

**THE FIAT '600' ROAD TESTED**

# AUTOSPORT

AUGUST 5, 1955

**1/6**

EVERY FRIDAY  
Vol. II No. 5

BRITAIN'S MOTOR SPORTING WEEKLY



***IN THIS ISSUE***

INTERNATIONAL MEETINGS AT CRYSTAL PALACE AND BRANDS HATCH  
CLUB RACING AT SILVERSTONE AND CADWELL PARK : THE LISBON GRAND PRIX  
JOHN BOLSTER • W. A. McMASTER • GUY PHEYSEY • I. C. B. PEARCE



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 11 No. 5 August 5, 1955

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**CONTENTS**

	Page
Pit and Paddock	132
Sports News	133
Guy Pheysey Reports on the Lisbon Grand Prix	134
Battle at Brands Hatch	136
John Bolster Tests the Fiat "600"	139
Bentleys' Benefit	142
Correspondence	143
Hawthorn Wins—For Moss!	144
Motoring Sport in South Africa	146
500s at Cadwell Park	148
Kirkistown Again	150
News from the Clubs	153
Trengwainton Hill-Climb	154

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## EDITORIAL

### THE FUEL COMPANIES AND GRAND PRIX RACING

IT is known that the big fuel concerns, without whose support organized motor racing would probably be impracticable, are in favour of abandoning special fuels and oil for Grand Prix racing. Their view is that the development of commodities for sale to the general public would be better served by an insistence on "same as you can buy" fuel and oil. It is easy to see that the publicity side would have a greater value if advertising campaigns were able to be based on the fact that G.P. races were being won with the same brands as are available at any garage or service station—as is the case in the majority of sports car events and, of course, in all International motor-cycle races. It would tend to bring modern Grand Prix engines closer to those used on production sports and high-performance machines, thus encouraging the development of high-output power-units for normal road use. It would, of course, cause the construction of dual-purpose vehicles for use in either G.P. or sports car racing and so allow technicians to concentrate on one particular engine rather than have to plan for both "dope" and petrol motors. Naturally, at least for a brief period, speeds would drop, but designers would soon be evolving engines built to attain the highest possible peak of efficiency, using normal pump fuels and standard-grade lubricating oils. It would also cause a more rapid development of fuel-injection systems which could be adapted to series-production vehicle engines. Whatever racing car designers think about this tentative proposal, it must be admitted that it is the fuel and lubricating industry which is the biggest supporter of organized motor racing—and any suggestions from that source should be given serious consideration.

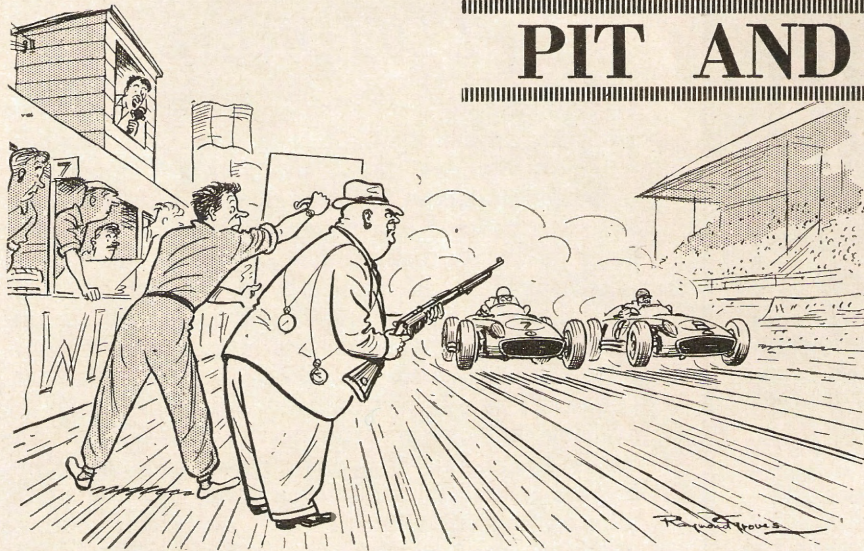
### "AUTOSPORT" IN THE NEWS

MANY German newspapers reported in part, or in full, AUTOSPORT's editorial in the issue following the British Grand Prix at Aintree. Also, A.F.N.'s commentator, Ed Pennybacker, in his weekly broadcast, "Cam Chatter", complimented AUTOSPORT by quoting the editorial dealing with the Le Mans disaster, and said that in his opinion "the leader was the only clear and factual appreciation of this dreadful occurrence". We do, however, repeat our earlier comments that the continued success of Mercedes-Benz racing cars has helped to boost the sales of German-built passenger vehicles in every part of the world, and that British manufacturers must soon sit up and take notice. No other activity connected with automobile engineering carries with it so much publicity and consequent prestige than Grand Prix racing!

### OUR COVER PICTURE

*DENUDED: With its wrap-around windscreens giving it much of the good looks of the Maserati, this is the new open-wheeled 2½-litre Connaught. The car is owned by R. R. C. Walker and is seen here drifting through Ramp Bend, with Jack Fairman at the wheel, during last Saturday's International meeting at the Crystal Palace.*





"I think there's a distinct element of doubt about the possibility of a pre-arranged finish here today. . . ."

**T**HE day after Stirling Moss bettered the Nürburgring lap record in a G.P. Mercedes, Fangio went out in the same car and knocked no less than 6.4 secs. off Stirling's new figures—a speed of 143.23 k.p.h., or 89.00 m.p.h.!

**F**ANGIO, Kling, Moss, Simon and Count Von Trips have been busy at Nürburg with duration tests of the 300SLR Mercedes, over a distance of 1,500 km.

**A**STON MARTIN three-car team for the Goodwood 9 Hours (the race they have twice won already) will comprise Parnell/Salvadori, Collins/Frère and Walker/Brooks.

**A**WORKS DB3S will be driven by Reg Parnell in the 220.8 mile International race at Oulton Park on 27th August. Collins and Salvadori will drive private Astons in the same race.

**T**HE Cairo motor Co., builders of the Phoenix sports car, are embarking on the manufacture of a small car in Egypt using a proportion of British components, including the Austin A30 engine block.

**E**RNIE MCMILLEN will be driving Raymond Flower's Austin-Healey 100S in the Dundrod T.T. in September.

**O**RGANIZERS of the Rome G.P. hope to fix a new date for this postponed event on the Castelfusano circuit sometime in October.

**R**ECENTLY elected to the board of Rootes Ltd. was Mr. R. Gresham-Cooke, M.P. for Twickenham, Middx., and director of the S.M.M. and T. for nine years.

**R**ALLY champion Walter Schluter won the up to 1,000 c.c. touring car class of the recent Adriatic Rally with his DKW "3-6".

**J**EAN BEHRA may be driving a works 3-litre Maserati in this Sunday's Swedish G.P. on the Rabelöv circuit at Kristianstad.



*TO THE WINNER of the big International sports-car race at Oulton Park on 27th August goes this fine Trophy presented by the sponsors, the Daily Herald. Ferrari and Maserati representation is expected.*



**L**AATEST entries for the International meeting at Snetterton on 13th August are Horace Gould and Louis Rosier, each driving a 2½-litre G.P. Maserati.

**C**OMING from Switzerland for the same meeting will be Ottorino Volonterio with a Maserati. Peter Collins and Ron Flockhart will drive B.R.M.s in the *Formule Libre* race.

**B**OB GERARD'S outing with Stirling Moss's Maserati at Charterhall on Saturday will be the first occasion on which he has driven a foreign-built car in an event.

**G**ORDINI'S new "eight" will probably make its début on the new 10-kilometre circuit at Monza on 11th September for the Italian Grand Prix.

**K**ARL KLING is said to be the first choice by Mercedes-Benz as successor to the famed Alfred Neubauer.

**J**ACK WALTON is giving up racing for this season owing to a recurrence of a painful foot injury. He is disposing of his immaculate Cooper-Jaguar and Cooper-Bristol sports racing cars which are at present at Riffa's Garage, Pool-in-Wharfedale.

**J**IM MAYERS will shortly take delivery of a rear-engined Cooper-Climax.

**S**ERGIO MANTOVANI, the young Italian driver who lost a leg when he crashed in the Turin G.P., has been practising with a sports Maserati, and pluckily announces that he will race again.

**G**EOFF ALDRIDGE and John Cameron, who set out from London on 15th May to drive a Hillman Husky overland to India, have arrived at Calcutta. Another Husky journey that ended successfully recently was that of Fred Thwaites, the Australian author, who drove with his family 14,000 miles in three months from London to Sydney. Among the many hazards of the journey, which Mr. Thwaites intends to record in a book, was the danger of kangaroos being dazzled by the headlights and jumping on to the roof of the car!



*DECORATIVE: Brightening the paddock at last Saturday's Crystal Palace meeting were Valerie Jene (left) and Junia Crawford (above).*



# SPORTS NEWS

## SCOTTISH "INTERNATIONAL"

Formula 3, Formula 1 and Sports Car Racing at Charterhall Tomorrow

**T**OMORROW the Winfield Joint Committee stage Scotland's only International speed event of the season on the Charterhall circuit. Racing commences at 11 a.m. and includes three sports car events and two for racing cars. Entries are good in all races, and among the small sports cars the home talent of such Scots as H. C. Ballantine (Riley), Ian Skelly (M.G.) and Ian Scott Watson (DKW) will be matched against G. Crombac of France and D. Kasterine (Lotuses) and those two formidable drivers, Jim Russell and Ivor Bueb, with 1,100 c.c. works Coopers.

Jimmy Gibbon's well-known Rover Special returns to the fray in the race for sports cars up to 2,700 c.c. and Archie Scott-Brown's familiar and successful Lister-Bristol will be matched against Jack Walton's Cooper-Bristol and a bevy of Connaughts and TR2s. The race for sports cars of unlimited capacity renews the Aston Martin-Jaguar rivalry, with Reg Parnell in a works Aston and Ninian Sanderson and

Somervail may give them a run for their money on what is their home ground.

Entries for the *Formule Libre* event include the Maseratis of Louis Rosier, Horace Gould and Bob Gerard, the latter "going foreign" for the first time, in Stirling Moss's G.P. car. Also entered is the Ferrari of the Marquis de Portago and a good selection of Connaughts and Cooper-Bristols. Scottish enthusiasts should get good value for their money at this event and it is to be hoped that they will turn out in their thousands to assure the future of this Border circuit and enable the Winfield Joint Committee to further encourage motor racing in Scotland.

"AENEAS".

### CHARTERHALL ENTRIES

**Formula 3 (Two 10-lap Heats and 20-lap Final):**  
Cooper: I. L. Bueb, J. Russell, J. Higham, D. Taylor, A. J. Fergusson, J. Somervail, J. Nicholson, S. Lewis-Evans, P. Robinson, T. Dawson, J. K. Hall, C. Allison, A. Leahy. **J.P.:** J. S. McCaig. **Marwyn:** R. S. Robson. **Staride:** T. Dickson. **Kieft:** D. Parker.

**Formula 1 (Two 15-lap Heats and 20-lap Final):**  
Maserati: F. R. Gerard, L. Rosier, H. H. Gould.

**Ferrari:** M. de Portago, J. Lucas. **Connaught:** R. Gibson, J. Young, M. Young, L. Marr. **Cooper:** J. A. Brabham, J. Somervail, T. Kyffin, B. Halford, A. W. Birrell, J. H. Walton, A. McMillan, R. J. Harris. **Lister:** W. A. Scott-Brown. **Frazer-Nash:** J. C. Brierley. **Lotus:** M. Anthony. **H.A.R.:** H. A. Richards.

**Sports Cars up to 1,500 c.c.:** Cooper: J. Russell, I. L. Bueb, P. Jackson. Lotus: J. Coombs, M. J. Clay, J. Harris, G. Crombac, J. B. Naylor, D. Kasterine. **DKW:** I. W. Scott-Watson. **Riley:** H. V. Ballantine, J. C. E. Allan. **Connaught:** (P. Bell entry). **Ford Spl.:** H. Finlay. **M.G.:** T. G. S. Yule, F. Buglass, I. B. Skelly. **C.S.M.:** C. Kirkaldie. **Tojeiro:** P. S. Hughes. **Buckler:** H. Lindsey. **Harris Gilbert Spl.:** E. H. Gilbert.

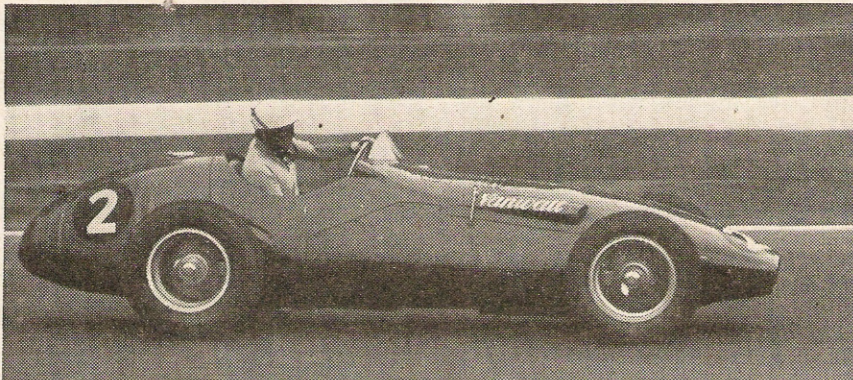
**Sports Cars up to 2,700 c.c.:** Cooper: B. Halford, R. Gibson, J. Russell, I. L. Bueb, J. H. Walton, P. Jackson, W. A. McMillan. **Lister-Bristol:** W. A. Scott-Brown, N. Cunningham-Reid. **Frazer-Nash:** J. C. Brierley, J. R. Stoop. **Lotus:** M. Young, M. Anthony, J. Coombs, D. Kasterine. **Triumph:** R. W. Dalglish, J. M. Brown. **C.S.M.:** C. Kirkaldie. **Rover Spl.:** J. Gibbon. **M.G.:** I. B. Skelly. **Riley:** J. C. E. Allan. **Bristol:** J. V. Hare. **Austin-Healey:** B. McShane, W. I. Morrison, R. E. Evans, J. S. McCaig. **Healey:** H. H. Slack.

**Sports Cars over 2,700 c.c.:** Ferrari: L. Rosier. **Jaguar:** D. Titterington, N. Sanderson, P. Blond, W. T. Smith, J. N. Lawrence, Mrs. Vickers. **H.W.M.-Jaguar:** T. Kyffin. **Tojeiro-Jaguar:** H. H. Gould. **Cooper-Jaguar:** J. Walton, H.W.M.: R. Fielding. **Cooper:** B. Halford, J. H. Walton, W. A. McMillan, R. Gibson. **Lotus:** M. Anthony. **Aston Martin:** R. Parnell, F. A. O. Gaze, L. Cook, Miss A. Brown. **Lister:** W. A. Scott-Brown, N. Cunningham-Reid. **Rover Spl.:** J. Gibbon. **Austin-Healey:** W. I. Morrison, R. E. Evans. **Frazer-Nash:** J. C. Brierley, J. R. Stoop. **Bentley:** C. K. W. Schellenberg.

### FROM TURIN TO MARANELLO

**I**N Turin's Via Caraglio, outside the Lancia factory, on Tuesday last, 26th July, a unique little ceremony was staged when the Lancia firm officially handed over their Grand Prix racing equipment to the Scuderia Ferrari. It comprised six of the very fast side-tanked V8 Formula 1 racing cars, besides which Ferrari will receive many drawings and technical data on these cars, which seemed destined to become the chief challengers to German G.P. supremacy until the tragedy of Ascari's death caused the Scuderia Lancia to disband.

Present at the handing over were Ing. Vittorio Jano, designer of the cars, Attilio Pasquarelli, who was Lancia competition manager, Dr. Pestelli of Fiats, who have generously offered financial support to Ferrari, Bazzi of Ferrari, and many others representing the three Italian concerns and Italian motor racing in general.

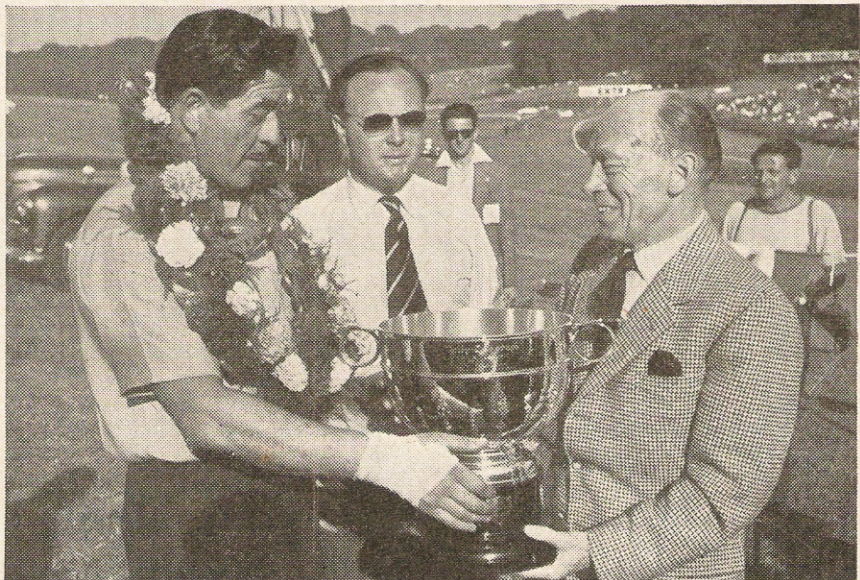


**MEN IN THE NEWS:** (Above) Harry Schell cornering fast in the Vanwall at Crystal Palace last Saturday, when he finished second to Mike Hawthorn in the International Trophy Race.

(Right) Jim Russell looks pleased as he receives the Daily Telegraph Trophy from Mr. Simons of the Daily Telegraph after winning the 30-lap race at Brands Hatch for the second year running. In the centre is Billy Carter of the B.R.S.C.C.

