss, Mr. and Mrs. Ken Gregory, Mr. and Mrs. Brian Turl, Mr. Bill Allerton, Mr. Leslie Kesterton, Mr. and Mrs. John Morgan, Mr. Gregor Grant, Mr. and Mrs. Peter Garnier, Miss Valerie Witalis, Mr. and Mrs. Roy Taylor, Mr. and Mrs. Gordon Wilkins, Mr. Keith Ballisat, Mr. Philip Turner, Mr. Courtenay Edwards, Mr. Basil Cardew, Mr. Jack Hay, Mr. Harry Sutcliffe, Mr. John Bullock and many others.



IMPOSING. This head-on view of the car shows its impressive array of lights and grilles.



torsion bars. There is an anti-roll torsion bar, and a re-circulating ball-type steering box.

At the rear of the chassis, a hypoid rear axle is retained, but the semi-elliptic springs have gone. In their place, cantilever leaf springs and trailing radius arms are used, reinforced by a Panhard rod. The dampers are telescopic all round, and extraordinary precautions are taken to prevent the transfer of road noises to the body panels. These are stressed members, but the main built-in stiffening members take the bulk of the load, again in the interest of avoiding noise magnification.

The famous twin-camshaft engine has twin SU carburetters and a compression ratio of 8 to 1, and it is not fussy about the grade of petrol, thanks to its light alloy head. The extremely rigid seven-bearing crankshaft gives very smooth running, and the unit develops 210 b.h.p. at 5,500 r.p.m.

On taking one's seat, one at once finds that an almost perfect driving position may be obtained by the use of the adjustable steering column. The screen pillars are not particularly slim, but in all other respects the visibility is good. It is necessary to stretch to place the gear lever in the first speed position, though

JOHN BOLSTER
TESTS

THE JAGUAR "3.4"

THE trouble with testing Jaguars is that one runs out of superlatives! Every new version of that superb twin-camshaft engine seems to be even smoother and more flexible than the one that went before, and now one can buy a car that is in every way worthy of its great power unit.

The 3.4-litre Jaguar has been in production long enough for just about every little imperfection to be ironed out of it. I first tried the model at Geneva, where it was introduced in 1957. The latest production, with disc brakes, is altogether better than that prototype, and is an extremely fast car which combines exceptional controllability with luxurious comfort to an astonishing degree. Compared

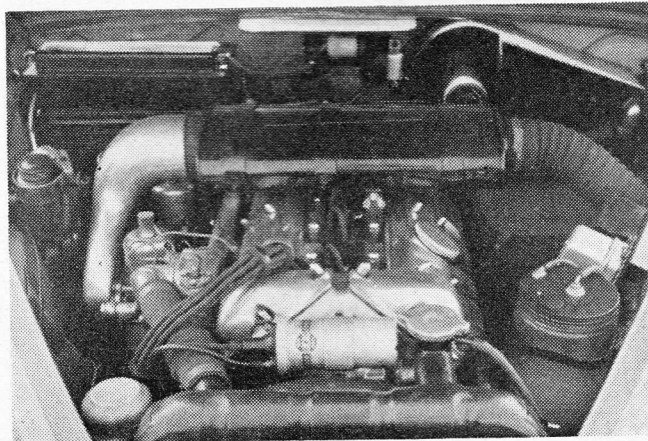
with previous Jaguars which I have tested, I can say that it is so much faster than the Mark VII saloon, both in maximum and average speeds, that it is in a different world. Even more remarkable is the fact that this four-door saloon has a higher maximum speed than the XK 140 sports model, and better roadholding too. Truly, Jaguar progress is rapid.

The 3.4-litre Jaguar differs from those previous models in having a combined body and chassis structure instead of a separate box-section chassis frame; a design feature which it shares with the 2.4-litre. The front suspension is by wishbones, which have a pronounced rearward inclination, and operate with helical springs instead of the previous

the horizontal right-hand brake lever gets full marks for convenience.

The torque of the engine is so great that some care must be exercised in taking off to avoid wheelspin. On second speed, there is real kick-in-the-back acceleration, and by a momentary incursion into the red section of the rev-counter one may encompass a full 60 m.p.h. in this gear. Similarly, 90 m.p.h. may be touched in third, which is a superb gear for high speed overtaking or storming up hills.

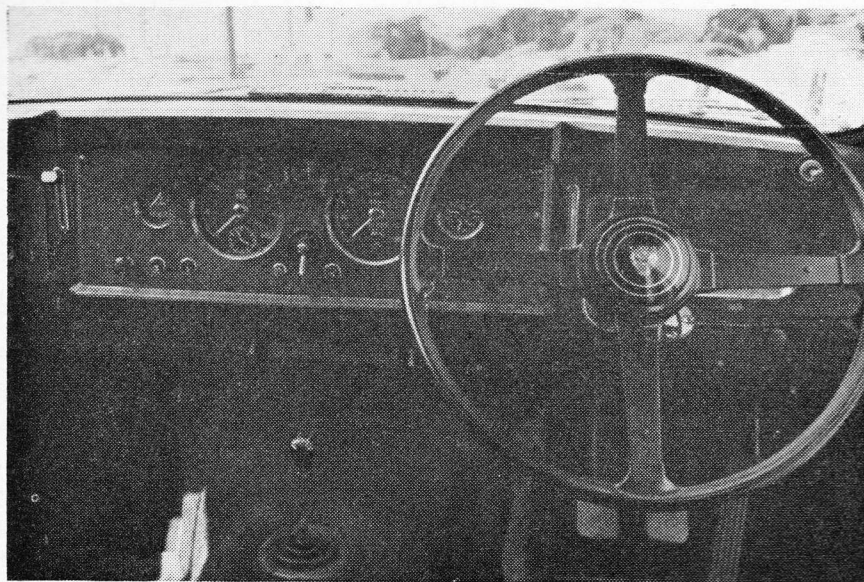
On the direct top gear, the car is still really lively, and about 118 m.p.h. puts you into the red on the counter. The overdrive gives a timed-both-ways 125 m.p.h., which is an enormous speed for a roomy saloon car.



TWO HUNDRED AND TEN B.H.P.—and 3.4 litres of 2-o.h.c. six-cylinder engine—are effectively silenced by a large, transverse air-cleaner.



ONE IN THE BACK, TOO! Well, hardly a spare engine but an engine just the same. The capacious boot easily holds the Evinrude outboard motor and its fuel tank.



WELL POSITIONED. Pedals, steering wheel, gear lever and instruments are all well placed, as is the brake lever, invisible on the right.

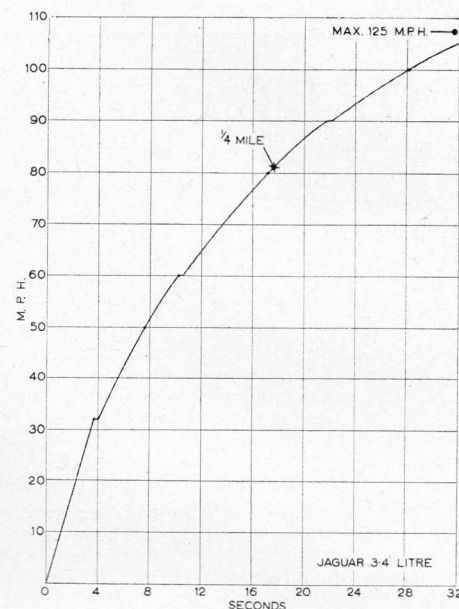
On an early morning journey, I covered a lot of ground at 125 m.p.h., and maintained that velocity through some appreciable bends. I also applied the disc brakes hard at maximum speed, bringing the car to a standstill with howling tyres in a dead straight line. I deliberately drove on the brakes, but they remained powerful and progressive throughout.

The behaviour of the rear axle, particularly on bumpy corners, is much better than could be achieved with semi-elliptic springs. The ride is very good indeed, even on bad roads, yet it does not feel excessively "soft". There is some roll on fast corners, but the actual cornering power is very high indeed for a saloon. One can throw this Jaguar around like a small sports car, which renders it a particularly safe vehicle.

Another most valuable safety feature is the liveliness of the car. Overtaking may be carried out in the shortest possible distance, and only a momentary visit need be made to the wrong side of the road. I am sure that many people will buy the car for this one reason, without any intention of driving at over two miles a minute. Indeed, I hope that this is so, for it needs practice if one is to have infallible judgment at such speeds. Nevertheless, with so much power at his disposal, coupled with disc brakes, the driver of this Jaguar should be able to avoid the consequences of other peoples' mistakes. That is a real contribution to road safety.

To the good driver, the 3.4-litre seems an easy car to drive. All the controls work smoothly, and there is nothing unusual except the great power. The synchromesh is not as foolproof as is commonly the case these days, but only careless handling will produce an audible protest from the gearbox. The powerful hand brake will hold the car on any gradient.

Perhaps I have dwelt too much on performance. This is an elaborately furnished car, and the owner will delight in the profusion of dials on his polished walnut instrument panel, his finest quality leather upholstery, and his pile carpets over a thick felt underlay. He will enthuse over the astonishing mechanical silence, the complete absence of road noise, and the almost negligible sound



Acceleration Graph

Specification and Performance Data

Car Tested: Jaguar 3.4-litre saloon, price £1,672 7s. including P.T. **Extras:** Disc brakes, £36 15s. including P.T.; overdrive, £67 10s. including P.T.

Engine: Six cylinders 83 mm. x 106 mm. (3,442 c.c.). Twin overhead camshafts driven by 2-stage roller-chain, operating inclined valves in light alloy head. Compression ratio, 8 to 1; 210 b.h.p. at 5,500 r.p.m. Twin SU carburettors. Lucas coil and distributor.

Transmission: Single dry-plate clutch with 10 ins. plate and hydraulic operation. Four-speed gearbox with synchromesh on upper three speeds and short central lever. Ratios, 2.93 (overdrive), 3.77, 4.56, 6.6 and 11.33 to 1. Laycock-de Normanville overdrive. Open propeller shaft. Hypoid rear axle.

Chassis: Combined body and chassis. Independent front suspension by wishbones and helical springs with anti-roll torsion bar. Re-circulating ball steering box. Cantilever rear springs with trail-

ing arms and Panhard rod. Telescopic dampers all round. Dunlop disc brakes. Bolt-on disc wheels fitted 6.40-15 ins. Road Speed tyres.

Equipment: 12-volt lighting and starting, fog and reversing lights, self-cancelling flashing indicators. Speedometer, rev-counter, clock, ammeter, oil pressure, water temperature and fuel gauges. Heating and demisting. Cigar lighter. Two-speed windscreen wipers and washers.

Dimensions: Wheelbase, 8 ft. 11½ ins.; track (front), 4 ft. 6½ ins., (rear) 4 ft. 2½ ins.; overall length, 15 ft. 0¼ in.; width, 5 ft. 6½ ins.; turning circle, 33 ft. 6 ins.; weight, 28 cwt.

Performance: Maximum speed 125 m.p.h. (overdrive), 118 m.p.h. (direct). Speeds in gears, 3rd 90 m.p.h., 2nd 60 m.p.h., 1st 32 m.p.h. Standing quarter mile, 17.6 secs. Acceleration, 0-30 m.p.h. 3.4 secs., 0-50 m.p.h. 7.6 secs., 0-60 m.p.h. 10.2 secs., 0-80 m.p.h. 17 secs., 0-100 m.p.h. 28.2 secs.

of the wind. The appearance must appeal, too, and altogether he can congratulate himself on owning a superb motor carriage.

As usual, where Jaguars are concerned, I am staggered by the moderate price ticket. I have before me one of my previous Jaguar road tests, and I beg leave to repeat the last sentence, which

is even truer now. "I have long ago given up wondering how they make them for the money; for sheer value there is nothing to compare with them in the high-performance field."

SIMPLICITY OF LINE. This side view well illustrates the clean and functional styling of the Jaguar.



CORRESPONDENCE

The Monza "500"

I FIND myself in complete disagreement with the remarks of your correspondent Mr. M. Aldridge on the subject of "Monza".

As an enthusiast of motor racing I hope to hear and see more of this type of event.

Your readers may recall that last year the European drivers, in the words of a famous motoring authority, "chickend-out". This year, with nothing changed in the rules, regulations, etc., that I know of, members of the U.P.P.I., those whose remarks last year were bordering on the ridiculous, decided to participate. I wonder why? Dare I think it was the prize money offered? Over £11,000 to the winner, I understand.

Perhaps those who condemned the track race so emphatically last year, but seemingly fell over themselves to compete this year, would care to enlighten the readers of AUTOSPORT concerning their complete change of face. Indeed, I feel that AUTOSPORT, considered our leading weekly journal on all matters motoring, is entitled to the courtesy of an explanation, particularly as many of these drivers owe something to the journal which, by consistently drawing the attention of the readers and the public to the skill and courage of race drivers, has contributed in no small way to their fame.

Concerning Mr. Aldridge's remarks, *i.e.*, "never hitherto dreamt of such a style of motor racing", may I say that there once a track called Brooklands. Ever heard of it Mr. A?

"GRIFF" GRIFFITHS,
Special Builders' Car Club.

LONDON, S.W.11.

Racing Fuels Again

IS it too much to hope that it will at last be appreciated that the disastrous engine breakdowns experienced by Mr. Vandervell's cars at Rheims and Silverstone were, as Laurence Hartley and I foretold, certain to occur now alcohol fuels are barred?

In Mr. Vandervell we have a gentleman who has done more to put this country on the G.P. map than any other person in the past 30 years, and at the end of last season he had developed his admirable cars to such an extent that they were capable of winning the manufacturers' championship this year and of giving his No. 1 driver the best opportunity to fulfil his ambition. Surely the aforementioned dignitaries were not so technically deficient as to be totally unaware of the adverse effects of this fuel regulation on the performance and reliability of Mr. Vandervell's cars? Here we have an engine design incorporating four over-square cylinders each of more than 600 c.c., and it should require no more than a superficial knowledge of the properties of fuels to appreciate the complexity and the expense of the cooling problems arising when petrol, with its relatively poor latent heat value, is used without the addition of alcohol.

If the motor racing fraternity of this country as a whole is incapable of raising its voice in protest, then it is more clueless than I have already found it to be. Were I in Mr. Vandervell's position, I would withdraw completely from this travesty of G.P. racing as the existing engine design is rendered almost impotent by this idiotic fuel regulation, nor would I spend further large sums of money on the development of a new engine as there is no guarantee that it, in its turn, would not become obsolete overnight at the whim of the petrol barons or of some member of the F.I.A., whose country could well be one that neither builds racing cars nor permits the promotion of a race meeting within its boundaries.

JOSEPH BAYLEY,

LONDON, S.E.7.

Britons at the Ring

TONY BROOKS was not the first British driver to win a race at Nürburgring with a British car, as stated in your Editorial and cover picture caption of 8th August, 1958.

On 16th June, 1935, British E.R.A.s finished first, third, fourth and fifth in the Voiturette race at the Eifel meeting on "The Ring". Their drivers were Raymond Mays, Tim Rose-Richards, Dick Seaman and Humphrey Cook respectively.

This E.R.A. victory in Germany marked the beginning of the era of the E.R.A. in pre-war 1½-litre supercharged racing.

ROBIN RICHARDS.

LONDON, S.W.1.

NOT in anyway wishing to belittle the magnificent performance of Tony Brooks—he has twice pulled the race out of the fire, when his team leader had dropped out—I think you are wrong in your caption of "Our Cover Picture" (8th August issue).

Dudley Froy, for one, with a Riley, won a race on the Nürburgring way back in the 30s. I have a feeling there has been another too.

BASIL DE MATTOS.

THAMES DITTON, SURREY.

[The victories mentioned above are well known but could scarcely qualify as successes in *grandes épreuves*.—ED.]

Oulton Organization

I FEEL I must reply to the letter from Mr. Donald Pacey (AUTOSPORT, 1st August) concerning the alleged incident and the accusation of inefficient organization at the Oulton Park meeting of 7th June.

This meeting was organized by the Lancs and Cheshire Car Club, and a more efficient race organization would be hard to find; I speak with first-hand knowledge, as I have had the pleasure of scrutineering at the last six of their race meetings.

The so-called DB2/4 driven round the course, I did not see. Could Mr. Pacey have been confused with "Bunny" Attwood's Austin-Healey "Sprite", which was being used as his Clerk of the Course vehicle?

I was in the pit area for the entire meeting but did *not* see any children on the track, indeed, one of the very efficient pit marshals drew my attention to the two sons of a colleague scrutineer, who were sitting on a vacant pit counter, but after I had had a friendly chat and a word of warning to them, slid further behind the counter and stayed there! There are far too many so-called enthusiasts who rush for pen and paper to condemn these very cheerful and efficient club officials, but wouldn't dream of offering their services, or praise.

Messrs. Bloor, Attwood and Rowe, to name but three of the stalwarts of the Lancs and Cheshire, need not reproach themselves for lack of organization, indeed, I repeat, I have yet to see a finer bunch of officials or clubmen.

R. RICHARDS,
(R.A.C. Assistant Scrutineer).

BIRMINGHAM 20.

Bridger at Brands

WE feel we cannot let John Bolster "get away" with his explanation for Tommy Bridger's retirement in the final of the Formula 3 race on 4th August—he did not retire with engine trouble. In fact we are very pleased with this long stroke engine. During the second lap Bridger had caught Russell at Druids and they both came out of this bend together, when one of Russell's wheels went completely over the front of Bridger's car between the wheel and the body, fracturing the flexible brake pipe at the brake plate connection; thereby leaving only the rear disc brake operative; this he found insufficient and prudently retired. The damage to the car was examined in the finishing enclosure by the Chief Scrutineer, Captain Stewart Proctor.

