

# AUTOSPORT

SEPTEMBER 13, 1957

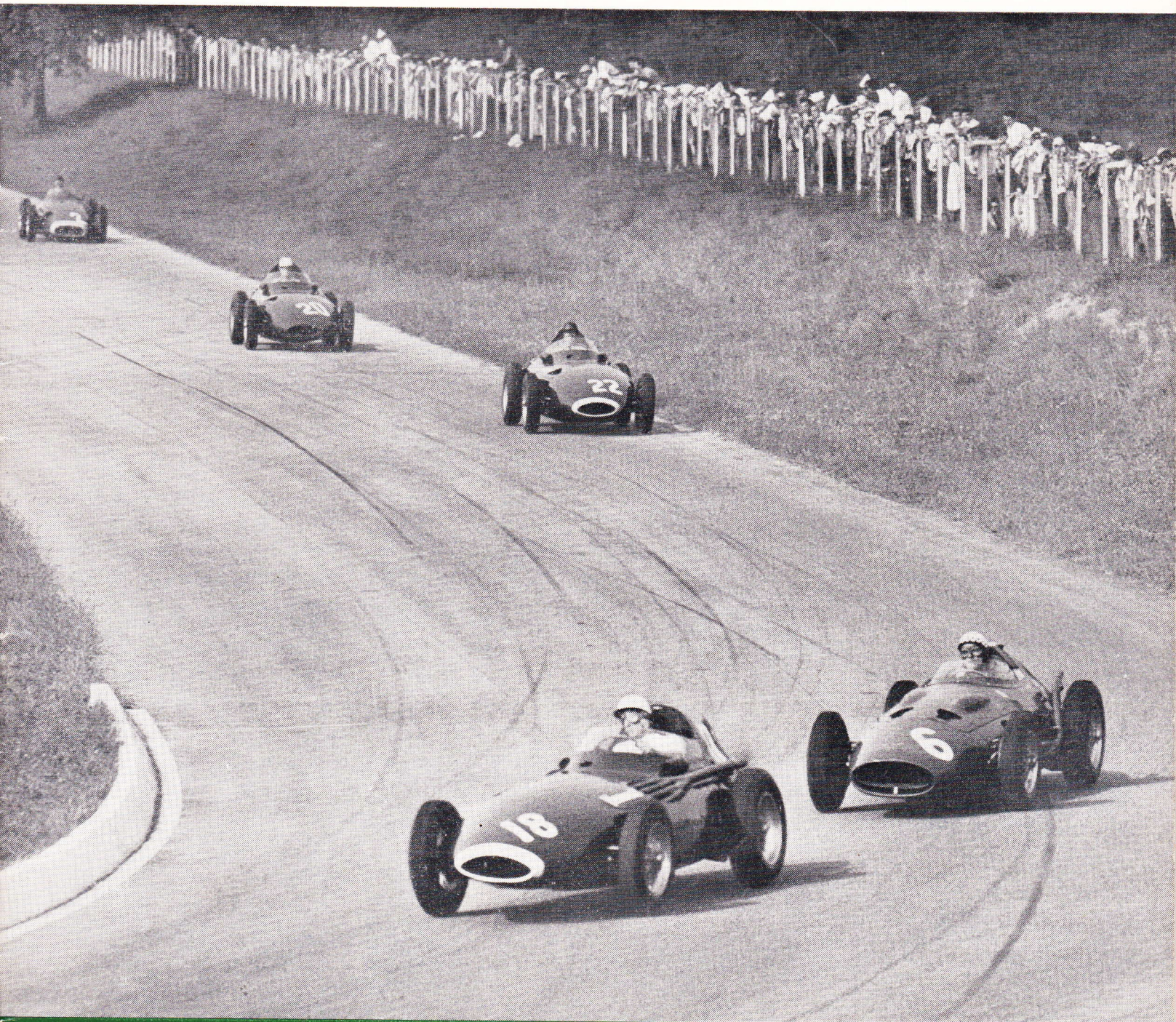
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EVERY FRIDAY

Vol. 15 No. 11

BRITAIN'S MOTOR SPORTING WEEKLY

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

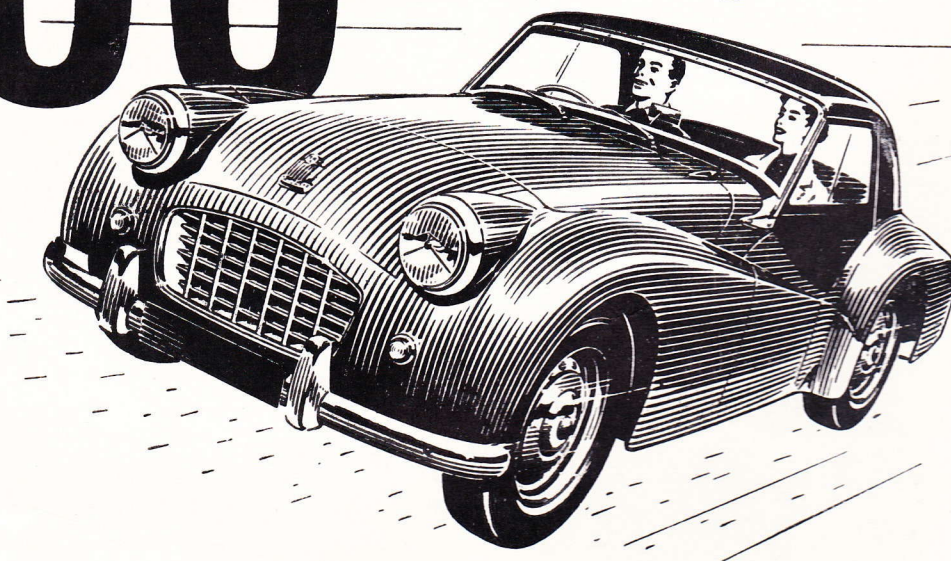


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THE NEW FORMULA TWO LISTER-CLIMAX : JOHN GOTT REVIEWS THE LIEGE-ROME-LIEGE RALLY

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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 15 No. 11 September 13, 1957

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## EDITORIAL

### VICTORY AT MONZA

TRULY the tables have been turned. It seems only yesterday when the British challenge in Grand Prix racing was not taken too seriously. Everyone admitted that the Vanwalls were fast, but the general opinion was that they were not reliable enough to complete the full 500 kilometres distance of a *grande epreuve* at the speeds necessary to defeat the Italian cars. After Brooks's fine effort at Monte Carlo, the critics were silenced, only to speak their pieces again after Rouen and Rheims, despite the absence of Tony Vandervell's two star drivers, Moss and Brooks. Then came Aintree and the historic victory shared by the same pair, ably backed up by Lewis-Evans. Nürburgring was a partial set-back, but Moss had a runaway win at Pescara. Now comes the second successive victory on Italian soil, Stirling decisively defeating the strongest opposition that Modena and Maranello could put on the field. The Mercedes-Benz technicians certainly knew what they were talking about when they forecast a couple of years back that the Vanwall would eventually come out on top. It is a pity, though, that the cars will not be seen in action at Silverstone tomorrow. Mr. G. A. Vandervell, for a variety of reasons, finds it impracticable to prepare the machines in time, and naturally bilks at the enormous cost entailed in flying vehicles, equipment and men to England. Naturally, he will be strongly criticized for his decision, but his is a purely private venture, mainly concerned with defeating foreign opposition in the major Grands Prix, and he feels that it is too much to expect an organization which has worked incessantly all season for these three magnificent victories, to transport the lot to Silverstone, with the minimum possible time in which to give the cars the careful attention needed to justify the entry of a full team. In point of fact, the proximity of the dates of the Italian Grand Prix and the Silverstone meeting was unfortunate, and the same reason which caused Mr. Vandervell to call it off, applies to Officine Maserati and Scuderia Ferrari.

### LADIES—TAKE A BOW

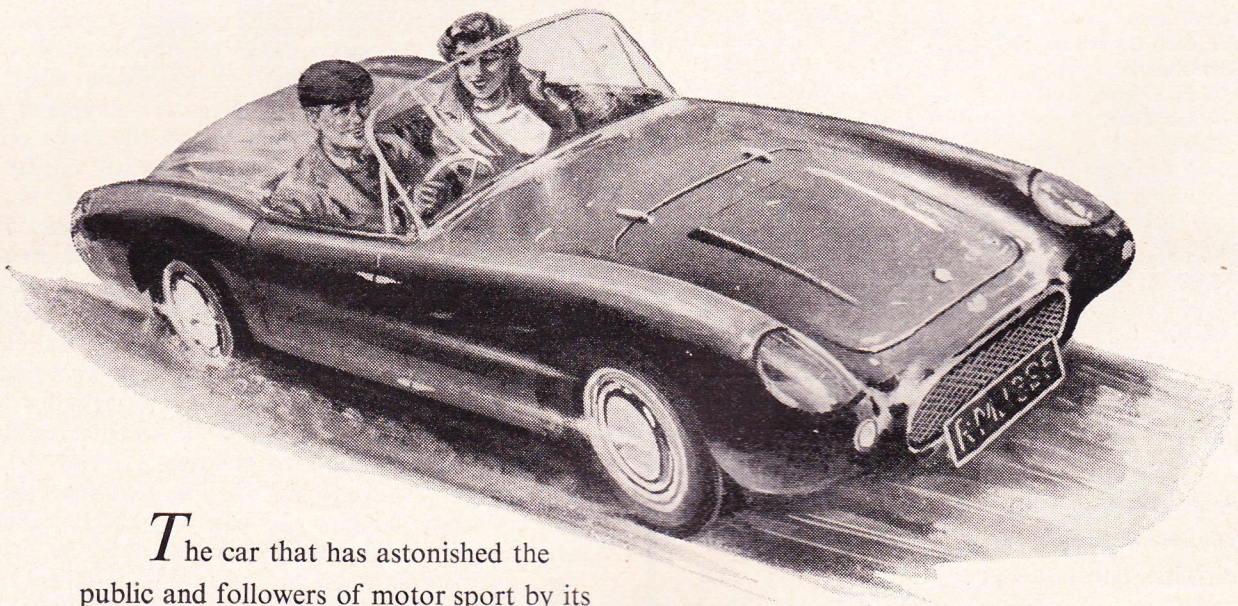
ONCE again the Liège - Rome - Liège Rally—the Marathon de la Route—has maintained its reputation of being the toughest road event in the European calendar, and although British male drivers were not fortunate enough to feature notably amongst the award-winners, the ladies made up for it this year. Nancy Mitchell and Joan Johns, with an M.G.A hardtop, crowned their already high reputation in the rally world by carrying off the Coupe des Dames—the first time a British crew has ever had this distinction. Not content with this, Pat Moss and Anne Wisdom, in a modified Morris 1000, finished in second place: the first time a British car of under 1,000 c.c. has even finished this gruelling test.

### OUR COVER PICTURE

*VANWALL IN THE LEAD AGAIN: Stirling Moss took the lead early in the race at Monza and is seen holding off Jean Behra, who was driving the new V-12 Maserati. Behind Behra are the Vanwalls of Tony Brooks and Stuart Lewis-Evans and, way back for once, in the rear is Juan Manuel Fangio.*

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ADMINISTRATION of the Lotus Register has been handed over by Nick Syrratt to Michael Henderson, whose address is "Hillview", Guildford Road, Woking, Surrey. They ask for anyone who has still not registered his—or her—Lotus to let them have details at this address. Histories, too, please.

WE regret to record the death of Dr. Trevor Griffith, a keen racing fan who had assisted frequently at Crystal Palace and Goodwood during the past two or three years as a medical officer. He was killed in an accident in France and one of his three children also suffered fatal injuries. Dr. Griffith was a radiologist at Brook Hospital, Shooters Hill, London, S.E.

FOLLOWING his crash at Snetterton on 28th July, Mark Zervudachi is still being treated at the London Clinic, Devonshire Place, and is likely to be there for some weeks yet as his legs were badly injured. However, he maintains his customary cheerfulness and will be pleased to see any friends who may like to call.

PETER GARNIER and Jack Sears did a dummy run of hill-climbs in the Mercedes-Benz which Stirling and Peter will share in the Tour de France.

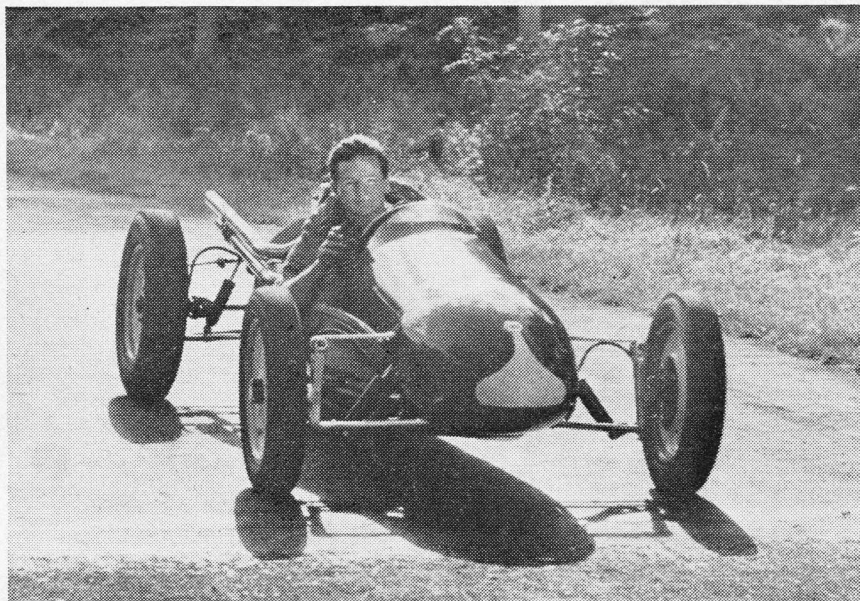


#### VANWALL FOR CASABLANCA

THREE Vanwalls will take part in the Grand Prix of Morocco at Casablanca next month, drivers, of course, Stirling Moss, Tony Brooks and Stuart Lewis-Evans. Officine Maserati and Scuderia Ferrari will also be fully represented, and there will be the usual number of Maserati "independents". It is likely that the A.C. of Morocco will apply to the F.I.A. to include the 1958 race in the World Championship series. Although Morocco is under French rule, it is quite permissible for the event to be given *grande epreuve* status. It will be recalled that Italy had two World Championship races this year, at Pescara and Monza.

#### NEW ALFA ROMEO

THE new Alfa Romeo "1600" will be announced this month. Based on the Giulietta, it has a twin-o.h.c. four-cylinder engine said to develop over 110 b.h.p. Sports, touring and Grand Touring versions will be produced, with the probability of "Veloce" versions.



## SPORTS NEWS

ABOVE: Tony Marsh, R.A.C. hill-climb champion for this year, makes an ascension d'honneur at Prescott in his Cooper.

★

BERNARD CAHIER (left) looks a little hurt at being photographed as he and "Gigi" Villoresi walk round the course in scorching heat at Monza.

PETER COLLINS will drive an Austin-Healey at Nassau.

### SILVERSTONE SATURDAY

THE ninth annual *Daily Express* Trophy meeting takes place on Saturday at Silverstone. Originally scheduled for May this year, the meeting was postponed because of petrol rationing. The new Lister-Climax Formula 2 car makes its first appearance there in the *Daily Express* trophy race, driven by Archie Scott-Brown. In the same race a team of three B.R.M.s will be driven by Behra, Shell and Ron Flockhart; Vanwalls will not be competing.

Bob Gerard's Cooper-B.G. Bristol will be there with a string of other Coopers which include Jack Fairman, Roy Salvadori, Jack Brabham, Les Leston, Tony Marsh, Michael Anthony, Rob Walker, George Wicken, Brian Naylor, Jim Russell, Innes Ireland and John Cooper as drivers. A Lotus challenge comes from three Team Lotus entries to be driven by Colin Chapman, Keith Hall

SUNDAY was joy day for Tony Vandervell. Not only did he celebrate his Vanwall victory, but it was also his birthday.

#### DISC-BRAKED JAGUAR SALOONS

IN referring last week to the availability of disc brakes on Jaguar saloons, we quoted a price for a 3.4-litre saloon, including overdrive, disc brakes and wire wheels as £2,021 2s. We arrived at this figure by inadvertently adding the accessories on to the price of the automatic transmission model. The manual transmission 3.4, similarly equipped, in fact, costs £1,829 2s., while the automatic version, with discs and wire wheels (overdrive, of course, not being fittable) costs £1,953 12s.

The 2.4 Jaguar is also now available with Borg-Warner automatic transmission, as well as the disc brake equipment previously announced, and both models now have the wider radiator grille originated on the 3.4.

GEORGE HEAPS tells us that his Morris Minor 1000 was the first British private entry under 1,000 c.c. to finish in the 27 Liège-Rome-Liège rallies so far held. He finished 38th in general classification.

and Cliff Allison and Dennis Taylor's private entry. Ivor Bueb will drive the Gilby Engineering Maserati, with Joachim Bonnier, Masten Gregory, Horace Gould and Bruce Halford in other Maseratis. Louis Rozier drives a lone Ferrari.

There is a tremendous variety of entries for the sports car events, with Lister-Bristols, Archie and the Lister-Jaguar, Lotuses, Coopers, Jaguars, Tojeiros, Aston Martins, Ferraris and a couple of Oscas. In the 1,100-1,500 c.c. event Archie Scott-Brown drives the fast but hitherto "bug-ridden" Elva-A.J.B. in competition with Oscas, Lotuses and a Porsche Spyder.

There is again a collection of widely differing machinery in the production touring car race, in which AUTOSPORT's editor Gregor Grant has entered his M.G. Magnette.

## JOHN BOLSTER

*pays a visit  
to Cambridge  
to take a  
look at Brian Lister's  
latest creation—*

# THE 1957 FORMULA TWO LISTER-CLIMAX

It is indeed exciting news that another Formula 2 contender is about to be launched. When, however, the firm concerned are in the midst of a season of almost monotonous sports car victories, the news becomes still more dramatic.

The Formula 2 Lister was originally announced almost a year ago. The prototype was used for all the preliminary tests, and as a result the car underwent

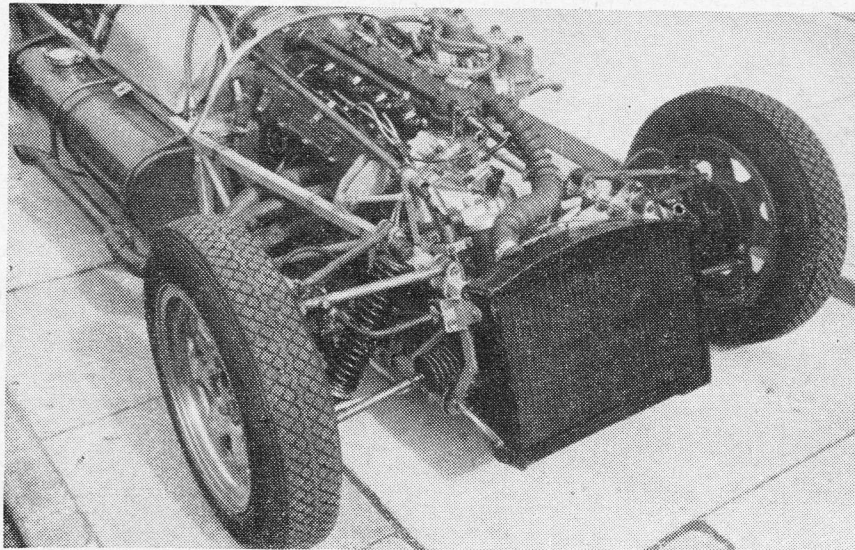
the centre of the car by inclining the engine 30 deg. to the right. The twin overhead camshaft Coventry-Climax engine has not had to be altered for this purpose, except that curved inlet pipes connect the horizontal twin-choke S.U. carburettors to the now semi-down-draught ports. The downwards-facing exhaust ports allow a particularly neat sweep to be given to the exhaust pipes. The dry sump and remote header tanks

are both in the scuttle, while twin fuel tanks lie outside the main frame members.