Desmond Titterington in the blue D-type Jaguars of Ecurie Ecosse. And the rivalry of these two marques brings an added interest to the fact that David Brown's daughter will be duelling with the promising Scottish girl Rosemary Vickers. The Continental element will be represented by Louis Rosier in his very fast 3-litre Ferrari.

The half-litre race has an entry almost as varied as was seen at Aintree. Stalwarts like Jim Russell, Ivor Bueb, Don Parker and Johnnie Higham should provide good racing, but it is hoped that Border Reivers Keith Hall and John





*JAGUAR LEADS: Duncan Hamilton's D-type leads the Ferraris and Maseratis at the start of the race.*

through and was behind the flying Jaguar inside 200 yards.

Musy was most unfortunate to have the Maserati transmission pack up on him whilst he was still in first gear and only 150 yards from the start, but with the help of a shunt from behind from a surprised and puzzled Gregory, managed to crest the rise and coast down the first straight to the corner and through into the escape road to an unceremonious stop.

GUY PHEYSEY REPORTS ON THE

# Lisbon Grand Prix

Split-Second Victory for Masten Gregory from Baron de Graffenried

As briefly reported in last week's issue, the American Masten Gregory, driving a 3-litre Ferrari Monza, won the Lisbon Grand Prix for sports cars by 0.4 sec. from Baron de Graffenried of Switzerland, in a 3-litre Maserati, on Sunday, 24th July.

Godia - Sales of Spain and Willi Daetwyler from Switzerland were third and fourth respectively in their 3-litre Ferrari Monzas, whilst the first Portuguese to finish was that brilliant young driver, Filipe Nogueira, driving his 2-year-old Ferrari V-12 into fifth place after beating much more modern machinery.

As can be imagined, the finish was highly exciting. Many will remain convinced that had the race been a lap longer de Graffenried would have beaten Gregory, but be that as it may, Gregory was the first to receive the chequered flag and thoroughly deserved to do so.

During practice, Benoit Musy established himself a firm favourite with his new 3-litre Maserati, by breaking the record lap set up by F. Gonzalez last year by a fraction of a second. Musy was definitely fastest through the curves and his Maserati looked rock-steady.

Peter Whitehead and Duncan Hamilton were some 3 and 4 secs. slower but whereas Whitehead was content with second fastest, Hamilton wired home for a different cog for the rear end of his Jaguar D as he was not enjoying being passed with such frequency by the smaller cars!

Having only completed one practice period each, Gregory and de Graffenried were in the third row on the starting grid. The Portuguese Nogueira Pinto and Godia - Sales, both on Monza Ferraris, occupied the second row whilst Tony Gaze, Leslie Cosh and Tom Sulman brought up the rear with their Kangaroo Stable Aston Martins DB3S.

With the weather rather sultry, the start was given at 5.30 p.m., Duncan Hamilton leading from the fall of the flag. Musy and Peter Whitehead were a little sedate at leaving the line but de Graffenried wasn't dawdling and came

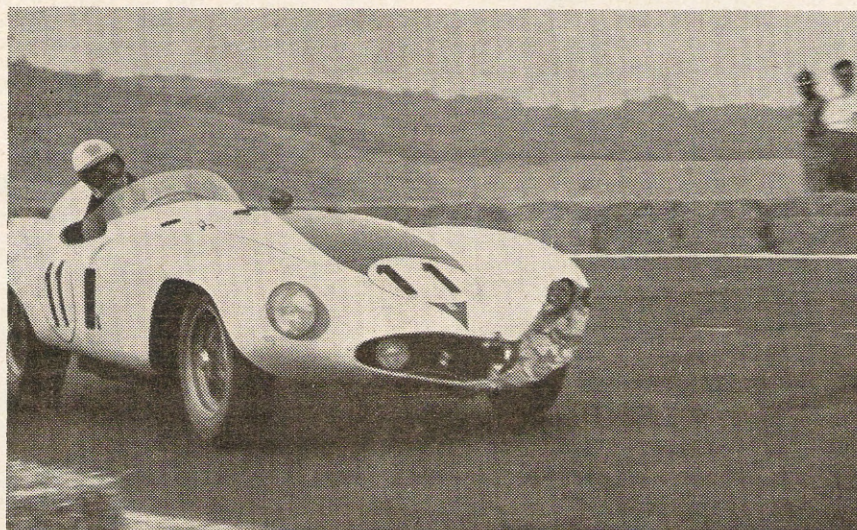
While Gregory was sorting things out, the pack rushed by and into the *auto-estrada* straight where de Graffenried managed to slip by Hamilton. As they came by the pits first time round, Hamilton was led by one second and had P. Whitehead right behind. N. Pinto and F. Nogueira were two seconds behind and then came the screaming pack of about half a dozen Ferraris, in amongst which was Gregory with his now slightly crumpled blue and white car. He was then in 10th place.

For three hectic laps Hamilton managed to hold the red Maserati but after that he began to slow considerably, allowing Pinto to take second place and P. Whitehead third. Meanwhile, Gregory was ripping up the immediate opposition and came up five places in as many laps.

Behind these a battle royal had already begun between Nogueira, Daetwyler and Sales with the older car cheekily showing the new Monza cars a thing or two. On the 8th lap Nogueira slammed by both Daetwyler and Sales, only to have the newer cars repaying the compliment the next time round. Having finally got a 5 secs. lead over the older Ferrari, Daetwyler and Sales proceeded to have an enormous dice which lasted for 24 laps, the crowds enjoying it as much as the drivers.

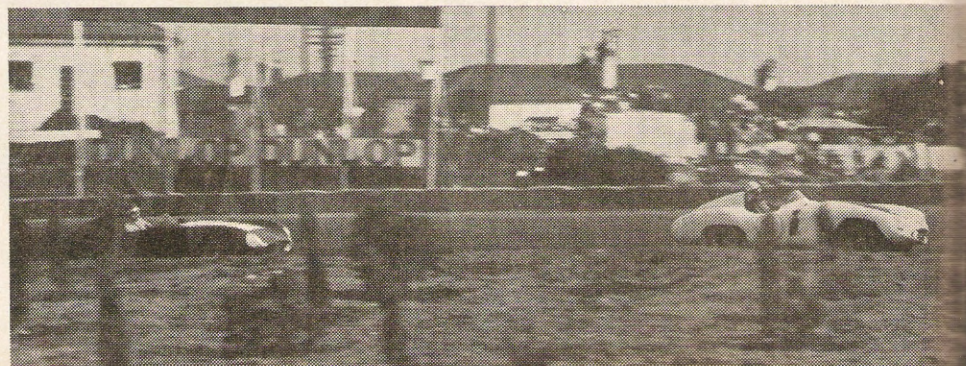
Tony Gaze was soon out of luck and out of the race with a locking front brake which had caused him considerable embarrassment. However, Graham Whitehead, Cosh and Sulman, though lacking in horses, were circulating steadily at the back. Graham Whitehead had managed to creep up on Barreto's Ferrari for a spot of fun and even managed to lead the young local driver for some eight fearsome laps. Then Barreto went past again, and after about 10 laps he managed to get the

(Continued on page 141)



**BATTERED WINNER:** (Above) Masten Gregory's blue and white 3-litre Ferrari shows signs of the shunt it received when Musy's Maserati suddenly stopped with transmission failure at the start.

**LOOK OUT!:** (Right) De Graffenried creeps right up on Gregory's tail on the last corner of the last lap. They finished only two-fifths of a second apart!





### THE FIFTH RALLY VIKING

THE fifth in the series of Viking Rallies will start this year on 9th September from Karlstad, Oslo, Kristiansand, Bergen and Trondheim. Competitors follow various routes to arrive the following day at the first common control. From there they commence a 1,300-kilometre regularity run to Oslo, with one or more special tests *en route*. On Sunday, 11th September, they arrive in Oslo for scrutineering and the optional final tests, and the following day is given over to merriment in the form of prize-givings, an official dinner, and so forth. The total length of the route is approximately 1,800 kilometres. Entries at normal fee will be accepted up to 16th August by the Konelig Norsk Automobilklub, Parkveien 68, Oslo, Norway. Grand touring cars are divided into capacities above and below 1,300 c.c., while standard cars are sub-divided at 750 c.c., 1,000 c.c., 1,300 c.c., 1,600 c.c., and 2,000 c.c. There is a special class for ladies.

### THE AMERICAN MOUNTAIN RALLY

THE "1955 Great American Mountain Rallye Endurance Run", to give it its full and impressive title, will again be staged by the Motor Sports Club of America. The first stage, an optional one, starts on 21st November from 11 cities in the U.S.A. and Canada, and finishes on 23rd November at New York. At 7 a.m. on Thursday, 24th November, competitors will commence their 1,200-mile run to Poughkeepsie, arriving early on Saturday, 26th November. That afternoon the top scorers will take part in the final tests, and prizes will be presented the following day. The event includes a timed hill-climb at Keene, New York, on 25th November.

### THE M.C.C. RALLY

REGULATIONS and entry forms for the 1955 M.C. National Rally (10th-12th November) will shortly be available from the M.C.C. office, 76 Kinnerton Street, Knightsbridge, S.W.1. This year's Rally will be run entirely by the M.C.C. without sponsorship, and it has been decided once again to accept the kind invitation of the Hastings Corporation to stage the finish at that pleasant seaside resort. Competitors will start from seven different points on Thursday morning, 10th November, arriving at Hastings after a continuous 48 hours road section on Saturday morning, 12th November, for the concluding tests.

### RACING AT REGGIO CALABRIA

THE Maserati works driver Bellucci took first place in the 50-lap, 173 km. International Circuit of Reggio Calabria on 17th July. His team mates Giardini and Musso took 2nd and 5th places respectively. Dos Santos and Munaron (Ferrari) were 3rd and 4th. "Chico" Landi, the Brazilian, retired with a Ferrari.

Siracusa (Stanguellini) headed Placido (Stanguellini) and Ricciardi (Osca) in the 1,100 c.c. class event over 40 laps, and won a subsequent handicap event from Bellucci's Maserati.

(Right) Michael Young's Formula 2 Connaught in modified form, with a 2.5-litre Alta engine installed in place of the previous 2-litre unit.



**VETERAN IN DISTRESS:** A casualty during the recent V.C.C. Silver Jubilee Rally was Dr. J. W. E. Fellows' single-cylinder 1904 Pope Tribune. The exhaust valve broke in two, but at a local garage, near Stratford-on-Avon, a tractor valve with the correct size head was found and after brazing another 1½ ins. on to the shank, the car resumed its journey.

### A G.P. CONNAUGHT-ALTA

THE installation of an H.W.M.-Alta 2½-litre 4-cylinder engine in place of the 1953 Formula 2 2-litre Connaught unit has brought Michael F. Young's single-seater Connaught up to current Formula 1 specification without loss of the car's notably excellent handling qualities. The Connaught-Alta's first race this year was in the Albi G.P., where it ran well until eliminated by a crash caused by brake failure. Last week-end the car performed prominently both at Brands Hatch and Crystal Palace.

The engine is the long stroke 86 mm. x 106 mm. 2.5-litre unit, with type 48 Weber carburettors, and has been bench tested to 215 b.h.p. The steering on the Connaught had to be modified to accommodate the extra length of engine, the track rod now being in front of the stub axles. The well-known Connaught "intake box" on the offside of the bonnet has been modified and transferred to the near-side to suit the Alta unit. An extra fuel tank has been incorporated in the tail, giving a total capacity of 48½ gals., sufficient for a Grand Prix.

### TOURIST TROPHY—LATEST NEWS

WITH almost a month still remaining until the official closing date for entries, the list of nominations for the Tourist Trophy race at Dundrod on 17th September already numbers 33. At the moment they are: Mercedes-Benz (4 cars), Aston Martin (3 or 4 cars, drivers Parnell, Salvadori, Collins, Frère, Walker and Brooks), Jaguar (3), Maserati (3, drivers Behra, Musso, Mieres and others), Maserati (Ecurie Flandres), M.G. (3), Arnott (3), Panhard (2), Kieft (3, 2 2-litre, drivers Rippon and Fisher, and 1 1,100 c.c. prototype), Lotus (3, 2 1,100 c.c. and 1 1,500 c.c.), and Connaught, D.B., Stanguellini, Elva (1 each).

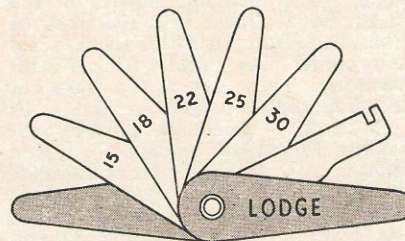
### A CIRCUIT FOR CAIRO

A MOTOR racing autodrome is being planned for Cairo, to be situated in the Mokattam hills behind the Egyptian capital. Hopes of staging an international G.P. there in the winter are running high.

### SPARKING PLUG GAUGES

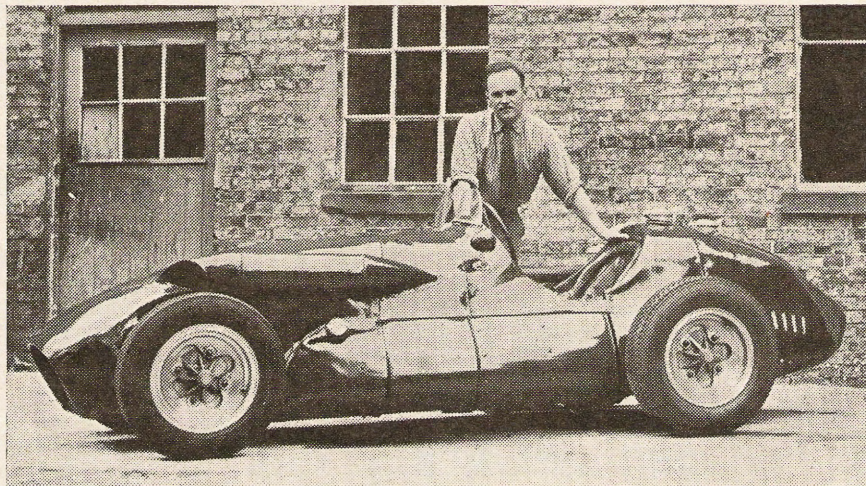
THE Lodge set of gauges with adjusting tool provides the motorist and motorcyclist with a handy pocket tool which is invaluable for the regular checking and maintenance of sparking plugs in order to obtain the best possible performance.

Feeler gauges are provided for .015 in., .018 in., .022 in., .025 in. and .030 in.



and these, with the setting tool, are enclosed between two plastic covers with attachment for key-ring. The illustration shows the set open; when closed it measures only 1½ in. x ½ in. Instructions for use are issued with every set.

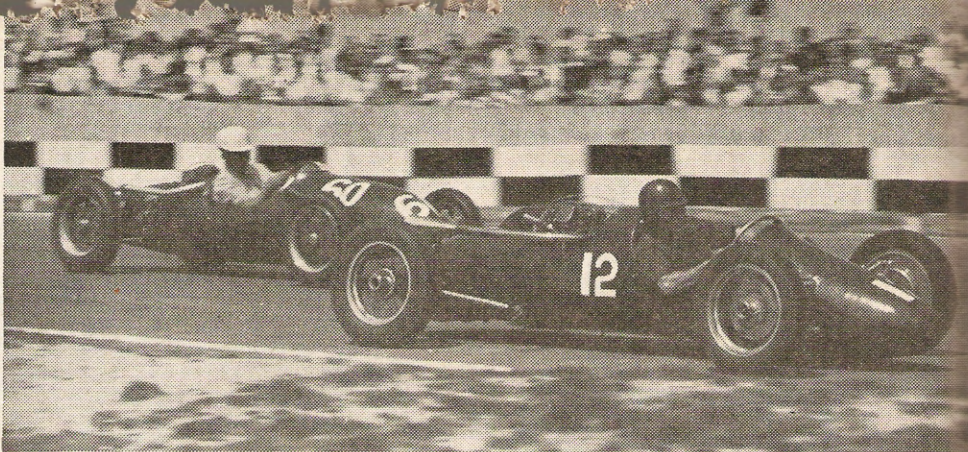
Priced at 2s., the Lodge set of gauges with adjusting tool is obtainable from garages and accessory dealers, or direct from Lodge Plugs Ltd., Rugby.





**RUSSELL COMES UP:** The 1955 Daily Telegraph Trophy winner comes up to take the lead from Don Parker's Kieft during the third heat.

THAT the Cooper Company of Surbiton, Surrey, have two remarkably talented drivers in Jim Russell and Ivor Bueb was demonstrated once again on August Bank Holiday Monday, when the *Daily Telegraph's* 6th International Trophy meeting was staged on the 1¼-mile



## BATTLE AT BRANDS HATCH

Fifty thousand spectators at International Brands Hatch Meeting—  
Jim Russell (Cooper) Wins "Daily Telegraph" Trophy for Second Year

Brands Hatch road circuit. Both won races, Russell securing the *Daily Telegraph* Trophy Formula 3 race for the second successive year, and Bueb coming home first in the Air Kruize Trophy event for 1,500 c.c. sports cars, while both, moreover, won their respective heats for the *Daily Telegraph* race.

Also demonstrated during a superb day's racing was the formidable quality of Les Leston as a driver, the ever-mounting prowess of Colin Davis, and the spirit and skill of the Finnish driver Curt Lincoln. Throughout the day the sun shone in full summer glory, bringing to the pleasant and well accommodated circuit a record crowd of around 50,000 people. The verdant slopes of the Kentish bowl glistened with the mass of parked cars, fully 10,000 of them, while every corner was thickly fringed with spectators. Their day was a long but enthralling one, lasting from 11 a.m. to 6 p.m., with 14 starts and finishes, culminating in one of the most gripping battles ever fought on the famous Brands arena, during the final of the *Daily Telegraph* Trophy race.