STEVE LANCEFIELD,
TOMMY BRIDGER.

LONDON, S.E.25.

Fangio's Retirement

FULL marks for your article on Fangio. Some of the other motoring magazines do not seem to know the champion has retired; or perhaps they feel the end of a racing career as unique as his is not worthy of mention. Fangio is one of the few great ones to survive the dangerous sport and surely the least we can do is to wish him well wherever he may be.

D. ARCHER-HUME.

LEEDS.

The Editor is not bound to be in agreement with opinions expressed by readers.



TRAVELLER from U.S.A.—Troy Ruttman planned to drive for Scuderia Centro-Sud, but in practice engine trouble developed in his Maserati and he was a non-starter.

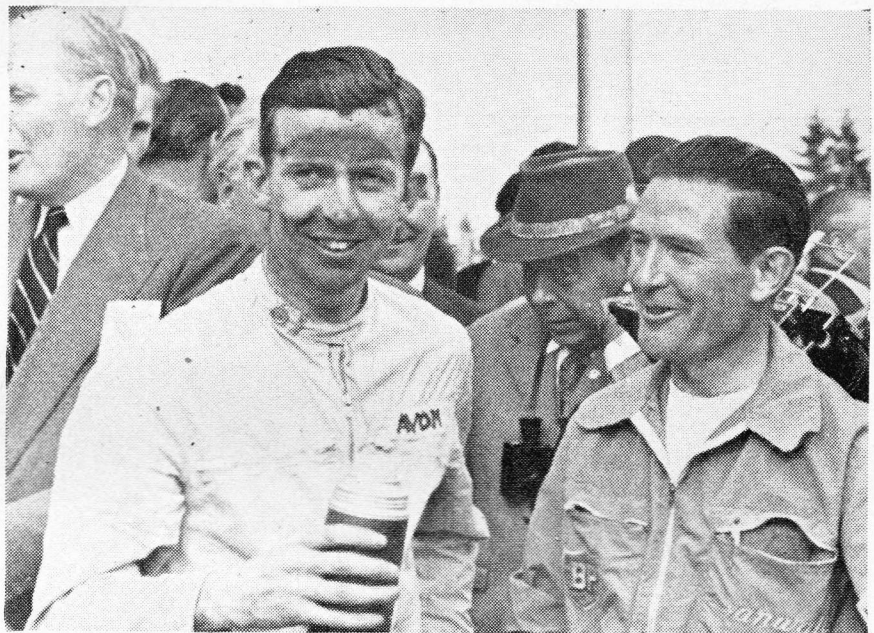


GERMAN newcomer to the Rob Walker racing stable was Wolfgang Seidel, pictured here in the F2 car; he was troubled with suspension bothers. Alf Francis is on the right.

Pit Stops— Nürburgring

**Scenes before and after
the German G.P.**

Photographed by
Francis Penn and Stuart Seager

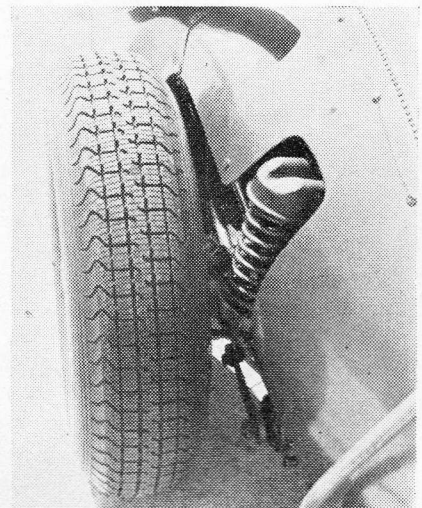
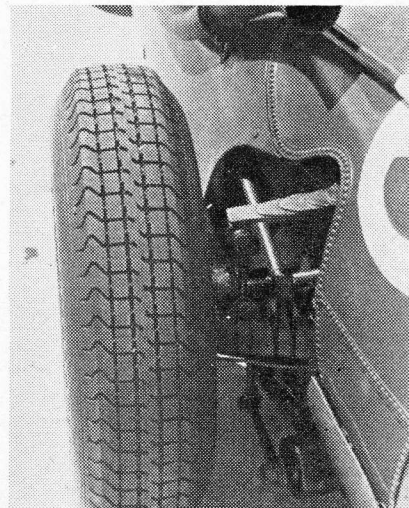


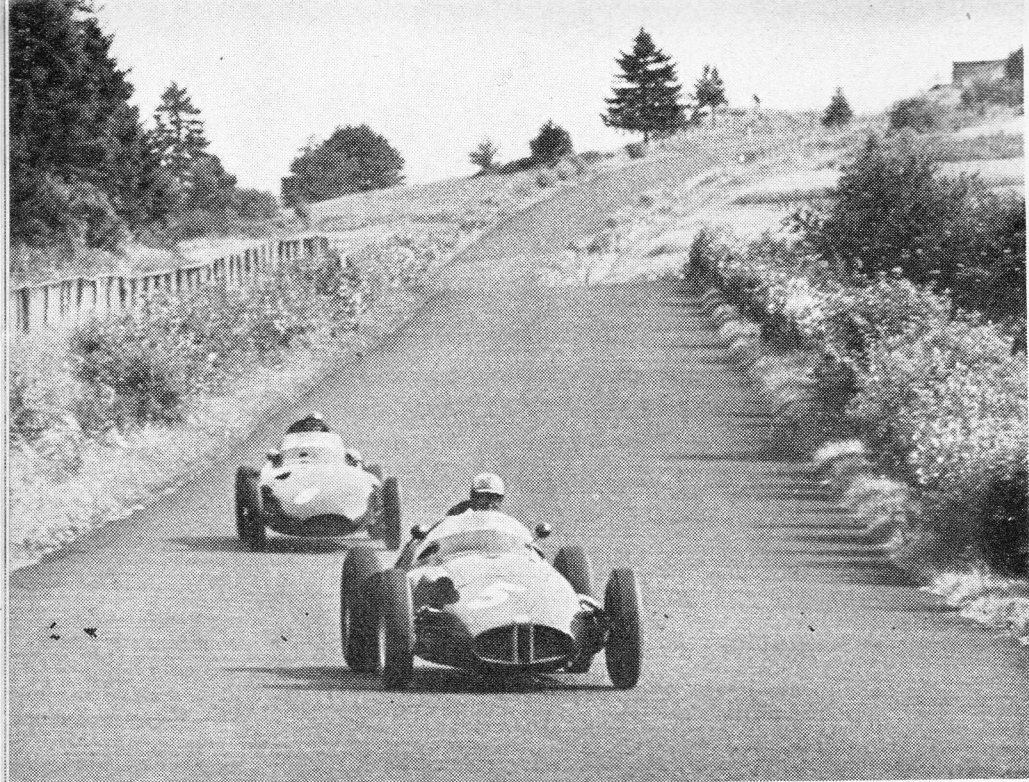
BEGRIMED but happy—Tony Brooks at the end of his victorious drive takes a welcome cool drink from a jubilant Vanwall technician.



NOT MUCH ROOM (above) to spare in Graham Hill's F2 Lotus as he sets off for a few practice laps, with a push from a mechanic and Colin Chapman himself on the left.

TWO VARIATIONS (right) on Ferrari rear suspension—the conventional transverse leaf springs and the experimental coil-spring version which Hawthorn tried in practice.

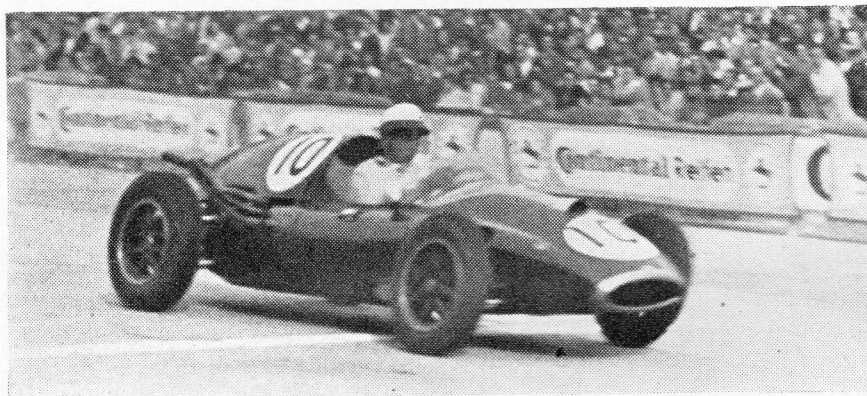




SWITCHBACK: (above) Harry Schell (B.R.M.) leads the eventual winner, Tony Brooks (Vanwall), down the very fast undulating stretch between the Flugplatz and Aremberg.



LEADING PAIR, after Moss dropped out the North Turn, with the ever-present dominating

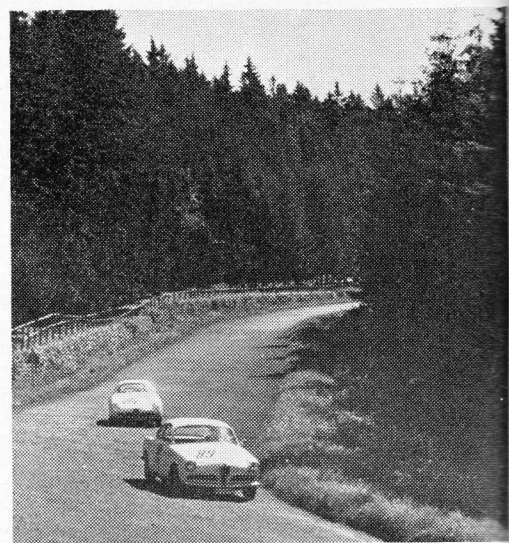


CROSSING the line: Roy Salvadori (above), after a very fine drive in the works 2.2-litre Cooper, takes the flag for second place in the German G.P. The works F2 Cooper, driven by Jack Brabham, went out early in the race, but Jack is seen (below) in practice chasing Edgar Barth (in the centre-seater works Porsche) on the stretch before Aremberg.

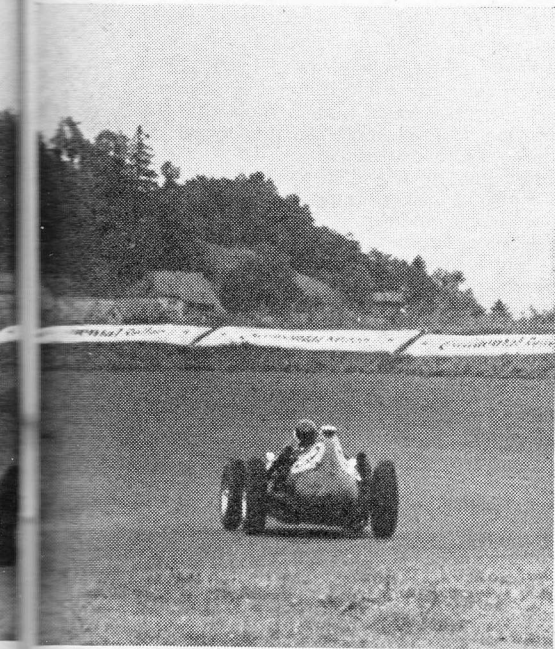
Around the Ring

during practice for the German G.P. Meeting and during the race itself

with Francis Penn's cameras



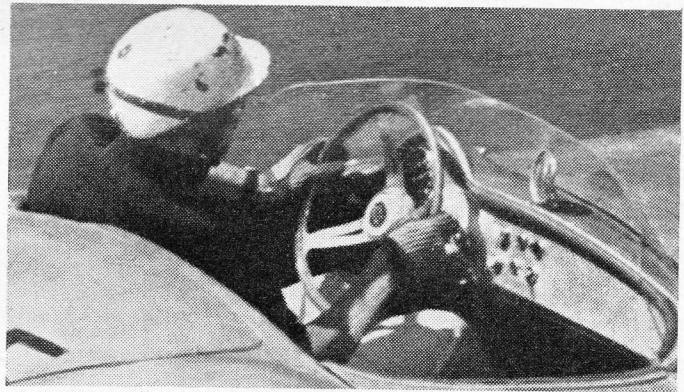
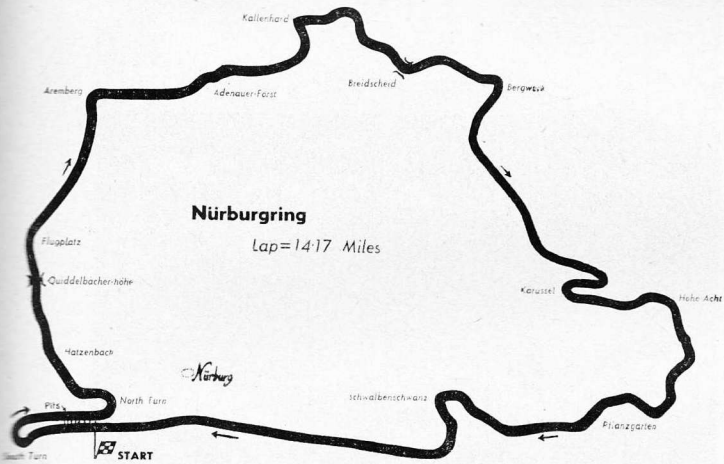
PINE TREES hedge in the circuit in Wagnerian fashion on the downhill run from the North Turn as two of the Alfa Giuliettas dash through.



were Hawthorn and Collins seen taking tower of the ruined Nürburg castle the scene.



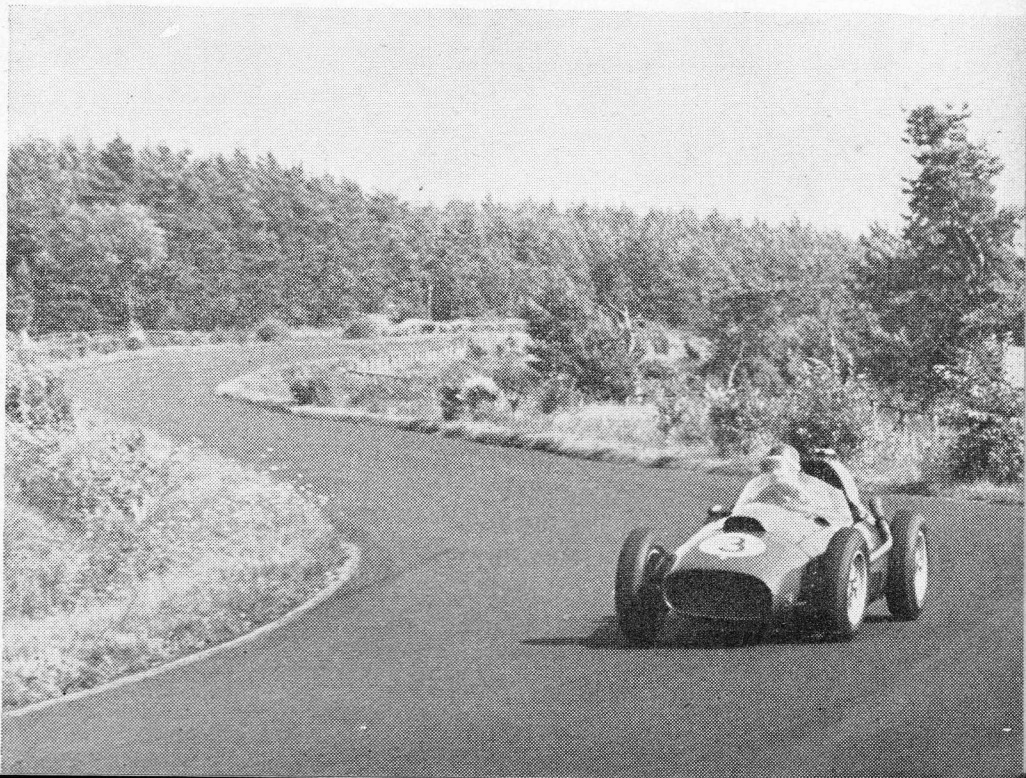
TWISTS AND TURNS on the steeply downhill stretch near Hatzenbach as two Porsches (above) circulate on their practice laps. It was through the hedge in the foreground that Behra went with the B.R.M.



NEW TYPES: (Above) Cockpit portrait of Joakim Bonnier during practice with one of the very quick RS Borgwards in which he was placed second in the sports car race, and (below) Hawthorn at Aremberg in the experimental Ferrari with coil spring rear suspension, wider radiator opening and "humpier" tail.



CHRISTMAS TREE frame for this twisty section of the Ring near Hatzenbach as a Porsche Carrera leads an Alfa Giulietta through the endless bends.





VICTOR'S SPOILS! Innes Ireland kisses one of the local beauties after he had won the three hours race in his Lotus.

are super-elevated, and there is an earthen retaining-wall for the benefit of those whose exuberance might otherwise cause them to fall off the mountain.

Built in record time, the venture reflects great credit on M. Jean Auchatraire and his colleagues of the A.C. d'Auvergne—originators of the scheme. At the hair-pin just before the pits, there is to be a perpetual memorial to the late Louis Rosier, who was a native of Clermont-Ferrand and whose ambition it was to see such a circuit built. Although pits and paddock areas are somewhat primitive, these will be reconstructed as soon as possible.

It is estimated that over 70,000 people came to watch the racing. Fortunately the day was hot and sunny, so the superb scenery was seen at its best. This is an excellent circuit in every way from the spectators' point of view, as cars can be seen on many parts of the course from one position.