A fairly short Hardy-Spicer shaft, with twin universal joints, connects the two plate Borg and Beck clutch to the input shaft of the Bristol gearbox, which is mounted to the left of the driver's seat and in unit with the Salisbury final drive and Z.F. differential. This naturally entails having a shorter half-shaft on the nearside, but the angularity of the universal joints is reduced by having a hollow wheel hub, with the outer joint right inside it.

The chassis frame is a welded-up structure of 1 in. 18 gauge square section steel tube. The central section is braced by pop riveted aluminium side panels and a floor section. The transmission aggregate is solidly mounted and forms a stressed chassis member. The helical springs embrace Girling telescopic dampers, front and rear, and the bolt-on wheels, of Dunlop design and Lister manufacture, are of magnesium alloy. They carry 4.50-15 ins. tyres in front and 5.00-15 ins. tyres at the rear.

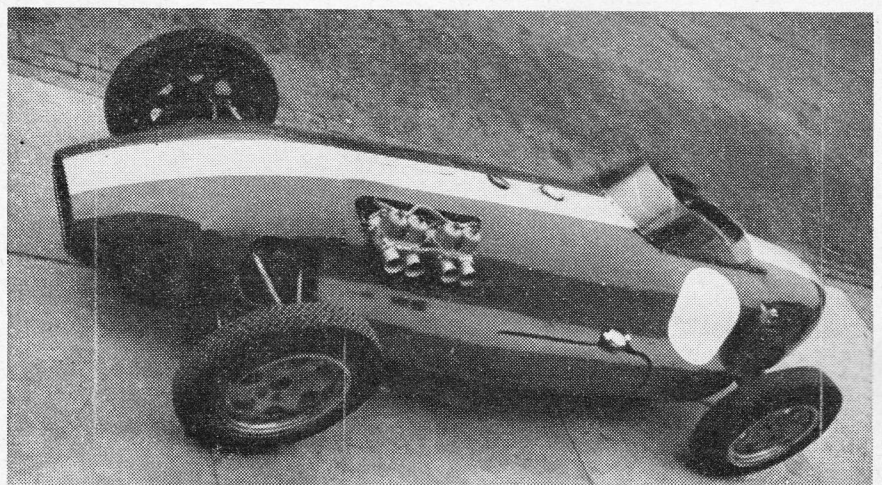
The front suspension is by tubular wishbones, and the Standard 10 king pin posts have upper ball joints and lower screwed bushes; there is an anti-roll torsion bar. The steering gear is a lightened Morris Minor rack and pinion assembly, to which a long horizontal column is connected by universal joints that convey the motion to an almost



*TILTED at an angle of 30 deg., the 2 o.h.c. Coventry Climax engine is mounted in a chassis of square section tubing. The near-horizontal steering column passes along the right side of the engine, and operates the rack-and-pinion steering gear via a double universal joint. The front wishbones are tubular and the Girling brake calipers operate on Lister-made discs.*

a complete revision. Originally, a conventional single-seater, with the driver above the propeller shaft, was built, but this has been superseded by a design in which the driver's seat is only some 4 ins. from the ground.

To do this, the seat has been offset 6 ins. towards the right of the car, and the transmission line is close to his left side. The weight has been kept near to

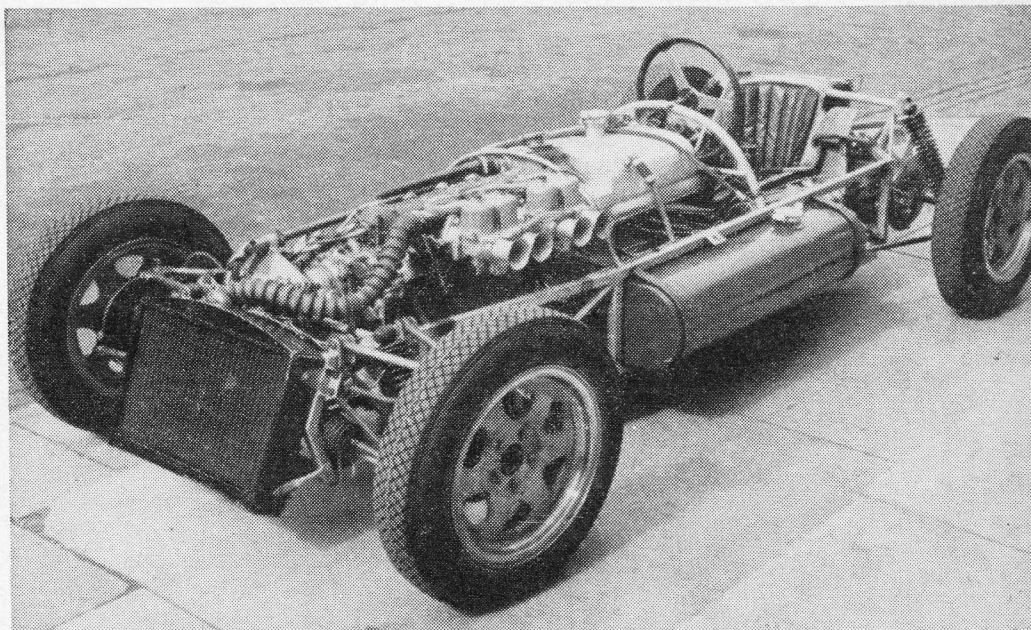


vertical input shaft. Discs of Lister manufacture are used in conjunction with Girling calipers.

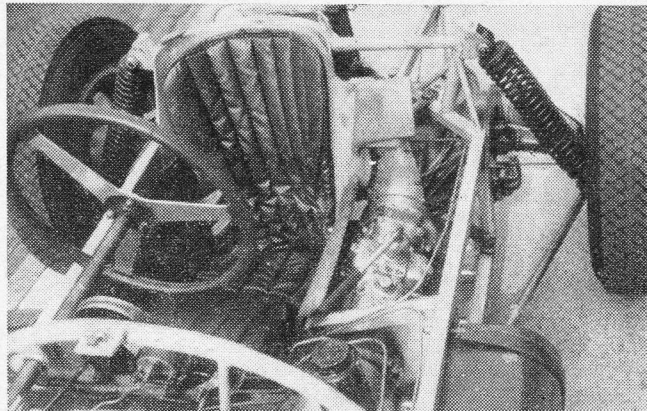
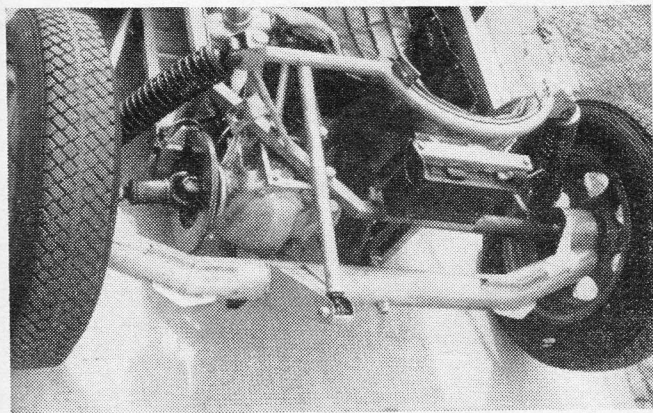
The rear end consists of a de Dion axle with a pair of forward facing radius arms. A single upper radius arm completes the parallelogram, and a duralumin sliding block gives lateral location to the assembly. The driver sits well back, just ahead of the longer offside half-shaft. This gives the bonnet a considerable impression of length, especially as the nose is also very long. A low Perspex screen surrounds the "Archie-compartment", and the body is completed by a short, rounded tail.

The well-known over-square Coventry-Climax engine has dimensions of 81.28 mm. x 71.12 mm. (1,475 c.c.). It develops 142 b.h.p. at 7,200 r.p.m. on a 10 to 1 compression ratio. A small battery in the tail supplies a pair of S.U. electric pumps, but a mechanical pump may later dispense with this weight. In any case, at just over 8 cwt. the car is by no means heavy. The wheelbase is 7 ft. 5 ins., front track 4 ft. 0 $\frac{1}{4}$  in., and the rear track just 1 $\frac{1}{2}$  ins. less. The overall length is 11 ft. 4 ins. and the height is 2 ft. 3 ins. at the scuttle.

The testing of this new car has gone very well, and its first appearance at Silverstone will create immense interest.



*FUEL is carried in two tanks on either side of the frame, while oil and water are carried behind the dash. Two of the new twin-choke S.U. carburettors are fitted.*



*REAR suspension is asymmetrical in layout. The drive shaft passes to the left of the offset driving seat, through a Bristol gearbox with shift lever cranked forward, to the final drive. Rear disc brakes are mounted inboard, with one short and one long half-shaft, and the de Dion tube is located by three radius arms and a sliding block.*

## CHARTERHALL ASSORTMENT

By "Aeneas"

THE Winfield Joint Committee's club race meeting on the Charterhall circuit made a most interesting day's sport to open September. The weather was bright and sunny, there was a remarkable variety of machinery in the paddock and the assortment of car and motor-cycle events obviously pleased a good turnout of spectators. The organization still needs a bit of tightening up and if the spectator in the south is critical of commentating arrangements he wants to come and hear the job being done on the Border circuit—then he would know how well off he is! There are also a number of Colonel Blimps among the officials who forget that the press are on the circuit to do a job of work. Among them these over officious types nullify the stout work of some able and competent folks, including Secretary

Bill Martin and his sister. It is a bit odd to hear of Ecurie Ecosse being invited to the meeting to do a lap of honour with the Le Mans cars and then discover that members of the team had to pay for admission. We also think that while the W.J.C. are running club racing on Sundays they should be satisfied with car-parking charges and not spoil the pitch for the future by charging for spectators.

But despite these comments we thoroughly enjoyed the meeting and we are convinced that there is a good future for Charterhall though we would like to see some handicap racing in the programme and a little more prize money for the encouragement of both tyro and expert.

Car racing opened with an eight-lap race for sports cars up to 2,000 c.c. In the first lap the mob was bunched at Lodge Corner with J. Blumer just leading by a hair from F. Elliot's Lister-Bristol. In the second Tom Dickson

hounded Blumer through the same corner in his Lotus and P. H. Sutcliffe spun his Fraser-Nash and, thereafter, treated the corner with respect but improved every time he came round. In the third lap R. D. McCutcheon (L.R.S.) had his gear lever come away in his hand and in the fourth the brakes on D. M. Bertram's Triumph began to bind and only his skill saved him from investigating the agriculture. Dickson was a treat to watch and his line round Lodge and through Kames Curve was an example that few of the entry could duplicate. He was a good winner while, among the tail enders J. A. Gray's Berkeley held the road like a snail but had only the power to get around about the same speed.

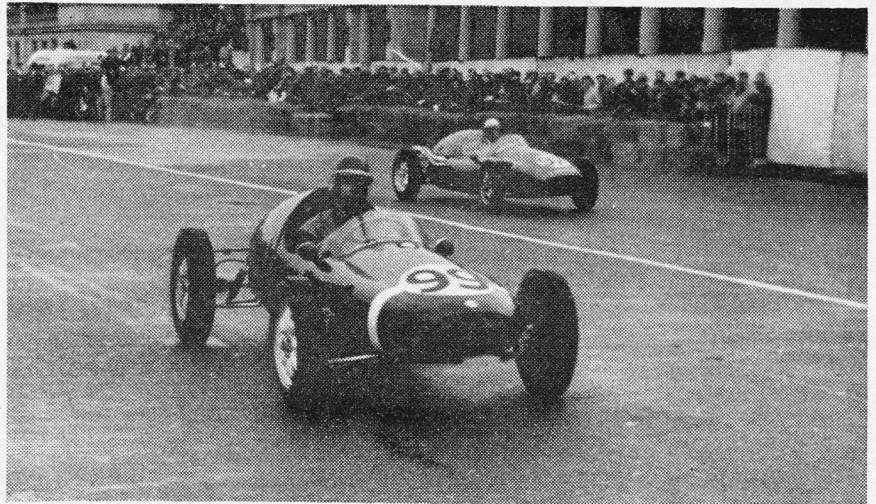
Next race was a ten-lapper for 500 and unlimited racing cars, run concurrently. A. E. Liddle's little blue Cooper was beautifully prepared and beautifully driven, actually keeping ahead of Ted

*(Continued on page 344)*

*COOPER BATTLE as Rob Walker's car leads George Wicken's 1,475 c.c. machine away from the start in the 1,101-1,500 c.c. racing class.*

THERE wasn't a new course record set at the Brighton speed trials on Saturday—no one was able to better the late Ken Wharton's 23.34 secs. and it wasn't surprising, either, for continuous rain all day lost almost every competitor a second or two at the start from wheelspin. But there was a record entry for the event: 268 cars and 30 motor cycles, and there was, too, another record of a kind. For—and it was the first time in the 52 years that the event has been going—fastest run of the day was made by a sports car in the face of potent opposition by a varied collection of racing machinery.

There were, of course, moments of embarrassment, of light relief and tragedy during the day. There was a



## Speed in the Rain

W. G. Sadler (Sadler Spl.) makes B.T.D. at Brighton National Speed Trials

moment of embarrassment for Miss E. M. Griffin, driving Tony Marsh's Cooper 1500 in the ladies' class, when she accelerated away from the starting line—in neutral. But she more than made up for the lapse in her second run when she rocketed up Madeira Drive in 26.55 secs.—nearly a couple of seconds better than Tony's fastest run! Many were the red faces at the start that time, too. There was another moment of embarrassment and amusement combined when R. D. C. Dallimore, in an Austin-Healey, left the line in reverse after a false start: it need scarcely be said that he wasted no time in selecting a more appropriate cog.

Tragedy befell both Paul Emery and Jack Bond. Paul's Emeryson broke up its engine quietly, in a dignified manner, at the start. The engine was barely ticking over but with a discreet tinkle a con-rod pushed its way through the side to see what was going on. Paul Emery was splendid: he never said a word! It was, however, different with Jack Bond's supercharged E.R.A. Sixty yards from the start and travelling at high speed was Jack when the car disappeared in a sheet of flame. The engine disintegrated and marshals and lucky small boys spent

many minutes collecting pieces of con-rod, sump and other vital parts of motor car. What Jack Bond said is not recorded.

Considerable excitement was caused by the wet surface of Madeira Drive, with some of the cars and most of the motor cycles giving most striking impressions of motoring up a twisty road—progressing, nevertheless, in a straight line. One motor cycle combination gave an admirable demonstration of acceleration in a straight line while on full lock, the front wheel jumping madly. Poor George Wicken, in his Cooper, got half-way along the course before the wet road would take as much power as he would have liked, and he travelled sideways for a fair portion of the distance. E. Lewis, in a new version of the Lotus described as a Mark VII and fitted with disc brakes and a de Dion rear end, yet closely resembling the dear old Mk. VI, really did motor sideways, and came very close to travelling over the pavement and into a very rough sea.

A remarkable collection of machinery took part, one way and another. In the first class, a handicap class for Brighton and Hove M.C. folk, the 21-litre Swan-

dean Flying Saucer of F. M. Wilcock, with Rolls-Merlin aero-engine, was matched against A. D. Sivy's 5½-litre Oldsmobile convertible, a collection of TRs and Jaguars and K. Rolfe's Berkeley.

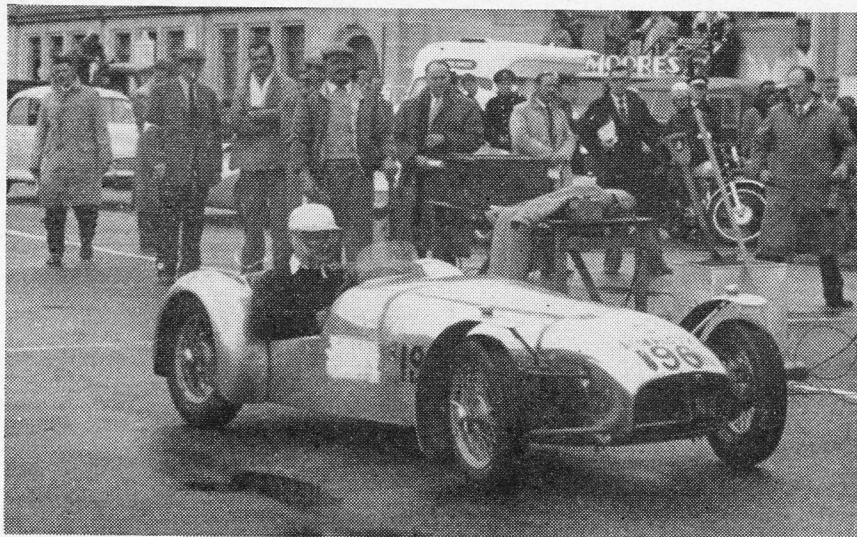
In the class for series production sports cars up to 1,500 c.c., the field was again much more varied than is usual in such classes. There was a handful of Lotuses, and one or two M.G.s, but among them were Porsches, an H.R.G., an Elva, a Hillman Minx, an Alfa Romeo and an Abarth-Fiat, which buzzed up in a very creditable 39.8 secs. on its first run, driven by Roland Shaw. Interesting comparison between Miss Betty Haig's Turner-A35, driven by Barbara Marshall, and Donald Pitt's Morris Minor with Powerplus conversion—piloted by Larry Price. Both cars recorded almost identical times, the Turner making both runs in exactly 43 secs., and the Morris going fastest in its second run to record, again, exactly 43 secs.

Best run in the class for series production cars over 1½ litres was made by John Coombs (Jaguar) in 26.63 secs., only a matter of decimals outside the class record. Michael Salmon's C-type ran him close, in 26.85 secs. and Walter Tillyard's "Merc" just got inside 29 secs. to take third place. Sivy's Oldsmobile ran again in this class, covering the ground in 37 secs.

The sports cars in the 1,101-1,500 c.c. bracket were dominated by Frost's Lotus, which bowled along almost two clear seconds faster than the nearest challenger, M. H. White's similar car.

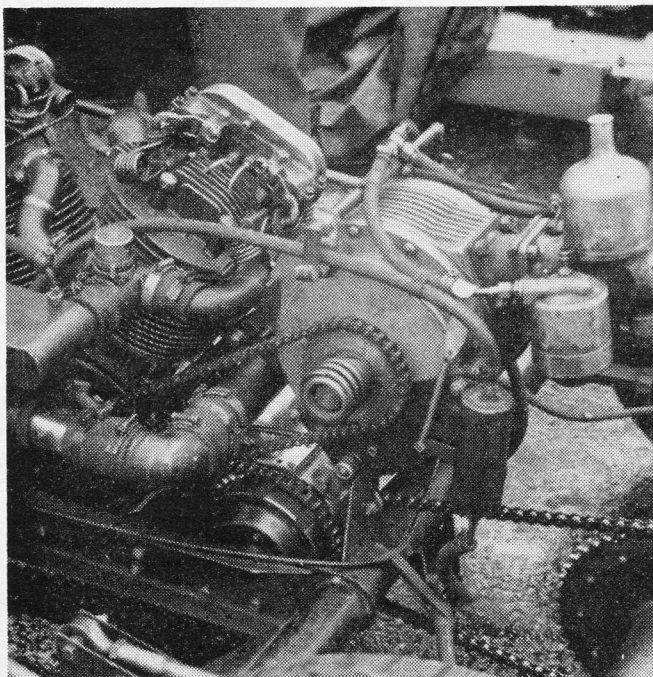
It was in the big sports car class—over 2½ litres—that W. G. Sadler, a Canadian driving a Sadler Spl., put up what was to stand as B.T.D. He romped over the course in 25.44 secs. and no one could beat him. The Sadler Spl. is a curious car of fairly straightforward external appearance but housing a Chevrolet Corvette engine under a body that scarcely seems large enough to take so many litres.

In the Bentley D.C. class, George Burton and his 4½-litre machine proved a clear winner in 30.93 secs. It is not often, of course, that the redoubtable George is bested, but on Saturday he made sure of it by almost a second over



*DISC BRAKES, a de Dion rear end and wishbone front suspension distinguish E. Lewis's Mark VII Lotus 1100 from the Mk. VI.*





*ENGINE ROOM of the tremendous Farley Spl. of J. D. Farley, which makes a lot of noise and goes very fast. Final drive is by chain and the engine is a 1,098 c.c. supercharged twin-cylinder unit.*



*CANADIAN W. G. Sadler's Sadler Spl. leaves the line in a cloud of spray from spinning wheels. He made b.t.d. in 25.44 secs., the first time that the fastest run has been made by a sports car.*

Mark Hollis, also in a 4½. Most impressive car was Stanley Sears's 4½, the ex-Tim Birkin car which has been restored to original condition, even to the number "9".