As spectators comfortably settled themselves in the new grandstand seats, the clamour of 500s from the paddock grew in volume, until eventually the field emerged to take up their places on the grid for race 1. This was heat 1 of the *Daily Telegraph* Trophy, and brought Ivor Bueb his first win of the day. His Cooper was never headed, and the interest of the race lay in the struggle waged behind him between Reg Bicknell (Revis), Cliff Allison and "Pop" Lewis-Evans (Coopers), and in the inversion of D. F. Iszatt's Cooper at the foot of Paddock Hill, which its intrepid driver, picking himself up, promptly set back on its wheels, restarted and continued the race! Bicknell eventually took second place, heading Allison, while

"Pop", successfully tussling with H. Philipson's Staride, finished a valiant fourth. The German, Kurt Kuhnke, was sixth in his silver Cooper.

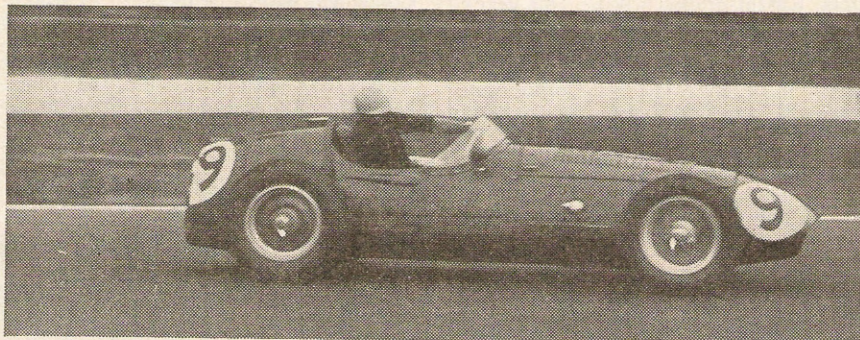
The second event, actually Event 3 in a programme confusing to lay spectators, produced another runaway win, this time for Les Leston in Francis Beart's modified Cooper. Dennis Taylor took up station behind him, while A. V. Cowley's yellow Cooper was third in an uneventful race. D. F. Latchford's Iota went out in a cloud of smoke and suspected flame, while Stuart Lewis-Evans, challenged and passed by I. E. Raby (Cooper), had to work hard to reinstate himself in fifth place two laps from the end.

Greater excitement came in the third heat, in which two unfortunates, Curt Lincoln of Finland and I. J. Williams (Emeryson) found their motors dead as the flag fell. The Finn pulled on to the grass, started on the downgrade and re-joined the race, two laps in arrears, in correct style. Williams, however, joined the circuit on the lower straight, to find the black flag waved at him as he came round to the start, though he covered another lap before coming in. While all this was going on, that determined wee

man Don Parker was clinging precariously to first place, with Jim Russell drawing ever closer to the Kieft's tail. Three laps, and the Cooper swept past along the finishing straight. That settled the race order, though Don strove hard to retake, while behind ran Colin Davis and George Wicken, the latter catching the former after five laps.

Before the 30-lap final, a 10-lap "consolation" race, or *repêchage* for those finishing outside the limit in the heats was staged. Curt Lincoln was amongst the runners with his blue and white Cooper, and while Latchford's Iota and R. Cooksey (Cooper) stalled this time, the Finn made no mistake and, with off-side wheels on the grass, swept through from the third row, to occupy seventh position on the first round, sixth on the third, fourth on the fourth and third on the sixth. S. Marks (Cooper), meantime, led for a lap, when J. Brown in the latest Martin Spl. weaved past to lead very firmly thereafter and record the first win for the new car.

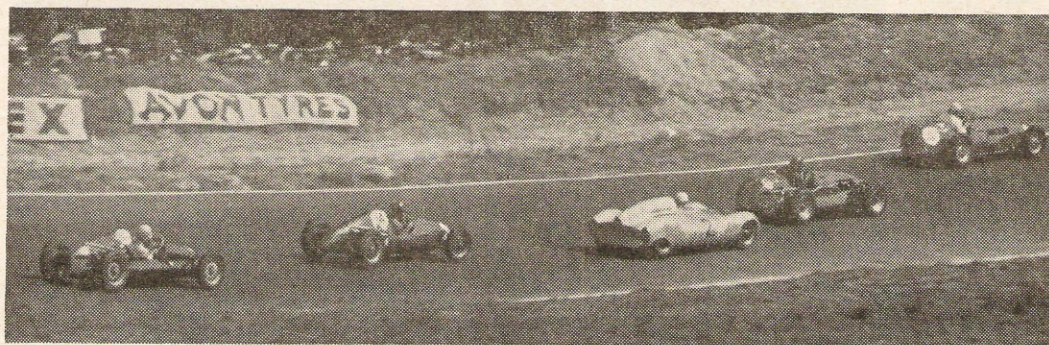
They kept the final of the *Daily Telegraph* Trophy race to the last—and a truly *grande finale* it proved to be. Leston, Russell, Taylor and Parker had



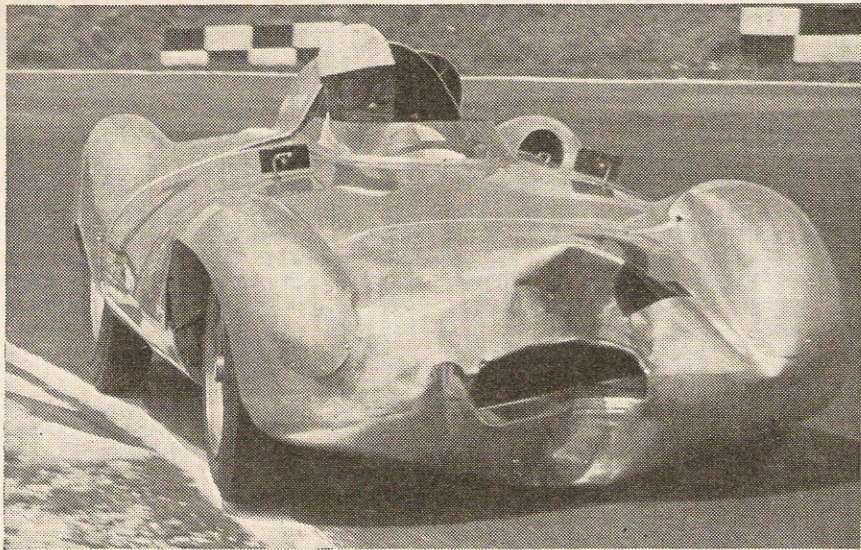
"MANXED MASER":  
(Above) Roy Salvadori ran the Gilby Eng. Co.'s G.P. Maserati minus its tail in the Rochester Cup Formule Libre event.

★

(Left) A string of competitors during the same event. Cobden's Ferrari leading Young's Connaught-Alta, Keen's Cooper-Bristol, and Tony Marsh and Colin Davis in Cooper-J.A.P.s.







**BENT:** The nose of Michael Keen's new rear-engined Cooper-Bristol was damaged in a collision before the start of the Formule Libre race.

row 1 positions, and a truly terrific field effected a truly terrific getaway. Leston was quickest, with Russell, Cowley, Davis, Bueb and Taylor hounding him round on that hair-raising opening lap. Bueb thrust up to second place while Russell weaved this way and that in his efforts to get past Cowley. Two laps, then Russell took the yellow car, while his team mate Bueb tackled Leston for the lead. Rushing into the Paddock Bend he drew abreast—would he do it? —Yes!—No! Leston still led as they stormed up to Druids. Now Russell took a hand and closed on Bueb, which goaded the latter into passing Leston—and over all three as they tore round the proverbial pocket handkerchief could have been flung.

R. E. D. Harrison (Cooper) retired, Cowley's Cooper, too, went sick, but now Don Parker put a spurt on, to take Colin Davis; George Wicken also passed Davis to launch one of those classic Wicken-Parker battles. It was on the 11th lap, just when Russell had decided his pal Ivor had led the race long enough, that

Wicken got to grips with Parker. Lap 12, and Jim Russell led the race, Wicken's Cooper got into the Kieft's slipstream, and the German Hampel retired his smart red and silver Cooper. Russell's act inspired Leston to new efforts, and he pushed the nose of his Beart-Cooper alongside Bueb's car, only to have to ease back again for a corner, while Bueb sent dust flying from the verges in his effort to keep ahead. Next Colin Davis upset the Parker-Wicken battle by splitting them on lap 17, but George soon altered that again, sliding past the grey Cooper and again

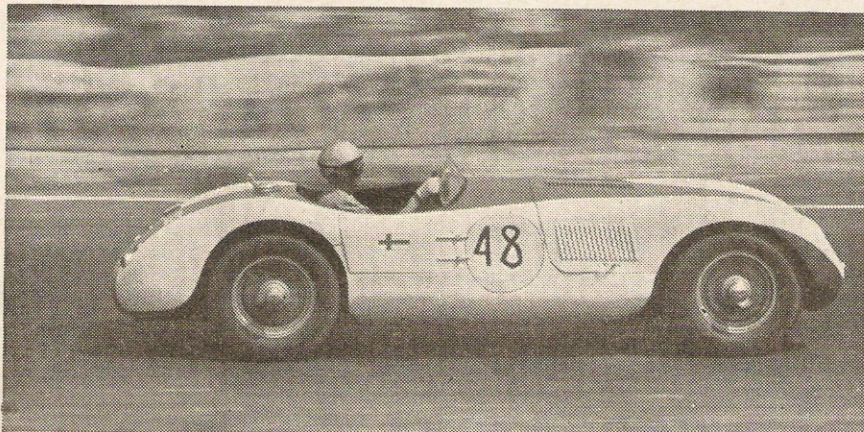
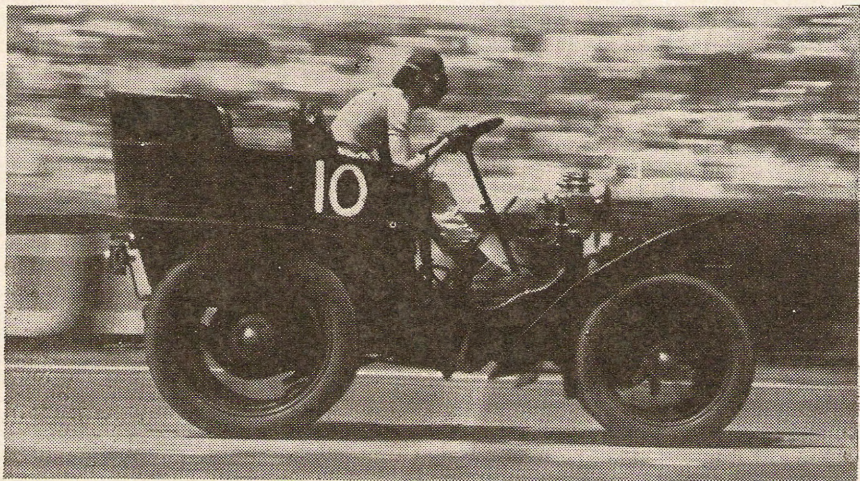
pressing Parker's Kieft remorselessly, to pass at last on the 23rd lap.

Russell was firmly entrenching himself in the lead and this time the surprise came from Leston, who drew right up to Bueb and swept by in a glorious rush. Bueb fought desperately, his sliding wheels kicking up the dust and on the last lap of all, at Clearways, came his last valiant effort, when the Cooper slid spectacularly on to the grass and dropped yards behind Leston's car. So that was that; Russell had won his second *Daily Telegraph* Trophy; Leston was second, and Bueb third. But excitement was not over, for behind Dennis Taylor, Ferguson, Davis and Lewis-Evans came, not Wicken, but Don Parker, Don Truman and then, at last, George Wicken, coasting silently across the line—a plug lead had come adrift!

The Air Kruise Trophy race, for 1,500 c.c. sports cars, was contested in two 12-lap heats and a 16-lap final. The first heat produced an impressive line-up of Britain's best 1,500s and 1,100s, and at flagfall Brandon's Halseytec got away smartly, ahead of Chapman's Lotus and Russell's Cooper. Chapman's car, with 400 c.c. more than the Climax-powered cars, soon asserted its superiority, however—and Colin was driving very, very well to hold Russell, Brandon, Leston and Co. at bay. A. J. Ridy's Lamgia went out in a most impressive cloud of

**PARIS-BORDEAUX?** (Right) No, it's Gérard ("Jabby") Crombac with reversed cap and goggles, "flat out" in Bolster's 1903 Panhard during the Veteran Race.

**FAST FINN:** (Below) Curt Lincoln drove his C-type Jaguar superbly to finish third in the unlimited sports car race, and scored another third place in a Formula 3 event.



smoke and Len Gibbs (Lotus) and S. G. Young (Par-Son) also retired, while Chapman sped on to win, the rest holding the formation—and their horses—in preparation for the final.

Heat 2 was Ivor Bueb's from start to finish, while Peter Gammon in a sister Cooper-Climax made a slowish start but retrieved ground rapidly, to appear second by round 2, followed by D. Kasterine's Lotus and John Coombs in a new Lotus-Connaught, pleasant-looking without the usual tail fins. With two laps to go Coombs passed Kasterine, was retaken, then repassed to hold third to the finish.

The final was gripping from the very start. Bueb and Chapman tore away from the line, with Leston, Brandon and Gammon in very close attendance—to



close in Leston's case, for his car contacted Chapman's and dented a rear wing. Both pressed on undaunted, and after three laps Chapman was out ahead of Bueb, while Mackenzie-Low's Elva spun heartily at Paddock Bend and was out of the race. Now Russell and Bueb got together, consolidating second and third places, though unable to do much about the Lotus's lead. Gammon in the third Cooper next moved up into formation, while John Coombs and Leston waged a fierce battle for fifth place. Leston passed on the 10th round, but Coombs whipped up the horses and caught the Beart-Rodger again, almost unnoticed amid the drama being enacted by the leaders at the same time. Chapman's car was giving distinct signs of feeling the heat, and began to slow; signs not lost on the Cooper boys behind! First Bueb, then Russell, swept past the unfortunate Chapman, to score a lucky 1-2 success for the Cooper-Climaxes.

A long day it may have been, but there were few dull moments. In the *Formule Libre* Rochester Cup, decided on aggregate times in two 15-lap heats, Bob Gerard emerged the outright victor in his Cooper-Bristol, by virtue of his winning average in the first heat. In this race, Roy Salvadori's G.P. Maserati, its tail "manxed" à la Owen Maserati at Crystal Palace, got a poorish start, and was back in eighth place on lap 1. Gerard's getaway was superb, as was Alan Brown's in the Riseley-Prichard Connaught. Holt's similar car began well but turned sick, while Brabham's rear-engined Cooper-Bristol failed on the very starting line and never turned a wheel. Mike Keen's similar car had suffered a battered nose in a collision when leaving the paddock, which must have been off-putting. Colin Davis in the ex-Moss Cooper-J.A.P. twin tore round at a terrific pace, moving up behind Brown and looking for a time as if he intended to challenge him. However, he settled for third place instead, and interest next centred on a typical Brands scrap between the Michaels Young and Keen in Connaught-Alta and Cooper-Bristol respectively. Paul Emery's handsome and very "G.P." 2.5-litre Emeryson went well but dropped out, alas, with three laps to go when lying fifth behind Salvadori.

Roy Salvadori lost no time in his second heat getaway, simply rocketing the Maserati off the line to lead Gerard and Brown by yards, while Colin Davis weaved skilfully through the pack from a back row start with that ferocious little Cooper, and was in fifth position by the end of lap 1. Young and Keen re-fought their previous duel with zest, while Davis and Tony Marsh emulated them, swapping 4th place until Davis's engine grew tired and he dropped back. Salvadori's speed did not quite match Gerard's of the first heat, so to the Leicester man went the Rochester Cup, a laurel wreath and warm cheers from the crowd.

Wheeled carriages of a very different kind next took the grid, for the 5-lap Edwardian Trophy race. Jack Sears and his 1914 T.T. Sunbeam soon had the race tied up, while A. Brooke (Vauxhall) and Sir Francis Samuelson in another T.T. Sunbeam formed a leading 1914 triumvirate. Gérard Crombac, in reversed cap, gay mood and 1903 Panhard-Levassor, made a rapid start, only to lose it all in the first round, while John

## THE RESULTS

**The Sixth Daily Telegraph International Challenge Trophy (F3 cars). Heat 1 (10 laps):** 1, I. L. Bueb (Cooper) 10 mins. 38.8 secs., 69.88 m.p.h. 2, R. G. Bicknell (Revis), 10 mins. 49.8 secs. 3, C. Allison (Cooper), 10 mins. 51 secs. 4, L. Lewis-Evans (Cooper). 5, W. Phillipson (Staride). 6, K. Kuhnke (Cooper).

**Heat 2 (10 laps):** 1, L. Leston (Cooper) 10 mins. 26.6 secs., 71.24 m.p.h. 2, D. Taylor (Cooper), 10 mins. 32.0 secs. 3, A. V. Cowley (Cooper), 10 mins. 35.6 secs. 4, A. J. Fergusson (Cooper). 5, S. Lewis-Evans (Cooper). 6, I. E. Raby (Cooper).

**Heat 3 (10 laps):** 1, J. Russell (Cooper), 10 mins. 29.2 secs., 70.95 m.p.h. 2, D. Parker (Kieft), 10 mins. 32.2 secs. 3, G. Wicken (Cooper), 10 mins. 35.2 secs. 4, C. C. H. Davis (Cooper). 5, R. K. Tyrrell (Cooper). 6, R. E. D. Harrison (Cooper).

**Consolation Heat (10 laps):** 1, J. Brown (Martin Spl.), 10 mins. 58.6 secs., 67.78 m.p.h. 2, Dr. S. Marks (Cooper), 11 mins. 3.2 secs. 3, C. Lincoln (Cooper), 11 mins. 6.0 secs. 4, J. K. Hall (Cooper). 5, G. F. Meharey (Cooper). 6, H. C. Taylor (Cooper).

**Final (30 laps):** 1, J. Russell (Cooper), 31 mins. 22 secs., 71.16 m.p.h. 2, L. Leston (Cooper), 31 mins. 31.0 secs. 3, I. L. Bueb (Cooper), 31 mins. 33.8 secs. 4, D. Taylor (Cooper). 5, A. J. Fergusson (Cooper). 6, C. C. H. Davis (Cooper).