BRITISH cars and drivers had a most successful day at the opening of the new Circuit d'Auvergne (briefly reported in the issue of 1st August). On 27th July, Innes Ireland in his 1,100 c.c. Lotus Eleven not only finished first in his class, but was outright victor in the 3 Hours G.T. race, finishing in front of the entire group of 250 "Europa" Ferraris, which were headed by Maurice Trintignant. The latter, driving Rob Walker's Cooper, won the 100-mile Formula 2 event from Ivor Bueb (Lotus) and Stuart Lewis-Evans (Cooper): Bueb also set an out-and-out lap record for the 8 kilometres circuit.

The Circuit of Auvergne, near Clermont-Ferrand, was constructed because it was felt that there was need for a proper mountain circuit in France. With so much activity in Alpine regions as regards rallies, French racing enthusiasts were convinced that a sort of scaled-down Nürburgring would be a most welcome addition to the normal road circuits such as Rheims, Rouen, Monthéry, Pau and so on.

The circuit measures 5 miles, and has 51 corners with a height variation of 550 feet. Altogether it is a magnificent piece of highway engineering: all corners

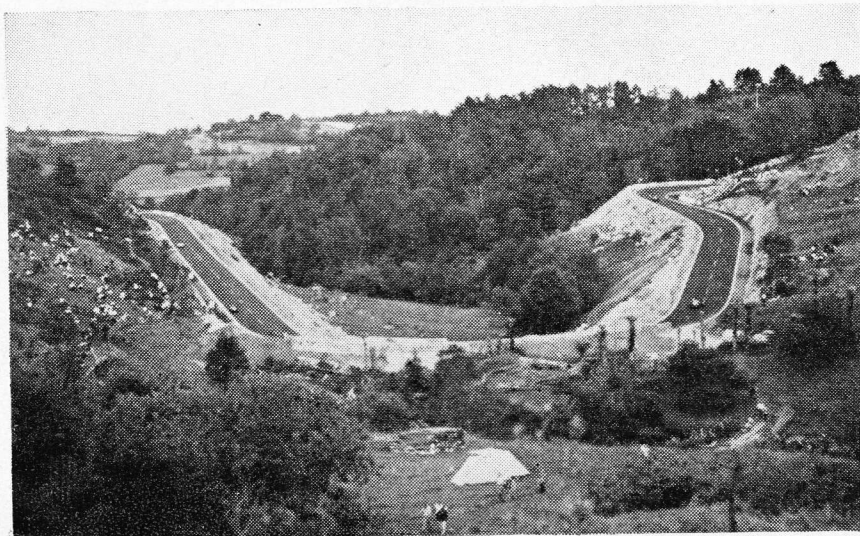
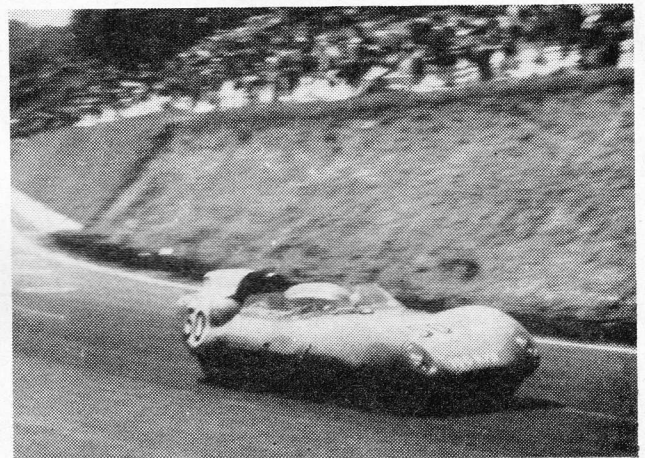
France's New Mountain Circuit

Clermont-Ferrand Victories for Trintignant and Innes Ireland

By Robert Leapingwell

Photography by Maurice Rosenthal

★
IRELAND IN ACTION: (Right) Innes Ireland urges his Lotus through a fast left-hand bend. (Below) A view of the circuit showing a typical section of well-engineered roadway.



At precisely 13.30 hours, Mme. Perony, wife of the Prefect of Puy de Dome, cut the tricolour ribbon held across the circuit by Maurice Trintignant and José Behra. Then followed one minute's silence in memory of Louis Rosier.

The 3 Hours Race began at 2 p.m. with a Le Mans-type start. Olivier Gendebien (Ferrari) was first off the mark, but was soon overtaken by Mairesse in a similar car: behind came more Maranello machines driven by Trintignant, Guichet and da Silva Ramos, with Innes Ireland's little Lotus also there.

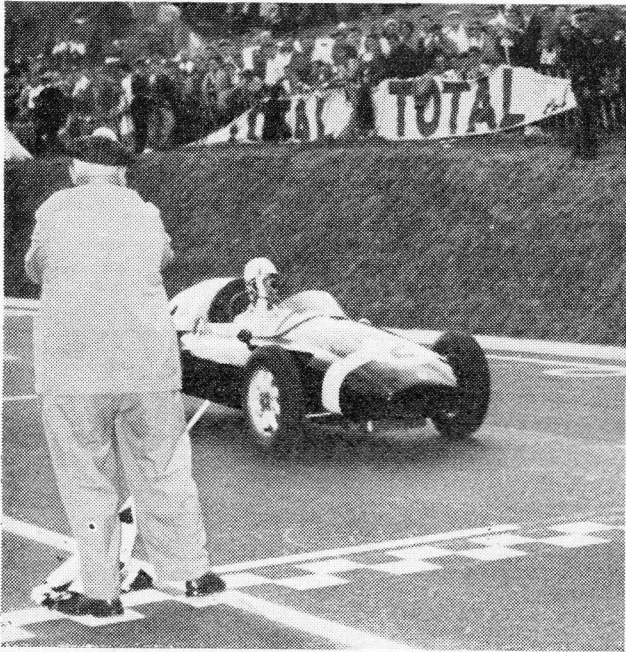
On the opening lap, Jacques Lefebvre turned over his Lotus but escaped injury. By the third lap, Ireland was in fourth place: José Behra took over the Porsche from Pierre Marx. Ireland, driving very fast, delighted the crowd by moving up to second place behind Gendebien, who had regained the lead from Mairesse: the last-named had dropped to fourth place, ahead of Ramos, Guichet and

Picard (Ferraris), Vidille (Lotus). John Dalton (Lotus) lay 10th.

The French crowd went delirious with excitement when Ireland's green Lotus took the lead just in front of the pits—were the Ferrari boys' faces red! From then onwards the British car was virtually unchallenged, despite the efforts of the Maranello gang in their powerful machines.

With 40 minutes left to go, Gendebien had to stop for fuel, his early model "250" having a smaller tank than the later series cars. This let Trintignant into second place. Gendebien tore after the Frenchman, determined to regain his position as class-leader. Several times the lap record fell, and on his 38th lap, Olivier returned the best-ever of 4 mins. 9.9 secs. Next time round he attempted to take Trintignant on a hairpin bend, but clouted the bank and required a pit stop to effect repairs to the bodywork.

Ireland crossed the line, a worthy winner of Auvergne's first road race. He was followed by Trintignant, Mairesse and Gendebien in that order. In point



GETTING AWAY from the start of the Formula 2 race (above) are (l. to r.) Claude Storez (Porsche), Maurice Trintignant, Stuart Lewis-Evans and Tony Marsh (Coopers) and the rest of the field.

TRINT WINS: (Left) The ever-popular "Petoulet" crosses the line in the Rob Walker Cooper.

THIRD MAN HOME: (Below) Stuart Lewis-Evans had a fine duel with Ivor Bueb (Lotus) in the closing stages of the race.

bell-Jones, Alan Mackay, Dick Gibson and Denis Taylor (Coopers).

"Toto" Roche dropped the flag rather suddenly, which foxed several of the British contenders. Claude Storez (Porsche) got off to a tremendous start and led to the first corner, chased by Trintignant, Marsh and Wicken. The British cars soon asserted their superiority, and as the field whistled past the pits after the opening lap, it was Trintignant, Marsh and Bueb in front of Storez. Close behind came Wicken, Lewis-Evans, Parnell and Mackay.

Parnell and Mackay had a slight contretemps which resulted in Reg's son dropping a couple of places, and Mackay retiring. Parnell's car did not sound as healthy as it had done!

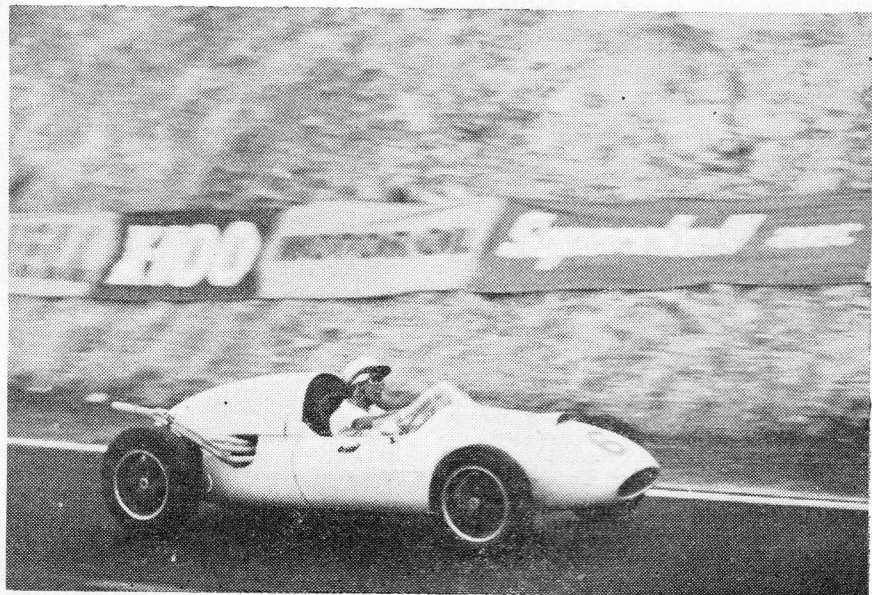
On the fourth tour, Storez overtook Wicken who disappeared for some time, and then arrived at touring speed to retire. Lap 6, and Lewis-Evans managed to take Bueb for third place. Meanwhile Trintignant, who had set up a new lap record on his fourth circuit of 3 mins. 59.9 secs., began to draw away from Tony Marsh. At half-distance "Trint" led Tony by 30 secs.; 5 secs. later came
(Continued on page 205)

of fact, there was no award for outright winner, Ireland collecting for the 1,001-1,300 c.c. class. Trintignant actually made more money by winning the big car class!

On the very last lap, poor Testut (Porsche), leader of the 1,301-2,000 c.c. class, broke his crankshaft and lost three places. I thought it was a nice touch to give him a cup for the unluckiest driver! Second British driver home was John Dalton (Lotus) who finished seventh overall, and came third in his class behind Ireland and Vidille. Britain's "third man" was Ted Whiteaway (A.C.-Bristol) of Rudd Racing, who was second in the 2-litre class.

The F2 Race

MAIN event was, of course, the 100-mile race for Formula 2 cars, with the anticipated battle featuring the Coopers of Trintignant, Marsh, Wicken and Lewis-Evans, with Bueb's Lotus as a possible challenger. Other British representatives were Norman Barclay, Tim Parnell, Brian Naylor, John Camp-





A Splendid Snetterton

West Essex C.C. Return to Circuit Racing New 1100 c.c. Lap Record for Mike Taylor

THE West Essex C.C. made a return to Snetterton on Saturday after an absence from the realms of circuit racing organization of over two years. And a very welcome return it was, too, the meeting being one of the slickest I have attended this season. Proceedings commenced spot on the stroke of 1.30 p.m., were all over by 5.30 p.m., and a full set of results issued to Press and competitors alike within five minutes after that.

First race—10 laps, like the whole programme—was for 750 Formula cars. Roy Lee had the pole position on the grid and somewhat expectedly led all the way, finishing a nicely judged race some 46 seconds ahead of the next man. However, there was a most stirring dice for second place involving John Wilks, Trevor Clark and P. A. Cross. Clark, incidentally, was competing in only his third or fourth race and went very well in practice to start on the front row of the grid. At the end of the first lap, with Lee already well ahead, Cross held second place with Wilks third and Clark fifth behind D. A. Mocatta. Next time round, however, Wilks—brother of the Frazer-Nash exponent—had moved into second position and Clark was now fourth. After four laps Cross took second spot again, all three cars being within a length of each other. On lap six, Clark moved into the leadership of the group, with Wilks behind him and Cross in fourth place. But his lead was short-lived: on lap seven the group was led by Wilks, and Clark drove slowly into the pits to retire, his car's engine

making noises as of big-ends. On the same lap Cross slowed noticeably and failed to reappear, leaving Wilks in second place and a clear 30 seconds ahead of R. G. Lewcock in third place. This order remained to the end, Roy Lee having crossed the line a very easy winner at an average speed of 67.23 m.p.h., which is a very creditable effort for a 750 Special!

Race two was for Lotus sports cars, restricted to 1,100 c.c. Although one of the principal contenders, Keith Greene, retired with a broken gearbox on the first lap, and although the order in the first six places never changed, this was by no means a dull race. Mike Taylor, starting from pole position, took the lead he was never to lose right from the start. But for six laps it was touch and go, for J. Campbell-Jones kept hard on

HIGH-SPEED CORNERING by John Bekaert in his H.W.M.-Jaguar with which he won the day's main event, the National Benzole Trophy race, after leading all the way.

his heels and at no time did more than a second separate them.

On the seventh lap, however, when the two leaders had pulled out a 20-second lead over third man Warnell, Campbell-Jones began to drop back a little. Taylor motored on at undiminished speed to open up a wider gap, but either he eased off on the last lap or Campbell-Jones went a little more quickly. Whatever happened, a four-second lead on lap nine was just about halved on the last time round. Both of them were well ahead of Warnell in third place, although Campbell-Jones shut off very quickly at the finish.

Third race of the day was for sports cars in three classes: up to 1,500 c.c.; 1,501-3,000 c.c.; and over 3,000 c.c. There was a widely varied field which ranged from R. G. E. Catt's Berkeley 492 c.c. to John Howell's 4-litre Maserati with a host of M.G.As, Triumphs and Jaguars in between.

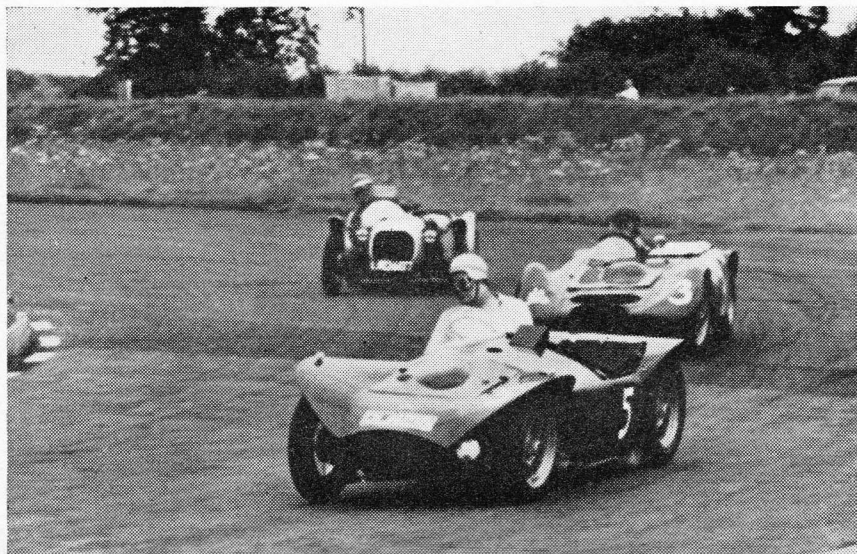
The race overall was led for six laps by F. Warnell in an A.C. Ace, hotly pursued by Anatole Semenov in an XK 140, with R. A. Brightman third in that very rapid Aceca. After this distance, however, Warnell limped into the paddock. Brightman, moving into second place on lap five, took over and was never dislodged. Second place was held by R. A. Gibson (XK 120) for a couple of laps, but with three still to go L. J. Coe's Triumph, which had been pressing him hard, took over. Then, on the last lap, Coe spun and Gibson returned to second place with H. G. Walldorff's TR3 third. This gave Gibson a win in the over 3-litres class, while Semenov, who disappeared about half-way through, made fastest lap for the category. Brightman—not unexpectedly—took the 1,501-3,000 c.c. class, Warnell making fastest lap, and the 1,500s were led home by W. T. Smith's M.G.A. Fastest lap of the race, at 79.15 m.p.h., went to Warnell.

Main event of the day was the National Benzole Trophy race for sports cars complying with Appendix "C". Ten laps of this produced an almost unchallenged win for John



RECORD-BREAKER in the 1,100 c.c. sports car class was Mike Taylor—still in his first racing season. During the main race of the day he took the Lotus round in 1 min. 48.2 secs., a speed of 89.83 m.p.h.

SPECIAL DICING for second place during the 750 Formula race. Here Trevor Clark leads John Wilks, who was eventually to take and retain second spot.



Bekaert in the H.W.M. and an unconfirmed lap record for Mike Taylor, whose Lotus 1100 was the only machine that managed to hold Bekaert. The latter took the lead from the start but on Riches Corner Taylor cut through on the inside. Bekaert, naturally, got back in front on the straight, but Taylor was not to be shaken off and the two of them pulled out a tremendous lead over the rest of the field, amounting to over 30 seconds by the end.

Slightly overshadowed by these two—and by Taylor in particular—were the sterling performances of Campbell-Jones, Alan Stacey and F. Warnell, all of whom kept their 1,100 c.c. cars in front of Mike Salmon and P. Sergent in Jaguars.