Among the racing cars, with the first batch—up to 250 c.c.—one of the two starters lowered the class record by a handsome margin, bringing it down from 46 secs. to 43.32 secs. This was D. C. Haldenby, in the Scorpion 250. Ronald Harris, in a Cooper with an engine which is quite unbelievably large for a 250, ran into bad luck on his first run when his hand fuel pump failed to suck up any gas and his motor died only a few feet from the start.

The 500 c.c. cars were all a little hectic in leaving the line: in each case there was too much power and not enough weight of motor car to hold the wheels down on the wet road. Tony Marsh trampled on all the opposition in the 501-1,100 c.c. class in his 1100 Cooper, but was not quite so lucky in the up to 1,500 c.c. class in his bigger car. In the latter

class he managed only a third place, although comfortably inside 30 secs. Winner of the class was Rob Walker's 1500 Cooper in 27.91 secs.

After a couple more racing car classes came the vintage machinery, a varied field of Bentleys, Bugattis and Fitzpatrick's enormous Metallurgique, stripped for the occasion to one seat. It made a smooth and well-bred run in each case to record 34.6 secs. and 35.6 secs. respectively. Class winner, in 29.54 secs., was A. S. Raven's 2.9-litre Bugatti.

As usual, there was some of the fiercest competition of the day in the class for lady drivers. Class winner, as has been said, was Miss Griffin in Tony Marsh's 1½-litre Cooper; second fastest was Patsy Burt, driving Rob Walker's 2-litre Cooper, and Mrs. Jean Bloxam kept the sports car flag flying in George Abecassis's H.W.M. with a third place. Fastest run at the end of the first round had been made by Miss Roberta Cowell in Paul Emery's Alta, returning a time of 30.58 secs.

MARTYN WATKINS.

#### Results

**Club Trophy for B.T.D.:** W. G. Sadler (Sadler Spl.), 25.44 s. **Walter Edlin Trophy:** E. P. J. Alexander (Cadillac-Allard), 26.18 s. **The Chater Lea Trophy:** Miss E. Griffin (Cooper), 26.55 s. **The Forrest Lycett Trophy:** W. G. Sadler (Sadler Spl.), 25.44 s.

**B. & H. M.C. Handicap Class:** 1, S. B. Rolfe (Aston Martin), 41.7 s.; 2, W. Frost (Lotus); 3, K. N. Rudd (A.C. Ace).

**Series Production Sports Cars up to 1,500 c.c.:** 1, I. Walker (Lotus), 29.79 s.; 2, John Burke (Porsche); 3, Tom Barnard (Lotus).

**Series Production Sports Cars over 1,500 c.c.:** 1, John Coombs (Jaguar), 26.63 s.; 2, Michael Salmon (Jaguar); 3, W. J. Tillyard (Mercedes).

**Sports Cars up to 1,100 c.c.:** 1, J. Fisher (Lotus), 28.71 s.; 2, J. A. Playford (Lotus); 3, Miss P. Burt (Cooper).

**Sports Cars, 1,101-1,500 c.c.:** 1, W. Frost (Lotus), 28.20 s.; 2, M. H. White (Lotus); 3, B. R. Millbank (Lotus).

**Sports Cars, 1,501-2,500 c.c.:** 1, E. Lewis (Lotus), 29.72 s.; 2, P. J. Brazier (A.C. Ace); 3, Sir Clive Edwards (Cooper-Bristol).

**Sports Cars over 2,500 c.c.:** 1, W. G. Sadler (Sadler Spl.), 25.44 s.; 2, E. P. J. Alexander (Cadillac-Allard); 3, P. B. Woolzley (Allard).

**B.D.C. Class—unlimited capacity:** 1, G. H. G. Burton, 30.93 s.; 2, M. D. Hollis; 3, R. W. Hogg.

**Supercharged Sports Cars up to 2,000 c.c.:** 1, D. C. Bishop (M.G.), 34.50 s.; 2, G. V. Coles (M.G.).

**Supercharged Sports Cars—unlimited:** 1, M. Mostyn (Mostyn Spl.), 30.83 s.

**Racing Cars up to 250 c.c.:** D. C. Haldenby (Scorpion), 43.32 s.

**Racing Cars up to 500 c.c.:** 1, M. Brackenbury (Cooper), 32.43 s.; 2, D. Wagner (Cooper); 3, T. H. Shaddick (Cooper).

**Racing Cars, 501-1,100 c.c.:** 1, A. E. Marsh (Cooper), 28.5 s.; 2, J. D. Farley (Farley Spl.).

**Racing Cars, 1,101-1,500 c.c.:** 1, R. R. C. Walker (Cooper), 27.91 s.; 2, D. J. D. Farley (Farley Spl.); 3, A. E. Marsh (Cooper).

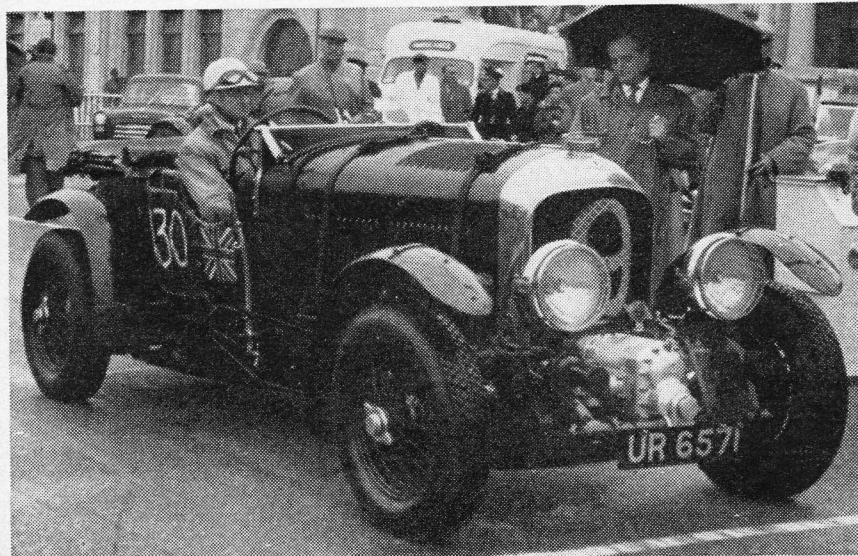
**Racing Cars, 1,501-2,000 c.c.:** 1, T. Dryver (E.R.A.), 28.2 s.; 2, B. James (E.R.A.); 3, R. D. P. Wilkinson (Cooper-E.R.A.).

**Racing Cars—unlimited c.c.:** 1, T. Dryver (E.R.A.), 27.72 s.; 2, W. D. J. Roscoe (Cooper); 3, F. M. Wilcock (Swandean Flying Saucer).

**Vintage Cars:** 1, A. S. Raven (Bugatti), 29.54 s.; 2, R. E. Hardy (Sumner-J.A.P.); 3, F. E. Wall (Bugatti).

**Lady Drivers:** 1, Miss E. Griffin (Cooper), 26.55 s.; 2, Miss P. Burt (Cooper-Climax); 3, Mrs. Jean Bloxam (H.W.M.).

**MAGNIFICENT:** Stanley Sears has restored Tim Birkin's old 4½-litre Bentley to original condition.



*THROUGH ORAN, in Italy, goes the works M.G.A. hardtop in which the author and his co-driver, Chris Tooley, finished 14th in general classification. The picture gives some indication of the poor road surfaces and narrow streets through which competitors passed.*

As ever the *parc fermé* was a feast for the enthusiast, with cars modified to the ultimate and light alloy coachwork and plexiglass being the rule rather than the exception. The works 203 Peugeots were typical examples, weighing only 17 cwt. with 75 b.h.p. produced by means of alloy con-rods, a special head and twin Solex carburettors. The only "works" Porsche was the coupé Carrera of Strahle/Linge, which had been loaned to the latter as a consolation prize for being left out of the Le Mans team. Storez/Buchet drove a Carrera Speedster, which was not only lighter but afforded better visibility in the mountains. The "works" Renaults were of the same type which had done so well in the Mille Miglia, with five-speed gearboxes, light coachwork and engines developing almost 64 b.h.p. The Alfas

# Liege - Rome - Liege - via Zagreb

*Decisive victory in the Marathon de la Route for Storez|Buchet (Porsche) — Brilliant performance by Nancy Mitchell|Joan Johns (M.G.A) to win Coupe des Dames — Triumphs take the Team Prize and three places in the first ten*

THE XVII Marathon de la Route again lived up to its reputation of being the toughest rally in the European calendar, for only 52 crews finished out of 102 starters and none retained a "clean sheet".

The event was dominated throughout by French men and British women drivers. Claude Storez/Robert Buchet (Porsche Carrera) won decisively from M. and Mme. Schlessler (Mercedes 300SL), who came specially from Madagascar to compete, and Consten/Pichon (Triumph TR3), whilst French crews took seven out of the first 10 places, including the 1,001 to 1,300 c.c. class, won by De Lageneste/Nicol (Peugeot 203), and the up to 1,000 c.c. class, by Michy/Foulgoc (Renault Dauphine).

Nancy Mitchell/Joan Johns (M.G.A) made Marathon history by being the first Britishers ever to win the Coupe des Dames and were magnificently backed up by Pat Moss/Anne Wisdom (Minor 1000), who, on their first Marathon, had the honour of driving the first British car of under 1,000 c.c. ever to finish the most gruelling rally of all.

The outstanding marque was Triumph, which took the second, third and fifth places in the huge 1,301 to 2,000 c.c. class of 51 cars, and easily won the marque team prize from six other teams.

The club team prize went to the Ecurie Ile de France after a hard

## By JOHN GOTT

struggle with the M.G. Car Club team. Gerry Burgess/Sam Croft Pearson (Ford Zephyr) were the best placed British crew on a British car, finishing 12th overall and second in their class.

\* \* \*

The most notable absentees from the lines of cars parked in the Palace of the Prince Bishops at Liège were Mme. Terray, who was unable to find a co-driver of the right calibre, and Laroche/Radix, kept at home by the serious illness of Laroche's small daughter.

were of all types, Giulietta Sprint Veloce, Sprint and Super T.I. Lauga had a new Denzel, giving over 80 b.h.p. for 14½ cwt.

Of the British cars, the most modified were the Ford Zephyrs. The "works" car of Anne Hall/Pat Ozanne had light alloy panels in the coachwork, overdrive and a cast-iron head with twin carburettors. Gerry Burgess's car was an ex-works one, and both this and Bill Bennett's had the Raymond Mays' head, which reputedly gave more power than the works car, though neither were as fast as it.

The "works" TR3s, under the care of Ken Richardson, were the three green cars which went so well in the Tulip and last year's white car. All were equipped

**HISTORY MAKERS:** Nancy Mitchell and Joan Johns, the first British ladies crew ever to win the Marathon Coupe des Dames, pause with their hardtop M.G.A before leaving the Carbonin control. They were placed 16th in the general classification.





**MUTUAL FELICITATIONS** (left) as Nancy Mitchell congratulates Nicol and de Lageneste on their wonderful run. They won the 1,000-1,300 c.c. class in their Peugeot and finished fourth in general classification. Chris Tooley "models" a Marathon finisher's fatigue. On the right Willy Mairesse checks his Mercedes 300SL at Pelos. He crashed in the Stelvio while lying second.

with discs on the front, the latest 100 plus b.h.p. engines and overdrive on the first three gears.

The five M.G.A. hardtops were identical in colour, red and black, and standard specification, the only catalogue extras being a 20-gallon tank and an oil-cooler.

The Moss/Wisdom Minor 1000 had twin carburettors and an oil cooler, the same engine modifications as the Sprinzel/Hulbert Speedwell-tuned A35, upon which every attempt had been made to save weight. The Heaps/Jones Minor 1000 had a Laystall Alexander conversion, but was considerably slower than the feminine car.

At 5.30 p.m., Wednesday, 28th August, crews assembled for final instructions, of which the most noteworthy was a reminder that this was a rally for sportsmen and that protests were neither expected nor welcomed, and then drove out in convoy under police escort to the actual starting point at Spa.

**Stage 1.** "Prelude to battle". Spa to Trieste, 1,974 km. (1,230 miles), from 11 p.m. 28th to 8.20 a.m. 29th August. 102 starters, 89 finishers. 18 "clean sheets".

As usual crews lined up three abreast at three-minute intervals and to many it was a sobering thought that at least one of their number would not return to Spa and that very probably none might. Spa was shrouded in mist, which augured a difficult trip through the Black Forest byways to the start of the Autobahn run at Munich.

Difficult it was, with navigators sweating it out on the maps and watches, and even the favourites, Storez/Buchet, only making one control by 1½ minutes. By Munich four crews had retired, Guidotti/Crivelli and the Franceschini brothers outside the maximum permitted lateness of 30 minutes and Reip/Bovens (BMW) and Harper/Wright (M.G. Magnette), with gearbox derangements. Nine other

crews had acquired penalties ranging from 1 to 16 minutes' lateness, including the two French challengers for the Coupe des Dames, Mmes. Meunier/Buguet and Cherret/Gallienne. On the run to Mittenwald Anne Hall/Pat Ozanne had to change a front wheel bearing, but still managed to make the control with only three minutes' lateness. This left Nancy Mitchell/Joan Johns and Pat Moss/Anne Wisdom alone "clean" amongst the ladies. The run across Austria was neutralized at only 45 k.p.h. but it was too much for the Alfa Giulietta of Kerschbaumer/Peristi which was retired at Vipiteno, and also for the Ferrari of de Lannoy and Henry which was outside the maximum lateness at the next control of Carbonin. The run over the Passo Mauria penalized no crews but eliminated the Simca of Mmes. Cherret/Gallienne.

Crews were now approaching the first real test, the stage over the Moistrococca Pass from Predil to Kranjska Gora in Yugoslavia, which last year had penalized everyone except Mairesse on his

300SL. The run up to Predil was appalling as the road had been washed away by floods and hastily repaired to let the rally cars pass.

Most crews had, however, built up enough time in hand on the run to the foot of the pass to take it easy, but an exception was Sprinzel on the A35 who, after replacing a front wheel bearing, tore flat-out up the climb to be seven minutes late only.

This section again proved the truth of the old rallyists' adage that a stage is not likely to be impossible two years running, for no less than 19 cars this year managed it "clean". The whole Triumph No. 1 team were unpenalized, as were Storez, Cotton, Strahle, Mairesse and four of the six 300SL drivers. Of British drivers only the Kat brothers on their TR3 and Anne Hall on her Zephyr acquired no penalties, but Milne/Shepherd and Gott/Tooley (M.G.As) and Burgess/Croft Pearson (Zephyr) were only a minute late. The unenviable record of maximum lateness of 38 minutes

The Consten/Pichon TR3 leads a Porsche against a background of vineyards. The TR finished third in general classification and was the highest-placed British car.



**BERGANO**—and Pat Moss and Anne Wisdom have a breather while fuel is topped up in their Morris Minor 1000. Pat and Anne gained second place in the Coupe des Dames and 23rd position overall—competing in a category in which no other British car has ever finished before.



was shared between Richter/Nicolai (Porsche) and Joly/Dufour (Simca). Nancy Mitchell was two minutes adrift so that Anne Hall had won back two of the three minutes lost at Mittenwald and it was obviously going to be a battle royal between two of the best women drivers in Europe. Pat Moss did a grand run to be only four minutes late, a penalty acquired by the supposedly jet-propelled Fiat Abarth of Sarayac, outstripping the M.G.A of Boulton/Clapham and the TR3 of Shanley/Dalkin (5 mins. late), as well as the Adriatic-winning Saab of Hopfen/Mantzel (6 mins. late) and the other Minor 1000 (10 mins. late). With Mmes. Meunier/Buguet (DB Panhard) acquiring 31 minutes penalty, the British girls were firmly in command of the Coupe des Dames.

The rest of the night's run was uneventful for most crews, over roads varying from gravel to superb concrete highway and ending with a glorious trip beside the Adriatic's blue depths to Trieste. Morin/Dubuet (TR3) were, however, outside time at Ljubljana and three other crews, including the French ladies, gave up in Yugoslavia.

**Stage 2.** "The Dolomites and the Italian Alps". Trieste to Sestriere, 2,225 km. (1,370 miles), from 8.20 a.m. 29th to 8.50 a.m. 31st August; 89 starters, 62 finishers. No "clean sheet".

On this stage the heat was really applied, commencing with the terrible Passo Giaou between Pocol, above Cortina on the Passo Falzarego, and Villa Dont. This was appallingly rough, rather worse than Amulree, which always causes loud moans when appearing in any rally route, and the average demanded meant that great risks, both of injury to the crew and damage to the car, had to be taken if any attempt were to be made to maintain schedule. Five crews, including the Kats, had to retire with mechanical derangements, and many others, including the "works" M.G.A of the Belgians Harris/Hacquin and the Denzel of Lauga/Tremble, were so damaged on the pass that they had later to retire.

Only Storez/Buchet managed the

section without penalty, and that by three seconds only, the same margin being that by which Mairesse/Ickx were late. Anne Hall put up a truly incredible show by making third fastest time, with a lateness of 1 min. 24 secs., which gave her the lead in the Coupe des Dames and seventh place in General Classification as well as lifting the Ford team above the M.G.As into second place behind the TR3s. Burgess and Bennett in their Zephyrs were respectively 4 mins. 7 secs. and 4 mins. 48 secs. adrift and Milne/Shepherd were the best M.G.A drivers with 4 mins. 35 secs. lateness. Herbosch on his Lancia G.T. was over 54 mins. late and was excluded.

After this horror came the Passo Duran, which was almost as difficult, but not so rough, and only nine drivers escaped unpenalized, one being Anne Hall, whilst a further 11 crews, including Milne/Shepherd and Gott/Tooley (M.G.As) and Bennett/Pitts and Burgess/Croft Pearson (Ford Zephyrs), were only a minute late. The Cereda Pass imposed still further difficulties and the Italian Alps, with the Stelvio, Gavia and Vivione coming in quick succession and under cloud, were yet to come—and the Marathon was only nearing halfway!

On these high Alps the leading positions changed radically. Within 50 yards of each other, both Mairesse and Anne Hall crashed on the Stelvio; the former skidding broadside in a tunnel and the latter running out of brakes because, unlike her male colleagues, she had been unable to change the brakeshoes. Two wonderful runs had come to an abrupt end, fortunately without personal injury,

and the lead in the male and female sections was firmly taken by Storez/Buchet and Nancy Mitchell/Joan Johns, both running, curiously enough, in the same section of three, who were not again to be seriously threatened.

Only three crews managed the Stelvio without penalty, these being the incredible Storez/Buchet and Gatsonides/Jetten and Leidgens/Dubois, both the latter on TR3s. No British drivers were amongst the ten fastest crews.

The Gavia was under thick cloud and defeated even the flying Porsche, although by as little as 20 seconds. The TR3 of Consten/Pichon was the next best, with 1 min. 58 secs. late, and de Lageneste/Nicol put up a grand show on their Peugeot 203 to clock only 4 mins. 19 secs. lateness. The best British crew was Gott/Tooley, who made eighth fastest time with a lateness of 7 mins. 24 secs. Bennett/Pitts crashed when their front wheel collapsed.

Only Storez and Buchet managed the Vivione without penalty and it was clear that mechanical failure alone could rob them of victory. Consten/Pichon were again the next best, with a delay of only 35 secs., followed by the Schlessers on their 300SL with only 51 secs. lateness. No British drivers were amongst the ten fastest crews.