**Fastest lap:** Russell 1 min. 1.66 secs., 72.47 m.p.h.

**Second Final (12 laps):** 1, R. J. Barrett (Cooper), 13 mins. 9 secs., 67.90 m.p.h. 2, R. A. Anderson (Staride), 13 mins. 18 secs. 3, J. F. Westcott (Cooper), 13 mins. 25.8 secs. 4, C. W. A. Heyward (C.H.S.). 5, P. R. Green (Staride). 6, B. Hall (Cooper).

**Fastest lap:** Barrett, 1 min. 3.8 secs., 69.97 m.p.h.

**Air Kruise Trophy Race (1,500 c.c. sports cars). Heat 1 (12 laps):** 1, A. C. B. Chapman (Lotus) 12 mins. 42.6 secs., 70.25 m.p.h. 2, J. Russell (Cooper), 12 mins. 44.4 secs. 3, L. Leston (Beart-Rodger), 13 mins. 4.4 secs. 4, E. Brandon (Hal-seyck). 5, P. Jopp (Lotus). 6, A. J. Nurse (Lotus).

**Heat 2 (12 laps):** 1, I. L. Bueb (Cooper), 12 mins. 58 secs., 68.86 m.p.h. 2, P. D. Gammon (Cooper), 13 mins. 13.6 secs. 3, J. Coombs (Lotus), 13 mins. 19 secs. 4, D. Kasterine (Lotus). 5, P. R. Emery (Lotus). 6, A. Stacey (Lotus).

**Final (16 laps):** 1, I. L. Bueb (Cooper), 17 mins. 5.4 secs., 69.65 m.p.h. 2, J. Russell (Cooper), 17 mins. 7.0 secs. 3, A. C. B. Chapman (Lotus),

Bolster, having a rest from commentating, enjoyed himself in the 1911 Rolls-Royce, taking fourth place behind the "G.P. boys".

Archie Scott-Brown and his famous Lister-Bristol proved irresistible in the over 1,900 c.c. sports car event for the Kingsland Trophy. He led by 200 yards or so on the opening lap, extended it to 400 by round two, was half a lap ahead of second man Mike Anthony (Lotus) by lap 6, and finally won by nearly 2 mins., enjoying the rare privilege of lapping his inveterate rival Roy Salvadori (Cooper-Maserati) on the 13th round. J. Barber (C-type Jaguar) spun on Paddock Bend and demonstrated the value of the new safety barriers erected for the marshals' protection by striking one without hurt to anyone. Another C-type, that of Curt Lincoln, was handled beautifully, the Finn showing true mastery of his car within the confines of the circuit and finishing third.

Two events completed the programme, both of which might with benefit have been omitted from an International meeting—which is not to disparage the performances of the competitors in them. One was the non-qualifying "second final" of the *Daily Telegraph* event, in which R. Barrett (Cooper) established complete domination in a well-driven race which brought him victory by 9 secs. from Rob Anderson (Staride) and Jack Westcott (Cooper). D. S. Stevenson's Cooper-Vincent shed a wheel when shaping up to take Clearways, and rolled over twice, the driver picking himself up immediately, scratched and grazed. The other event, the 10-lap "all-J.A.P."

17 mins. 7.6 secs. 4, J. Coombs (Lotus). 5, L. Leston (Beart-Rodger). 6, A. J. Nurse (Lotus).

**Fastest lap:** Chapman, 1 min. 2.4 secs., 71.54 m.p.h. New class record.

**Rochester Cup Race (Formule Libre). Part 1 (15 laps):** 1, F. R. Gerard (Cooper-Bristol), 15 mins. 34.8 secs., 71.63 m.p.h. 2, A. Brown (Connaught), 15 mins. 39.4 secs. 3, C. C. H. Davis (Cooper-J.A.P.), 15 mins. 42.6 secs. 4, R. F. Salvadori (Maserati). 5, A. E. Marsh (Cooper-J.A.P.). 6, E. W. Holt (Connaught).

**Fastest lap:** Davis, 1 min. 1 sec., 73.18 m.p.h.

**Part 2 (15 laps):** 1, R. F. Salvadori (Maserati), 15 mins. 29.8 secs., 72.01 m.p.h. 2, F. R. Gerard (Cooper-Bristol), 15 mins. 31.4 secs. 3, A. Brown (Connaught), 15 mins. 39.2 secs. 4, A. E. Marsh (Cooper-J.A.P.). 5, C. C. H. Davis (Cooper-J.A.P.). 6, E. W. Holt (Connaught).

**Fastest lap:** Salvadori, Gerard and Davis, 1 min. 1 sec., 73.18 m.p.h.

**Aggregate Result** 1, F. R. Gerard (Cooper-Bristol), 31 mins. 6.2 secs. 2, A. Brown (Connaught), 31 mins. 18.6 secs. 3, R. F. Salvadori (Maserati), 31 mins. 28.2 secs. 4, C. C. H. Davis (Cooper-J.A.P.). 5, A. E. Marsh (Cooper-J.A.P.). 6, E. W. Holt (Connaught).

**Edwardian Trophy (Veteran, Edwardian and Vintage Cars) Five laps:** 1, J. Sears (1914 3,215 c.c. Sunbeam) 9 mins. 47 secs., 59.2 m.p.h. 2, A. Brooke (1914 4,500 c.c. Vauxhall), 10 mins. 5.4 secs. 3, Sir F. Samuelson (1914 3,215 Sunbeam), 10 mins. 6 secs. 4, J. V. Bolster (1911 7,400 c.c. Rolls-Royce), 10 mins. 11.4 secs. 5, L. Lewis-Evans (1911 7,400 c.c. Rolls-Royce) 11 mins. 0.4 sec.

**Fastest lap:** Sears, 1 min. 13.2 secs., 60.98 m.p.h.

**Kingsland Trophy Race (sports cars over 1,900 c.c.) 15 laps:** 1, A. Scott-Brown (Lister-Bristol), 15 mins. 56.2 secs., 70.03 m.p.h. 2, M. Anthony (Lotus-Bristol), 16 mins. 37.6 secs. 3, C. Lincoln (Jaguar XK 120C) 16 mins. 40.8 secs. 4, R. F. Salvadori (Cooper-Maserati). 5, A. G. Whitehead (Aston Martin DB3S). 6, B. Halford (H.W.M.).

**Fastest lap:** Scott-Brown, 1 min. 2.6 secs., 71.31 m.p.h.

**F3 Race (J.A.P.-engined cars) 10 laps:** 1, G. F. Meharey (Cooper), 11 mins. 22.2 secs., 65.43 m.p.h. 2, T. J. H. Bennett (Armott), 11 mins. 34.6 secs. 3, M. G. Thomas (Mackson), 11 mins. 36.8 secs. 4, S. Foreman (Cooper). 5, B. A. Heyward (Comet). 6, W. C. Taylor (Cooper).

**Fastest lap:** Taylor, 1 min. 5.4 secs., 68.26 m.p.h.

engined race, saw Gerry Meharey gain a neat and well-earned victory in his smart green and white Cooper from T. Bennett's Arnott and M. Thomas's Mackson.  
C. P.

## SUNDAY IN SWEDEN

Two Aston Martins and a single D-type Jaguar will face works Mercedes and Ferrari entries, also possibly Behra in a Maserati in Sunday's Swedish G.P. meeting over the 6.5 km. Rabelöv circuit at Kristianstad. British Cooper drivers Colin Davis and Ken Tyrrell are competing in the F3 event.

### SWEDISH G.P.

#### Provisional Entry List

**Sports Cars, Special class (32 laps): Mercedes-Benz 300SLR:** J. M. Fangio, S. Moss, Aston Martin: R. Salvadori, P. J. Collins, Ferrari: I. M. Hawthorn, E. Castellotti, Jaguar: M. Head, Maserati: B. Musy, Talbot: E. Carlsson, Alfa Romeo: J. Bonnier.

**Sports Cars, series-built (16 laps): Mercedes-Benz:** K. Kling, B. von Trips, O. Persson, B. Martensson, Ferrari: G. Carlsson, V. Stener, T. Bjurström, C. Lohmander, Jaguar: C. Lincoln, Maserati: A. Loens, Porsche: R. von Frankenberg, G. Kaiser, Austin-Healey: A. Lindberg.

**Formula 3:** Cooper: C. C. H. Davis, R. K. Tyrrell, L. Beels, H. Hutchinson, H. Haldeman, C. Lincoln, H. Hietarinta, O. By, N. Gerremo, S. Andersson, T. Andersson (reserves, Cooper: L. Edin, A. Strandberg).

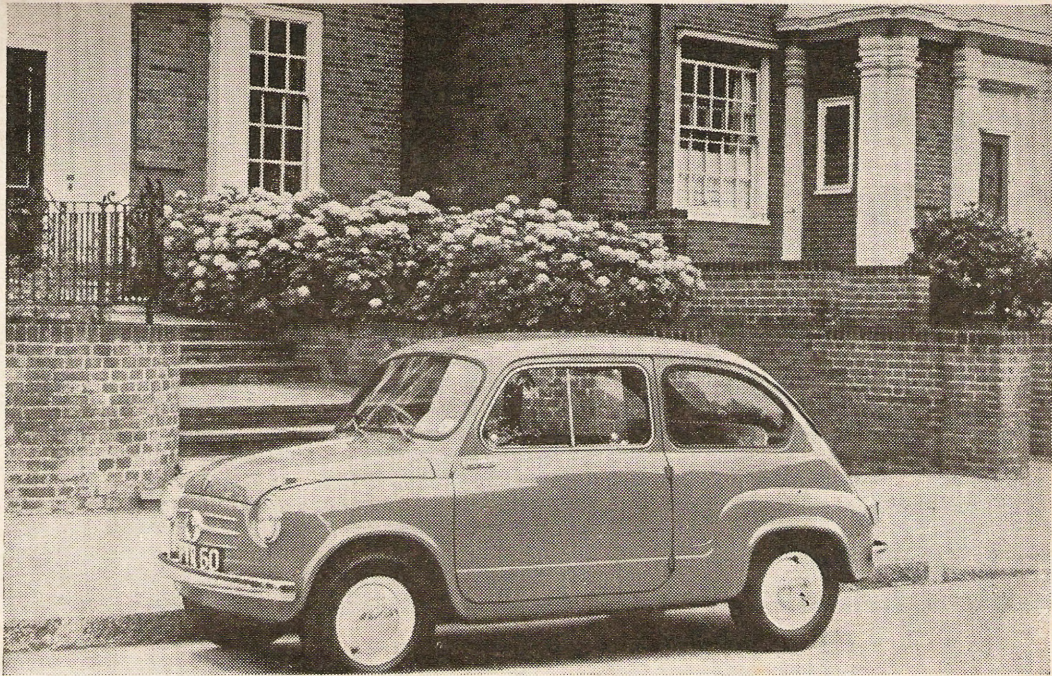
THE équipe Mercedes-Benz are sending to Belfast for the Dundrod T.T. will be one of the largest ever to attend a British motor race. It will consist of five lorries, each containing a racing car, two lorries as tenders, seven private cars, 14 mechanics and 30 other personnel including drivers.



*NO CLUE to the rear position of the engine is given in this aspect of the Fiat 600, which offers remarkable body space within its 6 ft. 6½ ins. wheelbase.*

AT first sight, a saloon car with an engine capacity of only 633 c.c. might seem an odd sort of vehicle to choose for an AUTOSPORT road test. Certainly, our quota does perhaps tend towards the ultra-fast and even the super-expensive. Nevertheless, Britain's curious little roads, with their vast burden of heavy traffic, do encourage the use of very small cars. In fact, a large machine with a two-miles-a-minute maximum may, on occasion, be soundly trounced by a vehicle of small physical dimensions that is capable of extremely rapid changes of direction.

Such a car is the Fiat. It has a body-chassis structure in the form of a



## JOHN BOLSTER TESTS

# THE FIAT 600

A diminutive four-seater rear-engined saloon which combines ease of handling with lively performance and fuel economy

two-door four-seater saloon, and at first sight the passengers and luggage seem to occupy the whole envelope. Eventually, one discovers a tiny engine, hidden behind the cushion of the rear seat. It is an over-square unit, with pushrod operated valves in a light alloy head. Its 21.5 b.h.p. are transmitted to a four-speed gearbox of the all-indirect variety, via a single dry plate clutch. The engine is behind the rear hub line, and the gearbox ahead of it, the drive coming back to a spiral bevel and differential between the two units.

The rear suspension is one of those variations on the swing axle theme, in which a trailing link gives a diagonal movement. The articulated shafts have two universal joints, and the suspension medium is helical springs with telescopic dampers. In front, the classical transverse leaf and wishbone layout is modified by a wide-base spring mounting that confers extra roll resistance. The worm and sector steering gear gives an exceptionally small turning circle.

The body gives adequate accommodation for four people, on two bucket seats and a bench at the rear. The lateral width is generous, but a very tall

driver may tend to encroach on the rear passengers' leg room when adjusting his seat. There is useful luggage space behind the rear seat squab, which also folds forward to make the car a two-seater with extra room for impedimenta. The backs of the front seats pivot down on to the cushions to give reasonably easy access to the rear compartment. The front bonnet takes more luggage, but the petrol tank and spare wheel occupy a considerable proportion of this space.

Unconventional cooling by a radiator alongside the engine is featured. The draught is inspired from behind, and forced forward by a large fan which shares its shaft with a remote water impeller. A short belt drives the dynamo and a second belt takes the power to the fan pulley. Ahead of the radiator, a central duct, built into the body, carries heated air forward for demisting the screen. The screen wipers are offset and self-parking, and though a little noisy in action are notably effective.

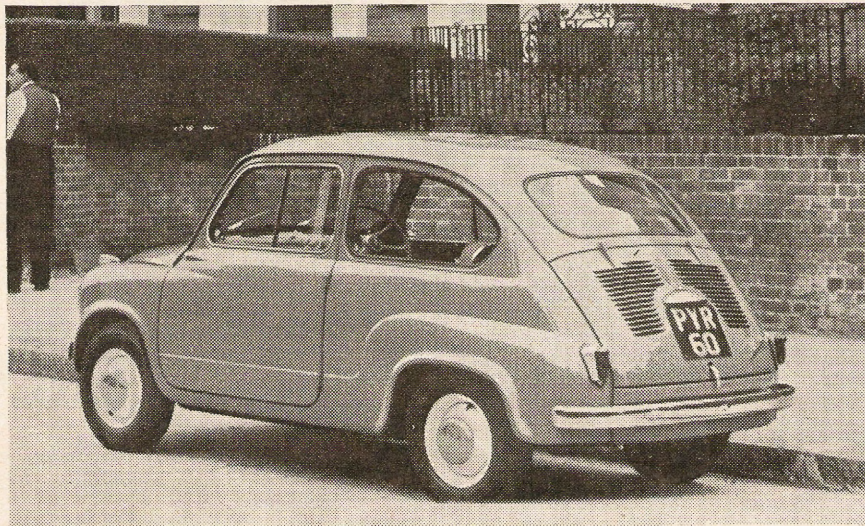
The rear side windows are fixed, but there are a pair of sliding panes in each door, allied with an ingenious draught deflector. Even in extremely hot weather, the ventilation is surprisingly effective. The roof has a plastic backing which takes the place of a normal head lining. It is adequate against drumming, though the interior becomes hot when the car is stationary. The all-round visibility is very good.

On the road, the Fiat provides practical transport for four adults on a fuel consumption approaching 50 m.p.g. With an enterprising driver at the wheel, it can more than hold its own in a normal traffic stream, and one is seldom passed on anything except a long, clear straight. The steering is very good, and the cornering power quite high. There is absolutely no oversteering tendency whatsoever, and it is literally impossible to "feel" the rear engine.

In those respects, the "600" is at least the equal of a full sized vehicle. It would be absurd to pretend, however, that so small a car has no disadvantages compared with its bigger brothers.

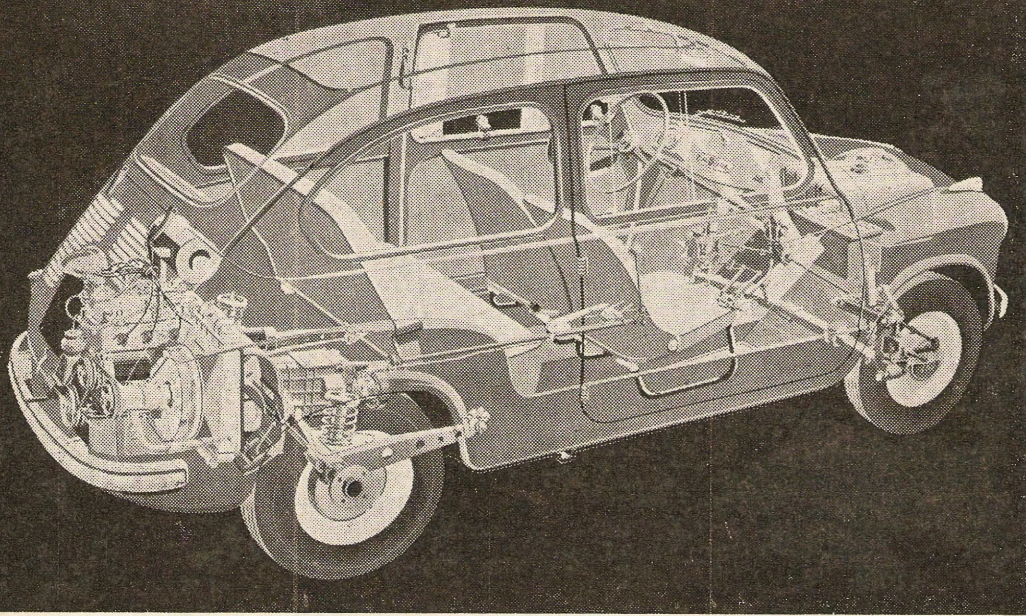
First of all, as one would expect, the ride is definitely hard. The front suspension is unusually stiff, in the interests of freedom from roll and of controllability; consequently, rear seat passengers enjoy the best ride. The very small wheels tend to feel the bumps, and a choppy, up-and-down movement manifests itself on certain surfaces. The faster the car is driven, the better the ride becomes, and there is a marked absence of roll. One feels that the designer decided that he must have superb controllability at all costs, even if it meant abandoning American standards of riding comfort. Of course, he was right.