Bekaert pulled out a clearer lead a couple of laps before the end when Taylor was baulked slightly as the leaders began to lap the slower cars and Bekaert eventually won by a fraction over eight seconds. Third man home was Campbell-Jones, well behind. Fastest lap was shared by Bekaert and Taylor and, at 1 min. 48.2 secs. (89.83 m.p.h.) is believed to give Taylor a new 1,100 c.c. lap record for the circuit.

This race was also divided into three classes, Taylor having a very early win in the up-to-1,500 c.c. category. Sole entrant in the 1,501-3,000 c.c. class was Mrs. Jean Bloxam in the DB3S coupé—a car which is just as noisy even after its Channel Islands adventure!—and so this class was merged with that for the over 3-litre cars. The combined category was clearly won by John Bekaert, well ahead of Michael Salmon's "C"-type Jaguar. Average race speed was 88.41 m.p.h.

All this rapid excitement was followed by a 10-lapper for 1172 Formula cars in which P. Boshier-Jones (Lotus) and A. R. Wershat (Lola) pulled out a healthy lead between them on the first lap and then started earnestly dicing. The Lotus was the faster of the two but for the first few laps Lola just could not be shaken off and Wershat, slightly quicker through the corners (or such corners as are visible from the pits area) slip-streamed the leader all the way round. After four laps, however, Wershat dropped back slightly. The gap widened and although

the pair had been a long, long way ahead of third man R. A. V. Staples (Lotus), Wershat was overhauled, still slowing, with three laps still to go. D. Hitches (Lotus) then took over third place from him but with a last burst Wershat pulled back to third spot on the last lap. Boshier-Jones won by some 17 seconds and Staples was second, 12 seconds in front of Wershat. Fastest lap went to Boshier-Jones at 77.89 m.p.h.

Last race of the day was the only handicap event on the programme and was for assorted Jaguars. Competition was all set between an XK 120, a few XK 140s and "C"-types and J. B. Rodger's "D"-type. Sheppard's XK 120 and Chamberlain's XK 140 each received a credit lap, while on scratch was Mike Salmon's "C"-type. He turned his lights on straight away and settled down to the business of catching people. In fact, he did manage to catch nearly everyone, but Chamberlain's start proved just too much for him and he had to be content with second place, comfortably ahead of Anatole Semenov, who was third. Fastest lap, naturally, went to Salmon at 83.50 m.p.h.

This brought to an end a most entertaining day out and even at risk of repetition I must emphasize that the organization was flawless. Well done, West Essex!

MARTYN WATKINS.

Results

Event 1

750 Formula Sports Cars: 1, R. D. Lee (L.R.M.), 67.23 m.p.h.; 2, J. Wilks (Austin); 3, R. Lewcock (Austin). **Fastest lap:** Lee, 67.83 m.p.h.

Event 2

Lotus Sports Cars up to 1,100 c.c.: 1, M. J. C. Taylor (Lotus), 86.43 m.p.h.; 2, J. Campbell-Jones (Lotus); 3, F. Warnell (Lotus). **Fastest lap:** Campbell-Jones and Taylor, 88.36 m.p.h.

Event 3

Sports Cars up to 1,500 c.c.: 1, W. J. Smith (M.G.A.), 71.04 m.p.h.; 2, D. N. Gouk (M.G.A.); 3, C. M. Egerton (Buckler). **Fastest lap:** Gouk, 73.20 m.p.h. **1,501-3,000 c.c.:** 1, R. A. Brightman (Acca), 76.58 m.p.h.; 2, H. G. Walldorff (TR3); 3, A. G. Oliver (Atalanta). **Fastest lap:** F. Warnell (Ace), 79.15 m.p.h. **Over 3,000 c.c.:** 1, R. A. Gibson (XK 120); 2, W. P. Sheppard (Jaguar). **Fastest lap:** Lt. Semenov (XK 140), 79.03 m.p.h.

Event 4

National Benzole Trophy

Sports Cars, up to 1,500 c.c.: 1, M. J. C. Taylor (Lotus), 87.76 m.p.h.; 2, J. Campbell-Jones (Lotus); 3, Alan Stacey (Tojeiro). **Fastest lap:** Taylor, 89.83 m.p.h. (record). **Over 1,500 c.c.:** J. Bekaert (H.W.M.-Jaguar), 88.41 m.p.h.; 2, M. Salmon ("C"-type); 3, P. J. Sergent ("C"-type). **Fastest lap:** Bekaert, 89.83 m.p.h.

Event 5

1172 Formula Cars: 1, P. Boshier-Jones (Lotus), 74.97 m.p.h.; 2, R. Staples (Lotus); 3, A. R. Wershat (Special). **Fastest lap:** Boshier-Jones, 77.89 m.p.h.

Event 6

Jaguar Handicap: 1, D. W. A. Chamberlain (XK 140), 78.41 m.p.h.; 2, F. M. Salmon ("C"-type); 3, A. Semenov (XK 140). **Fastest lap:** Salmon, 83.56 m.p.h.

Clermont-Ferrand—continued

Lewis-Evans, followed by Bueb (2 secs.). The remaining places were filled by Storez, Naylor, Zweifel (Cooper), Parnell, Goethals, Taylor and Barclay.

Lewis-Evans turned in 3 mins. 59.2 secs. on his 13th lap, taking Marsh for second place. However, Ivor Bueb was closing up just as the leaders were lapping the tail-enders. Trintignant was 25 secs. in front of Lewis-Evans; only six cars were on the same lap. On lap 19, the "Cheltenham Flyer" snapped ahead of Marsh for third place, setting up a new lap record of 3 mins. 57.9 secs. Bueb now began to motor faster and faster: Lewis-Evans's second place was in danger. On the last lap, the Lotus shot ahead to cross the finishing line just one second ahead of the B.R.P. Cooper. Ivor's tremendous effort resulted in yet another lap record—3 mins. 56.6 secs. (120.75 k.p.h.).

Trintignant had driven magnificently, the Alf Francis-prepared blue Cooper never missing a beat. Marsh finished 3.3 secs. behind Lewis-Evans. Storez did remarkably well with the 550RS Porsche to take fifth place, ahead of Brian Naylor.

"Petoulet" won so many cups and trophies that there was no room at his table for drinks. Tim Parnell's laconic comment was: "And my old man wouldn't let me go to Nürburgring because it was too difficult!"

No British drivers were involved in accidents in the "Three Hours", but several of the Continentals went off-course. Hemard (Panhard) crashed and was taken to hospital in a helicopter. All drivers commented on the very efficient flag-marshalling—not always a feature of Continental events. The new circuit was a great success, and everyone is convinced that it will go from strength

to strength.

P.S.—I have a new-born respect for motoring journalists—and if I never have to report another race it will be too soon!

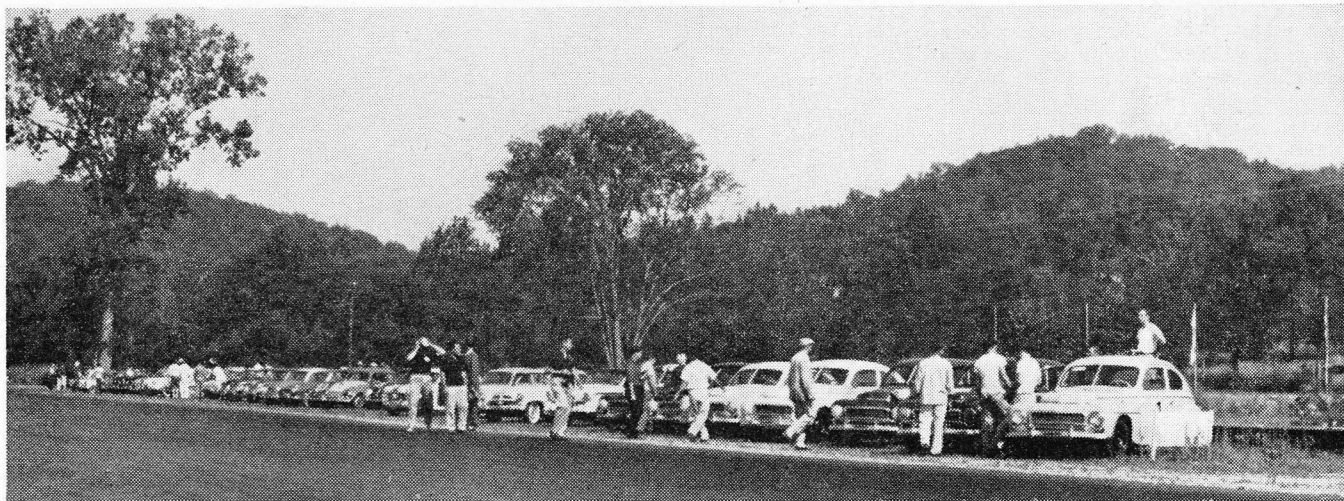
Chiltern C.C./Circle C.C./Harrows C.C. Sprint, Brands Hatch, 10th August

Results

B.T.D.: John Bekaert (H.W.M.), 2 m. 8.4 s. **B.T.D. by member of:** Circle C.C.: W. J. Smith (H.W.M.), 2 m. 21.4 s.; Chiltern C.C.: G. Lee ("C"-type Jaguar), 2 m. 14.6 s.; Harrow C.C.: D. B. Farrell (Allard), 2 m. 25.4 s.

Class Awards

Closed Cars up to 2,000 c.c.: 1, G. Notarranin (Sunbeam), 2 m. 42.4 s.; 2, R. Bannister (Sunbeam); 3, D. Barnes (Fiat). **Open Cars up to 1,250 c.c.:** 1, R. A. V. Staples (Lotus XI), 2 m. 26.6 s.; 2, F. J. Tiedeman (Millecent); 3, R. Goody (Lotus VI). **Open Cars, 1,251 c.c.-2,000 c.c.:** 1, M. Bond (Frazer-Nash), 2 m. 16.6 s.; 2, K. P. Tomci (M.G.); 3, F. A. Freeman (Morgan). **Closed Cars over 2,000 c.c.:** 1, D. Searle (Riley), 2 m. 41.4 s.; 2, W. W. Paul (Ford); 3, K. Abrahams (Ford). **Open Cars, over 2,000 c.c.:** Mrs. S. Farrell (Allard), 2 m. 34.2 s.; 2, K. Barrow (Aston Martin). **Team Award:** J. Bekaert (H.W.M.), W. J. Smith (H.W.M.), W. J. Smith (M.G.).



LINE-UP for the Le Mans start. The biggest cars—Volvo 1600s—get front position with last year's winner, No. 1, holding pole position.

Little Le Mans at Lime Rock

Volvos 1, 2, 3 in Ten Hours' Race. SAAB 1st on Index.

Story and Pictures by Ruth Sands Bentley

BECAUSE of America's surging interest in small economy cars, the ten-hour race of endurance at Lime Rock, Connecticut—known as "Little Le Mans"—had added significance this year. For 10 long hours the family-type saloons were put through a gruelling test over the 1.5-mile course with its sharp turns, its esses, and its hill-climb and descent. Brakes, engines, clutches and gears were strained to the utmost; roadholding and durability were proved.

With so many Americans today asking the question, "Which of the small European cars would you recommend?", the newspaper reports of "Little Le Mans" were bound to influence prospective buyers.

As in last year's inaugural race, Swedish-built cars ran away with the honours. Last year's winners—Art Riley and Bill Rutan—were back with the same Volvo and again won, this time covering an additional lap for a total of 399. They did not quite acquire the hoped-for average of 60 miles an hour, but missed by only a fraction, averaging 59.97. While Volvos won the first three places, another Swedish marque—the little 750 c.c. SAAB—performed incredibly, finishing fourth and sixth overall and winning first, second and fourth places on the Index of Performance.

Many of the top sports car drivers of the Sports Car Club of America abandoned their fast sports cars on 2nd August to drive little sedans. Among these were Dick Thompson (who is leading Class D Production with his Austin-Healey) and Emanuel Pupilidy (Class F Production leader with his Porsche) who paired to pilot a SAAB; Frank Baptista (whose Lotus is currently leading Class G Modified) and Arthur Tweedale (the second-place man in Class G Production with his Alfa Romeo) co-drove on the Volvo team; Bob Grossman (the G Production leader with his Alfa Romeo) and Bob Rubin, the fine

Mercedes-Benz driver, co-drove an Auto-Union 1000 to fifth place; Gaston Andrey (leading Class E Modified with his Ferrari) and Bob Holbert (who holds the same spot in Class F Modified with his Porsche) were the pair who brought in the first SAAB to win the Index of Performance; Aston Martin driver George Constantine shared a Sunbeam-Rapier with Peter Brown and Kasimir Krag, while another Aston Martin driver, Allen Markelson, teamed up with Alfa Romeo drivers Lou Comito and Vic Biondo in a Renault Dauphine. There were 76 drivers for the 34 cars, and each of them took his job seriously. British representation was poor with only one Sunbeam and one Triumph in the Le Mans line-up for the 10 a.m. start.

As at Le Mans, equal importance is placed on the Index and Overall wins. At Lime Rock, in order to simplify the formula, the following table was worked out to show *credit laps*. These laps were added to the actual laps completed to give the Index:

Car	Displacement	Credit Laps for Displacement	Credit Laps for Interior and Trunk	Total Credit Laps
Volvo	1600	0	24	24
Sunbeam	1500	14	18	32
VW	1200	30	40	70
Fiat	1100	40 (No. 23) 19 (No. 25) 14	19	59
Goliath	1100	40	17	57
Skoda	1100	40	46	86
Auto-Union	1000	45	47	92
Triumph	1000	45	15	60
DKW	900	55	47	102
Renault 5CV	850	60	16	76
Panhard	850	60	36	96
SAAB	750	73	30	103
Renault 4CV	750	73	2	75
Fiat	600	97	19	116
Goggomobil	400	147	-21	126

Bob Said, who has been shedding weight, sprinted *à la Moss* to his Volvo for the Le Mans-type start and streaked away to take an immediate lead. Stalled at the line was George Waltman's Triumph, which was pushed to its pits, losing three precious laps getting started.

A stone hit the windscreen of John Porter's Skoda just beyond the Amoco bridge, and the driver drove blind to his pits to remove the shattered glass and don another safety helmet. Thirty minutes later he stopped again to remove the rear window to reduce the air drag.

Said (Volvo) led Baptista (Volvo) and Kolb (Volvo) for two laps, with the latter moving past Baptista on lap 2 and reaching first place on his third tour. Coming up quickly was last year's winner, No. 1 Volvo, with Art Riley at the wheel; and dropping back was Said's Volvo, from overheating problems. At



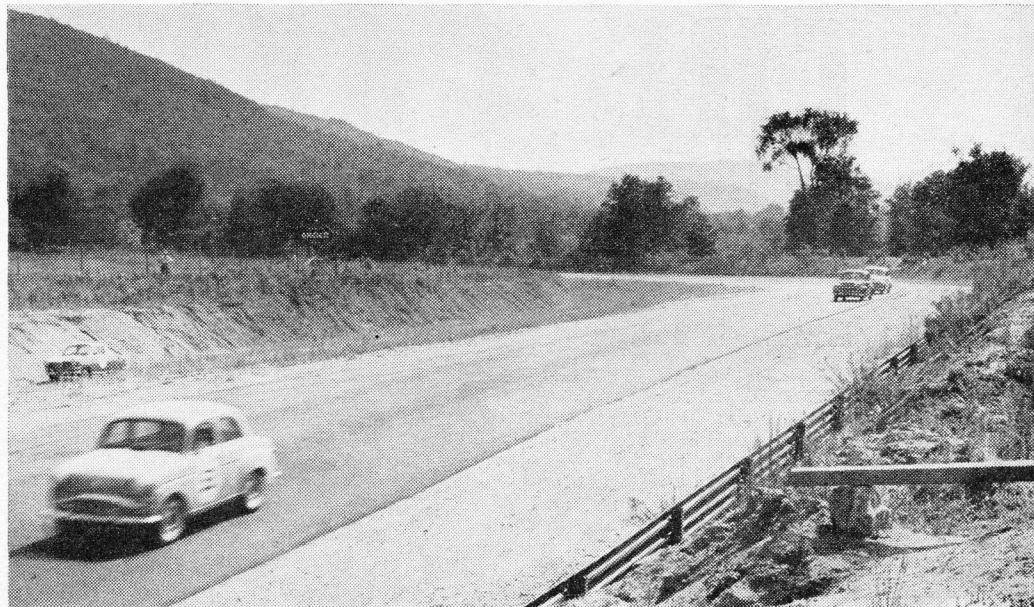
GOGGLING GOGGOS. Goggomobil's chief scorer René Dreyfus keeps his eyes on the two team cars while Walter Cronkite of C.B.S. awaits his turn at the wheel. Other timers are Mrs. Cronkite and Heinz Geith, Mercedes-Benz engineer who has recently arrived in the States.

McDERMOTT (Triumph Sedan—Standard 10 in U.K.) whizzes ahead of a couple of fast cornering cars. The Volvos lost no time on the corners but much rubber. In the ditch is a Goggo with a burnt out generator.

no time during the 10 hours was a Volvo not in the lead. Constantine (Rapier) was fifth behind the Volvos, Ross (Volvo) sixth, Sagan (Volvo) seventh, and Jatzke (Fiat) eighth. Pupulidy (Saab), who passed some 20 cars before reaching the first turn of the first lap, was already in ninth position and was definitely on the move.