On the run across the Italian plains, it was possible to weigh up the situation. Storez/Buchet led by 8½ mins. from the TR3 of Costen/Pichon, who in turn had 1¼ mins. lead over the Schlessers. Triumphs with Costen/Pichon, second; Leidgens/Dubois, fourth; Gatsonides/Jetten, sixth; and de Changy/Lieken, 12th; had a firm grip on the "marque" team prize in front of the Peugeots and the M.G.As. This latter team and the R.A.C. team lost all interest in team prizes, however, when the Milne/Shepherd M.G.A ran off the road near Front. This was a freak accident; rounding a bend at around 80 m.p.h. the passenger's door suddenly flew open and Shepherd, who was driving, instinctively reached across to save the sleeping Milne from pitching into the road, so losing control and losing the car, although saving Milne.



**HAZARDS** of the road: rally cars wait on the Brenner Pass while a goods train lumbers past. Car No. 52 is the Fiat Abarth which finished third in its class; No. 53 is the Renault Dauphine of Walem-Poliart.

The best British crew was Burgess/Croft Pearson in 11th position, followed by Gott/Tooley in 14th place, these being the sole survivors of the R.A.C. team. However, whether well or badly placed, most crews on reaching Sestriere reflected a little ruefully that there was over 1,000 miles to go, some of it over really tough little Cols around Forcalquier.

**Stage 3. "The French Alps". Sestriere to Annecy, 836 km. (520 miles), from 8.50 a.m. to 11 p.m. 31st August. 62 starters, 59 finishers. One "clean sheet".**

The first real test was the climb of the Col d'Allos, managed "clean" by 27 of the survivors, who were not very pleased to find this section cut out later due to alleged clock errors. However, once started on the section after Forcalquier, they had little time to worry about that, because this was an unrelenting fight against the inexorable clocks over tight little cols, such as de la Magegne, St. Jean, de Perty, de Peyruergue, de Soubeyrand, de Palluel, des Tourettes, du Fay, de Rossas and Lachau, all with loose gravel surfaces and steep gradients, cut into sections as short as 12 km.

The stage, however, did not greatly alter the leader board. The gallant run of Leidgens/Dubois came to an end after Forcalquier when they retired with electric and bearing trouble on their TR3. The Schlessers displaced the Consten/Pichon TR3 from second place, due chiefly to a clean run on the 12 km. section over the Col St. Jean, a feat equalled only by the inevitable Storez/Buchet, the TR3 of de Changy/Lieken, the Peugeot of de Lageneste/Nicol, now firmly in fourth position, and well ahead of all the Alfa Giuliettas, whatever their state of tune and, perhaps most amazing of all, the Renault Dauphine of Michy/Foulgoc holding eighth place and easily leading the smallest class.

But if Anne Hall had been the heroine in Italy, Nancy Mitchell was the heroine in France. She alone, with Storez, succeeded in doing the Col de Soubeyrand on time, and shared with the Schlessers the honour of losing only one minute over the stage, being thereby equal second to the flying Porsche which alone was "clean". In view of the distance covered, this was a phenomenal show.

The British girls had certainly shown the mettle of their pastures and it was indeed unfortunate that the so far invincible Irene Terray had not been on the starting line with them. Pat Moss was also going great guns, holding fourth place in the class and consistently beating the A35 which, up to the Marathon, has always seemed to have the "edge" over the Minor 1000.

**Stage 4. "The Long Grind Home". Annecy to Spa, 884 km. (550 miles), from 11 p.m. 31st August, to 2.15 p.m. 1st September. 59 starters, 52 finishers.**

This, the fourth and final night, was not so tough as in other years, for the weather was good, but even so several unfortunates suffered the final heart-break of lateness or even of retiring almost within sight of Spa and when the worst was over. The only leaders to be affected were Strahle/Linge who were 11 minutes late at Malbuisson and so lost four places, dropping to tenth.

Boulton/Clapham got off course and collided with a non-competitor, fortunately without serious injury, although both cars were badly damaged, so that the M.G.A had to retire.

Gheysens/Alfvoet (Renault), Henrad/Noel (TR3) and Richter/Nicolai (Porsche) were all excluded for being outside time and Meur/Scheube (Porsche) had to retire at Vesoul, as did Chimenti/Canaparo (Alfa Giulietta). The same fate might well have befallen Burgess/Croft Pearson, whose gallant Ford's engine was much the worse for wear, if the Schlessers, risking their second place, had not towed them into the next control—an act of real sportsmanship, typical of the Marathon drivers.

On the run through Belgium the roads were lined with crowds of waving spectators and the Parc des Sept Heures at Spa was jam-packed so that the finishing cars had a job to get through their ranks for the flowers, the kisses and the champagne which they had so well earned.

But when cold analysis is applied to the results, it must be admitted that 1957 was the French year. Apart from the decisive win of Storez/Buchet, remarkable achievements were scored by de Lageneste/Nicol (Peugeot 203) fourth, and class winners despite the best that the Alfa Giuliettas and Porsches could do, and Michy/Foulgoc, eighth and class winners, whilst both other class wins went to France with Storez/Buchet and the Schlessers, as did the Club Team Prize and the Interland Trophy.

The TR3, although foreign-crewed, with third, fifth and ninth places showed what British sports cars could do, and three British crews, on British cars, finished in the first 20, Burgess/Croft Pearson (Ford Zephyr) 12th, Gott/Tooley (M.G.A) 14th, Nancy Mitchell/Joan Johns (M.G.A) 16th.

But, as forecast earlier, it was the British ladies who really formed the spearhead of the British attack, and both

Nancy Mitchell/Joan Johns and Pat Moss/Anne Wisdom did a wonderful job of work. The triumph of "Mitch" and Joan in winning the Coupe des Dames for the first time ever for Britain should not, however, completely overshadow the achievement of their younger colleagues. The Moss/Wisdom Minor finished fourth in its class, defeating all the DKWs, and closely pressing the "works" Renault and a Fiat-Abarth, as well as 23rd overall, a truly remarkable drive by a pair on their first really tough International rally.

**LIÈGE NOTES**

Storez reckoned that it had cost him about £14,000 to win the Marathon. He spent a week alone on a "reccy" of the Passo Giau. As a result he fixed an attachment to his shock absorbers to prevent the engine from bottoming on the terrible surfaces. By using an open car, he killed the popular theory that it is impossible to finish the Marathon in an open car, but he and Buchet were able to erect the hood whilst in motion—and did!

Mairesse "reccy-ed" the course in an Alfa—he is supposed to have crashed eight cars already this season—and was cut off by a storm on the Predil Pass, during which the Alfa was almost completely buried in gravel.

Heaps and Jones split their sump on the Giau, but took it off, welded it up and were on the road in less than 30 minutes.

The greatest first-aid job was done by Merienfeld/Stroh when the engine bearers broke on their Porsche. They lashed it back with broomsticks and rope and drove some 400 miles to finish.

Chris Tooley claimed the rally's most frustrating moments when the Annecy controller refused to sign his road book because his car was held in a traffic jam of cars leaving a festival within 20 yards of the control table and could not cross the white line at the correct time. This cost the M.G.A crew a minute and the honour of beating all the Giuliettas, the Bornand/Vouga car finishing 51 seconds ahead of them.

The "favourite" British car trouble was hub bearings; the "favourite" Continental trouble was electrics. Cotton's Alfa was particularly prone to this and one Porsche was consistently push-started by the surviving members of its trio.

Porsches have a marvellous record in the Marathon, having won three times in the past six years.

The sportsmanship of competitors was magnificent throughout, baulking being rare, and willingness to help marked. Anne Hall reported that not one crew passed her on the Stelvio, a very "tight" stage, without either slowing or sometimes stopping to ask if she was all right. Storez and Mme. Schlessler demonstrated on the dance floor at the rally ball that their dancing technique was almost of as high a standard as their driving abilities.

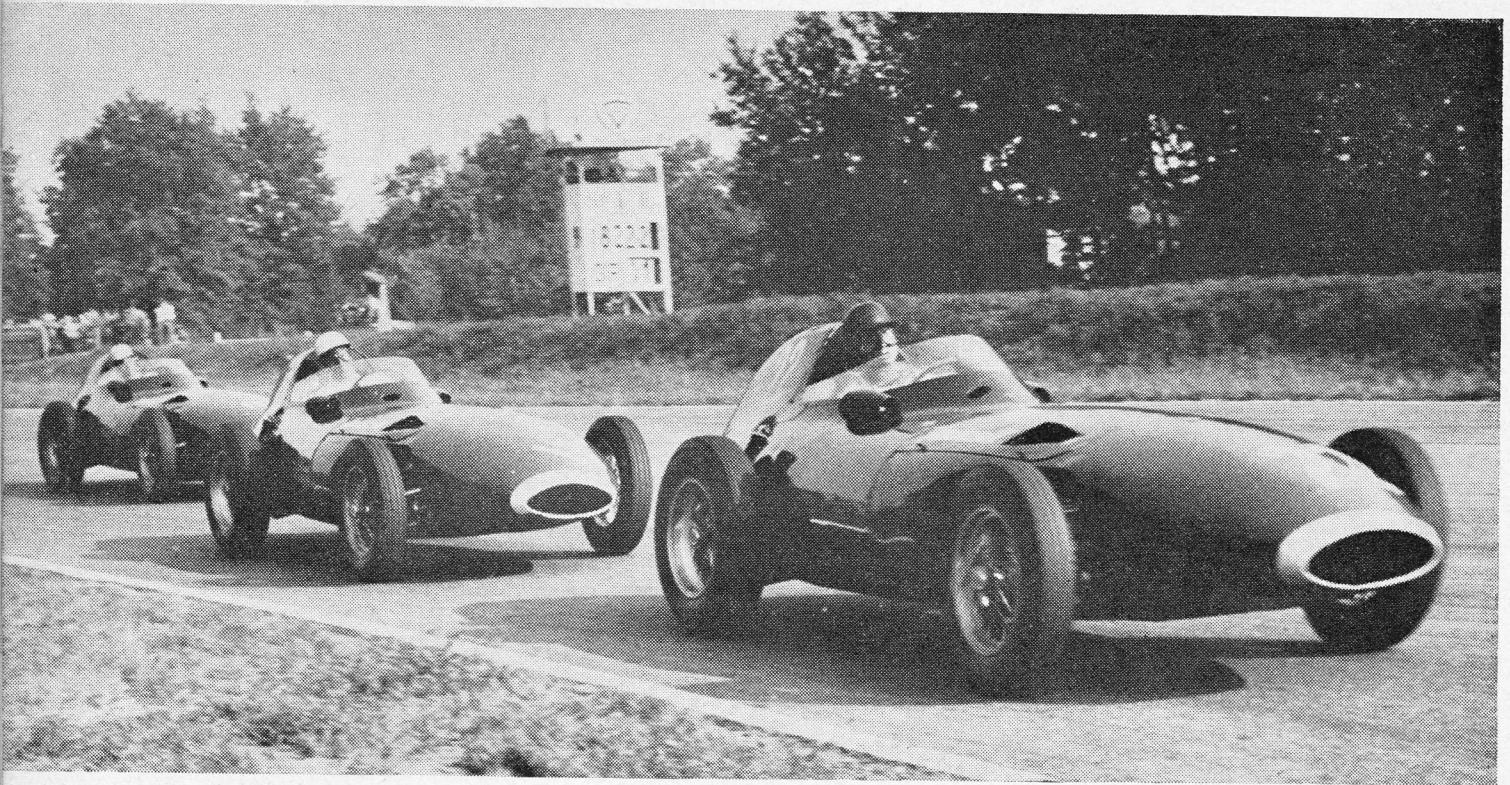
A particularly pleasing example of gallantry was shown by Storez and Buchet when they insisted on sharing their tumultuous welcome at Spa with Nancy Mitchell and Joan Johns, who had stuck to them so brilliantly.

The talk at Spa was that Triumphs, after their wonderful showing, might be the first British car to win the Marathon, but might not the B.M.C. stable, after Moss's Utah records, spring a surprise in 1958?



(Full results were published in the issue of 6th September.)

Marque analysis	Starters	Finishers
Austin A35 ... ..	1	1
Alfa Romeo ... ..	13	7
Borgward Isabella TS ... ..	1	—
BMW ... ..	1	—
Chevrolet ... ..	1	—
DB ... ..	2	1
Denzel ... ..	1	—
DKW ... ..	3	2
Ferrari ... ..	1	—
Fiat Abarth ... ..	1	1
Ford Zephyr ... ..	3	1
Ford Taunus ... ..	1	1
Lancia ... ..	2	1
Mercedes 300SL ... ..	6	3
M.G.A ... ..	5	2
M.G. Magnette ... ..	1	—
Morris Minor 1000 ... ..	2	2
Panhard ... ..	5	—
Peugeot ... ..	10	8
Porsche ... ..	18	9
Renault ... ..	8	5
Saab ... ..	1	1
Salmson ... ..	1	1
Simca ... ..	2	1
Skoda ... ..	1	—
Triumph ... ..	11	5
	102	52



# Oltre Vittoria Della Vanwall

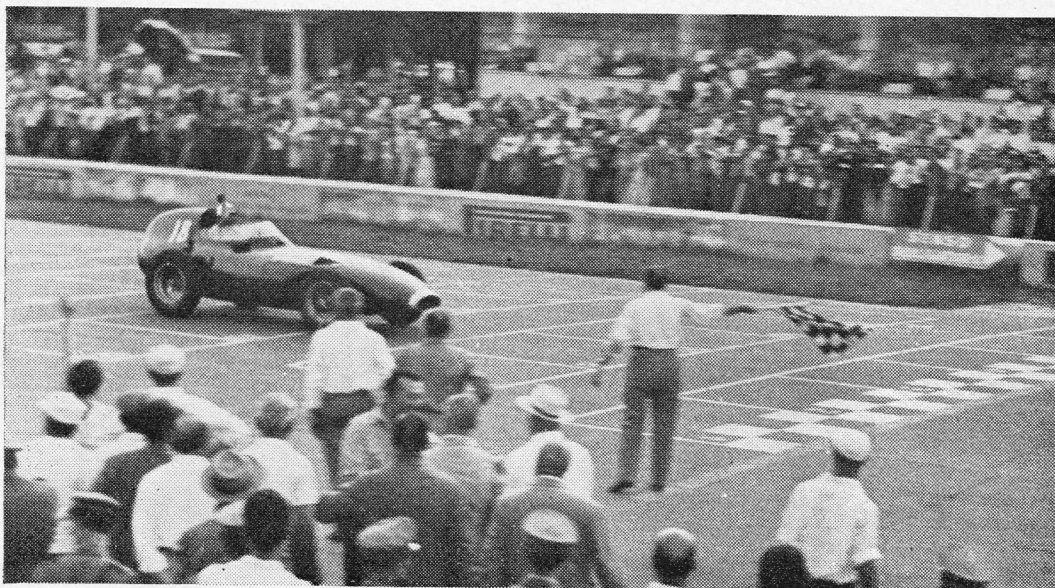
*Stirling Moss Overwhelms all Opposition in Italian Grand Prix — Tony Brooks Sets Lap Record at 124.04 m.p.h.*

FOR the third time this year, Tony Vandervell's Vanwall driven by Stirling Moss has defeated the strongest possible Italian opposition. Right from the start it was a tremendous struggle between Vanwall and Maserati, the three green cars being challenged by Fangio and Behra. First Moss led, then it was

By GREGOR GRANT

Photography by Publifoto, Milano

Behra's turn; Moss came through again, only to give way to the Frenchman. Then Juan Manuel Fangio took a hand, and kept ahead of the struggling quintet for three laps, when the Vanwalls surged in front with Tony Brooks, Moss and Stuart Lewis-Evans in line ahead. Then it was Lewis-Evans's turn to lead.



★

**GREEN IN THE LEAD:** In the early stages of the race, British supporters were delighted to see the Vanwall trio defeat first Behra, then Fangio, to sweep into the lead—Brooks, Moss and Lewis-Evans (above) in line ahead. Moss went on to win (left), while Brooks finished seventh and Lewis-Evans retired.

★

*STREAMING away from the start, in this impressive overhead shot, the field is led initially by Moss, followed by Musso, then Behra, Lewis-Evans and Brooks. Behind them are Bonnier, Collins and Hawthorn.*

Brooks unhappily had to stop on the 20th lap, but the two other Vanwalls held off the eager Fangio and Behra. Four laps later, Lewis-Evans halted, and remained at his pit for some considerable time.

However, Stirling gradually got away from the Maseratis, whose challenge weakened when Behra had to stop with the V-12, and Harry Shell also came to rest at the pits. It was then Moss versus Fangio, but the World Champion was completely outpaced by Moss, and fell back still farther after making a quick pit stop. The crowd were strangely quiet when Stirling eventually lapped his rival, but how they roared and cheered when the Vanwall stopped at the pits near the end! It was merely a routine business, however; with such a huge lead, Vanwall could afford to make certain, and some oil was added, a wheel changed and off went Moss again, to win the 28th Grand Prix of Italy.

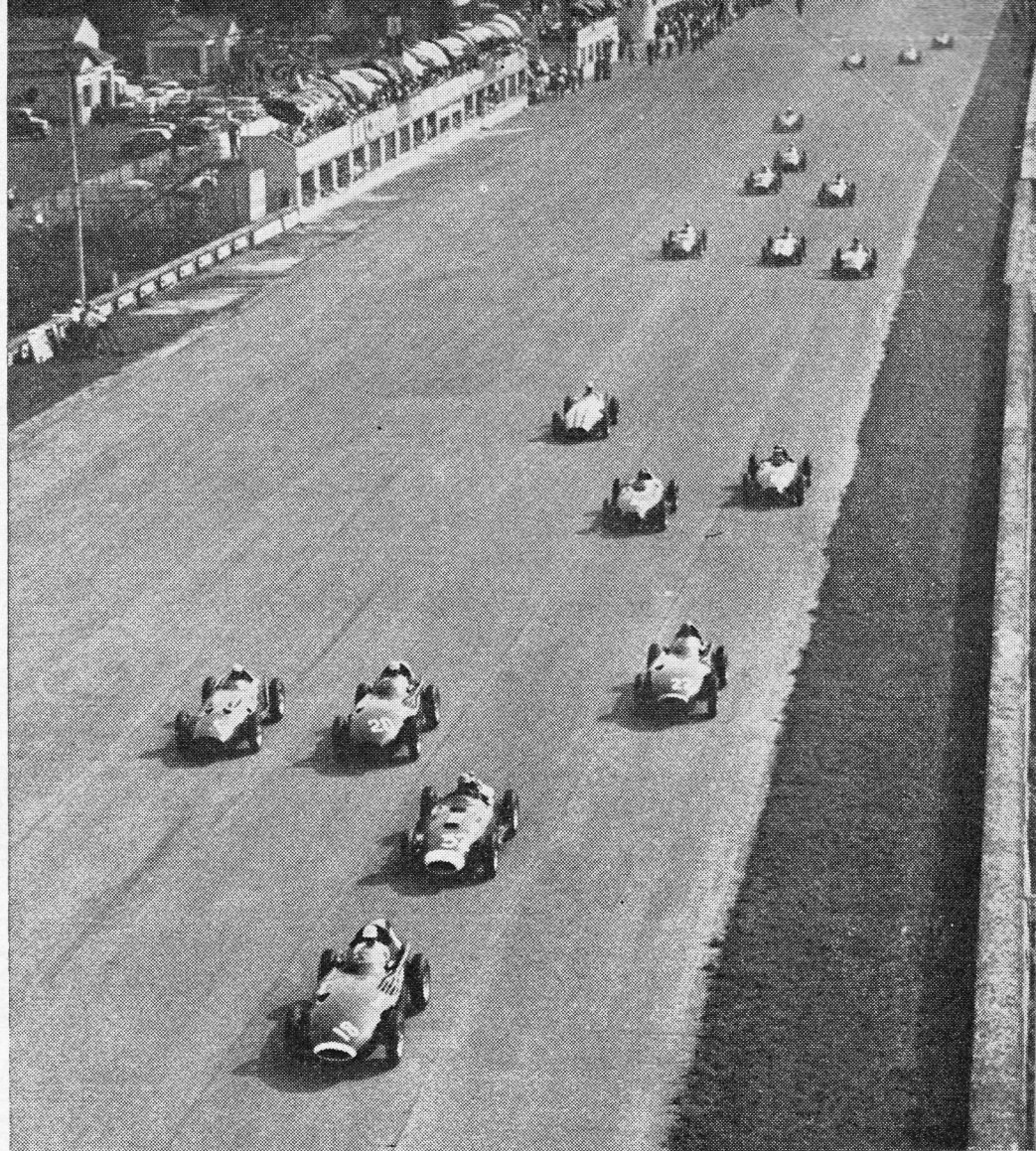
Scuderia Ferrari were beaten for speed, but Von Trips managed to take third place after Collins retired, and Hawthorn stopped with a broken fuel line. Back in the race, Tony Brooks went like the wind and managed to make up many laps, and took Musso for seventh place on the very last lap.