The other point is that the car's performance depends entirely on the full



*EVIDENCE that the Fiat has an engine is afforded by the louvres in the tail of this intriguing and lively little car.*



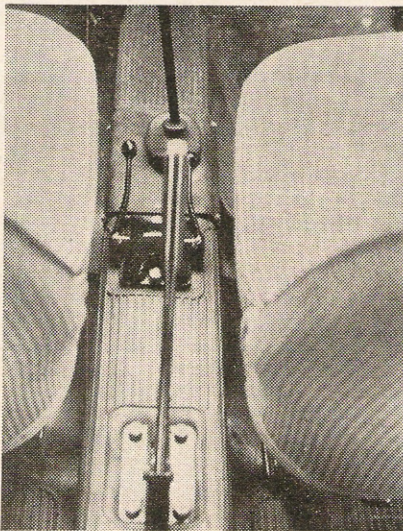


**PHANTOM FIAT:** The 600 "ghosted" to reveal its body-cum-chassis structure and disposition of main components.

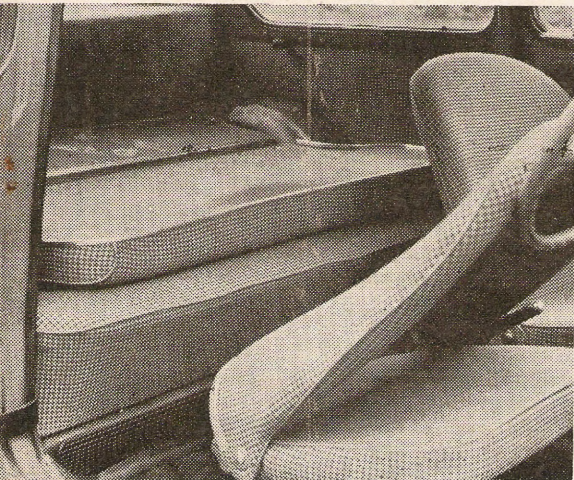
employment of the gear lever. As is usual with over-square engines, there is no "punch" at low revs., and the type of driver who hangs on to top speed will get a very poor response. The lovely little four-speed gearbox is simply made to be used, and it is a pleasure to handle the rigid central lever. One should run up to 25 m.p.h. on second speed and 40 m.p.h. on third, whereupon the diminutive machine becomes quite lively. The brakes work well, but tended to squeal at low speeds on the test car.

The engine is delightfully smooth, and will attain very high crankshaft speeds with no sign of valve bounce. It is far from noisy, only the fan and the gearbox being heard inside the car. The hum from the latter component, though audible on all gears, is by no means unpleasant. Road noise only obtrudes on certain types of rough surface.

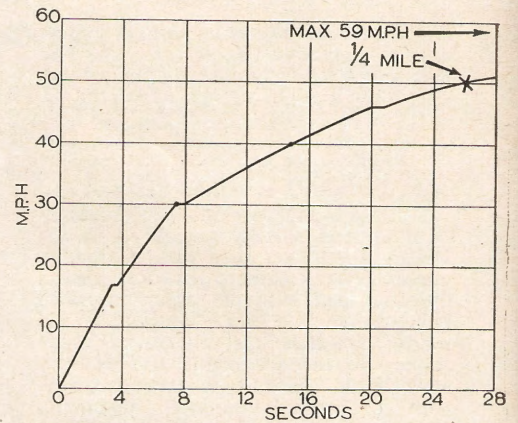
The Fiat 600 is an entirely practical car for long journeys. I left Aintree during the evening after the Grand Prix, for instance, and drove all the way to Kent. My cruising speed of an indicated 60 m.p.h. (about 54 actual) was sufficient to cope with most of the opposition, and I was not overtaken more than half-a-dozen times during the whole trip. To be honest, I sometimes had the "clock" well past "70" on slightly favourable gradients. The car seemed to prefer to



**ALL IN A ROW:** Positioned between the seats, on top of the control tunnel, are the gear lever, choke and starting controls and the handbrake.



**FORWARD-FOLDING** rear seat squab (left) reveals a useful space for luggage.



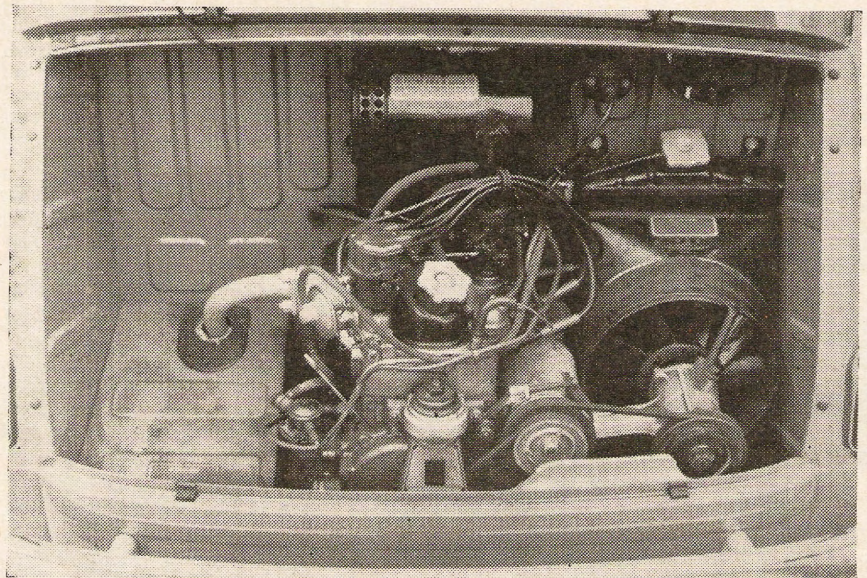
**ACCELERATION GRAPH**

be driven that way, and the fuel consumption did not fall below 48 m.p.g.

This fuel economy makes the car a most attractive proposition, and though it is a useful family hack, the handling qualities render driving a pleasure for solo flips. The cloth upholstery and rubber floor mats are functional, as is the very simplified dashboard. I do feel, however, that there would be a market for a *de luxe* model. This is just the sort of little machine that many a big car owner could find room for in his garage. As a second string to a big, luxury car, though, the interior has perhaps a touch of austerity, albeit the seats are comfortable and rubber mats are accepted for quite expensive cars on the Continent.

Comparisons are odious, but it is instructive to compare the performance of this car with the "babies" of a few years ago. To drive all the way back from Aintree in one of those would be a fate worse than death. Furthermore, the Fiat is so proportioned that it will outlast several of them without major repairs. Truly design advances, and in the small car sphere perhaps most of all.

The car tested was submitted by the Fiat agents, J. Davy, Ltd., Kensington High Street, W.8.



**STOWAWAY:** (Above) Packed away in the rear boot, as if by an afterthought, is the very willing little 633 c.c. four-cylinder o.h.v. engine and its auxiliaries.



## Specification and Performance Data

**Car Tested:** Fiat 600 saloon, price £412 10s. 0d. (£585 10s. 0d. including P.T.).

**Engine:** Four cylinders 60 mm. x 56 mm. (633 c.c.). Pushrod-operated overhead valves, 21.5 b.h.p. at 4,600 r.p.m. 7 to 1 compression ratio. Weber downdraught carburetter. Marelli coil and distributor.

**Transmission:** Single dry plate clutch. 4-speed gearbox with synchromesh on upper three ratios, short central remote control lever. Ratios, 4.82, 7.16, 10.05 and 18.2 to 1. Spiral bevel final drive. Articulated half shafts to rear hubs.

**Chassis:** Combined body and chassis. Independent front suspension by transverse spring with anti-roll mounting and wishbones. Worm and sector steering. Independent rear suspension by trailing diagonal links and helical springs. Telescopic dampers all round. Bolt-on disc wheels, fluted 5.20-12 ins. tyres. Fiat-Baldwin hydraulic brakes with 7.3 ins. drums. Transmission hand brake.

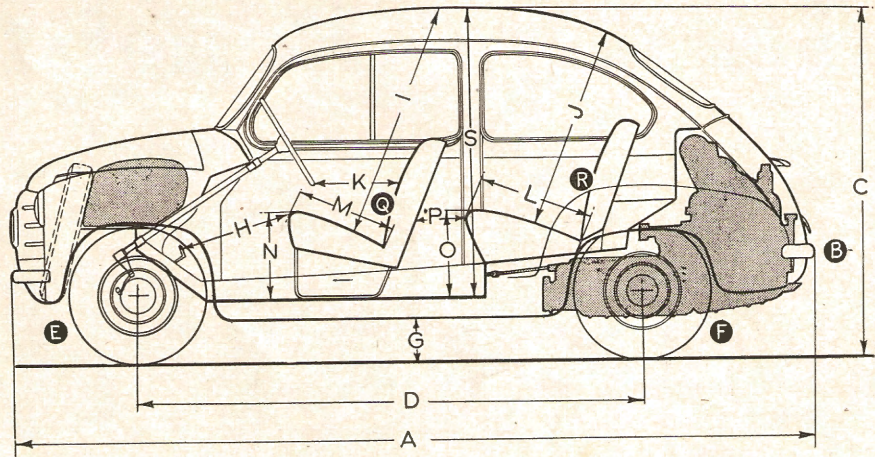
**Equipment:** 12-volt lighting and starting. Speedometer, fuel gauge, fuel, oil, water and dynamo warning lights. Self-parking wipers. Flashing direction indicators.

**Turning Circle:** 28 ft.

**Weight:** 11½ cwt.

**Performance:** Maximum speed 59 m.p.h. Speeds in gears, 3rd 46 m.p.h., 2nd 30 m.p.h., 1st 17 m.p.h. Standing quarter-mile 26 secs. Acceleration 0-30 m.p.h. 7.4 secs., 0-40 m.p.h. 14.8 secs., 0-50 m.p.h. 26 secs.

**Fuel Consumption:** Driven hard, 48 m.p.g.



DIMENSIONS OF THE FIAT 600

- A Overall length, 10 ft. 6½ ins.
- B Overall width, 4 ft. 6½ ins.
- C Overall height, 4 ft. 4½ ins.
- D Wheelbase, 6 ft. 6½ ins.
- E Front track, 3 ft. 9 ins.
- F Rear track, 3 ft. 8½ ins.
- G Ground clearance, 6½ ins.
- H Clutch pedal to seat, 1 ft. 4 ins. min., 1 ft. 9 ins. max.
- I Seat to roof (front), 3 ft. 2 ins.
- J Seat to roof (rear), 2 ft. 11 ins.

- K Squab to steering wheel, 1 ft. 2½ ins.—1 ft. 7½ ins.
- L Length of seat cushion (rear), 1 ft. 6 ins.
- M Length of seat cushion (front), 1 ft. 5 ins.
- N Height of seat (front), 1 ft. 1 in.
- O Height of seat (rear), 1 ft. 1 in.
- P Rear seat edge of cushion to back of front seat squab, 4½ ins.—9½ ins.
- Q Width at elbows, front seat, 3 ft. 11½ ins.
- R Width at elbows, rear seat, 3 ft. 11 ins.
- S Height, floor to roof, 3 ft. 10 ins.

### The Lisbon G.P.—continued

Aston out of his rear mirror and pulled out a 20 secs. lead. Jean Lucas was not very happy in his Messier disc-braked Ferrari and retired early.

Gregory caught and passed de Graffenried on the 7th lap, lost his lead the next lap and then beat the Maserati out of a corner and into the lead which he was never to lose again. By the 12th lap these two began lapping Sulman and by a neat piece of timing, Gregory managed to gain a 3 secs. lead over the car behind. This did not last long as de Graffenried was up to Gregory again, gaining appreciably into the corners but losing ground coming out due to the superior acceleration of the Ferrari.

Meanwhile, as Sales and Daetwyler were battling it out for third place they were getting nearer the two leaders and when Sales at last got rid of Daetwyler, he set about chasing de Graffenried in no uncertain manner.

Pinto had retired with damper trouble, Jonneret stopped as he was feeling unwell and Hamilton ran out of anchors due to a pipe in the brake system having burst. He was in seventh place at the time. P. Whitehead finally lost his battle and fifth place to the irrepressible Nogueira and ran sixth for 18 laps before retiring out on the circuit with transmission trouble, suspected to originate from the gearbox.

MacKay Fraser, racing under Brazil's flag, and new to sports car racing in Europe, was thoroughly enjoying a

monumental tussle with the Portuguese F. Mascarenhas (Ferrari). It was a delight to see this young enthusiast drifting his year-old Ferrari 3-litre through the swerves like an ace, and it must be reported that he had been receiving much encouragement and priceless instruction from Stirling Moss, who had stationed himself on the School corner, enjoying the change of watching others racing from the side of the circuit.

On lap 40 Sales eventually caught de Graffenried, who was beginning to tire, and got within sight of Gregory, a few seconds in front. The American, for some obscure reason, made a nonsense of the *auto-estrada* curve and lost a few seconds in recovering from the resultant slide. All this had a remarkable effect on Sales and fired him to greater effort with the result that he was soon only 4 secs. behind the leader. But in his eagerness to sweep past the blue and white Ferrari on the steep incline down to the *auto-estrada*, Sales made an even bigger nonsense of the same corner the next lap and had to abandon hope of getting through. He lost 20 secs. and second place on returning to the circuit from the escape road.

### De Graffenried's Dramatic Bid

The race entered its final phase with de Graffenried gradually catching up Gregory. With three laps to the finish, de Graffenried was but 8 secs. behind, which was reduced to 4 secs. the next lap. On the final lap, with everyone on their feet to get a better view of a possible epic finish, Gregory appeared in sight leading the Maserati by 3 short secs. Baron de Graffenried tried all he knew to reduce the gap before the finishing line and managed to cut the lead by 2 secs. on entering the last corner and with a superhuman effort tried to take the Ferrari on the outside. Gregory, however, sensing the dramatic bid on the part of the Swiss, slammed his foot down and was out of the corner and over the line like a rocket, beating the Maserati by ½ of a sec.!

Behind came Sales, Daetwyler, Nogueira and Mascarenhas, while Fraser, seventh, thoroughly deserved his place. Had he used racing covers he would have been better placed. Graham Whitehead eventually got the better of Barreto's Ferrari, and beat it comfortably into eighth place. The Australians Cosh and Sulman were remarkably regular, Cosh's average speed for the 299 kms. being only 1.5 k.p.h. slower than his quickest lap.

The race organization was excellent, but there is still much to be learnt by the organizers and authorities in collaborating with each other. There were no scenes but there was quite a number of rather officious gentlemen in the pits who unconsciously were taking up quite a lot of room! However, racing in Portugal has definitely come to stay and there are hopes that next year, when the Portuguese Grand Prix will be held on the Monsanto Circuit, an even better field will be racing.

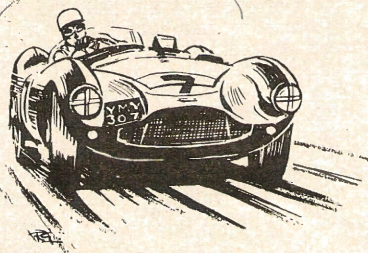
### Final Results

1, Masten Gregory (Ferrari), 2 hrs. 14 mins. 35.3 secs., 133.39 k.p.h.; 2, Baron de Graffenried (Maserati), 2 hrs. 14 mins. 35.7 secs.; 3, Godia-Sales (Ferrari), 2 hrs. 15 mins. 26.5 secs.; 4, Willi Daetwyler (Ferrari); 5, Filipe Nogueira (Ferrari); 6, Fernando Mascarenhas (Ferrari); 7, MacKay Fraser (Ferrari); 8, Graham Whitehead (Aston Martin); 9, Hans Tak (Ferrari); 10, Borges Barreto (Ferrari); 11, Leslie Cosh (Aston Martin); 12, Tom Sulman (Aston Martin).

**Retirements:** Benoit Musy (Maserati), 0 laps, transmission; Tony Gaze (Aston Martin), 5 laps, brakes; Jean Lucas (Ferrari), 11 laps, transmission; Nogueira Pinto (Ferrari), 16 laps, dampers; Jonneret (Ferrari), 28 laps, feeling ill; Duncan Hamilton (Jaguar D), 30 laps, brakes; Peter Whitehead (Cooper-Jag), 40 laps, transmission.

### R.A.C. TEAM FOR L-R-L

FOR the first time, an R.A.C.-entered team of four cars will be competing in the Liège-Rome-Liège Rally (17th-22nd August). It will be made up as follows: J. Gott/W. Shepherd (Austin A50), G. Burgess/S. E. Croft-Pearson (Austin A90), P. Pece/D. Scott (Austin-Healey 100S) and L. Stross/K. G. M. Pointing (Jaguar XK 140).





# Bentleys' Benefit

*G. H. G. Burton Wins Gordon Alexander Memorial Trophy at B.D.C. Silverstone Race Meeting. Jean Bloxham (Aston Martin DB2) Wins Two Handicap Events*

FAR from the madding crowd at Crystal Palace last Saturday, the Bentley Drivers' Club "Silverstone Sprint and Race Meeting" was run smoothly and quietly in the wide open Northamptonshire spaces, in a dignified and sunlit atmosphere somewhat reminiscent of a Royal Horse Show. Even the car park was lined with rows of massive machinery and an acquaintance who arrived in a trials special was politely but firmly requested to park it "right over there, with that Dellow".

However, this initial impression does not mean that the meeting was a dull one. Far from it: there was excellent and exciting racing all through a very pleasant summer's day. The morning session was devoted to sprints over a standing quarter-mile of the finishing straight, the cars running in pairs, either side of a row of drums down the centre of the course. The proceedings were opened by an unofficial contest between two delectable pieces of brand-new motor-car—the Continental and S-type Bentleys, in which the Continental just swished ahead at the end of the run. Fastest of all in the official runs was J. A. Williamson's 4½-litre with the creditable time of 16.21 secs.