The day was made for racing—with bright sun, low humidity, and no wind—and Race Chairman Bill Baldwin and Chief Stewards Henryk Szamota and Ted Andrews added to the enjoyment of the event by being calm, pleasant and efficient. Continuous informative commentary was fed through the public address system, in thoroughly enjoyable phraseology, by Art Peck, Chris Economaki and Peter Burgess.

Said (Volvo), in fourth position, stopped at his pits at 10.42 for oil, gas and water. A geyser broke loose when the water cap was removed, and six other Volvos lapped him before he could get back to the race in seventh place. At the end of the first hour the leaders



and the roof caved in. One of his friends lay on the back seat and pushed the top up again with his feet!

Fate struck a hard blow at the Sunbeam at 12.25. While racing down the

main 2,570-foot straight at full bore, the left front wheel sheared off and rolled away. Britain's Peter Brown skillfully brought the car to rest at the side of the road. Officials decided it was in a hazardous position and allowed a tow truck to move it to its pits, where Brown worked for three long hours repairing the damage.

Meanwhile the Riley/Rutan, Sagan/Fisher and Kolb/Wilhelm Volvos were having a ding-dong battle, the two leading cars being only one second apart, and then less. But Tweedale, in the third car, was forced out of the fun when his car came to rest with mechanical trouble in the hill turn. His rivals were laps ahead when he got back in the race.

Columbia Broadcasting System's Walter Cronkite passed in a Goggomobil, grinning like a kid with a new toy. After an hour in the pits, the Comito/Markelson/Biondo Dauphine was found to have a hole in the piston and a frozen distributor shaft. The seized distributor caused pre-ignition, burning out the piston. The Dauphine made many pit stops, a bigger screw used at each stop. By 5.30 a 3/4-inch bolt was used right in the head of the piston! And it was decided to leave the car alone and just take it on a final lap at 8 p.m.

Disaster hit the Volvo team at 1.30



★
DENTED DAUPHINE (left). After rolling his Dauphine in practice, Lou Comito (seen here refuelling his car) made pit stop after pit stop during the 10 hour race because of a hole in the piston. (Below) Verder (Goliath) leads Schaeffer (Panhard) and Pupulidy (Saab) up the hill. The incredible SAAB No. 58 passed every car in the race but the three fastest Volvos before it dropped back because of an unavoidable accident.

were Kolb (Volvo), Riley (Volvo), Sagan (Volvo), Baptista (Volvo), Moore (Volvo), Said (Volvo), Pupulidy (Saab), Andre (Saab), Constantine (Rapier), Dodge (Saab), Fanelli (Panhard) and Grossman (Auto Union) with four laps separating the first and 12th car. Grossman was driving a splendid race.

At 11.25 the leading Volvo stopped for gas and driver change, dropping back to fourth place during the brief stop. Constantine came in for gas and a left front tyre and Brown became the driver of the Rapier; Delaney gave his Goggomobil over to Macauley; Andre turned his SAAB over to Holbert after taking on gas and tyres; Dodge stopped his SAAB for gas and tyres and Lawrence drove away; MacKenzie brought his white Fiat in for oil and Becker became the driver; and Comito brought his overheating, dented Dauphine to the pits. Comito flipped the Dauphine in practice



THE GRAND PRIX LOTUS

Details of a new contender from Hornsey for Formula I honours, based on Colin Chapman's Formula II design.

INTRODUCED at Rheims last July for the Grand Prix de l'A.C.F., the 1958 Lotus appeared in both F1 and F2 forms. The former is the subject of Theo Page's fine drawing, and is Britain's latest Grand Prix machine.

It is, of course, based on the original F2 single-seater, but radical alterations make it an entirely new vehicle. For instance the bodywork is unashamedly reminiscent of the Vanwall; this is hardly surprising as both aerodynamic bodies were designed by Frank Costin, and time has shown that the somewhat unconventional "high-tail" appearance of the Costin creation was born of real knowledge leading to efficiency.

The twin-o.h.c., 2.2-litre Coventry-Climax engine is offset in the frame to an angle of $10\frac{1}{2}$ degrees; it is also canted to 17 degrees from the vertical. The engine is extremely compact, the highest point being the filler-cap for the vertical, tubular header-tank, causing the only protuberance on the low bonnet-line. Only six pints of water are circulated. This is located behind the Tecalemit oil-filter, lying between it and the radiator. Oil-cooling is effected by means of twin alloy tubes located under the left-hand side of the frame; drawing air from a high-pressure duct at the rear, then releasing it into the cockpit. In addition there is a B.R.M.-type heat-exchanger fitted in front of the engine.

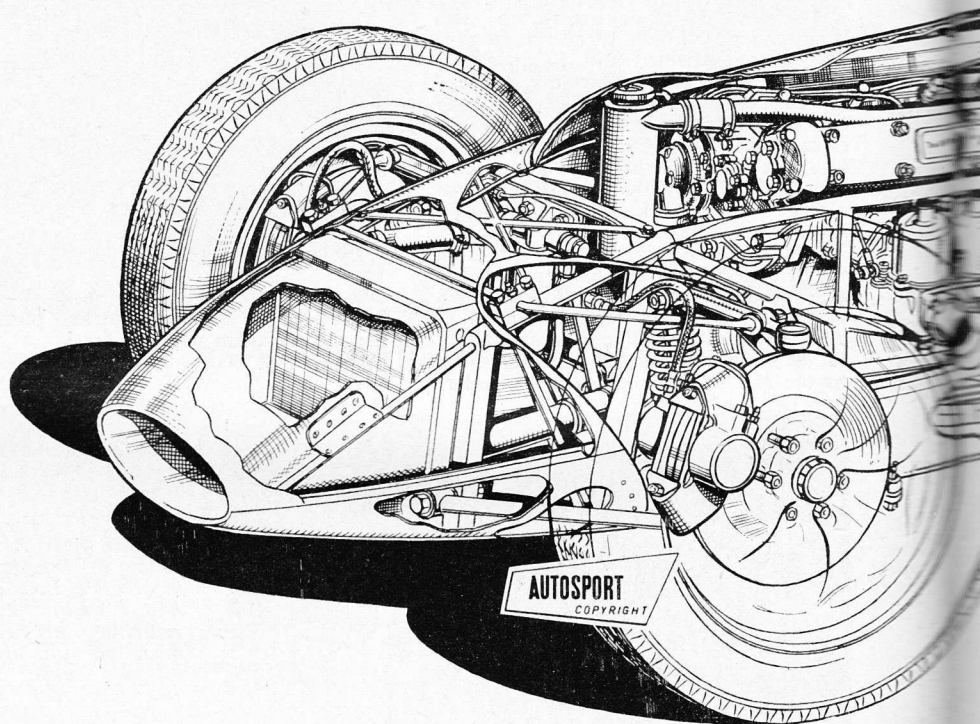
At present the exhaust system is contained within a channel inside the right of the body: the plan was to extract hot air from both cockpit and engine compartment, but this scheme will have to be considerably revised owing to the experiences of both Cliff Allison and

Graham Hill who have been subjected to more than usual cockpit heat.

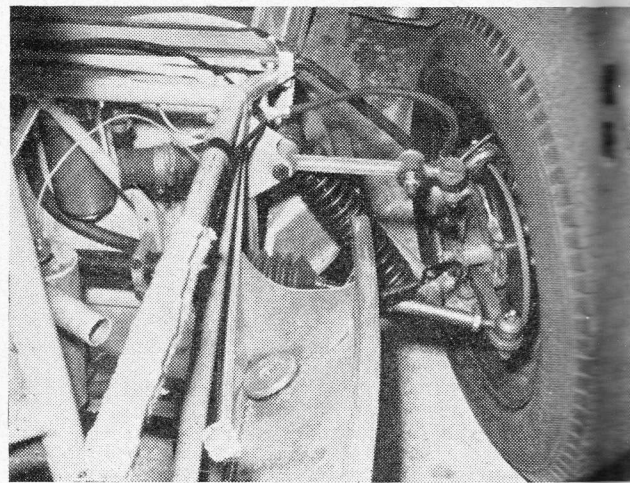
The Lotus frame is built up from 1 in. 18 S.W.G. and $\frac{1}{4}$ in. 20 S.W.G. steel tubes, the whole being extremely light and rigid. Helical springs and wishbones control the independent front suspension; extra-long springs are used for the Chapman strut-pattern rear, found also

in certain 1957 single-seaters and, of course, the Grand Touring Elite. Girling 9 ins. disc brakes with Ferodo P.F.3 linings are retained, the rear pair being mounted inboard. Armstrong hydraulic dampers are fitted front and rear.

Chief interest lies in the novel positive-stop five-speed gearbox, which is now completely reliable. It is of an all-

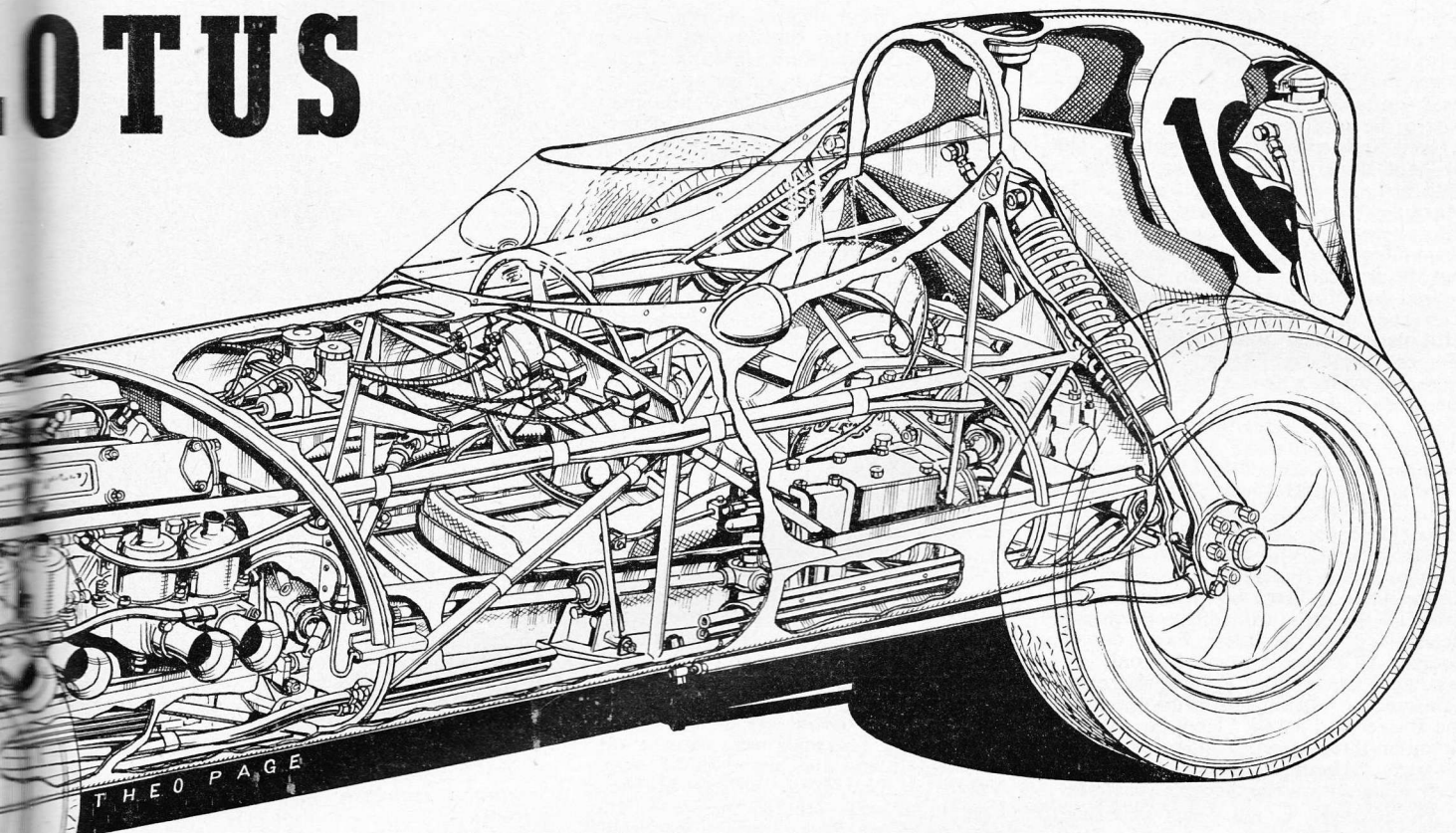


DETAIL of the space-frame chassis, showing how the steering column is cranked through two universal joints to bring it to the left of the cylinder block.



FRONT SUSPENSION details, showing the disc damper unit and tubular wishbone i.f.s., in which forms one leg of each top wishbone.

LOTUS



Exclusive Autosport Drawing by Theo Page

indirect type, the shafts lying in a horizontal plane. Ratios for 1st, 2nd and final drive are fixed at 10.3, 7.2 and 4.125 to 1 respectively. No fewer than 11 alternative ratios are available for 3rd, 4th and top gears, from 2.8 to 5.8 to 1. Gearbox, final drive and ZF differential are in an Elektron casting, oil being circulated by a splash system from the

crownwheel. There are also other arrangements being tested, including gear-driven pumps and external oil coolers.

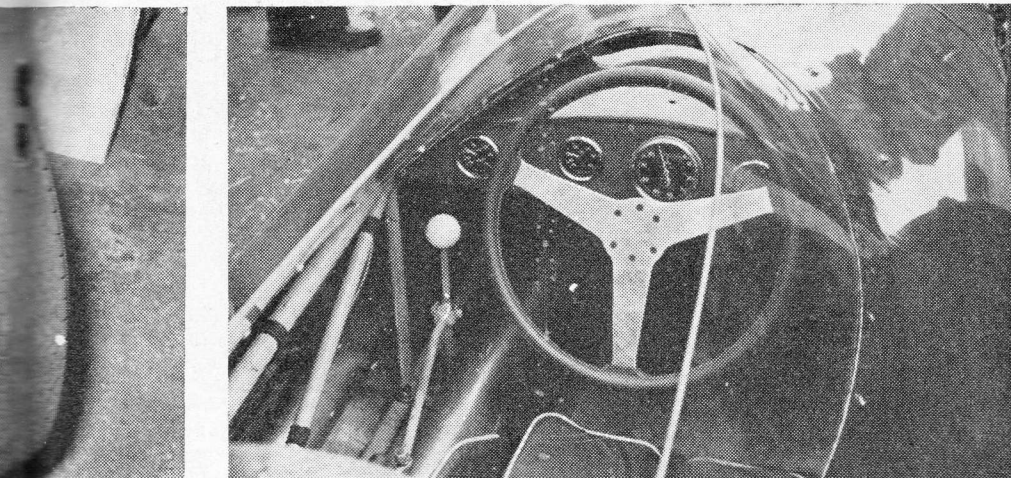
Power is transmitted via a special Lotus two-plate clutch, built up from Borg and Beck components. The four-cylinder Coventry-Climax 2,210 c.c. (88.8 x 88.8 mm.) engine is stated to develop 194 b.h.p. at 6,250 r.p.m. on a

compression ratio of 11 to 1, using 100/130 "Avgas" fuel. Maximum b.m.e.p. is said to be 203 lb./sq. ins. at 5,000 r.p.m. Owing to the 17 degrees canting of the engine, it has been possible to fit double-choke SU carburettors, which draw fuel by means of an A.C. mechanical pump from a 22-gallon rear tank. The 8-pint capacity oil tank is located in the tail. Offsetting the engine has entailed a certain amount of ingenuity in fitting controls. For instance the steering column for the rack-and-pinion has the main shaft acutely angled by means of universal joints, in order to pass on the left of the power-unit. The driver's feet now straddle the clutch housing, with the clutch pedal on the left: formerly the driver sat crookedly, with all pedals on the right of the clutch housing. The gear-lever is located to the left.

Lotus light-alloy wheels carry 4.50 x 15 ins. Dunlop tyres at the front, and 5.50 x 15 ins. at the rear. Front and rear tracks are 3 ft. 11 ins., wheelbase 7 ft. 4 ins., overall length 11 ft. 8 ins., width 4 ft. 6 ins., maximum height 2 ft. 11 ins., and ground clearance 4 ins. No weight figures have yet been issued, but it is almost certain that the complete car (dry) scales around 9½ cwt.

For the rest Champion NA12 sparking plugs are used, whilst standard ignition equipment is by Lucas.

G. G.



COCKPIT and controls, showing the propeller shaft tunnel passing to the left of the driver. Gearbox and lever are also on the driver's left, while his feet straddle the clutch housing.

ake, spring-
anti-roll bar

when the Baptista/Tweeddale Volvo stopped for gas. One of the pit crew mistakenly picked up a jerrican of water and put it in the gas tank. Baptista sputtered to a stop on the hill turn, where he drained the gas tank and walked back to his pits for petrol. The brilliant driver dropped from fourth to 29th place because of the pit error. The Macauley/Cronkite/Delaney Goggomobil got stuck out on the course too when the voltage regulator failed and burned out the generator. Canada's Keith Ross retired his Volvo with a broken stabilizer rod; and King Moore stopped his fifth-place Volvo with clutch trouble. He and co-driver Serge Toumaniantz were to make a few more laps before the race's end.

By 3 p.m. the order was: Riley/Rutan (Volvo), Sagan/Fisher (Volvo), Kolb/Wilhelm (Volvo), Pupulidy/Thompson (Saab), Andre/Holbert (Saab), Grossman/Rubin (Auto Union), Dodge/Lawrence/Malone (Saab), Blanchard/Callanan (DKW), Schaeffer/Anderson (Panhard) and Fanelli/Hoyos (Panhard). There were 25 cars on the course but four in the pits with busy mechanics determined to get them back on the course. All made it, some for only one last lap. One of the Volvo drivers saw Constantine watching Brown working on the Rapier and asked, "How does it feel, riding on three wheels?" George quickly retorted, "About the same way it must feel riding with water in your gasoline!"