\* \* \*  
It was left to the Vanwalls to carry the green of Great Britain, for B.R.M. had decided to concentrate on Silverstone, and the 2-litre Coopers were not considered to be quick enough for the revised, 5.75 kilometres Monza road circuit. Despite all the ballyhoo about Enzo Ferrari and his rumoured withdrawal, four of the Maranello cars were duly inscribed, to be driven by Collins, Hawthorn, Musso and Von Trips or Gendebien. Officine Maserati's battle order was Fangio, Behra, Shell and Scarlatti, and the remainder of the entry was made up by the regular "independents", Gregory, Piotti, Bonnier, Gould, Halford, Godia and Simon—all followers of the "Trident".

Friday's practice session developed into a contest to be the first to achieve 200 k.p.h. on the road course. Fangio went out on the V-12 Maserati, and the honour of the first double-century fell to the World Champion with a speed of 200.193 k.p.h. (1 min. 43.2 secs.). However, Vanwall were not going to play second fiddle; Stirling Moss whistled round in 1 min. 42.7 secs. (201.557 k.p.h.) to collect the not unsubstantial purses for the fastest lap of the day. Juan Manuel thereupon took out a "six", but could not do better than 1 min. 43.1 secs. (200.775 k.p.h.). Tony Brooks was just 0.2 secs. slower than Fangio. Behra did 1 min. 44.3 secs., and Lewis-Evans, a Monza newcomer, produced an excellent 1 min. 44.9 secs. The Ferraris were rather out of the picture, quickest being Von Trips with 1 min. 45.6 secs.

Moss's achievement was all the more creditable, considering that his car had the wrong (for Monza) axle ratio.

The speed of the Vanwalls certainly impressed the Italians, and there was much scratching of heads in the Maserati



and Ferrari stables. Saturday's session provided a real sensation. "New boy" Stuart Lewis-Evans hit the headlines by recording 1 min. 42.4 secs. (202.148 k.p.h.), 0.3 sec. faster than Moss. Tony Brooks quietly returned 1 min 42.9 secs., so the three Vanwalls were all under 1 min. 43 secs. Masten Gregory did not get much time in which to learn the circuit, as a valve-operating finger broke after eight laps.

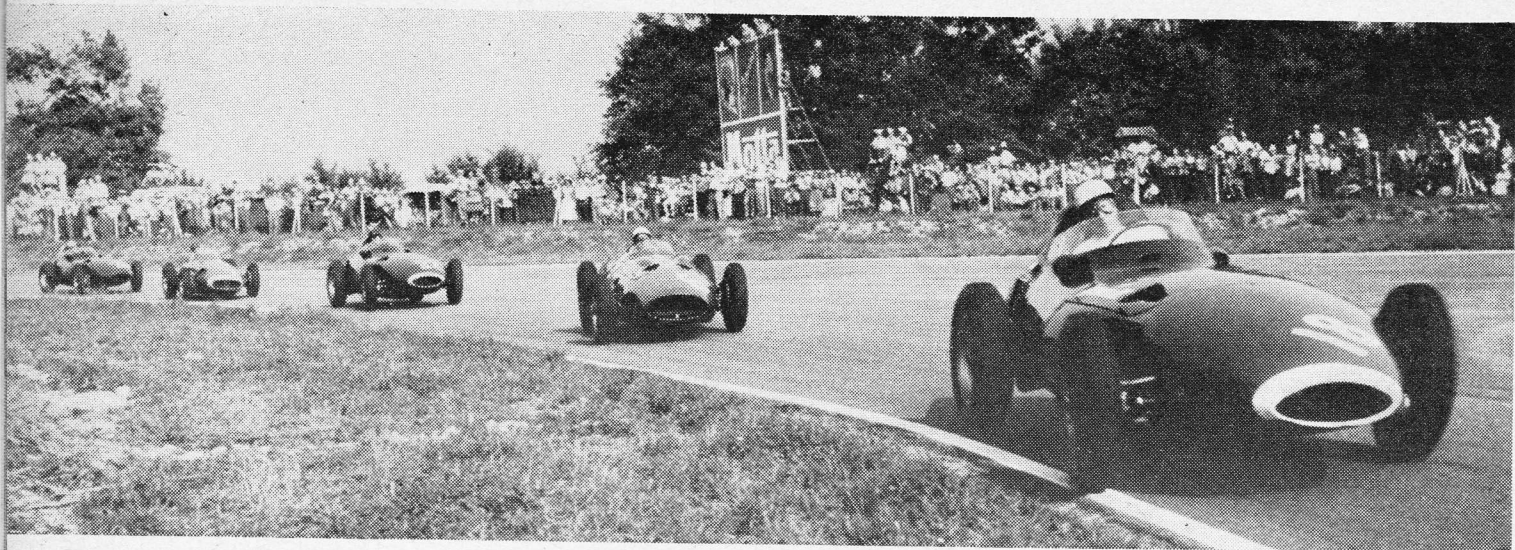
Even with the minimum fuel in the tanks—and smelling strongly of nitrobenzine—none of the red cars could emulate the Acton machines. So there was the thrilling prospect of three green cars on the front row, along with Fangio's Maserati. Despite Juan Manuel having clocked good times with the "twelve", he elected to drive a six-cylinder machine, and Jean Behra was given the new car. To improve air-distribution to the carburetters, a large aluminium deflector shield was placed below the double row of twin-choke Webers, making plug-changing a problematical, if not impossible task. Yet, Behra was quite happy to conduct the machine; after all, it had turned a lap at Monza faster than any of the other Italian-built cars, with the exception of Fangio's "six".

Sunday was one of these perfect days which Monza seems to reserve for the

Gran Premio. A slight breeze ruffled the flags of the competing nations, but otherwise a hot sun blazed down from a cloudless sky. The crowds in the morning for the grand touring events were surprisingly big, and it seemed likely that the prospect of a fierce battle between the three rival marques would produce a very large crowd, to help make up for the disappointing attendance at the recent 500 Miles Race.

Just to make life difficult, a very important part fell out of my typewriter; but Olivetti came to the rescue, and loaned me a brand-new machine of the very latest type. In fact, the organization of the Italian Grand Prix is absolutely the last word in efficiency. Accommodation for the racing cars is all that is to be desired, with plenty of space for transporters and workshop vehicles, and also separate bays fitted with inspection pits.

From the tribunes, the pits presented a gay picture, all being surmounted by bright yellow and blue sunshades. Once again the organizers had trouble with Harry Shell's name. Before he changed it, it was Schell, but on the official scoreboard we learned that Maserati No. 4 was to be driven by Schehl! It was confirmed that the fourth Ferrari would be driven by Wolfgang von Trips; he was most difficult to identify, because since



his Nürburgring accident, he has acquired a luxuriant beard. In fact, the 1957 Gran Premio d'Italia must be unique, for one would have to go back many years to find a G.P. with a couple of bearded drivers, Joakim Bonnier being the other proud possessor.

About an hour before the start, the pageantry began. First to come through the paddock gates was Scuderia Ferrari, followed by Horace Gould's Maserati, then came the three green Vanwalls, and Fangio's No. 2 Maserati leading the works team, now increased to five with the addition of the Spaniard Francisco Godia's entry, and possibly even six, for Piotti's machine was part and parcel of the general set-up. Volontario's car, painted in the Swiss colours, was handed over to André Simon. The two Centro-Sud cars were in the hands of Masten Gregory and Jo Bonnier, and Bruce Halford had his own machine.

One noted a priest wearing a green armband inscribed "Maserati" taking shots of the Maserati team, and managing to get Fangio to pose specially, after making a benediction of the cars. Then came the impressive parade of the standard-bearers, always a feature of Monza, after which the police chased photographers off the track, and the scene was set for the start of the 28th Grand Prix of Italy.

#### STARTING GRID

Fangio (Maserati)	Brooks (Vanwall)	Moss (Vanwall)	Lewis-Evans (Vanwall)
1 m. 43.1 s.	1 m. 42.9 s.	1 m. 42.7 s.	1 m. 42.4 s.
Collins (Ferrari)	Shell (Maserati)	Behra (Maserati)	
1 m. 45.3 s.	1 m. 45.1 s.	1 m. 43.9 s.	
Gregory (Maserati)	Hawthorn (Ferrari)	Musso (Ferrari)	Von Trips (Ferrari)
1 m. 48.9 s.	1 m. 46.1 s.	1 m. 45.7 s.	1 m. 45.5 s.
Halford (Maserati)	Bonnier (Maserati)	Scarlatti (Maserati)	
1 m. 51.6 s.	1 m. 49.7 s.	1 m. 49.2 s.	
Gould (Maserati)	Piotti (Maserati)	Simon (Maserati)	Godia (Maserati)
1 m. 53.7 s.	1 m. 52.9 s.	1 m. 52.8 s.	1 m. 52.2 s.

The start was tremendous; as the flag fell, Musso was already on the move, but just could not out-accelerate Moss and Lewis-Evans, and as the field roared off Tony Brooks was almost wheel-to-wheel

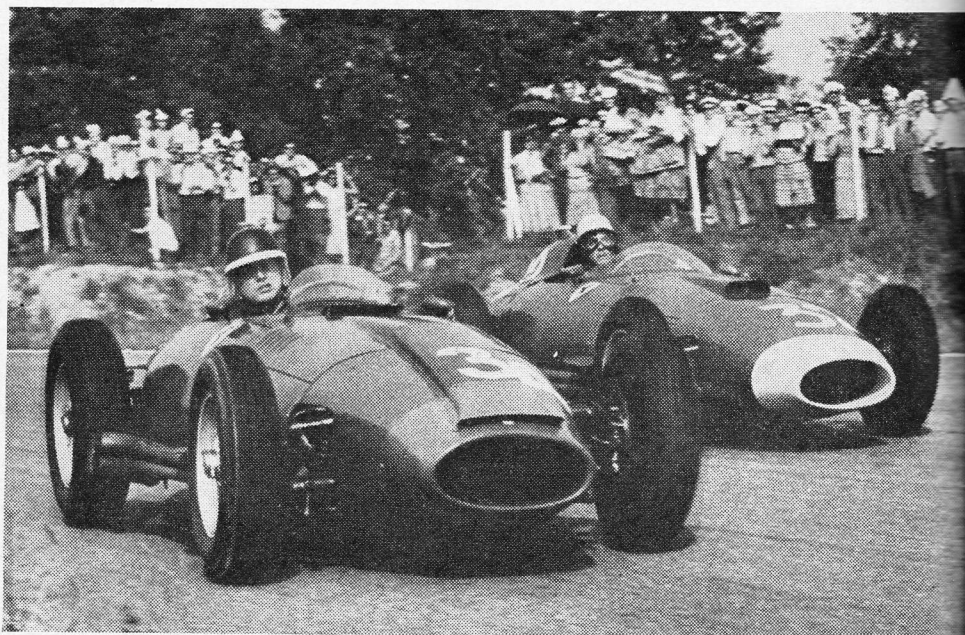
*ANGLES of drift at the South Curve—a selection demonstrated by Messrs. Moss, Behra, Brooks, Fangio and Lewis-Evans. It seems to indicate that more stable steering characteristics are found in the Vanwalls than the Maseratis.*

with the Ferrari, and Behra's 12-cylinder Maserati was involved with the Ferraris of Peter Collins and Mike Hawthorn. The crowd was on tiptoes of excitement. As the cars screamed down the back straight, a green Vanwall was leading a red Maserati, but two other green cars were there too. Out of the South Curve, Moss was just ahead of Behra, with Lewis-Evans and Brooks leading Musso, Collins, Fangio and Bonnier. Past the pits, the same order was maintained, but Fangio managed to edge past the Swedish driver.

Lap 2, and Stirling still held the slight advantage of one second, but Fangio had come up to join the party. By the third lap, the three leaders were already leaving the rest of the field, and Behra was doing his utmost to take Moss. It was some dogfight; on lap 4, Behra just managed to get his wheels in front, whilst Brooks, Lewis-Evans and Fangio came

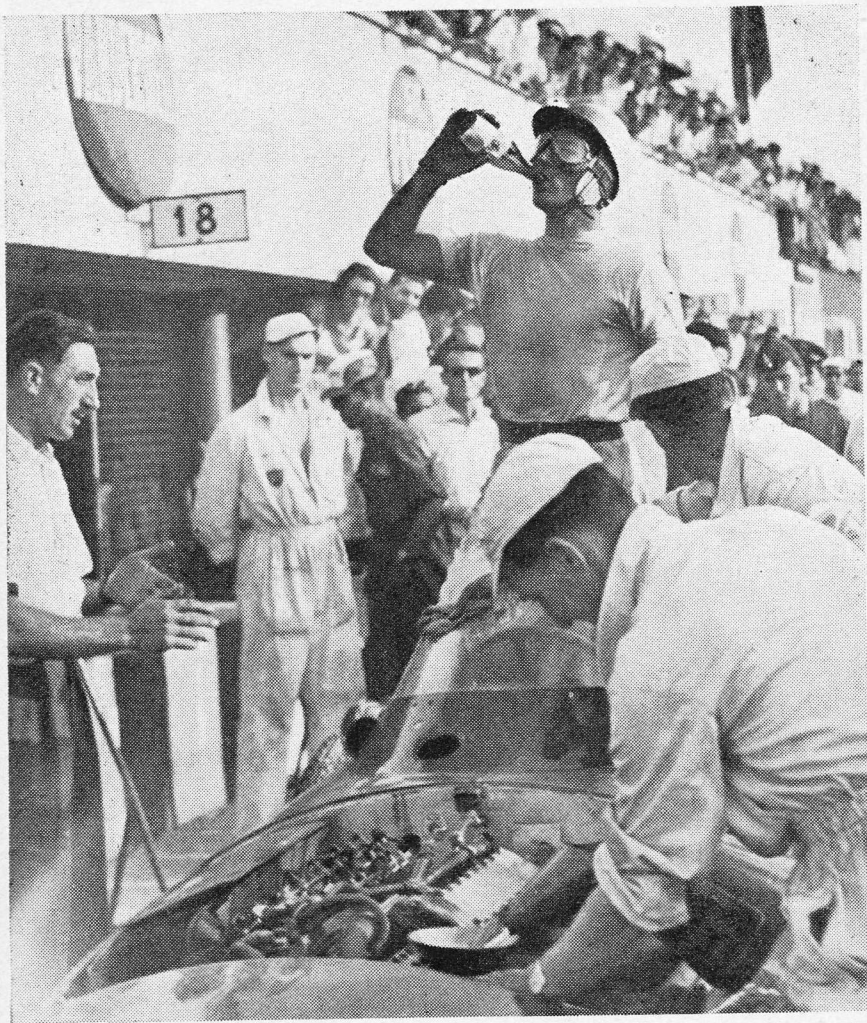
through abreast, almost wheel-to-wheel. Less than a second covered the five cars, and some way behind Harry Shell led the Ferraris of Collins, Musso and Hawthorn, the last-named having to drive all he knew to hold off Bonnier in one of the Centro-Sud Masers, whilst Masten Gregory was closing up fast on Scarlatti's works car.

Moss and Behra were at it hammer-and-tongs, but the other three were looking for the slightest chance to nip in front. On the seventh lap, Juan Manuel decided to see what it was like in front, and Behra fell back behind the Vanwall trio—still led by Moss. Fangio was really having to fight all the way to keep daylight between his Maserati and the high-tailed green cars; the British drivers were achieving something never before been seen in a Grand Prix with powerful Continental opposition—they were forcing the pace. Yes, but could the pace last? Already Behra's V-12 seemed to be losing its edge. Fangio knew full well that the Vanwalls had him for sheer speed, and the only chance was to make the trio go faster than was necessary. The World Champion pulled out every trick in the bag, but Moss, Brooks and Lewis-Evans



*FERRARI variants: alternative carburettor intakes were sported by the Ferraris of Mike Hawthorn and Luigi Musso, pictured at the South Curve.*





*FANFARE?—Moss (above) would have good cause to blow his own trumpet, but is merely taking a drink standing in the cockpit of his Vanwall during the brief pit stop for oil and a wheel change in the closing laps.*

*FIRST LAP (right): As the cars go into the South Curve, Moss and Behra are already out of the picture and Lewis-Evans is leading Musso, Brooks and Collins, while Fangio (2) moves up to pass Bonnier's Maserati.*

were not to be tempted into doing anything silly.

On the 11th lap, Fangio had to give way to both Moss and Brooks, and one tour later, Lewis-Evans had also overtaken the World Champion. This was a spectacle to cheer the hearts of the hundreds of British folk who had made the trip; three green-painted machines leading a *grande epreuve!*

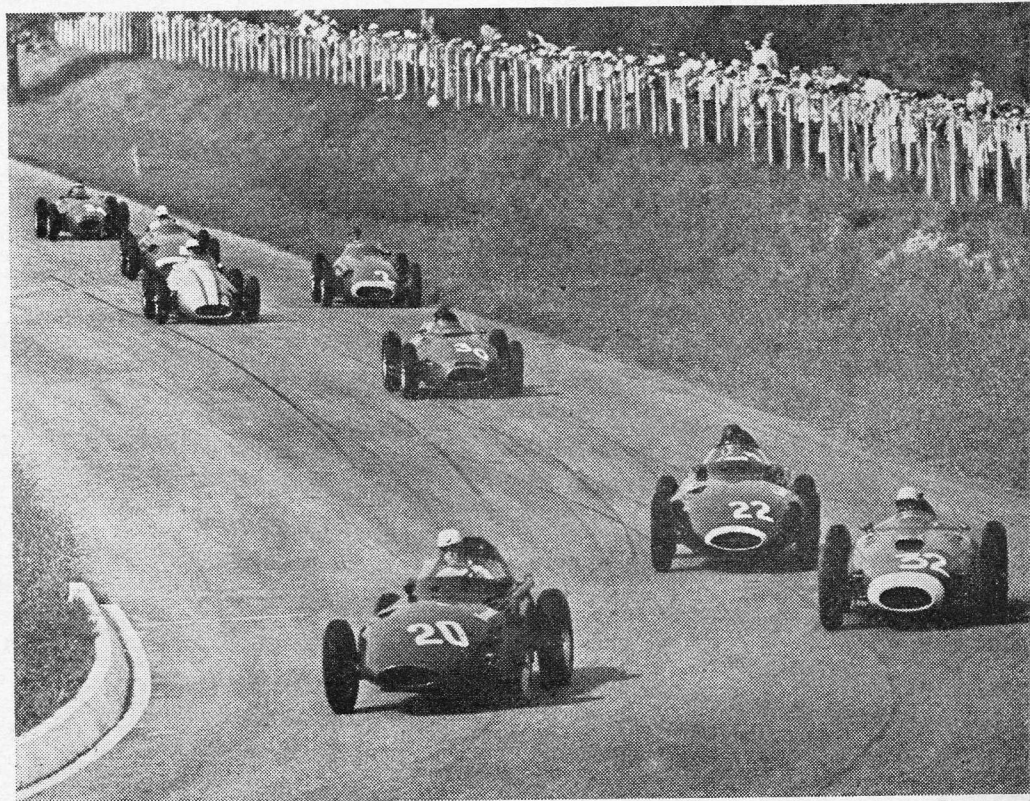
The fantastic fight in front tended to leave the struggle behind the leaders overlooked. Shell and Collins were having a proper sort-out, and Hawthorn was having his work cut out to keep his Ferrari in front of Bonnier's veteran Maserati.