With all the runs completed and lunch consumed, the afternoon's racing began with a five-lap scratch race for 3-litre Bentleys. At the drop of the flag, J. A. Williamson wriggled through from the second row of the grid and was first into Copse, whence he steadily increased his lead, winning easily from McKenzie and Hollis. Bradley retired on the fourth lap. Event two was for the Gordon Alexander Memorial Trophy, donated by

D. E. R. Greig for the winner of this 10-lap scratch race for 4½ litres. The car originally owned by Gordon Alexander was being driven by J. A. Walker, and "Bluebell" kept up her reputation by finishing a good second to G. H. G. Burton. McDonald's disappeared unhappily into the paddock after one lap, but was running again later. J. Foreman had been driving very well and holding third place until the car went sick on him and he retired on the last lap.

The clubs invited to this meeting in addition to the B.D.C. were the Aston Martin Owners', the V.S.C.C. and the Lagonda Club and the members of the latter had Event 3 to themselves. Alan Audley's 1923 11.9 Lagonda had nearly 3 mins. start on anyone else and retained his lead at a steady 41 m.p.h. maximum for some time until engulfed by the bigger boys. In fact the two scratch men, Michael and Mulholland, were first and second, keeping close company all the way. Gostling's 1933 Continental 2-litre burst its offside rear tyre coming down the straight and flopped round Woodcote as though wearing uncomfortable goloshes. The two Rapiers of Wilby and Cooke were handled with great verve and cornered faster than most.

Event 4, the first Bentley handicap, saw the first of three wins by the ladies. Mrs. Mountfort handled her husband's big 4½-litre car very well indeed to win from Hollis (3-litre) and Kelly (4½) at a 59.9 m.p.h. average. The same car, in the hands of Mr. Mountfort, finished second in the next race, a general Vintage handicap, won by A. Hopton's fine 1,750 c.c. Alfa Romeo, which had led from the second lap. Mountfort nipped up



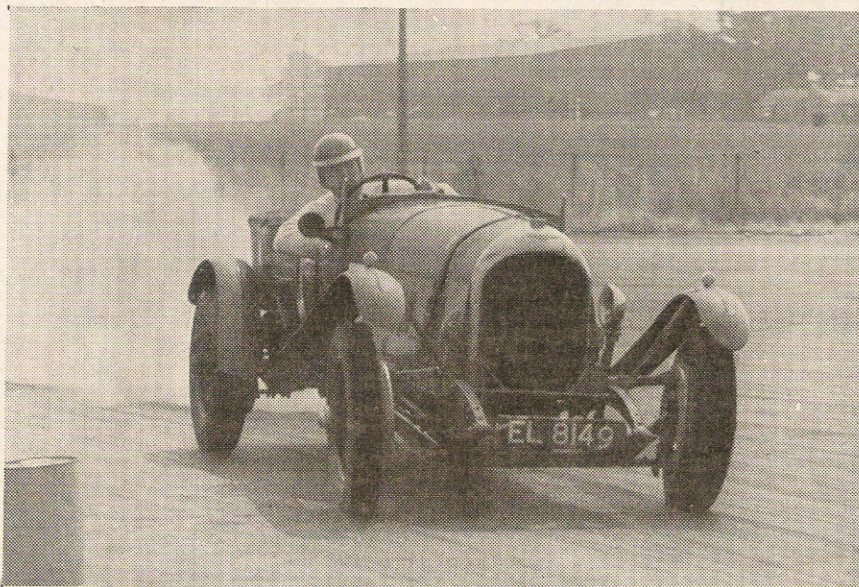
25 YEARS BETWEEN: The line-up for the first race, with in the foreground one of the latest "S"-type Bentleys.

smartly from fifth to second position on the fourth round.

Event 6, the 10-lap Bentley handicap, was a very lively affair, and the excitement was foreshadowed by a miniature whirlwind, which appeared as the cars were coming out on to the grid, picked up some straw and spread most of it over the starting area, twirling the remainder high across the aerodrome. Burton was a non-starter, having had overheating trouble in the earlier races, and by the end of the first lap Holden was in the lead with limit-man Chaffey close behind. They held these positions while the faster cars dashed round catching up laps and it was on the seventh lap that Kramer's 6½-litre appeared in fourth position. He overtook Chaffey on the ninth lap and finally stormed past Holden on the last round just before Woodcote to win the race. Hollis, who was driving Williamson's car, retired on lap 6 with water issuing from the exhaust pipe, and Power's 4½ suffered a partial seizure. Shaw's 3½-litre "post-vintage" saloon looked incongruous, but went very rapidly, holding fifth place until a rear shock-absorber came adrift on the eighth lap and the ensuing expensive-sounding noises caused him to retire when in sight of the finish.

Event 7 was an exclusively Aston Martin five-lap handicap and brought a well-earned victory to Jean Bloxham in a DB2 saloon with D. L. Sidney in a similar car second. Smith's Le Mans Aston spun at Beckett's, involving Sims's Ulster and the retirement of both. The two winners shared the fastest lap at 66.23 m.p.h. Mrs. Bloxham also carried off the last event of the day, the 10-lap "All-Comers" handicap against the fiercest opposition from scratch-men Michael and Mulholland in the 4½-litre Lagondas, who could not quite make up the 10 secs. start of the winner and had to be content with second and third. Limit man A. M. O'Connor, in his immaculate blue "chain-gang" Frazer-Nash held the lead gallantly until overtaken on the very last lap, finishing fourth.

S. P. S.



WINNER of the 5-lap scratch race for 3-litre Bentley's, J. A. Williamson also made the fastest run in the morning sprints.

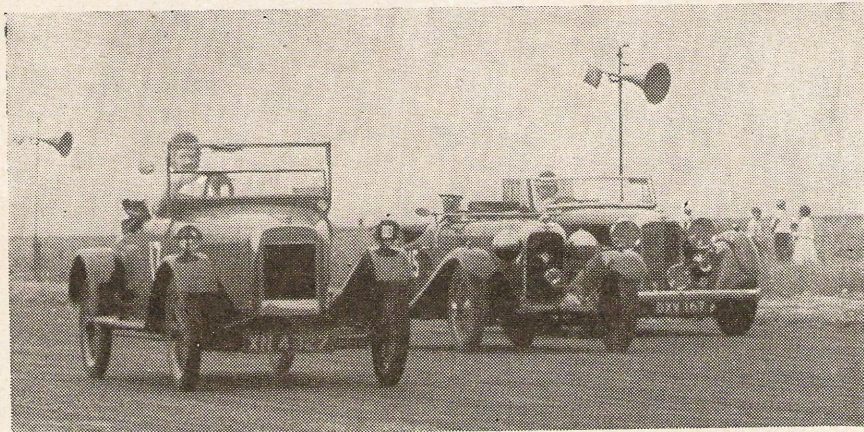


**BENTLEY SILVERSTONE**  
Provisional Results  
Sprints

**Class A, 3-litre Bentleys:** 1, D. McKenzie, 19.67 secs.; 2, J. A. Williamson, 19.80 secs.; 3, J. L. Leckie, 22.65 secs. **Class B, 4½-litre Bentleys, unsupercharged:** 1, J. A. Williamson, 16.21 secs.; 2, G. H. G. Burton, 16.67 secs.; 3, G. G. McDonald, 17.94 secs. **Class C:** 1, A. N. Hewett (8-litre), 19.17 secs.; 2, G. C. H. Kramer (Speed Six), 19.38 secs.; 3, D. E. C. Roberts (8-litre), 20.25 secs. **Class D, Post-1931 Bentleys:** R. Shaw (3½-litre), 19.64 secs. **Class E, Aston Martins up to 2-litres:** 1, P. M. Sims (1934 Ulster), 20.65 secs.; 2, E. B. Fowler (1933 Le Mans), 21.18 secs. **Class F, Aston Martins over 2-litres:** 1, D. L. Sidney (1952 DB2), 17.65 secs.; 2, R. F. Bloxham (1952 DB2), 19.82 secs. **Class G, Lagondas:** 1, D. W. Price (3-litre), 22.29; 2, F. Smith (3½-litre), 22.67 secs.; 3, M. H. Wilby (Rapiet), 24.39 secs. **Class H, Lagondas:** 1, C. E. H. J. Mulholland (4½-litre), 18.01 secs.; 2, L. Michel (4½-litre), 18.45 secs.; 3, M. Leo (2-litre S), 20.33 secs. **Class I, Vintage Cars up to 1½-litres unsupercharged:** 1, A. M. O'Connor (Frazer-Nash), 21.47 secs.; 2, R. R. Keiller (Brescia Bugatti), 22.78 secs. **Class J, Vintage Cars 1½/3½-litres and up to 1½-litres S:** 1, A. Hopton (Alfa Romeo), 19.58 secs.; 2, A. M. H. Bennett (Austin Ulster S), 22.49 secs. **Class K, Vintage Cars over 3½-litre and over 1½-litres S:** 1, R. W. Hogg (4½-litre Bentley), 17.87 secs.; 2, B. Mountfort (4½-litre Bentley), 18.98 secs.; 3, H. P. Bowler (4½-litre Bentley), 19.02 secs.

**Races**

**Event 1, 3-litre Bentleys (5 laps, scr.):** 1, J. A. Williamson, 7 mins. 47.8 secs., 61.87 m.p.h.; 2, D. McKenzie; 3, M. D. Hollis. **Event 2, Gordon Alexander Memorial Trophy Race for 4½-litre Bentleys (10 laps, scr.):** 1, G. H. G. Burton, 14 mins. 40.8 secs., 65.72 m.p.h.; 2, J. A. Walker; 3, S. Becker (9 laps). **Event 3, Lagonda Race (5 laps, h'cap):** 1, L. Michael (4½-litre), 12 mins. 5 secs., 67.31 m.p.h.; 2, C. E. H. J. Mulholland (4½-litre); 3, D. W. Price (3-litre). **Event 4, Bentley Race (5 laps, h'cap):** 1, Mrs. C. Mountfort (4½-litre), 8 mins. 3.2 secs., 59.90 m.p.h.; 2, M. D. Hollis (3-litre); 3, R. Shaw (3½-litre). **Event 5, Vintage Cars (5 laps, h'cap):** 1, A. Hopton (Alfa Romeo), 8 mins. 21.6 secs., 59.85 m.p.h.; 2, B. Mountfort (4½-litre Bentley); 3, D. Elwell Smith (Aston Martin International). **Event 6, Bentley Race (10 laps, h'cap):** 1, G. H. C. Kramer (6½-litre), 16 mins. 23.8 secs., 62.66 m.p.h.; 2, H. P. Holden (4½-litre); 3, J. Foreman (4½-litre). **Event 7, Aston Martin Race (5 laps, h'cap):** 1, Mrs. J. Bloxham (DB2), 8 mins. 40.4 secs., 63.55 m.p.h.; 2, D. L. Sidney (DB2); 3, D. V. Greaves (Le Mans). **Event 8, "All-Comers" Race (10 laps, h'cap):** 1, Mrs. J. Bloxham (Aston Martin DB2), 17 mins. 2 secs., 64.31 m.p.h.; 2, L. Michael (4½-litre Lagonda); 3, C. E. H. J. Mulholland (4½-litre Lagonda).



★  
*THE VISITORS included the Lagonda Club and the Aston Martin Owners'. In the Lagonda race the entries ranged from massive 4½-litre cars to Alan Audsley's frail-looking 1923 11.9 (above, on left). Mrs. Jean Bloxham (right) won both the Aston Martin handicap and the "All-comers" handicap in a DB2.*

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# CORRESPONDENCE

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## The Packard Clipper

As one of the most pleasant tasks I have to perform is the road-testing of the new Detroit products, I have become familiar with the 1955 Packard line. It was, therefore, with great interest that I read John Bolster's report on the Packard Clipper, and subsequent letters from C. Barclay and Perry Walker.

From a personal point of view, the Packard I tested, a Patrician, was the most outstanding of the 1955 U.S. cars offered to the North American. The reaction to "torsion-bar" suspension and its relation to the accepted roadability of the American car cannot be stressed too strongly. All too easily do we become accustomed to ultra-soft suspensions, whose misbehaviour is only fully appreciated upon the return to the wheel of a European car. There is a definite difference between driving an American car and its foreign counterpart, and after a short period one falls swiftly into different techniques and operations. The Patrician offered something entirely different, for it is a compromise between American and European products and, to me, is most pleasing. Perry Walker suggests that the adoption of the "torsion-level" system aggravates the tendency to pitch forward on hard braking. In actual fact there is little or no forward pitch on hard braking and certainly none when compared with the majority of American cars. Similarly the nose-up attitude of

most U.S. automobiles upon acceleration is comparably negligible with the Packard.

It might be considered that, after the Packard effort of covering 25,000 miles at 105 m.p.h. (a test certified by the American Automobile Association), the Corporation might be induced to put their fine cars in open competition with comparable products. The fact that the Studebaker-Packard Corporation is adventurous and far-sighted cannot be denied after their introduction of such a revolutionary (that is from the American motorist's point of view) automotive feature as the torsion-bar suspension system. They are, by and far, more individual and progressive in their ideas than their contemporaries; their thoughts on automobile development appear to be slanted towards European automotive progress rather than American. A recent letter from Mr. Thomas stated that the 1956 Packards would incorporate two features that are of greater importance to automobile engineering than is the torsion-bar suspension. This we must see! I cannot say how avidly I am looking forward to testing a 1956 Packard.

GARRICK M. LIGHTOWLER.

ARLINGTON, VIRGINIA, U.S.A.

## The Joys of "One-off" Building

TRYING my hand at building a tubular chassis of 1½ ins. o/d x 16 s.w.g. material throughout, I needed a cross-member curved on an inside radius of 13½ ins. and a rectangular bulk-head member measuring 33 ins. x 16 ins with a 5 ins. radius in each corner.

During a week's holiday I contacted nearly 30 engineering concerns in Surrey, Hampshire and the southern suburbs of London, only six of which had the equipment to do the job.

(Continued on page 152)



**MIKE IN A MASERATI:** Hawthorn at Ramp Bend, winner of the International Trophy race, in Stirling Moss's Maserati.

Jack Fairman, in Rob Walker's Connaught surged up on the tail of Gould's Maserati. Salvadori whipped into second place, hotly pursued by Gould, Fairman and Brooks, all five leaders gradually outstripping the rest of the field which was headed by J. K. Hall's "Border Rievers" Cooper-Bristol. Salvadori grimly chased Hawthorn, leaving his braking astonishingly late. However, Mike held on to his lead, taking the New Link Bend probably faster than anyone has ever done.

Near the finish, Mike Keen displayed the remarkable acceleration of Bob Chase's new rear-engined Cooper-Bristol, actually leaving Hawthorn's Maserati up

# HAWTHORN WINS—FOR MOSS!

Maserati's Victory Over the Vanwall at Crystal Palace—Mike Sets up New Lap Record—Russell v. Bueb Thriller in F3 Race

STIRLING MOSS'S hoodoo with his Maserati has been broken at last—by Mike Hawthorn. At the B.A.R.C. Crystal Palace meeting last Saturday, the "Farnham Flyer" won the International Trophy Race from Harry Schell in the Vanwall, shattering Reg Parnell's previous lap record by 2.6 secs. Lap records fell thick and fast throughout the meeting. Roy Salvadori (DB3S Aston Martin) brought the unlimited sports car figures down to 1 min. 7 secs. (74.69 m.p.h.), Ivor Bueb (Cooper-Climax) put the 2-litre sports car record to 1 min. 8 secs. (73.59 m.p.h.)—with a "1,100"! and both Don Parker (Kieft) and Cliff Allison (Cooper) knocked 1.6 secs. off Dennis Taylor's F3 figures.

Practice saw determined efforts by Harry Schell (Vanwall) and Mike Hawthorn (Maserati) to return best time. Schell quickly got to know the circuit, and his 1 min. 4.4 secs. was 1.4 secs. better than Mike. However, it must be explained that the Maserati was grounding its sump on certain large bumps, as was Horace Gould's similar car. This entailed some modifications to raise the sump. Bob Gerard (Cooper-Bristol) returned 1 min. 7.4 secs., and Tony Brooks's first venture with a Connaught resulted in a most satisfactory 1 min. 8 secs. The inevitable Archie Scott-Brown (Lister-Bristol) was best of the sports cars with 1 min. 7.2 secs., Roy Salvadori's Aston Martin being 0.2 sec. slower. Third best was Colin Chapman and his 1½-litre Lotus-M.G.—1 min. 7.4 secs.

A shock for the F3 brigade was the time of 1 min. 7.2 secs. put up by I. E. ("Puddle Jumper") Raby, whose Cooper was listed in the Junior race. Raby was faster than all the boys, including Russell, Bueb, Taylor, Parker, Lewis-Evans, Bicknell and Wicken. Lap record-holder Taylor did 1 min. 7.4 secs., and that promising young conductor Cliff Allison was only 0.4 sec. slower.

First event on Saturday's programme was Heat 1 of the International Trophy Race. Ten cars lined up, sole non-starter being Paul Emery (Emeryson-Alta), whose car failed to come under starter's

BY GREGOR GRANT

orders and was transferred to Heat 2. Front row of the grid was occupied by Hawthorn (Maserati), Gould (Maserati) and Brooks (Connaught). The last-named beat everyone off the mark, but was taken by Hawthorn into Ramp Bend, with both Gould and Salvadori challenging the blue Connaught of "Equipe Endeavour".

Anerley Ramp when about to be lapped. Mike finally won by 1.6 secs. from Salvadori, followed by Gould, Fairman, Brooks and Hall. During his run, Hawthorn set up a new lap record of 1 min. 4.2 secs. (77.94 m.p.h.).