An accident in the Esses prevented Pupulidy and Thompson (Saab) from repeating their Index of Performance win again this year. Just before 4 p.m. the rear axle of Hayne's DKW broke as he was negotiating the last turn of the Esses, throwing the car out of control and into the path of Pupulidy's speeding SAAB. A loud bang, a wrecked DKW, and a badly damaged SAAB resulted. Pupulidy managed to get the SAAB back to its pits; but the car which had performed so magnificently to reach fourth place overall and first on Index had lost its water pump, electrical system and half of its bonnet in the crash. After 34 minutes of feverish work and 30 lost laps, the red car returned to the circuit with a tied-on bonnet.

There was much dicing during the remainder of the race. The Volkos of Sagan and Kolb exchanged places frequently but neither was able to catch

Riley; the wheel sheared on Blanchard's DKW, rolling the car but not injuring the driver; Rubin (Auto Union) and Lawrence (Saab) battled for many exciting laps, with the Auto Union ultimately winning; and Piekarski's Fiat 600 flipped at the end of the main straight, the little car standing on its nose momentarily before tumbling. The driver pushed the car back on its wheels and drove around to the pits, emerging through the wind-screen frame because of a crushed top. He examined the car, crawled back through the front, and finished the race with bent driving position because of no headroom. While battling for seventh place with Jatzke (Fiat), Schaeffer (Panhard) was black flagged for front-wheel shimmy at 6.58 p.m. The angry Panhard crew got the car out again in one minute, but the Fiat finished a lap ahead.

At 7.15 p.m. the leading Volvo blew a tyre right at the entrance to the pits. Fans screamed and excitement ran high as Rutan brought the car to a safe stop in his own pit. The crew worked quickly, and Rutan wanted Riley to drive on to victory, but modest Riley waived the honours and Rutan sped away after losing a couple of laps. Last minute pit stops in other pits caused concern, but everybody seemed to get going as Colonel Field unfolded the chequered flag and the gun atop the official stand was cocked for shooting. Seconds were counted off, the flag fell, and the Cuomo-Said-Schantz Volvo—first car off at the start but now long in its pits—crossed the line. The winning Riley/Rutan mount was right behind. Volvo No. 1 was undented after its 399 laps. A four-speed gearbox had replaced last year's three-speed box; otherwise the Volvo was unchanged.

In an after race interview, Art Riley was asked if he planned to buy a new Volvo. "Why should I?" he asked, "This one seems to be doing all right".

The durability of the small European cars was proved by the fact that despite the numerous flips, rolls and wrecks, not a single driver was scratched and most of the cars were able to go ahead and finish.

Results

Class A. 1,300-1,600 c.c.: 1, Arthur Riley and William Rutan (Volvo); 2, Paul Sagan and Robert Fisher (Volvo); 3, Charles Kolb and Richard Wilhelm (Volvo).

Class B. 1,000-1,300 c.c.: 1, W. E. Jatzke and W. R. Jacobs, Sr., (Fiat 1100); 2, Paul Richards and Richard Lockwood (VW); 3, James Stevens and Jack Caruso (VW).

Class C. 750-1,000 c.c.: 1, Bob Grossman and

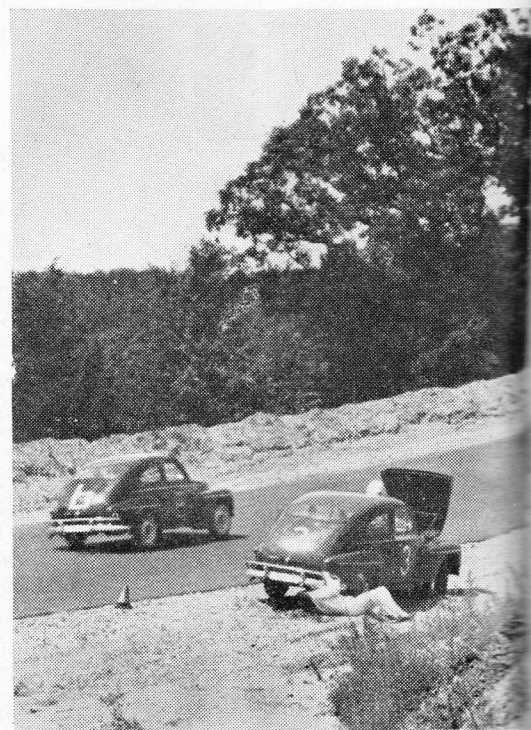


Photo: Ozzie Lyons

WHO WAS IT? During the long hot afternoon somebody in the Volvo put aqua pura in Art Tweeddale's car instead of petrol! Here he drains the water.

Bob Rubin (Auto-Union 1000); 2, Phil Schaeffer and Hayward Anderson (Panhard); 3, George Lazaravich and Charles Callanan (DKW).

Class D. 650-750 c.c.: 1, Gaston Andre and Robert Holbert (Saab); 2, Joseph Dodge, Chandler Lawrence, Dick Malone (Saab); 3, E. Pupulidy and Dick Thompson (Saab).

Class E. Up to 650 c.c.: 1, Newton Davis and Bill Welsh (Fiat 600); 2, Rod Nearney and Ray Saidel (Fiat 600); 3, Bob Grier, Frank Macauley and Harry Dager (Goggomobil).

OVERALL AND HANDICAP FINISH

Overall Position	Laps Completed	Time—Seconds	Handicap Allowed	Total	Index Finish	Drivers	Car
1	399	36,042	24	423	16	Riley/Rutan	Volvo
2	396	36,075	24	420	17	Sagan/Fisher	Volvo
3	394	36,032	24	418	18	Kolb/Wilhelm	Volvo
4	383	36,089	103	486	1	Andre/Holbert	SAAB
5	382	36,004	73	455	7	Grossman/Rubin	Auto Union
6	381	36,051	103	484	2	Dodge/Lawrence/Malone	SAAB
7	372	38,075	59	431	15	Jatzke/Jacobs	Fiat 1100
8	371	36,017	96	467	4	Schaeffer/Anderson	Panhard
9	370	36,060	83	453	8	Lazaravich/Callanan	DKW
10	367	36,061	96	463	5	Fanelli/Hoyos	Panhard
11	365	36,090	103	468	3	Pupulidy/Thompson	SAAB
12	365	36,122	75	440	13	Barber/Sanderson	Renault 4CV
13	362	36,072	70	432	14	Richards/Lockwood	VW
14	359	36,060	103	462	6	McCarthy/Bucher/Ryan	SAAB
15	355	36,012	96	451	11	Cory/Humphries	Panhard
16	350	36,041	24	374	24	Baptista/Tweeddale	Volvo
17	338	36,001	70	408	19	Stevens/Caruso	VW
18	337	36,005	60	397	21	McDermott/Waltman	Triumph
19	337	36,074	70	407	20	Lewis/Jankowitz/Grole	VW
20	336	36,062	116	452	9=	Davis/Welsh	Fiat 600
21	333	36,095	116	449	12	Nerney/Saidel	Fiat 600
22	329	36,022	57	386	23	Vedder/Raeder	Goliath
23	326	36,060	126	452	9=	Grier/Macauley/Dager	Goggomobil
24	319	36,029	24	343	25	Cuomo/Said/Schantz	Volvo
25	296	36,060	116	312	27	Piekarski	Fiat 600
26	255	36,095	32	387	22	Constantine/Brown/Krag	Sunbeam
27	244	36,095	86	330	26	Baumberger/Porter	Skoda
28	173	35,244	24	197	29	Moore/Toumaniantz	Volvo
29	126	31,055	76	202	28	Comito/Markelson/Biondo	Dauphine



WINTER isn't so far away now, and slippery conditions will be encountered again before long. Tyresoles, the re-moulding people, now have this new winter tread, under the name of Weathersoles, available in most popular sizes.



VINTAGE Sunbeam of J. Howell acquitted itself well with a run in 27.10 seconds

something naughty on the top bend. There was a horrid patch of grease just as drivers put on right lock, with the result that several folk went straight on. R. B. James bounced off the barriers and lost very little time. David Good turned on his usual blast of power, in the usual place, and went straight on into the sleepers with a bang, and, although he was very quick with the clutch, stalled the motor. A regretted non-starter in this class was A. F. Rivers-Fletcher, whose Cooper was only operative on one cylinder. Also fallen by the wayside were D. H. Day and A. Jeddere-Fisher's E.R.A.s, the latter still recovering from a contact with a hard substance the previous week. Jim Berry drove the E.R.A. Special, and blasted his way to the top in 24.20. Wickson had the Buckler at the limit again, and did 25.28, which startled a lot of people. "Doc" Taylor, always worth watching anywhere, proved no exception here, and wriggled the Caesar Special to the summit in a mere 25.33.

Great Auclum

Hants and Berks M.C. National Hill-Climb

SUNDAY, 2nd August, saw another Great Auclum hill-climb, run, as usual, by the Hants & Berks Motor Club. The usual cheerful family atmosphere prevailed, ruled over in efficient manner by Secretary A. H. S. Fountain, and "staff", among whom were many familiar faces.

However, an early snag was a thunderstorm, over which "A.H.S." had no control! This arrived just before 2 o'clock, and a small lake quickly formed on the top corner. This had to be dealt with (marshals feverishly sweeping the water away found that they promptly transferred the flood to the bottom bend!) and the rain left the course in a highly slippery state. It wasn't too bad when it was wet all over, but when the easy parts (are there easy parts at Great Auclum?) became dry, and the twisty bits under the trees stayed greasy, people in a hurry to reach the top found progress a little complicated. A new venture was the erection of a guard rail of sleepers on the top corner. This came in for a little scorn in practice, but got a lot of bashing during the day, and well vindicated itself, saving much of Neil Gardiner's valuable property.

First runs were on a wet course, and most people went carefully. F. Copeman nearly lost the snappy sounding D.K.W. on the top bend, when the front went awry, but did a creditable 27.93. A Lotus-Buckler duel in class 2 went to John Derisly, who did 26.19. Francis Scott had startled everyone by doing 26 secs. in practice, with a much breathed-upon Hillman Husky. On a wet road, he managed 28.78. The original Buckler "streamliner", driven this year by R. Wickson, motored with tremendous verve using every inch of the road, without actually running out of it! It got faster and faster every time, rounding off the day with some quite astonishing times.

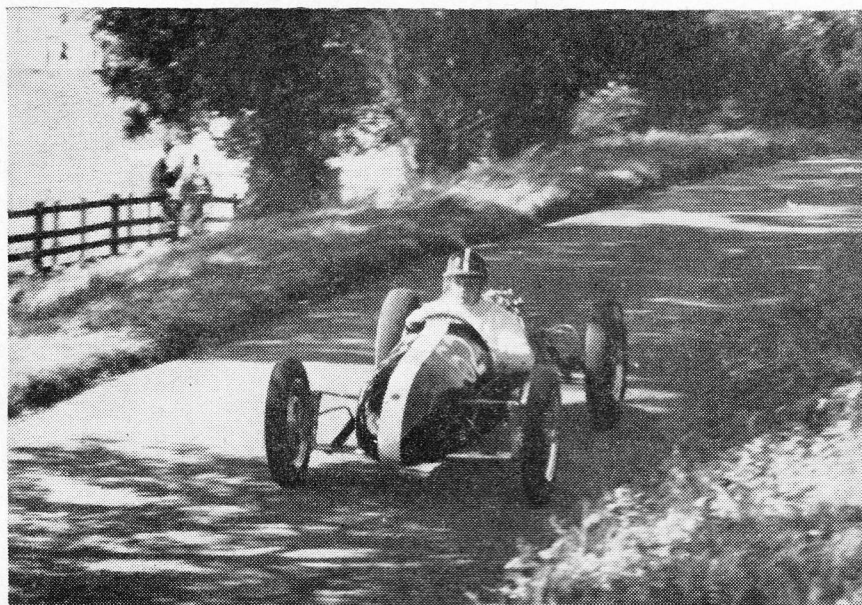
A. F. Lefevre's Sunbeam Rapier used everything, and had the marshals diving for cover, but was very little slower than the sporting types in the same class. A. S. C. Sanderson overcooked the top

corner, and missed a very solid barrier by mere millimetres! C. B. L. Harding had an interesting M.G. coupe, that went upwards in 27.53, while a good battle went on between various Morgans and Triumphs. High spot here was a tremendous dice by R. W. Ashley's vintage Frazer-Nash which slid mightily all over the place without losing a fraction, and getting up in 27.94.

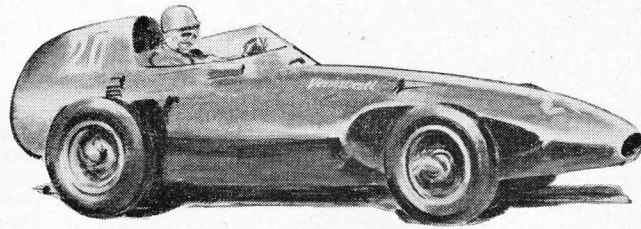
John Shutler's thunderous Invicta filled the road, and did 27.30. J. P. Chapman's Mercury was a very, very potent machine. There were far too many hairy horses champing at the bit for anyone's comfort, and a really exciting dice resulted, but the time of 25.84 was well below anything recorded so far. M. G. Manning's Smith 500 did something naughty to its clutch on the lower slopes, while several people did

Second runs brought out the racing cars again, while the motors were still warm. By now things had dried out considerably, and R. B. James made a cracking run in 23.65, with his Cooper 500. M. Vincenzi arrived at the first corner with brakes hard on, front wheels pattering madly and minus some important bits and pieces from the carburetter, which put paid to his effort. David Good made a faultless run, and clocked 23.00, while Jim Berry's E.R.A. and D. A. Haig's Cooper 1000 did 23.79 and 23.99 respectively. Patsy Burt's Formula 2 Cooper was as immaculate as all her cars, sounded a bit temperamental on the starting line, and did 25.19. Mr. Wickson came out again, and did the same with his Buckler!

(Continued on page 218)



NOT SO GOOD. David Good had bad luck during the day on two runs. He is seen here on the first downhill section.



**VANDERVELL
LEAD INDIUM BEARINGS**

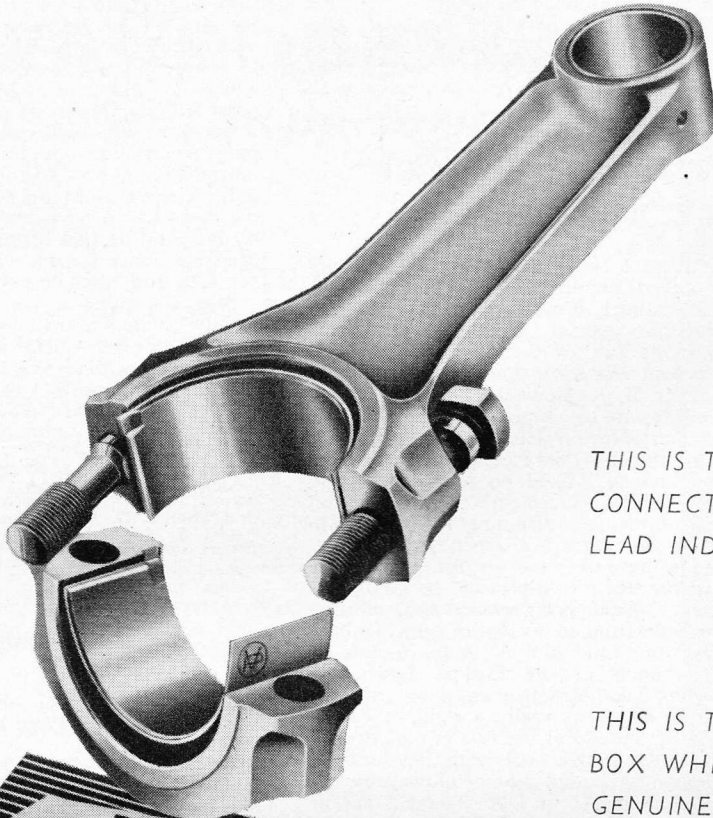
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Smee's V140

A DISAPPOINTINGLY small crowd witnessed an excellent day's club racing at Silverstone on Saturday, 9th August, over, of course, the short Club circuit. The main event featured was the Commander Yorke Trophy race over 100 miles for Formula 3 cars.

The first race was over 10 laps and was the first heat for the Trophy. Trevor Taylor, after a hesitant start, soon pulled away to an immense lead which he held until the end. Don Truman pulled up from sixth to second place during the

lap of the series-production sports car race, close on his tail being the TRs of Roy North and Syd Hurrell. On lap five both the Triumphs took the Healey, but five laps later Shale retook second spot when he passed Hurrell. These three finished in that order, North making fastest lap, and Ewer's TR2 came in a lonely fourth. The ex-Fitzwilliam disbraked M.G.A. of Hayles (who had changed the cylinder head just before the race) was chased in by Lawrence's Morgan Plus Four.

Silverstone Hundred-Miler

Keen Racing at B.R.S.C.C. Race Meeting

course of the race and Luke, after going well in second spot, dropped to fourth. Michell drove a steady race to finish third.

The next race was heat two for the Commander Yorke Trophy, the leader throughout this time being Don Parker, Pitcher and Hughes in Coopers duelled merrily behind the leader until the seventh lap when Hughes slowed and Pitcher drew away.