Fangio renewed his challenge, but could not get to grips with Brooks, and Lewis-Evans was making it even more difficult for the Argentinian by coming up cheekily alongside out of the South Curve. Behra was also making a partial comeback, and squeezed past Moss to

take fourth place. Shell and Collins were having a fine time, passing and re-passing, by now well ahead of Musso, Scarlatti and Von Trips. The 16th lap, and it was Stuart Lewis-Evans's turn to direct operations, with Brooks close behind and Moss dicing with Fangio. Three tours later, and it was again Vanwall one-two-three. Behra's car was sounding slightly out of breath, and Fangio also appeared to be fighting a losing battle.

Alas, on the 20th lap, Tony Brooks toured slowly into the pits, and lost a whole lap before getting away again. Stirling thereupon took command, and the Maserati pit hung out every signal they could think of to Fangio and Behra. The boys started to press on again, and the pressure must have worked, for on lap 24, in came Lewis-Evans for a rather lengthy stop, which dropped him back to last position when he got going again. Apparently a leak in the cooling system caused pressure to build up in the header tank, which in turn tightened up the steering. The car didn't sound too healthy and it looked pretty black for Acton hopes, with two machines so far back, and Stirling having to take on both Fangio and Shell on his own. However, the victor of Aintree and Pescara was driving his usual brilliant race, looking every inch the master of Monza.

Then Maserati faces became gloomy; Behra pulled in with the 12-cylinder car, and lost nearly a lap whilst mechanics fiddled about with the engine. Fangio kept up the pressure, but Moss was definitely getting away from the Champion, at the rate of over a second a lap. With 30 laps on the board Stirling had 9 secs. advantage, and only Fangio and Shell were on the same lap, the Vanwall overtaking Collins's Ferrari right in front of the pits. The Maranello cars did not sound happy; they had the



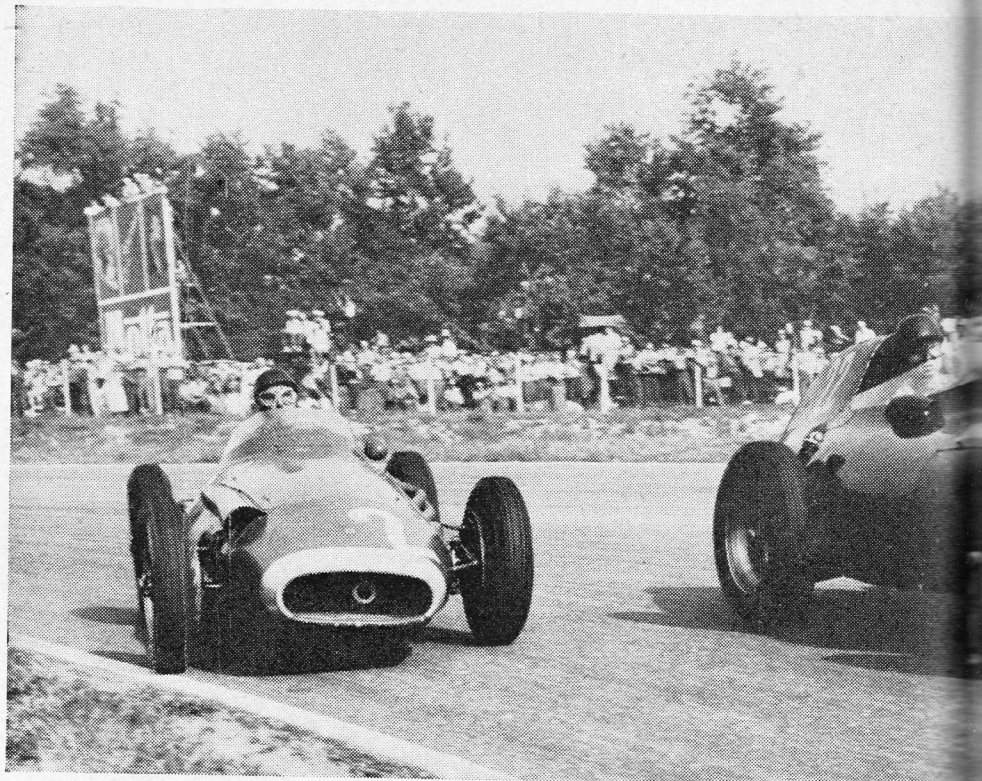
familiar Ferrari note from the multiple megaphones, but coming down the straight they appeared to be having trouble in getting high enough revs. Brooks, travelling very fast, was making up for lost time, but had to stop again, just as Bonnier retired his Maserati after a most stirring drive. The drain plug came out of the gearbox and the Vanwall lost all of its oil. Then it was Shell's turn to halt; at first the car was pushed towards the dead car park, but somebody must have had second thoughts about it, and off it went again sounding dreadful. Harry came in again with clouds of steam coming from the radiator, threw up his hands, and jumped on to the pits counter.

Masten Gregory now began to be noticed; his Maserati was steadily gaining ground, and when Musso made a brief halt, the Centro-Sud Maserati swept into seventh spot, behind Von Trips. Scarlatti was doing a good job of work, keeping his Maserati within striking distance of Collins and Hawthorn.

At 40 laps Moss led Fangio by 17.7 secs., and a couple of tours later the Argentinian dropped even farther back after a pit stop for fuel and a tyre change. Behra was struggling to keep the V-12 going, and Lewis-Evans was repeatedly in trouble. Slower and slower he circulated, until 50 laps had been covered when it was decided to call it a day. At the same time Behra gave up his losing battle and the dead car park claimed another victim. Bruce Halford, who had been going well, was the next casualty, but his friend Horace Gould was still motoring round, getting well away from André Simon in Volontario's Maserati. Tony Brooks, several laps in arrears, began to regain lost ground at an impressive rate of knots; what a pity he had experienced trouble, for it would have been comforting to know that Stirling had the backing of at least one more Vanwall, with the race less than half run.

The next thing to catch the eye was the speed at which Moss was approaching Fangio. One could just imagine Stirling's feelings at the thought of lapping the Champion of the World. This he proceeded to do on the 55th lap, but the crowd either didn't like the idea of a green car "doubling" a Maserati, or realize that he had done so.

At the same time the black flag was brought out for Volontario who had replaced Simon: it was thought that the car was throwing oil, but after a cur-



sory examination it was allowed to continue. Harry Shell, who had taken over Scarlatti's Maserati, started moving steadily upwards on the scoreboard, and now began to threaten Gregory. Brooks, who had experienced great difficulty in restarting after the lost oil was replaced, began to close up on Godia. So, with 60 laps covered, the race order was:—

1. Moss (Vanwall), 1 hr. 45 mins. 58.9 secs. (195.319 k.p.h.).
2. Fangio (Maserati), 1 hr. 47 mins. 51.1 secs.
3. Hawthorn (Ferrari), 1 hr. 49 mins. 59.8 secs.
4. Von Trips (Ferrari), 1 hr. 50 mins. 57.8 secs.
5. Gregory (Maserati), 1 hr. 51 mins. 48.6 secs.

Peter Collins had stopped to check serious overheating and an engine that sounded as if it was firing only on one bank. He restarted, did two slow laps, and finally retired with a cracked cylinder block. Exit the fastest of the not-very-fast Ferraris!

*TRYING really hard, Fangio endeavours to force his Maserati past an unruffled Tony Brooks on the inside at the South Curve. Juan's angle of drift is really something!*

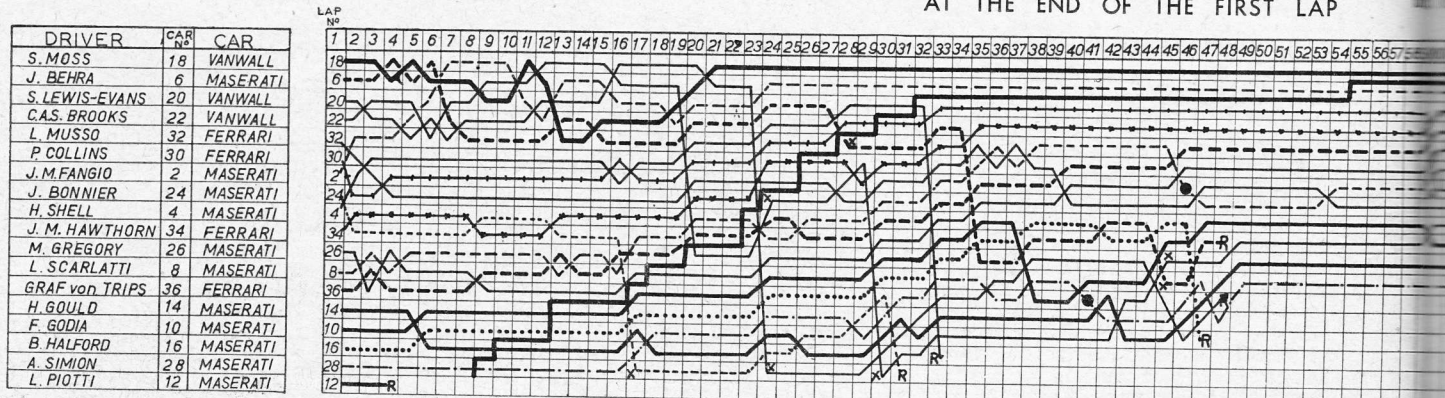
Meanwhile, Moss was ever-increasing his lead over Fangio, and Hawthorn was firmly in third place ahead of his teammate Von Trips. Next came Gregory, Shell, Musso, Brooks, Godia, Gould and Volontario in that order. Tony Brooks was travelling very rapidly, pulling back as many as 9 secs. a lap from Musso. He caught and passed the Italian, but still had one more lap to make up. For a time he stayed with Moss, then gradually drew away.

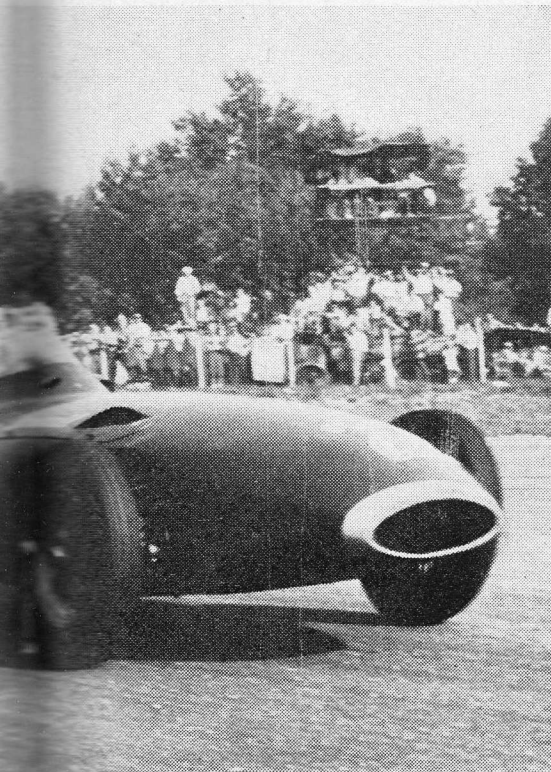
At this time fastest lap had been put up by Lewis-Evans with 1 min. 44 secs. (199.038 k.p.h.), but the rate at which Brooks was catching Musso tended to make one believe that it would only be a matter of laps before this time was beaten.

With only 10 laps to go, Hawthorn had a fuel line fracture, and before it

## LAP-BY-LAP SCORE CHART

FOLLOW THE FORTUNES OF EACH CAR FROM ITS POSITION AT THE END OF THE FIRST LAP





could be fixed, Mike had dropped from third to sixth place—behind Shell. Just as the Ferrari moved off, British supporters were dismayed to see Moss's Vanwall at the pits. Fangio went past, and the crowds yelled encouragement to the Maserati driver—hoping that Stirling's halt would be prolonged.

However it was merely a precautionary stop. Some oil was taken aboard, and a wheel was changed; Lewis-Evans had, earlier on, lost a large chunk of tread, and David Yorke was taking no chances. Off went Stirling again—long before Juan Manuel appeared. It was all over bar the shouting. Von Trips was solidly in third place, followed by Gregory, Shell and Hawthorn's rough-sounding Ferrari.

Easily the fastest man on the circuit was Brooks, who had closed up so rapidly on Musso that Scuderia Ferrari

must have been taken unawares. In two laps Tony had won back 11 secs. from the Italian, and with only half-a-dozen to go, the Vanwall surged ahead. With Hawthorn's engine sounding anything but healthy, it was just a possibility that he, too, would be overtaken by the flying green car. Brooks covered his 74th tour in 1 min. 43.7 secs. (199.614 k.p.h.)—the record for the road circuit.

Mike managed to hold his place. Out came the lines of police, and the chequered flag was unfurled, ready for Moss. It was not exactly a rapturous ovation which Stirling was given; one would think that the idea of a green car scoring such a convincing victory had shocked the spectators to near silence. Someone draped the victorious Vanwall with a huge Union Jack, a gesture which provoked the large British contingent to cheer themselves hoarse. Then came the victor's laurels, for which Stirling mounted a dais in front of the main tribune. Fangio warmly congratulated his rival, and remarked to Tony Vandervell that the Vanwalls were far too fast for the opposition.

**Result**

(87 laps=500.250 kiloms.)

1. **Stirling Moss (Vanwall)**, 2 hrs. 35 mins. 3.9 secs., 193.563 k.p.h. (120.28 m.p.h.).
2. **Juan Manuel Fangio (Maserati)**, 2 hrs. 35 mins. 45.1 secs.
3. **Wolfgang von Trips (Ferrari)**, 2 hrs. 36 mins. 42.8 secs. (85 laps).
4. **Masten Gregory (Maserati)**, 2 hrs. 35 mins. 10.8 secs. (84 laps).
5. **Giorgio Scarlatti/Harry Shell (Maserati)**, 2 hrs. 36 mins. 17.6 secs. (84 laps).

6. **Mike Hawthorn (Ferrari)**, 83 laps.
7. **Tony Brooks (Vanwall)**, 82 laps.
8. **Luigi Musso (Ferrari)**, 82 laps.
9. **Francisco Godia (Maserati)**, 81 laps.
10. **Horace Gould (Maserati)**, 78 laps.
11. **André Simon/Volontario (Maserati)**, 72 laps.

**Fastest lap:** Brooks, 1 min. 43.7 secs., 199.614 k.p.h. (124.04 m.p.h.).

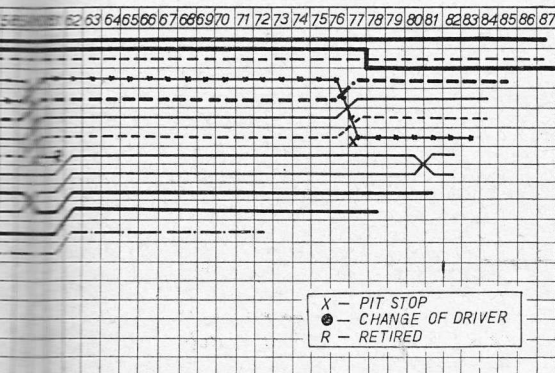
**Retirements:** Piotti (Maserati), 3 laps, engine; Bonnier (Maserati), 31 laps, overheating; Shell (Maserati), 34 laps, water pump; Halford (Maserati), 47 laps, engine; Lewis-Evans (Vanwall), 49 laps, radiator header tank; Behra (Maserati), 50 laps, engine; Collins (Ferrari), 62 laps, cracked cylinder block.

**Monza Notes:** Fangio started off with a half-empty tank on his Maserati. . . . Syd Henson's "Ye Olde Ferodo Tea Shoppe" did a roaring trade after practice. . . . B.P. had a conference of racing managers during G.P. week-end. . . . Ken Gregory took a lightning trip to Monza whilst on honeymoon at Levanto. . . . Shell were making a colour-film of the race. . . . British press was represented by Peter Garnier, *Autocar*; Rodney Walkerley, *The Motor*; Bill Boddy and Denis Jenkinson, *Motor Sport*; AUTOSPORT'S Editor; Basil Cardew, *Daily Express*; Courtenay Edwards, *Daily Mail*; Alan Brinton, *News Chronicle*; Harold Nockolds, *The Times*; W. A. Mackenzie, *Daily Telegraph*; and Tommy Wisdom, *Daily Herald*. . . . Mr. and Mrs. Ted Lawry (B.A.R.C.), Stanley Sedgwick and Bill Cook were amongst the many British visitors. . . . Enzo Ferrari appeared for practice, but as is his usual custom, stayed away on race-day.

**QUEUE for a corner (right):** In the early stages of the race, Behra is leading Moss, followed in turn by Brooks, Lewis-Evans and Fangio.



Time Average at end of 5th lap, 193.711 k.p.h.; 10th lap, 194.676; 20th lap, 195.731; 30th lap, 195.849; 40th lap, 195.350; 50th lap, 195.299; 60th lap, 195.319; 70th lap, 195.309; 80th lap, 193.599; 87th lap, 199.563 k.p.h., 120.28 m.p.h.



*FINE SHOT of W. F. Moss and "Remus" making the climb with a background of pleasant Gloucestershire countryside.*

CONTINUING his remarkable run of success in hill-climbs this season, Dick Henderson added another trophy to his collection last Sunday, by making b.t.d. at the Bugatti O.C. National hill-climb at Prescott. Highly creditable in itself, the feat was all the more noteworthy because the blown 1,100 J.A.P. engine of his Cooper blew up in practice, and a spare engine was fetched and installed just in time for him to make but one run—the quickest of the day! His time of 43.32 secs. was, however, not quite short enough to beat Tony Marsh's hill record of 42.33 secs., and Tony was unable to take part himself although he turned up with that intention. Apparently he had not practised on the hill during the previous month, and as this is now an obligatory R.A.C. requirement, he was not permitted to run. However, he did make an *ascension d'honneur*, for, of course, he is R.A.C. hill-climb champion for this year and was presented with his laurels on this occasion.



## Henderson Wins at Prescott

43.32 secs. in Only One Run on a Hastily Installed Spare Engine at B.O.C. National Event

Best sports car time was made by Tommy Sopwith, in 45.75 secs., with the blue and white 1,500 c.c. sports Cooper-Climax of American Lupton Rainwater, the latter taking the "foreign drivers" award in his own car with the almost-as-good time of 46.16 secs.

The ladies had a brisk day out as well, principal credit going to Pauline Brock, who motored the red F3 Cooper very quickly indeed, to top husband Jack Welton's time in the same car and in fact to comfortably win the Formula 3 class, with a time of 45.80 secs., which also won her the day's ladies' award. Jean Bloxam was in good form with her Aston and was only just beaten in the Grand Touring class by T. A. Roberts's 300SL Mercedes. Nancy Mitchell, fresh from her fine Coupe des Dames victory in the Liège-Rome-Liège, turned up with

the M.G.A still travel-stained, and drove Michael Christie's 1,100 Cooper-J.A.P. but seemed far from happy in this very unfamiliar vehicle.

The weather revealed Prescott at its best: warm sunshine and the delightful Gloucestershire surroundings drew a very fine turn out of spectators and it was only at the very end of the long day that the sky clouded over and a little rain fell. The programme started with the sports car classes, and amongst the up-to-1,100 brigade, E. Lewis (Lotus) recorded best time with 47.85 secs., while Pauline Mayman just beat Patsy Burt, both in 1,100 Coopers. The 1,100-1,600 c.c. class saw Tommy Sopwith's fine climb with Lupton Rainwater's Cooper, plus the owner's own excellent second place.

In the up-to-3-litre category, Bob

Jennings drove his blue Ace-Bristol to win the class, with complete absence of fuss or wheelspin. with G. Wilson's similar white Ace second—a convincing demonstration of the superiority of all-independent suspension.

The big sports car class saw the power-house machinery in action. Archie Scott-Brown had been entered, to drive a works H.W.M., but family illness prevented him from appearing. However, H.W.M.-Jaguars finished second and third in the class, Philip Scragg's car just pipping that of R. Fielding; the fireworks came from the class winner, however—Gordon Parker, whose blown Jaguar made bestial noises as it thundered to the top in 47.02. David Shale's red Cooper-Jaguar was not far behind the others and considerable interest was aroused by the Sadler Special, conducted by Canadian entrant Bill Sadler. This very stumpy device, powered by a 4.6-litre Chevrolet Corvette engine, had made B.T.D. at the Brighton Speed Trials only the day before, but although the car is undoubtedly very fast, Prescott does take a deal of learning. However,

(Continued on page 340)



ABOUT to record a "no run" is P. L. Farquharson (J2X Allard) as he swings to smite the new marker tubs at the Esses.