Heat 2 brought out the rare-sounding Vanwall, but, from the start, it was Paul Emery (Emeryson-Alta) who made the running. Schell was involved in a minor kerfuffle at Ramp Bend, but soon came to grips with Emery whose car sounded delightfully healthy. Emery still led at the end of the first tour, but it was only a matter of time—and sure enough the Vanwall crackled into the lead. Jack Brabham's Cooper came whistling past car after car to take fourth place behind the duelling Emery and J. A. Young



**COOPER-CLIMAXES:** Tommy Sopwith leading Ivor Bueb at The Alley during their exciting duel in the up to 2-litre sports car event.



(Connaught), but was overtaken on lap 3 by yet another Young, M. F. to wit, also in a Connaught. The unfortunate Bob Gerard was a spectator, his Cooper-Bristol having broken a half-shaft on the starting line.

Schell was soon out on his own, and J. A. Young pushed Emery until the Connaught dropped a valve which made a large hole in a piston. Then Brabham came up from seemingly nowhere to challenge the other Young, the last four laps providing an exciting duel, with the Australian doing everything except fly over the Connaught in his efforts to get past. Schell sailed home an easy winner, followed by Paul Emery who had driven a grand race. Brabham just managed to cut ahead of Young to take third place. Boulton's Connaught left the road at Ramp Bridge, leaving T. Kyffin (Cooper-Bristol), Bill Holt (Connaught) and J. H. Webb (Turner) as the remaining finishers.

Ivor Bueb and Dennis Taylor (Coopers) scrapped merrily in the opening stages of the Senior 500 c.c. event, with Cliff Allison (Cooper) holding off Jim Russell (Cooper), Reg Bicknell (Revis) and

possible to see who was actually in front, but at New Link, Russell made a tremendous spurt and crossed the finishing line about 6 ins. ahead of Bueb, with Allison a close third. There were less than 10 secs. covering the first six cars.

There was quite a traffic jam at Ramp Bend after the start of the Junior 500 c.c. race. Raby (Cooper) and Brown (Martin) managed to sort themselves out from the mob and were soon out in front. Brown briefly challenged Raby, and then fell back. Haigh (Cooper) and Jones (Kieft) had a "telescoped" at the Glade but both climbed out unscathed. Then Manning (Erskine), in third place shot off the road at Park Curve and had to receive medical attention for slight face injuries. Raby kept increasing his lead, and Brown held second place a goodish way in front of Bridger (Kieft). Symonds (Cooper) was taken by Harrison (Harrison-Cooper), but held off Hobart-Smith (Martin). It was an easy win for Raby who was lapping almost as fast as had the leaders in the Senior event.

In the first sports car event, Colin Chapman (Lotus-M.G.) established a lead which he never lost. The interest in

this race was the battle between Ivor Bueb and Tommy Sopwith in their Cooper-Climaxes, for second place. This was the sort of racing which brings the crowds to their feet. Bueb could not shake off the blue "Équipe Endeavour" machine. Sopwith managed to pass at South Tower—a manoeuvre which looked impossible and certainly shook Bueb more than considerably. However, Ivor had his revenge, and did the same thing at Ramp Bend when Sopwith hugged the inside.

Mike Anthony (Lotus) and Jim Russell (Cooper-Climax) held fourth and fifth places respectively, and, on the last lap, Roy Salvadori (Cooper-Maserati) managed to edge past Tony Crook (Cooper-Bristol).

Salvadori was out again in the second sports car race—this time in a "works" DB3S Aston Martin. Tony Crook (Cooper-Bristol) and Mike Anthony (Lotus) were also making a second appearance. Archie Scott-Brown (Lister-Bristol) led for the first lap but was overtaken by Salvadori. Anthony and Peter Scott-Russell fought it out for third place, the former packing up on lap 5.

The Aston Martin went farther and farther ahead; Scott-Brown was unchallenged for second place, being followed by Scott-Russell, P. Blond (C-type) and Cliff Davis (Lotus-Bristol). Morrice, in Bira's Tojeiro-Jaguar, went off course at South Tower.

Stirling Moss started the 15-lap final of the International Trophy. Non-starters were Jack Fairman and Jack Brabham: Fairman had apparently driven in Heat 1 with a broken radius arm which could not be fixed in time.

Hawthorn made a lightning start, but Schell faltered on the line. Gould pipped Salvadori into Ramp Bend, with Emery trying to pass both of them. Schell never recovered from his bad start. Losing the initiative on the Palace circuit is a decided handicap—particularly with cars of comparative performance. Nevertheless, Harry pressed on, and the Vanwall was

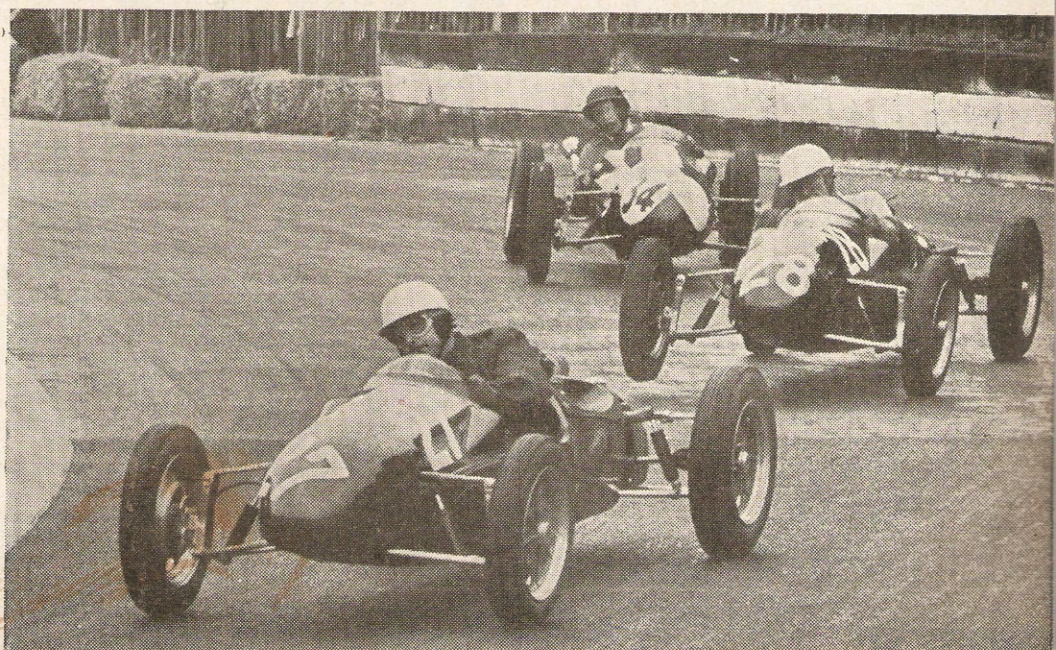
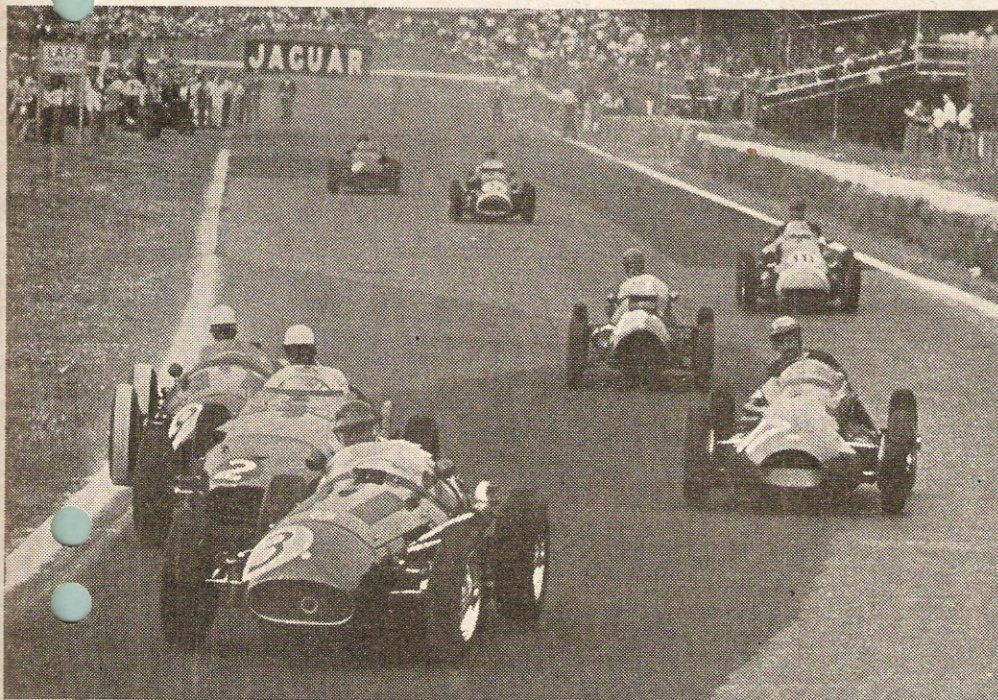
*FINAL—of the International Trophy Race (left), with Horace Gould (Maserati), Harry Schell (Vanwall), Roy Salvadori (Maserati), Paul Emery (Emeryson) and J. K. Hall (Cooper-Bristol) in pursuit of Hawthorn.*

*CARVE-UP: (Below) Ivor Bueb, Jim Russell and Cliff Allison at it hammer-and-tongs round South Tower Bend during their battle in the Senior F3 race.*

George Wicken (Cooper). On lap 3, Russell flashed into third place, closing up rapidly on Taylor. Next time round he was second, hot on the rear wheels of Bueb. Behind Bicknell, Don Parker (Kieft) and Wicken were having a mighty battle, actually going through the Glade side by side.

Russell was really chasing Bueb. At times he would poke the nose of his car ahead, but could not dislodge Ivor from the lead. Bicknell, who was close behind Allison, lost his near-side rear wheel on lap 6. It sailed high into the air, and disappeared over the stand overlooking Ramp Bend. Fortunately Reg escaped with nothing worse than a fright.

The Bueb v. Russell battle continued, and the latter came through on the eighth lap absolutely dead level with his team-mate. Allison had managed to overtake Taylor, and he was also in the picture. On the last lap it was im-





**OVERTAKEN:** Archie Scott-Brown (Lister-Bristol) after being passed by Roy Salvadori (DB3S Aston Martin) into Ramp Bend during the unlimited sports car event.

close behind the Maserati on both second and third laps. Mike was driving on top of his form, and appeared to be able to pull out that extra something whenever required.

Salvadori overtook Gould on lap 2, and Emery became involved in a stern duel with Brooks, who went ahead on lap 7. Gould retired on the 11th tour with transmission trouble; M. F. Young (Connaught) moved into sixth place behind Emery.

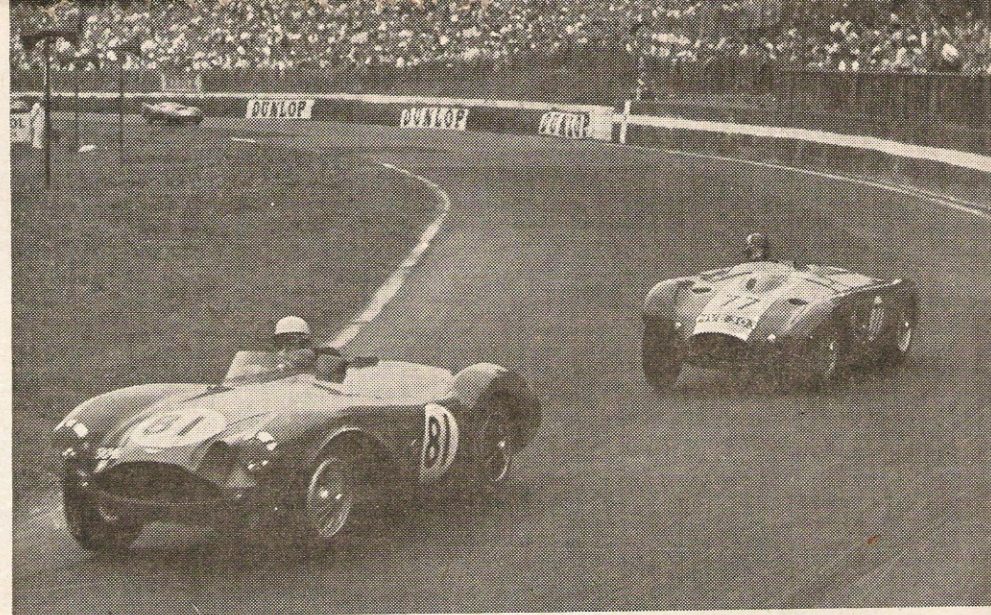
On the last lap Schell came closer to Hawthorn but the Maserati howled over the line 1.6 secs. in front of the Vanwall. Hawthorn's immense skill, together with a well-prepared car, had defeated the much-fancied Schell-Vanwall combination.

Altogether a very pleasant meeting, well organized and run in a friendly atmosphere, which concluded with an easy win for Bob Gerard (Cooper-Bristol) in the Club Trophy race from Mike Keen (Cooper-Bristol), after Tony Crook's Cooper-Bristol was left on the line.

#### Results

##### International Trophy

**Heat 1:** 1, Mike Hawthorn (Maserati), 11 mins. 0.6 secs., 75.75 m.p.h.; 2, Roy Salvadori (Maserati), 11 mins. 2.2 secs.; 3, Horace Gould (Maserati),



11 mins. 15 secs.; 4, Jack Fairman (Connaught), 11 mins. 18.4 secs.; 5, Tony Brooks (Connaught), 11 mins. 21.6 secs.; 6, J. K. Hall (Cooper-Bristol), 12 mins. 16.4 secs. **Fastest lap:** Hawthorn, 1 min. 4.2 secs., 27.94 m.p.h.

**Heat 2:** 1, Harry Schell (Vanwall), 11 mins. 4.4 secs., 75.33 m.p.h.; 2, Paul Emery (Emeryson-Alta), 11 mins. 39.8 secs.; 3, Jack Brabham (Cooper), 11 mins. 58.6 secs.; 4, M. F. Young (Connaught), 12 mins.; 5, T. Kyffin (Cooper-Bristol), 12 mins. 0.6 sec.; 6, Bill Holt (Connaught), 12 mins. 1.6 secs. **Fastest lap:** Schell, 1 min. 5.2 secs., 76.75 m.p.h.

**Final:** 1, Hawthorn (Maserati), 16 mins. 10 secs., 77.30 m.p.h.; 2, Schell (Vanwall), 16 mins. 11.4

secs.; 3, Salvadori (Maserati), 16 mins. 42.8 secs.; 4, Brooks (Connaught), 17 mins. 3.0 secs.; 5, Emery (Emeryson), 14 laps; 6, Young (Connaught). **Fastest lap:** Hawthorn, 1 min. 3.4 secs., 78.93 m.p.h. **New circuit record.**

#### Sports Cars

**Event A, Up to 2-litres:** 1, Colin Chapman (Lotus-M.G.), 11 mins. 37 secs., 71.79 m.p.h.; 2, Ivor Bueb (Cooper-Climax), 11 mins. 40.6 secs.; 3, Tommy Sopwith (Cooper-Climax), 11 mins. 42.6 secs.; 4, Mike Anthony (Lotus-Bristol), 11 mins. 55 secs.; 5, Jim Russell (Cooper-Climax), 11 mins. 58.8 secs.; 6, Roy Salvadori (Cooper-Maserati), 12 mins. 12 secs. **Fastest lap:** Bueb, 1 min. 8 secs., 73.59 m.p.h. **(Class record.)**

## MOTORING SPORT IN SOUTH AFRICA

Just prior to the Second World War, motor racing in the Union of South Africa had been steadily growing into a popular sport. It reached its peak in 1937 with the participation in the South African and Grosvenor Grands Prix of the fabulous Auto Union machines.

In the years following the end of the war, the sporting fraternity was less well catered for, just as in Europe. This was due mainly to the lack of available cars and venues. A few of the old circuits had fallen into disuse.

Then from about 1949 onwards, more and more South African enthusiasts turned their hands to the building of single-seater specials, usually fitted with an Austin "7", M.G. 1½-litre or Riley 1½-litre engine. The construction of these specials has continued, and they are the mainstay of South African motor racing. There are also a few imported cars, such as Cooper "1,000s" and "500s". There is, too, a pre-war Grand Prix Maserati in the country, not to mention an ancient Indianapolis Studebaker.

The Cape Province and Natal share the honours for holding more events than the other provinces. The Cape has the Veteran Car Rally, the "False Bay 100" race on the Gunner's Circle circuit, the Van Riebeeck Trophy Handicap, held annually on the Eerste Rivier airfield, and various other lesser meetings, while Natal can claim to stage the most fabulous event in the country—the Pat Fairfield Handicap, which takes place on the Snell Parade, Durban. There is in addition, the Coronation meeting on the popular Roy Hesketh Circuit, Pietermaritzburg. The only well-known hill-climb in the country, the Burman

Drive event, held annually, is a credit to that province.

There are only two circuits in the Transvaal, the 2½-mile Grand Central course and the newly constructed Palmietfontein Airfield Circuit, the latter permitting extremely high speeds. A great blow was last year dealt to motor-racing enthusiasts in the banning of racing on public roads in the Transvaal.

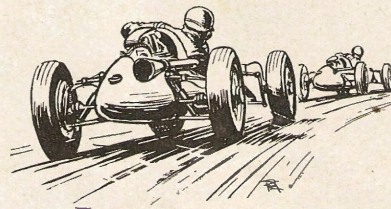
The Orange Free State takes no interest in motor racing.

The majority of these circuits are between one and a half and three miles in length, and most of the events for racing cars are run over 50 to a 100 miles. To date, no scratch races have been held in South Africa since the war.

Almost without exception, production car handicap events are held before the main race. These invariably provide more thrills from the spectators' point of view than the racing car handicap itself.

It is hoped that the participation this year of two overseas drivers, Peter Whitehead and Tony Gaze in Ferraris, at the Queenshaven meeting will pave the way for other British and Continental racing drivers.