Event three was for sports cars of up to 1½ litres divided into two classes: up to 1,100 c.c., and 1,101-1,500 c.c. David Shale, in Max Trimble's 1,460 c.c. F.W.B. Climax-engined Lotus led at the end of the first lap, but shortly retired. Coming down the straight to Woodcote a brake pipe broke and he had to slow himself for this difficult corner by going right down through the gears—it was a shaken Shale that arrived, albeit safely, at the pits. He was replaced in the leading position by Chris Bristow's 1957 model Elva, who, however, was taken on the fourth lap by Roy Prior in his Lotus Eleven. There was a most exciting dice for third and fourth positions between Chris Summers in the Arden-Climax (equipped with four Amal carburettors) and the Lotus of Randall. When these two were caught by Brierley in the Victoria—that maroon gadget with a Cooperish cut-off back end—battle really commenced. The Arden held a precarious third place until the tenth lap when he was replaced by Brierley who proceeded to pull away from the other two. Pat Massy-Dawson in the ex-Buec Lotus reversed the model at Woodcote on the last lap and was narrowly missed by Summers. This gilhooley gave Randall the edge on the run-in to the finish. The over 1,100 c.c. class was won by P. D. Anders in his Lotus-Ford, the yellow and black car raced so successfully last season by Tom Barnard. Gordon Jones retired his 1,220 c.c. Climax-engined Lotus with a broken crankshaft.

The next event, for 500 c.c. J.A.P.-engined bolides, was remarkable for the number of retirements. Leader for the first three laps was C. L. Graham (Graham-J.A.P.), but when he retired on the fourth lap the lead was taken by J. F. B. Conyers in his front-engined, front-wheel-drive Bond (no, this one has four wheels). The Bond displays quite horrible understeer, but nevertheless is very quick cornerwise. Conyers was chased by J. Parker (Cooper) for most of the race, but the latter disappeared on the penultimate lap and left A. C. Rodgie (Cooper) to finish a rather surprised second.

David Shale's red Austin-Healey 100-Six was the leader at the end of the first

Event 6 was for cars which have not qualified for the 100 mile final of the Commander Yorke Trophy, and only nine cars started. C. Heyward (C.H.S.-Norton) was away to a good start, but the lead was soon taken by the eventual winner, B. A. Heyward (Comet-Norton). Conyers in the Bond and Eccles in his Mercury-Norton had a wonderful dice until the latter had to come in to have the "bonnet" fixed on and dropped to fifth place. Gardiner's Staride-Norton was third after disputing the issue with J. M. Humphrey's Cooper-J.A.P.

The seventh race on the programme was the real crowd-pleaser, the saloon car event. Grid positions in this meeting were determined by ballot, and Tommy Sopwith found himself in the middle of the bunch in the Equipe Endeavour Jaguar 3.4. His progress through them at the start was really a sight to watch, and by the end of the first lap he already had a handsome lead, with Uren's Ford Zephyr in second place followed by the red Jensen 541 of Don Parker. Parker soon passed Uren, pulling away from the Ford and retaining second place. Alan Foster's M.G. Magnette dropped from fourth to seventh, succumbing to the Speedwell A35s of Shepherd and Sprinzel, and to the big Riley Pathfinder of Searle. Sopwith, trailing blue oil smoke, pulled right away and lapped all the others except the Jensen during this 10-lap event.

A field of 22 cars lined up for the start of the main event of the day, the 101 mile (63 lap) Commander Yorke Trophy race for Formula 3 cars. Incorporated was a special race for petrol-engined machines over 32 laps; these being completed, the petrol boys could either pull in or hammer on for the full distance. Trevor Taylor, in the Beart-tuned Cooper-Norton, immediately pulled away into an easy lead which he maintained to the end. For the first part of the race, however, Lewis (Cooper) was pushing Trevor hard, and the former set up fastest lap at 77.18 m.p.h. in his efforts to catch the leader. Pitcher, Menzies and Chippindale (Menzies in a Petty-Norton) were duelling furiously for third place until Pitcher found some more speed from somewhere and left the other two to it. Much excitement was provided by the two leading cars in the petrol-engined section, the Cooper-Nortons of Bell and Symonds. These two remained in close company for the whole of the 100 miles, but at 32 laps (50 miles) Symonds was leading the pair and thus won their special little race. Third of the petrol boys was Albert Zains in the Flash Special, whose fuel injection equipment had been removed for the occasion. Half-

distance in the big race and the leaders were Taylor, Lewis, Menzies, Chippindale, and Don Parker (Cooper-Norton). Lewis had fitted a second tank on his Cooper to avoid having to stop for fuel, but unfortunately it split and he had to come in after all, to the great consternation of his mechanics. Lewis dropped to fourth, but soon repassed Chippindale, and when four laps later Menzies called in for fuel Lewis regained second spot which he held to the end. Menzies repassed Chippindale after the former's temporary halt, but while all this stopping was going on Don Parker had moved quietly up into third place. With only seven laps to go Chippindale had the bad luck to have his engine go dead on him and he had to retire. This gave Menzies a safe fourth, with Luke's Cooper fifth and Michell sixth a lap behind. And so ended a very pleasant and, luckily, rainless afternoon's sport.

Afterthought:—imagine driving a hundred miles over the Silverstone Club circuit in a Formula 3 car. . . . !

MICHAEL HENDERSON.

Results

Formula 3 Cars. Heat One: 1, T. Taylor (Cooper), 75.37 m.p.h.; 2, D. Truman (Cooper-Norton); 3, P. D. Michell (Cooper-Norton). **Heat Two:** 1, D. Parker (Cooper-Norton), 75.28 m.p.h.; 2, J. Pitcher (Cooper-Norton); 3, J. Menzies (Petty-Norton).

Sports Cars. Up to 1,100 c.c.: 1, R. N. Prior (Lotus), 78.49 m.p.h.; 2, C. Bristow (Elva); 3, J. C. Brierley (Victoria). **Fastest lap:** Prior, 79.96 m.p.h. **1,101-1,500 c.c.:** 1, P. D. Anders (Lotus-Ford), 70.84 m.p.h.; 2, G. Morgan (Lotus-Consul); 3, B. Ferrari (Alfa Spyder). **Fastest lap:** G. M. Jones, 79.30 m.p.h.

Formula 3, J.A.P. Engines: 1, J. F. B. Conyers (Bond), 69.13 m.p.h.; 2, A. C. Rodgie (Cooper); 3, A. Olley (Cooper). **Fastest lap:** Conyers, 71.64 m.p.h.

Production Sports Cars. Over 1,500 c.c.: 1, R. F. North (TR2), 70.87 m.p.h.; 2, D. Shale (Austin-Healey 100-Six); 3, S. A. Hurrell (TR3). **Fastest lap:** North, 72.18 m.p.h. **Up to 1,500 c.c.:** 1, J. Hayles (M.G.A.), 67.52 m.p.h.; 2, J. Gross (M.G.A.); 3, T. Threlfall (M.G.A.). **Fastest lap:** Hayles, 69.58 m.p.h.

Formula 3: 1, B. Heyward (Comet-Norton), 72.09 m.p.h.; 2, A. Eccles (Mercury-Norton); 3, P. D. Gardiner (Staride-Norton).

Saloon Cars. Up to 1,200 c.c.: G. C. Shepherd (Austin A35), 62.77 m.p.h. **1,201-1,600 c.c.:** A. Foster (M.G. Magnette), 61.51 m.p.h. **1,601-2,700 c.c.:** J. M. Uren (Ford Zephyr), 64.72 m.p.h. **Over 2,700 c.c.:** T. Sopwith (3.4 Jaguar), 72.09 m.p.h. **Fastest lap:** Sopwith, 73.65 m.p.h.

Final, Formula 3 (Commander Yorke Trophy): 1, T. Taylor (Cooper-Norton), 75.61 m.p.h.; 2, J. R. Lewis (Cooper-Norton), 1 lap behind; 3, D. Parker (Cooper-Norton); 4, J. Menzies (Petty-Norton); 5, P. Luke (Cooper-Norton); 6, P. D. Michell (Cooper-Norton). **4. Fastest lap:** Lewis, 77.18 m.p.h. **Petrol Class:** G. H. Symonds (Cooper-Norton), 69.15 m.p.h. **Fastest lap:** Symonds, 73.28 m.p.h.

GRAND PRIX REVIEW

NEVIL LLOYD will give an evaluation of the World Championship for G.P. cars and for drivers in "Motoring and the Motorist" on Friday, 29th August, at 7.30 p.m. on the B.B.C.'s "Network Three". He will also add a note about the Italian Grand Prix, the last of the season's *grande épreuves*.

TAUNTON M.C.
Autocross, 4th August

Results

B.T.D.: T. W. J. Bryant (Morgan), 125.2 s. **B.T.D. by a lady:** Mrs. Standbridge (A.C.), 129.6 s. **Class 1, up to 1,500 c.c. (open):** G. Dear (M.G.), 127.2 s. **Class 2, over 1,500 c.c. (open):** R. Standbridge (Ace), 125.4 s. **Class 3, up to 1,500 c.c. (closed):** R. Hunter (Borgward), 133.4 s. **Class 4, over 1,500 c.c. (closed):** H. Rose (Lancia), 127.2 s. **Class 6, Modified Cars (closed):** B. S. Palmer (Riley), 129.0 s. **Class 7, Specials, any capacity (open or closed):** A. M. Parkes (Ace), 126.2 s. **Team Award:** West Hants and Dorset A and B teams (tied), G. Dear, T. W. J. Bryant, H. Rose, J. Pascoe, R. Standbridge.

Valve Springs...

effect on performance

Engine speeds

Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

Valve Temperature

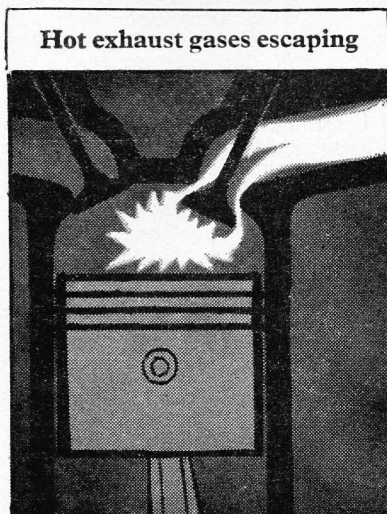
The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce

At *high* revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the

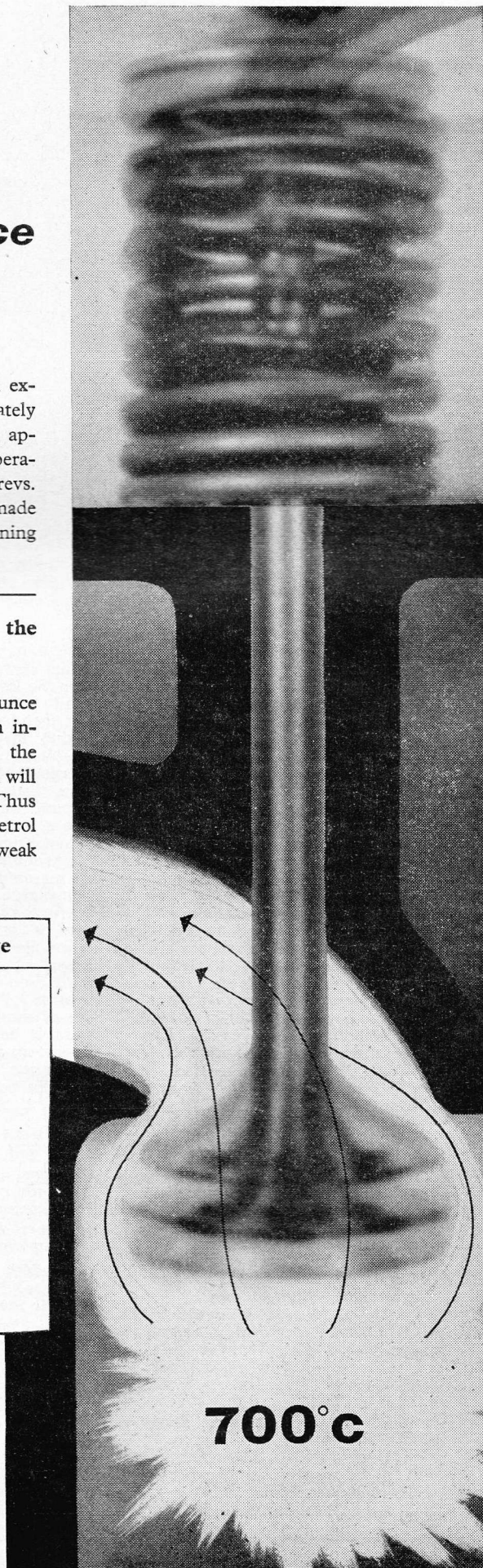
spring and so permits valve bounce at *lower* revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at *all* engine speeds. Thus poor performance and high petrol consumption can be caused by weak or worn valve springs.



For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to specify Terrys, the most efficient and reliable valve springs made.

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Club News

By MARTYN WATKINS

YOU may remember that last week I referred to the second series of Maiden Rallies which are to be organized by the **Morecambe C.C.** this season. If you do, then you'll be interested to hear that an apologetic little note from Arthur Senior informs me that the date of the first event in the series is, in fact, on 26th August, not the 21st. It must have been a wonderful party!

WHILE we're on the subject of alterations, there have been a couple of changes in the **Club Lotus** set-up—membership, by the way, has now exceeded 600. The increase in administration work has meant that Ian Smith has had to stand down as secretary and his place is being taken by Ron Clover, who was for a time accountant to Lotus Engineering. His address is 70 Finsbury Pavement, London, E.C.2 (MONarch 4975). In recognition of his labours in building up the club to its present position Ian Smith has been made chairman, Alan Smith having stood down to enable this to be done.

EVERYTHING is set for the **Seven-Fifty M.C.** national six hours relay race at Silverstone on Saturday (16th August). There is a full entry for this "race with a difference" and teams have been entered composed of Lotus (including cars from the Innes Ireland stable) Triumphs, Morgans, Frazer-Nashes, Porsches, Jowett Jupiters, M.G.As, Austin A35s and there are also a couple of teams this year from the **Seven-Fifty M.C.** itself. There are several mixed teams comprising varied makes and types of motor car, and it was one of these which won the event last year. So once again it's anybody's race and the excitement is constantly maintained by pit stops, driver changes and a great deal of high-speed motoring on a special circuit which is used only for this race at Silverstone. Proceedings start at 1 p.m. and the finish, of course, is at 7 p.m. This really is club racing at its best and there's nothing quite like it anywhere else.



WHILE the critical crowd watch closely and a marshal stands poised to note the marks, J. A. McLaughlin takes the A35 into a "garage" at the Sunbac driving test meeting at Dudley Port, Staffs—a venue which appears to be one of the best in the country.

THE racing season is, I'm afraid, running out along with the sands of time and so on. So let's talk about rallies, and first of all let's talk about that particular rally that has caused so much comment in club magazines recently; the **Horsman-Monte Rally**, to be run by the **Liverpool M.C.** on 4th-5th October. It seems that many unfounded rumours surround this event and the Club wants them sorted out. First of all, the rally has not been cancelled: on the contrary, it is proposed to hold it annually. For this reason the first prize is a challenge trophy and not a free entry plus motor car in the Monte Carlo Rally. This latter is an additional award to the highest-placed finisher who can avail himself of it. If for any reason the award cannot be made then the amount set aside will be devoted to the furtherance of motor sport in some way. The award is being offered so that a good driver may take part in the Monte, who for financial or other reasons would not otherwise be able to take part.

Now then, if that's all clear, let's go on to the next rally on the list, which seems to be the first major rally of this coming season—the **Liverpool M.C.** "Jeans Gold Cup" rally on 6th-7th September. Well known as a real "driver's rally", this year it promises to be as tough as ever, with the organisation in the hands of the same team as last year. Secretary of the meeting is Peter Torpey, 54 Eshe Road North, Blundellsands, Liverpool 23.

Finally, a word on the coming "London". Starting from three points on 19th September—Ascot, Leeds and Wellington (Somerset)—the routes converge on Craven Arms, Shropshire, and thence to Llandrindod Wells. The driving tests will this year be electrically timed and precede the navigation section, which consists of 175 miles at 30 m.p.h. for the experts and 110 miles at 25.75 m.p.h. for the novices. All this is followed by what is described as a "halt for refreshments"—and how they'll be needed!—and then off they all go back to Ascot for the finish.

Coming Attractions

August 15th. Pescara Grand Prix (F1, F2, S).

August 16th-17th. International Roskilde Ring Race Meeting, Denmark.

August 16th. Seven-Fifty M.C. National Six Hours Relay Race, Silverstone, near Towcester, Northants. Start, 1 p.m.

August 17th. East Anglian M.C. Autocross, Wolves Hall, Tending, near Colchester, Essex. Start, 2 p.m.

August 23rd. M.G.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon.

B.A.R.C. Race Meeting, Goodwood, nr. Chichester, Sussex. Start, 2 p.m.

August 24th. Portuguese Grand Prix. Vintage Sports Car Club, Hill-climb, Prescott, near Cheltenham, Gloucestershire.

Thames Estuary A.C. Hill-climb, Stapleford, near Chigwell, Essex.

August 30th. B.R.S.C.C. International Race Meeting, Brands Hatch, near Farningham, Kent.