SURFACE BREAK-UP resulted in the rubble on the road. But it did not trouble Mike Christie (above) in the Rob Walker 1,960 c.c. Cooper, who made second b.t.d. in the car.

**1st British Grand Prix • 1st Pescara Grand Prix  
and now**

# Ferodo First

## ITALIAN GRAND PRIX

The winning Vanwall was fitted with  
Ferodo Disc Brake Friction Pads and Ferodo Clutch Linings.  
On his own cars Stirling Moss always uses Ferodo

# 1st VANWALL

**Driven by Stirling Moss**

**FERODO**

**FRICITION PADS • ANTI-FADE BRAKE LININGS**

*Results subject to official confirmation*

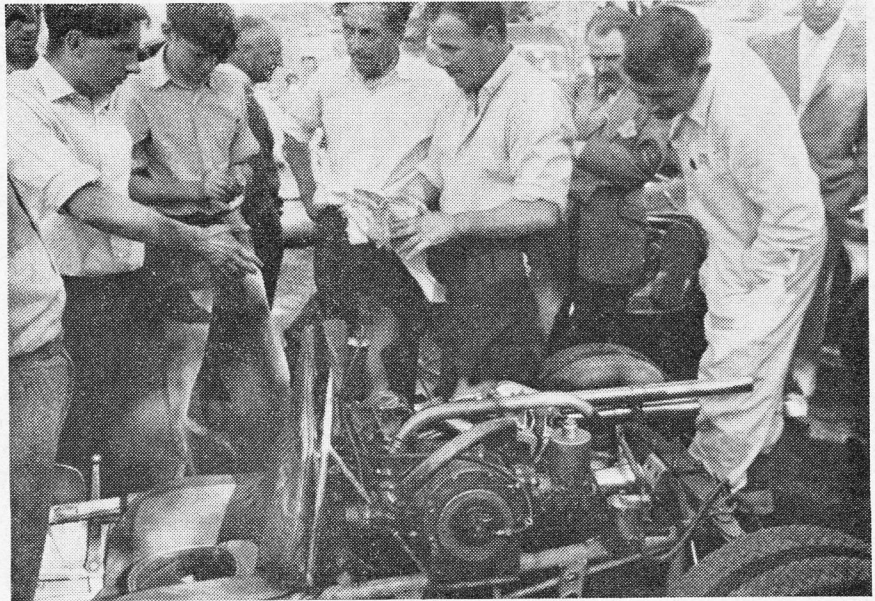


**Prescott—continued**

Sadler drove it well, to record 49.10 secs.

A curious assortment of machinery emerged from the paddock for Class 2. This was for F1 and F2 racing cars, and the entries ranged from Rob Walker's bored-out 1,960 c.c. "F2" Cooper, via J. P. G. Horton's 2-litre Connaught and Horace Richards's H.A.R. to that extraordinary "flying bedstead"—"Doc" Taylor's Caesar Special. Michael Christie drove both the "big" F2 Cooper and Rob's other "proper" F2 car, winning the class in 43.98 with the former, and taking second place with 44.09 in the latter. Third spot went to Reg Phillips in his highly unorthodox Fairley-Cooper-Climax—an F3 chassis with a Climax engine mounted cross-ways, with chain drive through the motor-cycle type gearbox. On his second run with the larger Cooper, Michael Christie coasted to a halt just past the bridge, leaving a trail of gearbox oil, but the first run was good enough!

As we have recorded, Pauline Brock made a fine job of winning the F3 class;



*WHEW! Backs are straightened and hands wiped (above) as the engine of Dick Henderson's Cooper is ready to go, having been changed during the day after a blow-up in practice. With one run, he made B.T.D.*

*SIDE-SADDLE: The Climax engine (left) of Reg Phillips's Fairley is installed transversely in the Cooper chassis.*

(300SL), Jean Bloxam (DB3) and K. S. Richardson (Porsche Carrera).

The Bugatti Handicap—a display of classic machinery—went to J. M. Perkins's 35B and then we came to the final item on the programme—the last round of the 1957 Hill-Climb championship. The final item on the programme, that is, although it actually took place in the middle of the afternoon—which was just as well for Michael Christie, for it enabled him to win this round with the 2-litre Cooper-Climax before the gearbox blew up. Chris Summers lost his chain on the line this time and Rivers Fletcher lost his at Orchard. David Good spun at the Esses and Jim Berry clipped one of the forbidden markers. An excellent time in fact was had by all—not to mention the spectators—and most triers had one run without incident!

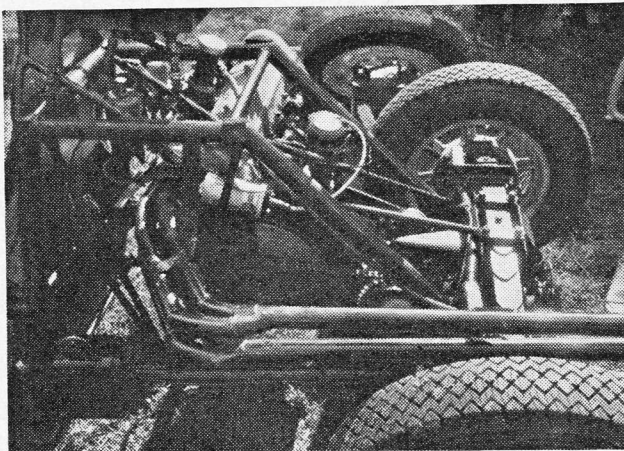
STUART SEAGER.

**Results**

**B.T.D.:** R. Henderson (Cooper), 43.32 s. **Second B.T.D.:** M. A. H. Christie (Cooper), 43.51 s. **B.T.D., Sports Cars:** T. E. B. Sopwith (Cooper), 45.75 s. **B.T.D., Lady Driver (Racing cars):** Miss P. Brock (Cooper), 45.80 s. **B.T.D., Lady Driver (Sports cars):** Mrs. P. Mayman (Cooper), 48.34 s. **Staniland Trophy:** M. A. H. Christie (Cooper). **John Broad 1,500 c.c. Trophy:** W. F. Moss (E.R.A.). **Rivers Fletcher E.R.A. Trophy:** W. F. Moss. **David Porter Trophy (G.T. Saloons):** T. A. Roberts (Mercedes 300SL). **Foreign Drivers' Trophy:** L. V. Rainwater (U.S.A.).

**Sports Cars (up to 1,100 c.c. u/s):** 1. E. Lewis (Lotus), 47.85 s.; 2. Hon. E. G. Greenhall (Lotus), 47.86 s.; 3. Mrs. Pauline Mayman (Cooper), 48.34 s.

(Continued on page 344)



Mervyn Kearon, looking so fierce, took second place and R. B. James, after an excursion off the road at Orchard on his first run, secured third spot with his second.

Another assortment of specials took to the hill in the "over Formula 1" class of racing cars, and Frank Le Gallais, from Jersey, clocked 45.63 on his second run, to win the class. His car is a true "special" having a Jaguar engine behind the driver, Citroën gearbox behind the de Dion rear axle, and inboard rear brakes. Second was Jim Berry in his blown 2-litre E.R.A. Special which has a Horace Richards chassis, and third, F. A. Norris's Alta Special. Others of interest in this class were Tony Gaze, in an H.W.M.-Alta and F. B. Williams's Norris Special, which has an F.W.D. Alvis engine, turned back to front so as to drive the rear wheels for a change!

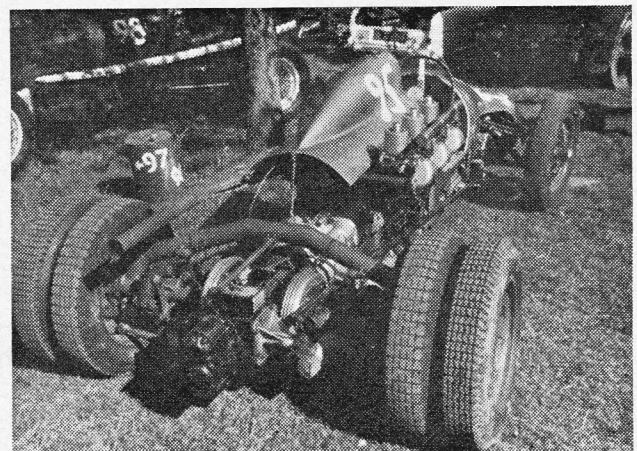
The class that amounted to being for J.A.P. twin-propelled machinery only saw further strange devices, including the Farley Special driven by Chris Summers. This device seems to shed chains like autumn leaves and Chris spun abruptly at Pardon, to coast back down the hill, chased by a photographer who had retrieved the missing links. David Boshier-Jones, sporting the red dragon of Wales on his leek-green Cooper, clocked 43.63 on both runs, which Michael Christie was not quite able to beat, with 43.65. David Good tried very hard indeed—so

hard on his first run that he charged the fence at Pardon, but recorded 44.27 on his second. And then—Dick Henderson appeared in the pale blue Cooper, having missed his first run and with a replacement engine fitted. He charged neatly up the hill and the verdict was—43.32!

In the G.T. (or "saloon") class, the most impressive performance was that of John Shutler, who navigated his enormous 4½-litre Invicta up the hill, sliding the monster on the bends, in 53.40, fourth fastest, behind T. A. Roberts

★  
*JERSEY Special: Frank Le Gallais brought his Jaguar Special along. With engine behind the driver, it has a de Dion rear axle and inboard rear brakes.*

★



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This wonderful achievement follows Stirling Moss's previous wins driving Vanwall cars in the Grand Prix d'Europe at Aintree and Pescara Grand Prix in Italy. It rounds off a season in which the Vanwall has become the first British Car to win a Classic Grand Prix since 1923.



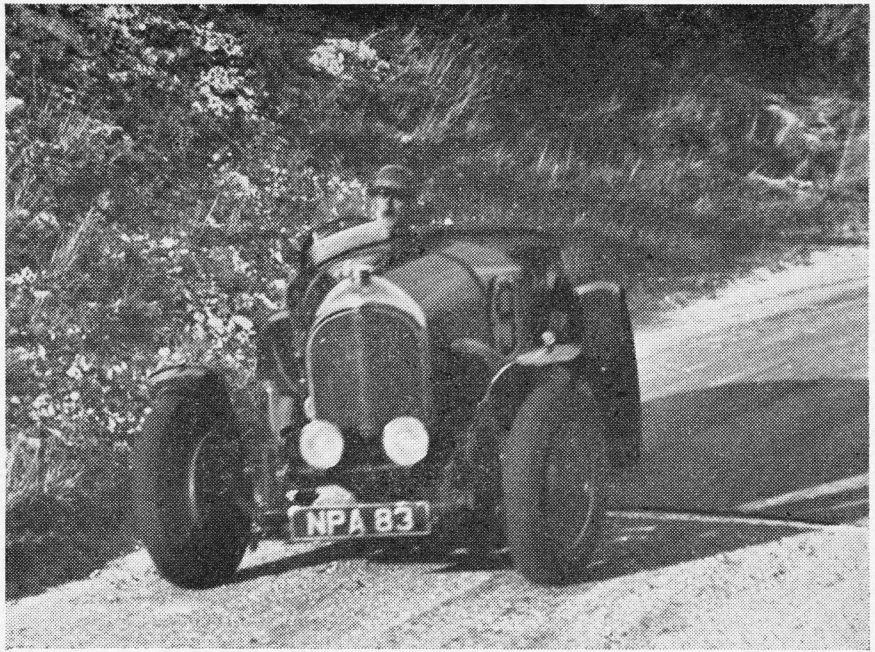
**THE BRITISH PETROLEUM COMPANY LIMITED**

**FASTEST CLIMB EVER** by a Bentley at Firle—and George Burton did it three times in the same day at the Bentley D.C. Hill-Climb on Sunday. His fastest climb was only fractionally slower than the C-type Jaguar which made b.t.d.

It was George Burton's day at Firle, near Eastbourne, on Sunday, when the Bentley D.C. held its Firle hill-climb at the pleasant Sussex venue. With his 4½-litre Bentley he managed to fight off a tremendous challenge by R. P. Bradley for the Bentley record for the hill and for all the other things that happen when sporting carriages are driven fast by sporting gentlemen.

But in spite of all the other successes that were achieved by other people, Burton managed to do something that no one else has ever done before in a Bentley, he climbed the hill—a twisty tortuous and steep stretch of road with an average gradient of around 1 in 7—in less than 29 secs.

As might be expected for a B.D.C. meeting there was a strong list of Bentley entries. And even allowing for the other goings-on at a steep part of Gloucester-



## Burton's Benefit

G. H. G. Burton (4½-litre) sets new Bentley Hill Record at B.D.C. Firle Climb

shire, other clubs, makes and cars were splendidly represented, although Brighton speed trials the preceding day accounted for one or two of the non-starters.

First to climb were the three-litre Bentleys, running in their own class and generally in the Bentley handicap. Fastest here was R. P. Bradley, who climbed in 34.32 secs. on his first run and bettered that time by nearly a second on his next attempt. D. Mackenzie made two nicely consistent attempts in 34.52 secs. and 34.36 secs. With M. J. Bradley a non-starter, only four machines competed in this class.

Then came the 4½-litre machines, in two classes for those of less than 10 ft. wheelbase and those of above. Here Burton showed his form early on, making his first run in 29.24 secs. to lower the Bentley hill record already by .01

sec. Mark Hollis, who climbed first in this class, also beat 30 secs. on his first run with a climb in 29.53 secs., but no one else managed it. Fastest of the long wheelbase cars was R. P. Bradley, who made his second climb in 30.75 secs.—a second better than his first run and several seconds faster than any other challenger in the over 10 ft. class.

The remaining Bentley classes were for 4½-litre supercharged models, 6½- and 8-litre cars, all lumped together, and a class with one solitary entrant for post-1931 Bentleys. Oliver Batten's 8-litre machine was fastest in the former class with two consistent climbs, one in 32.51 secs. and the second in 32.25 secs. J. L. Goddard's remarkable machine, an 8-litre engine in an extended 3-litre chassis, rushed up 33.32 secs. and M. H. Morris's 6½-litre did a climb in 32.96 secs.



B. Grafton, sole entrant in the post-1931 class, failed to let loneliness worry him and took his magnificent 4½-litre model to the top in a creditable 38.19 secs.

First of the "free" classes was for cars up to 1½ litres, and first up was R. Shaw's Abarth-Fiat, a car which buzzed up like an angry bee to record astonishingly consistent figures of 35.64 secs. for the first run and 35.65 secs. for the second. D. R. Milton's A35 romped up in around 36 secs. but fastest in the class was the M.G.A. driven by W. G. F. Swayne, who took the car to the top in a matter of 33.83 secs. and 33.8 secs. in his first and second climbs. H. A. Appleby's Morgan also made a climb that was notably neat and without fuss in each run and recorded 34 secs. or so in each case, which he thoroughly deserved.

Fastest by far of the cars from 1½ to 2½ litres was W. E. Wilks's Frazer-Nash, which shot to the top in 28.77 secs. on his first run, a clear b.t.d. at that stage of the proceedings. His second run was only fractionally slower, in 28.97 secs., an no one else in the class got below the half-minute mark. Deceptively fast was the climb made by Miss Betty Haig, driving a very well turned out Frazer-Nash; her handling of the car was so neat that one tended to think that no one who made so little noise and fuss could be so fast. But Miss Haig got to the top in 30.76 secs. and 30.98 secs., showing consistency as well as speed.

Of the bigger cars, up to 3½ litres, M. Salmon's C-type Jaguar was comfortably the fastest, and he also made b.t.d. with his first run of 28.38 secs. Miss E. M. Griffin, still fresh from having won the ladies' award at Brighton on the previous day in Tony Marsh's Cooper, handled W. D. Porter's XK 140 Jaguar with considerable verve and dash and recorded 30.71 secs. on her first climb. M. J. Bradley's 3-litre Bentley, sole intruder in a class which was other-

*CONSISTENTLY GOOD* climbs were made by C. F. White, who is seen here travelling sideways up the hill toward the finish in his Austin-Healey.



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*ALTHOUGH he seems to need only two wheels on the road R. P. Bradley (4½-litre) really did compete as a four-wheeler—and won the Bentley handicap.*

wise a Jaguar benefit, recorded consistent times around the 33 secs. mark.

It was in the big class—for cars over 3½ litres—that the surprise came. J. W. T. Crocker's Lagonda 4½-litre went up in around 34 secs.; L. S. Michael, fourth in a Lagonda procession, cut the time to 30.58 secs. And then Mark Hollis in the 4½-litre Bentley rocketed to the top in 29.17 secs. to set a new Bentley record for the hill. And the record lasted for almost 45 secs. in its own right until Burton stormed up, using every inch of the road and as much of the Bentley's power as he deemed necessary—quite a lot of it, in fact! And as it happened, that turned out to be that. For no one in a Bentley could beat the time of 28.88 secs. which resulted from the attack and it stood as the new Bentley record—stood, that is, until Burton himself had another go. For making his second run in his Bentley class, George clipped a little off even that very quick climb to chop it to 28.5 secs.—only a fractionally slower time than the C-type which made b.t.d. Hollis tried hard enough to lower the time still further, but could only just better 29 secs.

One thing about the meeting that really deserves commendation: the organization and public address system. The latter was especially impressive, times being announced almost before the car in ques-



tion had reached the top of the hill! In most cases the time of each car was given before the next car left the starting line, and that was a feature which must have appealed particularly to the public. The system enabled the spectators to keep the car in the mind's eye as the time was given, rather than the more usual business of trying to recall who was the fellow in car number so-and-so and how fast did he look as though he was going. Full marks to the B.D.C.

MARTYN WATKINS.

#### Results

**B.T.D.:** M. Salmon (Jaguar XK 120), 28.38 s.  
**B.T.D. by a Bentley:** G. H. G. Burton (4½-litre), 28.50 s.

**Bentley Handicap:** 1, R. P. Bradley, 26.95 s.; 2, H. P. Holden, 28.03 s.; 3, O. A. Batten, 28.05 s.  
**Cars up to 1,500 c.c.:** 1, W. G. F. Swayne (M.G.A.), 33.80 s.; 2, H. A. Appleby (Morgan), 34.34 s.; 3, D. Elwell Smith (Aston Martin), 34.59 s.

**Cars, 1,501-2,600 c.c.:** 1, W. E. Wilkes (Frazer-Nash), 28.77 s.; 2, Miss Betty Haig (Frazer-Nash), 30.76 s.; 3, F. M. Baker (TR3), 31.79 s.

**Cars, 2,601-3,500 c.c.:** 1, M. Salmon (Jaguar XK 120), 28.38 s.; 2, G. H. G. Burton (4½ Bentley), 28.62 s.; 3, M. D. Hollis (4½ Bentley), 29.11 s.

**Unlimited Race:** 1, C. Murray (Cooper-Jaguar), 78.0 m.p.h.; 2, T. Dickson (Lotus); 3, J. Higham (Lotus).

**Sports Cars, up to 1,200 c.c. and up to 1,500 c.c. (8 laps):** 1, T. Dickson (Lotus), 71.0 m.p.h.; 2, E. G. B. Mitchell (Lotus); 3, W. J. Turnbull (Lotus). **Up to 1,500 c.c.:** 1, J. Higham (Lotus), 72.4 m.p.h.; 2, K. D. Fraser (M.G.A.); 3, R. H. Howarth (M.G.).

**Sports Cars and Vintage Cars, over 2,000 c.c. (8 laps):** 1, F. V. Lambert (Cooper-Jaguar), 72.4 m.p.h.; 2, R. E. Evans (Austin-Healey); 3, W. P. S. Melville (Vauxhall).

**Sports Cars, 1,501-2,700 c.c.:** 1, F. Elliot (Lister-Bristol), 73.0 m.p.h.; 2, R. E. Evans (Austin-Healey); 3, R. W. Bell (TR2).

#### Prescott—continued

**Sports Cars (1,101-1,600 c.c. u/s.):** 1, T. E. B. Sopwith (Cooper), 45.75 s.; 2, L. V. Rainwater (Cooper), 46.16 s.; 3, T. G. Cunane (Lotus), 49.26 s.