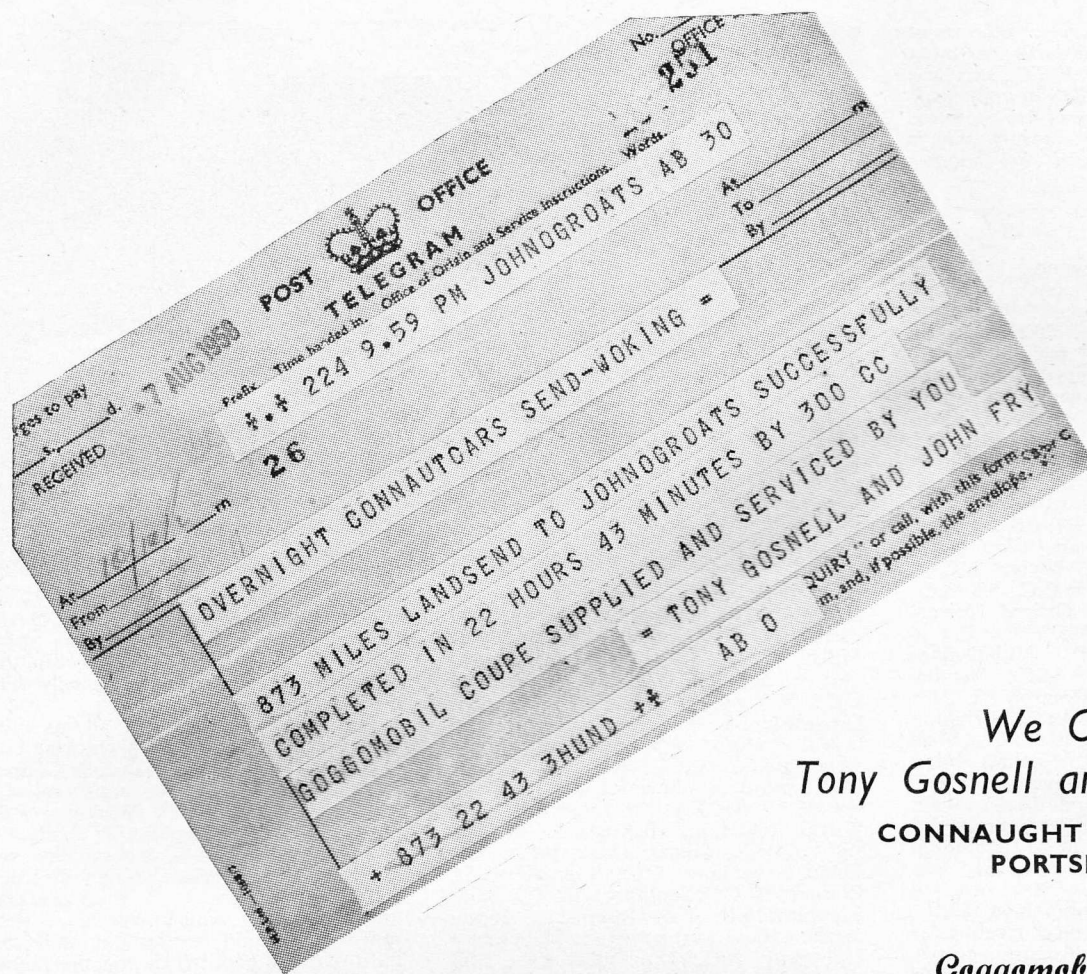
Nottingham S.C.C. Race Meeting, Silverstone, near Towcester, Northants.

Midland A.C. National Hill-climb, Shelsley Walsh, near Worcester. Start, 1 p.m.

Sussex C. and M.C.C. Inter-Club Driving Tests Meeting, Goodwood Circuit, near Chichester, Sussex.

TOP of the pile this week is a note from the **Windsor C.C.** about their next event, which is a night trial on 20th September. Regs. are available from Capt. Emmerson, Merry Meeting Cottage, Pinkneys Green, Maidenhead, Berks. . . . **Mid-Cheshire M.C.** hold a closed-to-club driving test meeting on 7th September. Secretary of the meeting here is A. S. Atkinson, 12 Crewe Road, Shavington, near Crewe. . . . A restricted driving test meeting is being run by **Malden and D.M.C.** on 7th September, too, invited clubs being American D.C., Brent Vale M.C., Cemian M.C., Guildford M.C., Harrow C.C., London M.C., North London E.C.C., Mid-Thames C.C., Mid-Surrey A.C. and the promoters, of course. Secretary of the

(Continued on page 218)



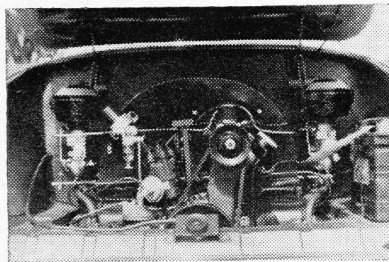
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RALLY EQUIPMENT

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OPEN AND CLOSED cars battle round the hairpin at Snetterton during the main race at the recent W.E.C.C. meeting. Here Jean Bloxam (DB3S coupé) leads M. J. Kingham (Lotus) and her husband, Roy Bloxam (H.M.W.-Jaguar), who is himself closely followed by another Lotus.



Club News—continued

meeting is John Toogood, 3 Dysart Avenue, Kingston-on-Thames, and entries close on 27th August. . . . **Railton O.C.** holds a *concours d'élegance* and exhibition of post-1934 cars at Heston on 31st August, starting at 11 a.m. . . . **Horsham and D.M.C. and L.C.C.** have regretfully announced that the Horsham Autumn Rally will not be held this year. . . . **Thames Estuary A.C.** hold a hill-climb at Stapleford on 30th August, secretary of the meeting being S. L. Offord, 68 Wexford Avenue, Westcliff-on-Sea, Essex. Invited clubs are West Essex C.C., Cranleigh Club, Bexley L.C.C., Per Ardua M.C., Chiltern C.C., S.S.M.C., 250 M.R.C. C.U.M.C., Oxford University M.C., E.A.M.C., M.G.C.C., Forces M.C., Guildford M.C., Mid-Thames C.C., Burnham-on-Sea M.C., Bentley D.C., Cemian M.C., Romford E.C.C., Herts County A. and Ae.C., Brighton and Hove M.C., Bugatti O.C., West Hants and Dorset C.C., North London E.C.C., Cambridge University A.C., Jaguar D.C., Hants and Berks M.C., Volkswagen O.C. and Eastbourne and D.M.C. . . . **Huddersfield M.C.** holds a driving test meeting under a closed permit on 31st August, entries closing on 28th August. . . . **Nottingham S.C.C.** hold a closed-to-club race meeting at Silverstone on 30th August, entries closing on 21st August and going to Miss M. Murphy, Leen Valley Dye-works, Bulwell, Nottingham. Races are provided for sports cars in various capacity classes, F3 racing cars, normal and improved series production touring cars and *Formule Libre*. Racing begins at 1.30 p.m. . . . **Exeter M.C.** holds a restricted rally on 21st September, open to all member clubs of the South-Western Association, over a 130-mile course. Entries close on 13th September and secretary of the meeting is F. D. Souter, 18 Fore Street, Heavitree, Exeter. . . . **Hastings, St. Leonards and East Sussex C.C.** hold something called a "photo clue hunt", starting from Battle on 7th September, and a restricted hill-climb at Bodiam, near Hawkhurst, on 11th October. . . . **Bristol M.C. and L.C.C.** hold their "Mendip Petit Prix" on 30th August—you know, that jolly but exhausting-sounding frolic in which you complete a certain number of laps and, on the way, carry out "pit-stop" operations like decarbonizing the engine, or something. Invited clubs are Burnham-on-Sea M.C., Bristol Ae. Co. M.C., Westinghouse M.C., Stroud and D.M.C., Cirencester C.C. and M.G.C.C. Entries close on 23rd August and go to G. A. Howell, 3 Eastwood Road, Bristol 4. . . . **Chiltern C.C., Oxford M.C., Singer O.C. and Southsea M.C.** jointly promote a hill-climb at Harleyford, near Marlow, on 7th September, closed to members of the four clubs. Entries go to E. P. Ellis, 23 Elmers Drive, Teddington, and close on 2nd September. . . . **M.G.C.C.** (North-west, north-east and Scottish centres) hold the M.G.C.C. Northern Rally on 4th October, with starting points at Preston, Moffat and Ilkley. There is a

phenomenal list of invited clubs, as follows: London M.C., Lancs and Cheshire C.C., Cumberland S.C.C., Fylde M.S.C., Congleton and D.M.C., Lanarkshire C. and M.C.C., South of Scotland C.C., De Lacy M.C. of Pontefract, Leeds University U.M.C., Darlington and D.M.C., North Midland M.C., Shenhstone and D.C.C., Kirkby Lonsdale M.C. and C.C., Sheffield and Hallamshire C.C., B.A.R.C., Westmorland M.C., Wirral 100 C.C., B.R.S.C.C., Furness and D.M.C., Jaguar D.C., Ilkley and D.M.C., Ferranti C.C., Lothian C.C., Chester M.C., Southport M.C., Mid-Cheshire M.C., Knowldale C.C., Morecambe C.C., Liverpool M.C., Manchester University M.C., Lancashire A.C., Bolton-le-Moors C.C., Midland A.C., Aire-dale and Pennine M.C.C., East Yorkshire C.C., Berwick and D.C.C., Falkirk and D.C.C., Scottish S.C.C., Blackpool and Fylde M.C., Dumfries and D.M.C. and C.C., Huddersfield M.C., Edinburgh University M.C. Entries at the normal rates close on 20th September, but late entries will be accepted up to 27th September. Secretary of the rally is J. B. Mitchell, c/o Joseph Cockshoots, Ltd., Knowsley Street, Bury, Lancs. . . . **Alvis O.C.** Midland section has a new secretary—E. P. Oakman. His address will be announced when his move to Birmingham is completed. . . . Supplementary regulations are now available for the **B.A.R.C.** (South-western centre) hill-climb at Brunton on 7th September, entries closing on 28th August.

Great Auclum—continued

J. J. Richards's promising Lotus Climax deranged its transmission on the line, and was seen no more. T. G. Tallis, motoring very briskly, failed to hold it high up, and stove in the front cowling of his Lotus. This was immediately followed by the Fairthorpe, which made a sudden and rather violent contact with a tree, without personal injury to the driver. Ashley's progress was startling in the extreme, as was his time, 24.93, in a vintage Nash.

Among the bigger boys, A. M. Park got within striking distance of the Mercury, with 24.24.

By now it was anybody's day, with half a dozen cars within fractions of each other, and third runs were eagerly awaited.

James took off like a rocket, and fairly

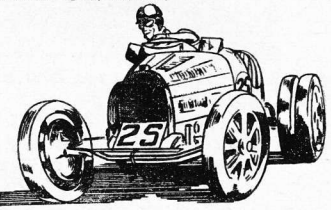
hurtled up to record a faultless 22.19, fastest so far. All eyes turned to David Good, who made a tremendous start, held a fearsome broadside between the bends, and then, most unfortunately, had the clutch turn sour.

James wasn't to have it all his own way, for Berry turned in a cracking run in 22.63, and W. D. J. Roscoe's Cooper suddenly found a lot of urge, and did 22.78. The redoubtable Wickson came out again with the Buckler, and did 23.64, surely the fastest this car has ever climbed Great Auclum. John Derisley surprised everyone by a rousing 22.85 in his Lotus VII, which made him fastest sports car. John Shutler did 24.92, on the Invicta saloon, which was the fastest that this car has ever done on this hill. A. M. Park's Tojeiro and J. Chapman's Mercury dead heated with 23.93, which last minute excitement rounded off an excellent meeting.

A. HOLLISTER.

Results

B.T.D.: R. B. James (Cooper), 22.19 s.
Class 1, Sports Cars up to 1,100 c.c. (u/s): 1. T. G. Tallis (Lotus VI), 24.34 s.; 2. A. P. Belcher (Lotus), 24.86 s.; 3. F. Copeman (DKW), 25.38 s.
Class 2, Sports Cars 1,100-1,400 c.c. (u/s) and up to 1,100 c.c. (s): 1. J. Derisley (Lotus VII), 22.85 s.; 2. R. Wickson (Buckler 90), 23.64 s.; 3. P. Beltton (Lotus VI), 23.68 s.
Class 3, Sports Cars 1,400-2,000 c.c. (u/s) and up to 1,400 c.c. (s): 1. R. W. Ashley (Frazer-Nash), 24.40 s.; 2. W. S. Perkins (Lotus-BMW), 24.59 s.; 3. J. Anstice (Ace-Bristol), 24.66 s.
Class 4, Sports Cars over 2,000 c.c. (u/s) and over 1,400 c.c. (s): 1. J. P. Chapman (Chapman-Mercury), 23.93 s.; and A. M. Park (Tojeiro), 23.93 s.; 3. J. Gardener (Austin-Healey), 24.67 s.
Class 5, Racing Cars up to 500 c.c.: 1. R. B. James (Cooper), 22.19 s. (B.T.D.); 2. E. G. Willmott (Cooper), 23.59 s.; 3. M. R. Lovell (Grenfell), 23.93 s.
Class 7, Racing Cars 500-1,100 c.c.: 1. E. R. Good (Cooper-J.A.P.), 23.00 s.
Class 8, Racing Cars 1,100-2,000 c.c.: 1. J. Berry (E.R.A. Spl.), 22.63 s.; 2. W. D. J. Roscoe (Cooper), 22.78 s.
Class 9, Racing Cars over 2,000 c.c.: W. A. Taylor (Caesar Spl.), 24.00 s.



S.U.N.B.A.C.

Driving Test Meeting, Dudley Port
10th August

Results

Outright Winner: R. Dillow (IR), 226.4 s.
Open Cars: P. Pollitt (TR), 234.0 s. **Closed Cars:** I. B. McLaughlin (A35), 241.0 s. **Modified:** F. D. Woddhall (Dauphine), 228.4 s. **Ladies:** Mrs. B. McLaughlin (TR), 280.6 s. **Novice:** E. D. Rowlands (Austin), 286.6 s.

AUTOSPORT

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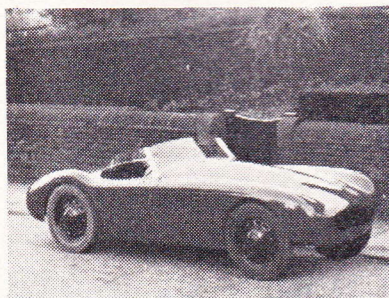
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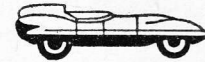
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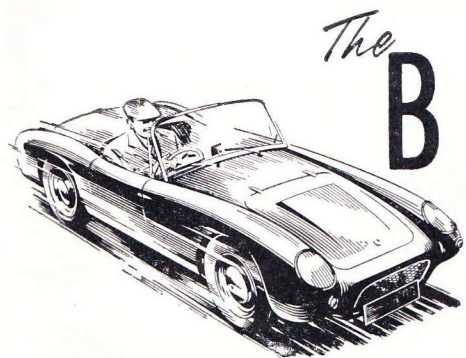
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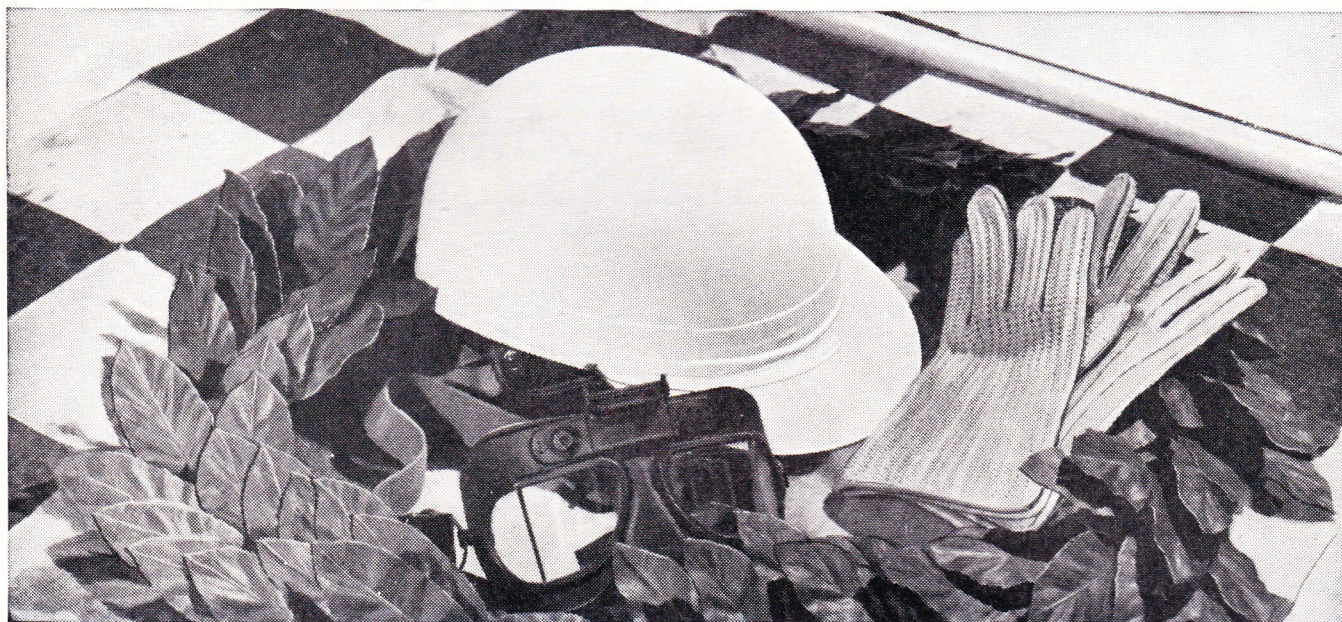
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