**Sports Cars (1,601-3,000 c.c. u/s.):** 1, R. D. Jennings (A.C.), 49.08 s.; 2, G. Wilson (A.C.), 50.08 s.; 3, J. B. Norris (Frazer-Nash), 50.13 s.

**Sports Cars (over 3,001 c.c.):** 1, G. Parker (Jaguara), 47.02 s.; 2, E. P. Scragg (H.W.M.-Jaguar), 47.26 s.; 3, R. Fielding (H.W.M.-Jaguar), 47.78 s.

**Racing Cars (Formula 1 and 2):** 1, M. A. H. Christie (Cooper 1,960), 43.98 s.; 2, M. A. H. Christie (Cooper 1,500), 44.09 s.; 3, R. W. Phillips (Fairley/Cooper-Climax), 45.08 s.

**Racing Cars (Formula 3):** 1, Miss Pauline Brock (Cooper), 45.80 s.; 2, M. Kearon (Cooper), 46.17 s.; 3, R. B. James (Cooper), 46.21 s.

**Racing Cars (over 750 c.c. s/c. or 2,500 c.c.):** 1, F. Le Gallais (L.G.S.), 45.63 s.; 2, J. Berry (E.R.A. Spl.), 46.38 s.; 3, F. A. Norris (Alta Spl.), 46.99 s.

**Racing Cars (over 500 c.c. of 2 or 3 cyls.):** 1, R. Henderson (Cooper 1,100/s.), 43.37 s.; 2, D. Boshier-Jones (Cooper 1,000), 43.63 s.; 3, M. A. H. Christie (Cooper 1,098), 43.65 s.

**Grand Touring (Saloon cars):** 1, T. A. Roberts (Mercedes 300SL), 52.74 s.; 2, Mrs. Jean Bloxam (Aston Martin DB3), 52.87 s.; 3, K. S. Richardson (Porsche Carrera), 53.33 s.

**Bugatti Handicap:** 1, J. M. Perkins (Bugatti 35B), 53.20 s. (aggregate of two runs with handicap subtracted).

**R.A.C. Hill-Climb Championship (Final Round):** 1, M. A. H. Christie (Cooper), 43.51 s.; 2, D. Boshier-Jones (Cooper), 43.90 s.; 3, J. T. Stuart (Cooper-Bristol), 45.04 s.

#### Charterhall—continued

Evan's Austin-Healey which had five times as much power and was hardly what one would consider loitering. Once more Tom Dickson looked like staying in the van but C. Murray seemed to be doing a spot of cat and mousing with the Cooper-Jaguar and, after letting the Lotus stay 8 secs. ahead, he tore after Dickson and took off two seconds a lap in the last four to win. There was a needle match between the Coopers of G. Chippendale and R. T. Sprickley, both finishing in style with Sprickley in the lead. A. C. Goodfellow wasn't so lucky, the chassis of his Cooper broke and he lost his steering to go plunging into the country at Lodge on the eighth lap. D. K. C. Salusbury Hughes fell off the lap chart in lap seven which may have been his reward for installing an Aston Martin engine in a Bugatti with which Nuvolari is reputed to have won the Mille Miglia.

Following after this came the 1,200 and 1,500 c.c. sports cars in an eight-lap event with a wonderful assortment of machinery ranging from new Lotuses through an M.G.A coupé and Scott Watson's wheel-lifting DKW to Sid Ritchie's Alta-headed Austin Seven. Again it looked like being Dickson all the way but he lost an intermediate gear in the second lap and Johnnie Higham's 1,220 Lotus took the lead. But Dickson still managed to stay not too far behind and was a worthy winner of his class. The Ritchie Austin Seven raised panic among its pit staff when it came steaming into the paddock on lap three but it had only lost a radiator cap and a quick refill, plus a cloth plug, sent it merrily on its way. Poor McCutcheon had a bad day for, after getting his clutch

lever welded he was unlucky enough to have a rocker break in the L.R.S.

Sports cars over 2,000 c.c. and vintage machinery then indulged themselves for eight laps. Despite a very gallant effort Ted Evans in the Austin-Healey could make nothing of F. V. Lambert in the Cooper-Jaguar but, my land! how that 30/98 Vauxhall driven by Pat Melville can go. Miller's similar mount was far from being a slow motor car either and, in a wonderful duel between it and the McCosh Bentley, Miller came steaming round Tofts Turn at a great rate of knots, just pipping the Bentley as McCosh got his gears mixed.

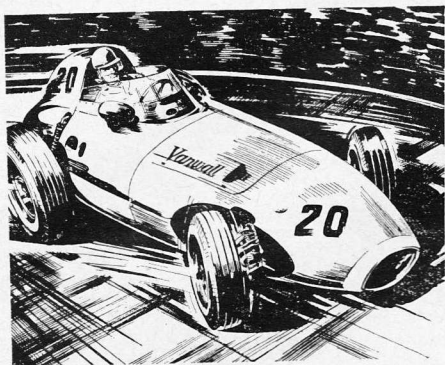
Final car race was an eight-lapper for sports cars from 1,501 to 2,700 c.c. Again Evans was outmatched by F. Elliot in the Lister-Bristol and Gray Mickel was obviously taking things gently in his very new and handsome A.C. But the race never lacked interest and there were good tussles between R. W. Bell (TR2) and D. M. Bertram (TR3) and between J. W. Goodwin (Healey) and G. J. P. Porteous (Austin-Healey) which included a monumental spin by Porteous out of Kames Curve and into Paddock Bend, while M. Cohen paid no attention to the steam from his Austin-Healey and finished up in the seventh lap amid clanking noises resulting from a broken fan belt. Throughout this race and most of the others there wasn't a dull moment and there is no doubt that club racing can provide jolly good sport.

#### Results

**Sports Cars, up to 2,000 c.c. (8 laps):** 1, T. Dickson (Lotus), 77.8 m.p.h.; 2, J. Blumer (Cooper-Climax); 3, F. Elliot (Lister-Bristol).

**Racing Cars, up to 500 c.c. and Unlimited (10 laps):** 1, A. E. Liddle (Cooper), 72.0 m.p.h.; 2, R. T. Sprickley (Cooper); 3, G. Chippendale (Cooper).

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# Club News

By MARTYN WATKINS

A COUPLE of brushes recently with the uniformed majesty of the law have started me thinking—although none of my friends will believe it—about this business of the law and the motorist. I'm not going to start a lengthy spiel about radar speed traps; I've got strong enough views on them, though. What I want to query is the relevance of the law today.

Take speeding, for instance. It is well known that if two cars are exceeding the speed limit and one is a sports car, then he will be the one to suffer. That, of course, is human nature, and no one really blames the policeman: one just keeps a watchful eye on the rear-view mirror and one hand near the hand-brake! But it is also well known that speeding at 3 a.m. is as likely to result in a summons as speeding at 3 p.m., although at the latter hour traffic is heavier, there are more pedestrians and speeding can be genuinely dangerous. In the small hours of the morning the roads are deserted and public safety is scarcely affected.

But speeding is relative anyway. There are times when ten miles per hour in a built-up area can be dangerous; there are also times when 40 m.p.h. in the same place can be as safe as houses. And again, no one blames the policeman. He's just doing his job and the law says that if you're speeding you're wrong. Surely, however, it is a little stupid to take no account of circumstances? It seems to be time that legislation was amended to make dangerous driving cover speeding offences. If the speed is dangerous, O.K., so it's dangerous, and the man is prosecuted. But if it isn't, and anyone with a little common sense can differentiate, then leave the man alone. At the present time the law has lost its true importance and has become a sort of game, with the police on one side and the motorists on the other. And prosecutions are not regarded as punishment for committing an offence: rather are they looked on as punishment for being caught, and that is quite useless. Further, the average motorist—and by that I mean the motorist of average temperament—is usually irritated rather than subdued by the intervention of a police car and that makes for bad feeling between us and a body of men with whom it is rather important that we stay good friends.

Organized by two of the members to enable the committee to get lost for a change, **Thames Estuary A.C.** runs a members' rally on 29th September. . . . **Lagonda Club** holds its annual general meeting on 29th September at 12 noon at the Brimpton Grange Hotel, Wheatley, on the Oxford-High Wycombe road. Preceding the a.g.m. is a *concours* and the meeting proper kicks off at 4.30 p.m. . . . **Jaguar Drivers' Club** holds a sprint meeting at Staverton on 15th September, starting at 1 p.m. The event is restricted to Jaguar and S.S. cars only. . . . In conjunction with the **750 M.C.** the **Wind-sor C.C.** is promoting its fourth annual night trial on 21st-22nd September and entries—to Capt. Dennis Emerson, 9,



**BOTTOMS UP!** A scrutineer almost vanishes as he checks a competing car at the conclusion of the Mobilgas Economy Run.

Ray Park Avenue, Maidenhead, Berks.—close on 18th September. . . . Entries close on 23rd September for the **East Anglian M.C.** Clacton drivers' rally on 29th September and go to the rally secretary, 14 Albert Crescent, Bury St. Edmunds, Suffolk. Invited clubs are B.A.R.C., Combined Universities M.C., Eastern Counties M.C., Lloyds M.C., London M.C., Marconi A.C., North London E.C.C., Old Culfordians M.C., Romford E.C.C., Sporting C.C. of Norfolk and West Essex C.C. . . . **Lancs and Cheshire C.C.** Lakeland 300 rally takes place on 27th, 28th and 29th September and is a qualifying event for the B.T.R.D.A. silver star competition. Entries close on September 23rd and go to R. Grant, Brook House, Roe Green, Worsley, near Manchester, who can supply the regs. Invited clubs are Lancashire A.C., B.A.R.C., Rhyl and D.M.C., Manchester University M.C., Glossop and D.M.C., Caernarvonshire and Anglesey M.C., Yorkshire S.C.C., Warrington and D.M.C., Shenstone and D.C.C., M.G.C.C., Liverpool M.C., Bolton-le-Moors C.C., Southport M.C., Chester M.C., Sunbac and Congleton and D.M.C. . . . **Cambridge 50 C.C.** holds its autumn speed trials on 22nd September at Mepal airfield, near Sutton, Ely, Cambs. Regulations can be obtained from B. Graham-

Cameron, 253a Chesterton Road, Cambridge, and entries close on 18th September. . . . **Yorkshire S.C.C.** Gunter Trophy sprint takes place at Croft Airfield on 22nd September and is promoted in conjunction with the Darlington and D.M.C. . . . **The Yorks S.C.C.** and the **B.A.R.C.** jointly promote the Stone Trough trial, a trials championship and a gold star event, on 6th October. Invited clubs are Darlington and D.M.C., East Yorks C.C. Hagley and D.C.C., Huddersfield M.C., Ilkley and D.M.C., Lancashire A.C., Lancs and Cheshire C.C., London M.C., Maidstone and Mid-Kent M.C., Mid-Cheshire C.C., North Midland M.C., Sheffield and Hallamshire M.C., and Shenstone and D.C.C. . . . **Wolseley Hornet Special Club** holds driving tests and gymkhana events on 22nd September at Honeybourne aerodrome, starting at 1.30 p.m. . . . **Allard O.C.** next club meeting is on 17th September at 8 p.m. in the A.W.10, when Sidney Allard will give a talk. . . . **Alvis Owners' Club** holds an invitation rally on Sunday to which are invited all Alvis cars from the Alvis O.C., all Bentleys from the Bentley D.C., all Lagondas from the Lagonda Club, all Lea-Francis machines from the Lea-Francis O.C., and all Astons from A.M.O.C. . . . **Hagley and D.L.C.C.** holds the Worcestershire trial on 13th October. Entries go to G. I. Tucker, 115 Bewdley Hill, Kidderminster, and close on 8th October. . . . **Lothian C.C.**

(Continued on page 352)

## Coming Attractions

**September 14th.** "Daily Express" Trophy Meeting, Silverstone.

Essex Cavalcade of Motoring, Chelmsford. Start, 12 noon.

M.C.C. High Speed Trials and Race Meeting, Mallory Park.

Vintage S.C.C. Race Meeting, Goodwood. Start, 2.30 p.m.

**September 15th.** B.A.R.C. Brunton Hill-Climb, Collingbourne Ducis, Wilts. Start, 2.30 p.m.

South Wales A.C. Castel Hill-Climb, near Maestag, Glam. Start, 2 p.m.

Bexley L.C.C. Driving Tests, Detling Airfield, near Maidstone. Start, 10.30 a.m.

Worcester M.C. Autocross, Callow End, near Worcester.

Romford E.C.C. Sprint, Snetterton. Start, 2.30 p.m.

**September 21st.** A.M.O.C. Martini Speed Match, Brands Hatch. Start, 12 noon.

B.R.S.C.C. Marston Moor Speed Trials, Marston Moor, Yorks. Start, 2 p.m.

Wirral 100 M.C. Sprint Meeting, Rhydymwyn. Start, 1 p.m.

**September 22nd.** Herts County Auto and Aero Club, Speed Trials, Brands Hatch.

Lothian C.C. Gymkhana, Drern Aerodrome. Start, 1.30 p.m.

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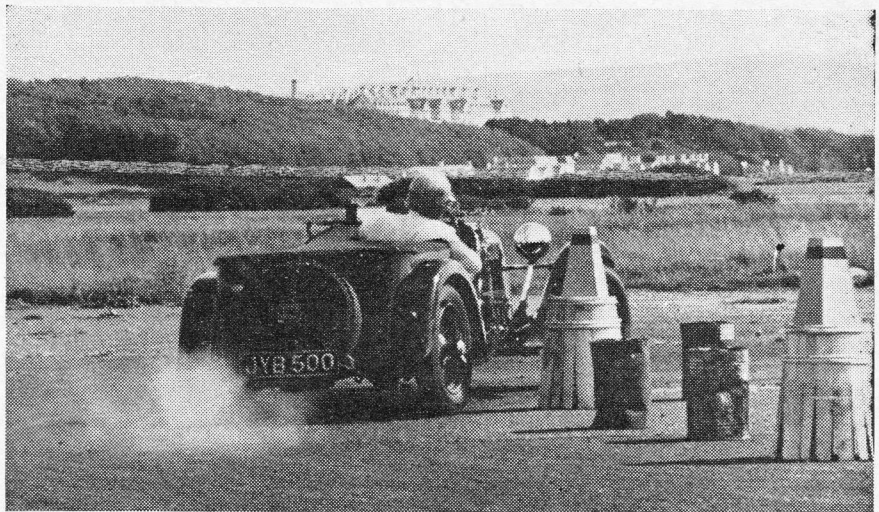
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1955 TR2, one owner, B.R.G., specimen	£645
1948 Triumph Roadster, radio, ivory	£365

TERMS. EXCHANGES. Send for list.  
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**News from the Clubs—continued**

holds a gymkhana at Drem aerodrome on 22nd September. . . . **M.G.C.C.** north-east, north-west and Scottish centres' northern rally takes place on 4th-5th October and invited clubs include Aire-dale and Pennine M.C., B.A.R.C., B.R.S.C.C., Bolton-le-Moors C.C., De Lacy M.C. of Pontefract, Darlington and D.M.C., E.Y.C.C., Huddersfield M.C., Ilkley and D.M.C., Lanarkshire C.C., Lancashire A.C., Lanes and Cheshire C.C., Liverpool M.C. and S.S.C.C. The rally is a silver star event and entries go to R. W. Bates, 34 Brierley Road, Bessacarr, Doncaster, who can supply regs. . . . **Circle C.C.'s** fifth Sussex rally takes place on 29th September and is a closed event. Entries close on 23rd September and go to Mrs. W. W. Paul, 5 Northwick Avenue, Harrow, Middlesex. . . . Entries close on 25th September for the **North Staffs M.C.** race meeting at Silverstone on 5th October, starting at 12 noon. Invited clubs include Bugatti O.C., Hants and Berks M.C., B.A.R.C., Nottingham S.C.C., Aston Martin O.C., 750 M.C., B.R.S.C.C. and the secretary of the meeting is J. H. Greenwood, Minster Mills, Ltd., Walley Street, Biddulph, Staffs. . . . **Rhyl and D.M.C.** Regal driving tests take place on 6th October and regulations are available from R. H. Piper, Bexley, Conwy Street, Rhyl, Flintshire. . . . **Pembrokeshire M.C.** Lydstep hill-climb will be run at Lydstep Hill, near Tenby, on 5th October. Invited clubs include Hagley and D.L.C.C., Bugatti O.C., London M.C., M.G.C.C., South Wales A.C., Swansea M.C. and Hereford M.C. Regulations will be supplied by A. L. Bennett, 106 Haven Road, Haverfordwest. . . . The Buxton rally organized by the **Shenstone and D.C.C.** is all set for 5th October and invited are B.A.R.C., Blackpool and Fylde M.C., Bugatti O.C., Cheltenham M.C., Hagley and D.L.C.C., Lanes and Cheshire M.C., Midland A.C., Midlands M.E.C., North Midland M.C., Pathfinders and Derby M.C., Sheffield and Hallamshire M.C., Sunbac and Walsall and D.C.C. Entries close on 23rd September and go to M. F. Finnemore, 3, High Street, Sutton Coldfield, who will supply regs. and entry forms and so forth. . . . **B.A.R.C.'s** autumn sprint at



*RAISING THE DUST in vintage style as a well-preserved specimen goes round the pylons during a driving test. And the weather gives us a glimpse of the summer we might have had. . . .*

Hudson Road Mills, Leeds, takes place on 13th October, starting at 1.30 p.m. and closed to members. Entries close on 7th October and go to G. A. M. Baxter, 1, Park View Road, Heaton, Bradford 9. . . . **Southport Model and Engineering Club** is staging an international model car grand prix on 28th September at the Chapel Street Congregational School rooms, Southport. The grand prix starts at 8 p.m. and the previous evening sees a "sports car 100", which starts at the same place at 9 p.m. . . . **Cemian M.C.** is running its fifth Coronation rally on 13th October in place of the Eight Clubs rally. Invited clubs are the member clubs of the Eight Clubs organization—in other words the Hants and Berks M.C., Harrow C.C., Cemian M.C., Chiltern C.C., Seven Fifty M.C., Lagonda, Lancia and A.C. O.C.s—and the Kentish Border C.C., B.A.R.C., Forces M.C., Guildford M.C., and Thames Estuary A.C. Regs. are available from the secretaries of the clubs concerned, of course,

or from Francis L. Rourke, 26 Soho Square, London, W.1.

**PILOT RALLY**

**L**AST Saturday night, the Sporting Owner Drivers Club held their first Pilot Rally, over a course of some 250 miles, mainly in Bedfordshire. Feeling the need of a breakaway from the complex, mathematical type of navigation rally, they set out, with considerable success, to keep this event as straightforward as possible. Only grid references were used, and no "code words", or other unnamed route checks were employed. Manned secret checks were used to ensure that competitors kept to the prescribed route.

Organization was excellent and although the event was intended to be "easy", only three of the 22 entrants completed the course "clean", a single driving test being used as a tie-decider. S.P.S.

**Results**

1, J. E. Still (TR3); 2, R. M. Arblaster (Austin A35); 3, P. F. Steiner (Fiat 1100).

**HARROW C.C.**

**Point-to-Point Social Rally, 8th September**

**Best Performance:** Miss Axtell (TR2). **Best Novice (2):** J. Hoggman (Austin A40). (3rd), L. W. Black (Morris).



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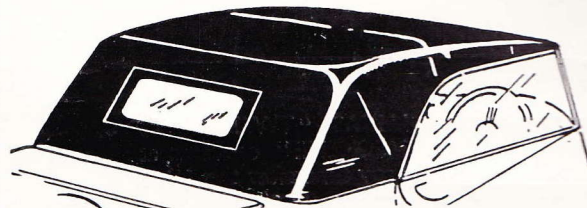


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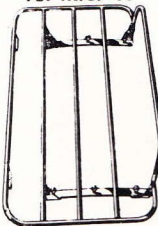


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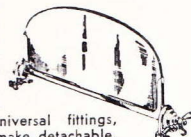
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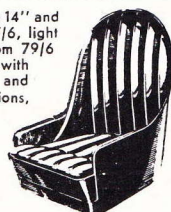
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