The only motoring publication at present available in South Africa is *The Sports Car*, the magazine of the Sports Car Club of South Africa. It recently appeared in a limited way, to members of the public. Several unsuccessful attempts have been made to produce a widely read motor magazine. One of these, *Motor Age*, managed only six issues. A pity, as it was a promising



publication. *The Sports Car* publishes reports of races and trials, articles on club members and drivers and other news of more general interest. The Sports Car Club of South Africa, a very active group, organizes many of the handicap events and trials in the Union of South Africa.

N. R. WHITEHEAD.

#### A MEANS OF FLAME-PROOFING

THE simple expedient of soaking his overalls in a borax-boric acid solution saved the life of the American driver Carl Niday when his D.A. Lubricant Spl. crashed during the Indianapolis 500 miles race on 30th May—the event in which Bill Vukovich was tragically burned to death. Niday's car hit a wall and caught fire while the driver was still in the cockpit, but he suffered burns only where his overalls were burned or did not cover his body. He is currently in hospital with burns on the face, right ankle, left shoulder and finger tips.

The method of fire-proofing employed in this case was so cheap and elementary that it could be practised by all racing drivers. The overalls are soaked in a solution made by dissolving 10 ozs. of borax and 8 ozs. of boric acid in a gallon of hot water. These materials are available from any chemist at a cost of between 2s. 6d. and 3s. The overalls should be soaked in the solution each time they are washed.



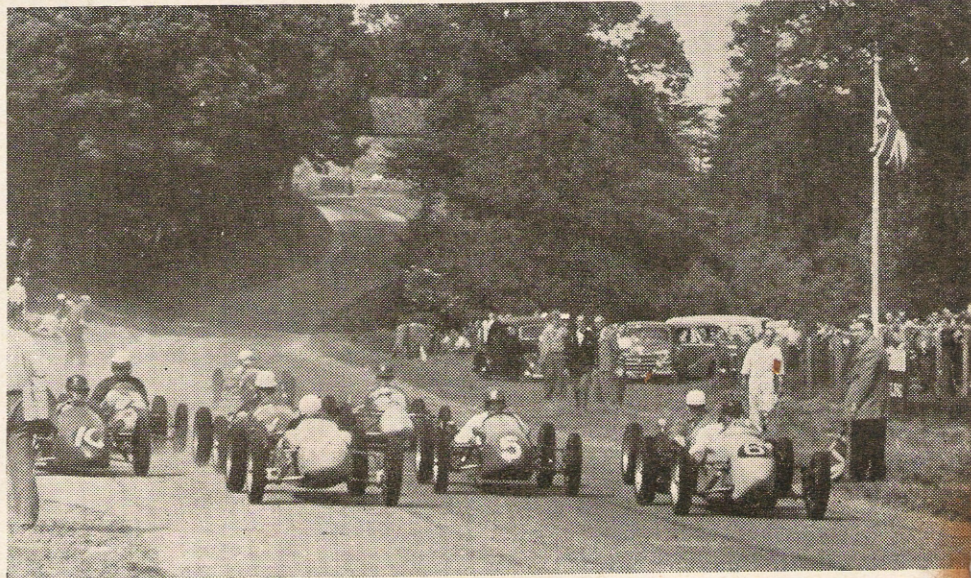
# 500s at Cadwell Park

MONDAY'S sunshine brought large crowds to Cadwell Park, and despite the prior claims of Brands Hatch, a good turn out from the half-litre brigade. Notable among these was D. Boshier-Jones, making his Cadwell debut with his Cooper, and another newcomer, Ian Dickson from far away Perth with a Staride-Norton.

Heat One of the scratch race got away to a good start, with W. G. Harris, driving a Flather Special, getting away first from the line. By the end of the first lap, however, Dickson had succeeded in passing, and the order was Dickson, Harris, J. F. Denly (Cooper), D. W. Heath (Cooper), R. T. Spreckley (Cooper) and J. F. Middlehurst (Kieft). Middlehurst was challenging Spreckley down the finishing straight and passed him going up Coppice Hill. J. S. Burnett, in the Emeryson, was forced to retire on Coppice, and J. R. S. Parker brought up the rear, gradually dropping farther and farther behind. The remainder of the race saw little change in the order, with Ian Dickson out on his own and winning by the length of a street.

1, I. Dickson, 7 mins. 47.2 secs.; 2, W. G. Harris, 7 mins. 54.3 secs.; 3, J. F. Denly, 7 mins. 55.2 secs.; 4, D. W. Heath, 7 mins. 56 secs.; 5, R. T. Spreckley, 8 mins. 12.8 secs.

Heat Two was a Boshier-Jones benefit. He took the lead from the start, and by the end of the first lap had a considerable lead over S. Bloor (Cooper) in second place. P. Robinson (Cooper) suffered from starting trouble and was left behind, but driving extremely steadily, he managed to overcome this handicap and worked his way into fifth place by the end of the fourth lap. Although the leaders never looked like being challenged, W. Howard (Cooper) and E. T. Dawson (Cooper) staged a private war on their own for third place until Howard fell back on the penultimate lap, and was nearly beaten into



fifth place by a last minute spurt from Robinson.

1, D. Boshier-Jones, 7 mins. 45 secs.; 2, S. Bloor, 7 mins. 55.6 secs.; 3, E. T. Dawson, 8 mins. 8.6 secs.; 4, W. Howard, 8 mins. 20.2 secs.; 5, P. Robinson, 8 mins. 20.4 secs.

The line up for the final saw Dickson, Boshier-Jones, Harris and Bloor in the front row with Dickson on the inside in the bay. Unfortunately for him he failed to come through sufficiently smartly, and a good deal of jockeying for position resulted in his being pushed off the track on to the grass, where he promptly got his nearside wheels jammed in the drainage gully and stalled his engine. This resulted in the application of much manpower before he could get clear and started again, by which time the rest of the field were round Coppice and the leaders tackling the mountain. The end of the first lap saw Boshier-Jones in the lead from Bloor, followed by Robinson, Harris and Dawson, but by the end of the next lap Bloor had dropped three places and Robinson was in second place with Harris and Heath third and fourth. Bloor gradually worked his way up again being fourth at the end of the third lap, and third a lap later. Meanwhile Boshier-Jones in his green Cooper was giving nothing away, and Dickson, driving with great determination was slowly catching up the rest of the field. By the fourth lap, Harris in the Norton-engined Flather was beginning to slow, and for the rest of the race he dropped farther

and farther back. The end came with Boshier-Jones a comfortable winner from Robinson and Bloor, and Dickson overtaking Parker, to the accompaniment of great applause for his plucky effort, to take sixth place.

1, D. Boshier-Jones, 10 mins. 5.2 secs.; 2, P. Robinson, 10 mins. 13.8 secs.; 3, S. Bloor, 10 mins. 21.6 secs.; 4, D. W. Heath, 10 mins. 28.8 secs.; 5, W. Howard, 10 mins. 40.2 secs.; 6, I. Dickson, 10 mins. 43.4 secs.

The afternoon concluded with an eight lap handicap race in which the handicappers scored a resounding success since only 15 secs. separated the first five cars. It was won by Scott Bloor who, after conceding 27 secs. to limit man G. Helliwell, took the lead at the end of the third lap, but scratch men Boshier-Jones and Dickson, who had to concede 38 and 35 secs. respectively, worked their way through the entire field to finish second and third and Boshier-Jones was only two-fifths of a sec. behind Bloor when the flag fell.

1, S. Bloor, 10 mins. 48.6 secs.; 2, D. Boshier-Jones, 10 mins. 49 secs.; 3, I. Dickson, 10 mins. 53 secs.; 4, D. W. Heath, 11 mins. 1.6 secs.; 5, J. Higham, 11 mins. 3.8 secs.

I. C. B. PEARCE.

## WILKES BARRE MEETING, U.S.A.

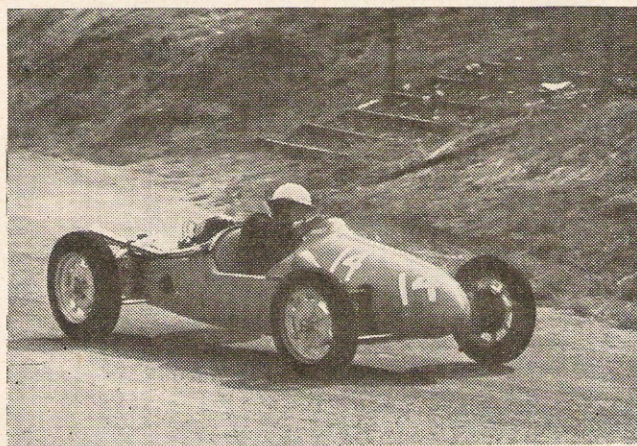
### "GIANTS DESPAIR" HILL-CLIMB

#### Results

**Class B Modified:** 1, D. S. Burner (Allard J2X), 68.02 secs.; 2, W. M. Ferro (Ferro Spec.), 68.51. **Class C Production:** 1, R. A. Perrin (Jaguar XK 120), 69.61 secs.; 2, R. C. Buerki (Jaguar XK 140MC), 69.97; 3, Peggy Wyllie (Jaguar XK 140MC), 71.53. **Class C Modified:** 1, D. Black (Ferrari 4.5), 62.04 secs.; 2, Dr. Wylie (Jaguar C), 66.60; 3, D. G. MacNaughton (Allard-DeSoto), 70.85. **Class D Production:** 1, A. R. Simmons (Mercedes-Benz 300SL), 67.45 secs.; 2, B. Roudabush (Mercedes-Benz 300SL), 74.06; 3, E. Hebb (Morgan Plus 4), 74.57. **Class E Modified:** 1, J. Bojalid (A.C. Ace), 74.65 secs.; 2, T. Payne (Arnolt-Bristol), 74.77; 3, P. Dechert (A.C. Ace), 83.66. **Class F Production:** 1, L. Underwood (Porsche Speed'r), 77.44 secs.; 2, W. B. Henry (Porsche Super), 80.55; 3, H. A. Barrows (Porsche Speed'r), 80.94. **Class F Modified:** 1, W. E. Klink (Lotus Mk. VI), 70.59 secs.; 2, J. F. Manning (Porsche Super Speed'r), 74.18; 3, Bud Fehnel (Porsche Super Speed'r), 75.71. **Class G Production:** 1, R. Bucher (M.G. TC), 88.90 secs.; 2, R. L. Durbin (M.G. TF), 91.32; 3, R. Holbert (M.G. TF), 91.61. **Class G Modified:** 1, E. Pupulidy (Volkswagen Spl.), 74.90 secs.; 2, C. H. Dietrich (Lester-M.G.), 76.16; 3, J. H. Norwood (Siata Spyder), 82.38. **Class H Modified:** 1, F. J. Dominiani (Giaur), 77.10 secs.; 2, C. H. Poole, Jr. (P.B.X.), 77.91; 3, Dr. Vilardi (Bandini), 85.06. **Unrestricted:** 1, J. V. Meyer (Meyer Spl.), 62.98 secs.; 2, Bill Millikin, Jr. (A.J.B. Spl.), 63.77; 3, R. Keith (Cooper F3), 77.89. **Vintage Class:** 1, J. J. S. Sherman (Hispano-Suiza), 88.74 secs.; 2, R. Bird (Alfa Romeo), 90.50; 3, T. Kovaleski (Stutz Bearcat), 155.53.

**B.T.D.:** Duncan Black (Ferrari 4.5), 62.04 secs.

Report to be published next week.



★  
HEADING picture shows the start of the final at Cadwell Park when David Boshier-Jones (seen in the picture on the left) gained his second win of the day.  
★



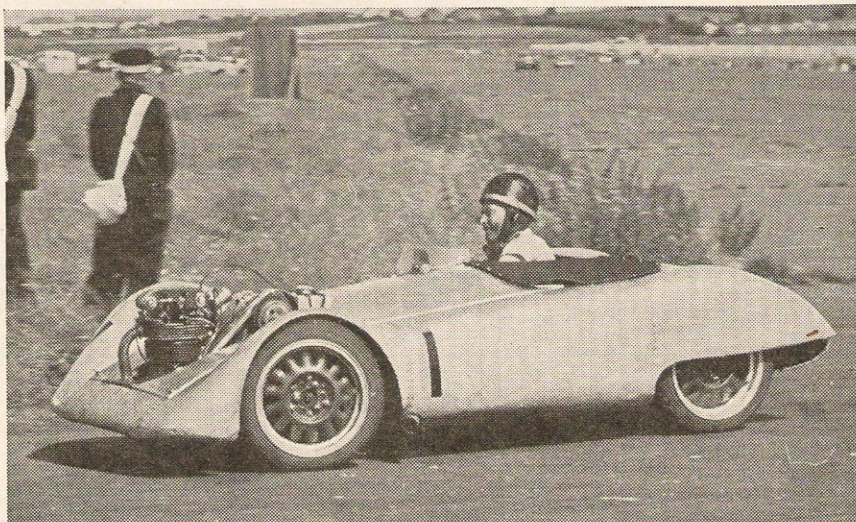
# KIRKISTOWN AGAIN

McCandless Special Wins Formule  
Libre Race

THE July meeting of the 500 Motor Racing Club of Ireland at Kirkistown airfield saw the racing debut of yet another Freddie Smith. This time "F.S." was the chief mechanic of the McCandless/McGladery stable, who, in the absence abroad of both "bosses", elected to drive at the July event himself.

Smith used the Mk. 1 McCandless with handle-bar steering, normally raced by Rex McCandless, while the Mk. 2, Laurie McGladery's car, was handled by ex-motor-cyclist Billy Cowan. Cowan snatched a meritorious second place in the 500 c.c. handicap, driving from the scratch mark. He was beaten by Jim Meikle's Kieft-Norton, with a start of one lap and 10 secs., while E. J. W. Ferguson, driving the club's Cooper-J.A.P. and starting 20 secs. ahead of Meikle, came home third.

Gerry Lambe (Triumph TR2) repeated his earlier victory in the special race for TR2s and Austin-Healeys, of which latter marque the sole representative was Ted McGuire. Lambe headed the Le Mans start and rushed away ahead of the field, with Billy Leeper's TR2 in pursuit. It was in that order that the race finished, with Ted McGuire third.



WINNING DÉBUT: Freddie Smith, chief mechanic of the McCandless-McGladery stable, winning the Formule Libre race at Kirkistown with ease in the Mk. 1 McCandless Spl.

In the race for Ford Specials Robin Scott won comfortably from Alf Carroll's Buckler-Ford, with K. W. Gaskin's Dellow in third place.

Smith delighted the crowd by his swift getaway in the Formule Libre scratch race, which settled down into Smith leading from Marshall Watson's 1,980 c.c. Alta, with Cowan trying very hard to come to terms with Watson. In staying in front, Smith twice recorded laps in 1 min. 15 secs. (73.31 m.p.h.), only one

second outside the two-year-old lap record made by Rex McCandless in the same car. He won with some ease from Watson, the latter being hard pressed throughout by Cowan, who finished third.

The next 500 M.R.C.I. meeting will have, as main attraction, the race for the Bobbie Baird Memorial Trophy. The organizers hope to add some novel items to their programme for this occasion.

W. A. McMASTER.

## SOUTH AMERICAN RACING

British Cars Prominent in 2nd Circuit of San Diego

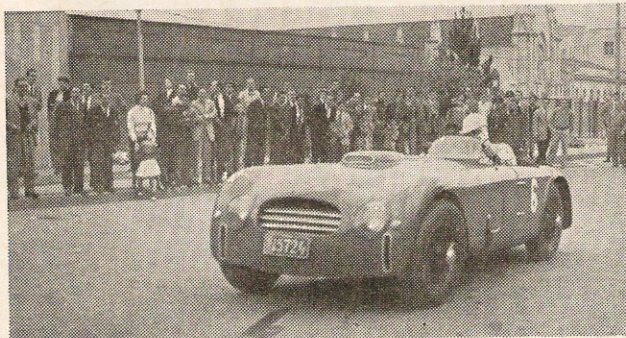
RACING was lively in Colombia's 2nd Circuit of San Diego, Bogota, on 29th June, and British cars performed particularly well to take all the major awards in each of the three sports car races. The first event, for cars up to 1,300 c.c., was highly competitive but saw a convincing victory again scored by Budd Weltschiff with his well-prepared M.G. TD. Cortes (Triumph TR2) dominated the 2½-litre event, and of the three Porsche Supers running, only Obregon's could stay ahead of the other TR2s. On the last lap Obregon overdid it, letting through five of the TR2s and the Porsche of Salazar to finish eighth.

In the unlimited capacity event, Izquierdo had an interesting run with his Cadillac-powered Allard. First his ignition switch jammed at the Le Mans start, so that he got away late. He managed to pass the rest of the field,

then entered a corner too fast and took to the escape road, allowing the rest to leave him behind once more. Once again he fought his way through the field and won by seven seconds from Steuer's similar car, while Hammer did well to finish third with his Le Mans-type Austin-Healey. Camachos retired when his Jaguar XK 120's engine blew up, and Nietos (Aston Martin) had his clutch disintegrate. Bessudos and Rebolledos, sharing a Nash-Healey, passed their time happily in taking cine pictures of the other competitors!

### Results

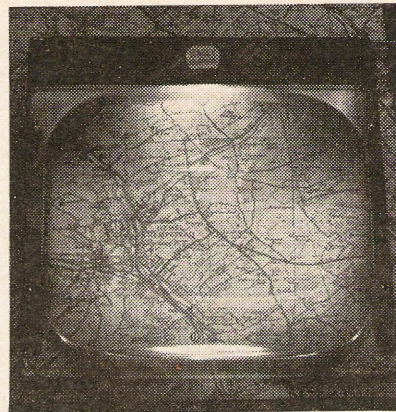
Up to 1,300 c.c.: 1, Weltschiff (M.G. TD); 2, Simmons (M.G. TF); 3, Restrepo (M.G. TC); 4, Samper (M.G.); 5, Parry (M.G.). Up to 2,500 c.c.: 1, Cortes (Triumph TR2); 2, Piquero (Triumph TR2); 3, Riu (Triumph TR2); 4, De la Torre (Triumph TR2); 5, Salazar (Porsche Super 1500); 6, Pignalosa (Triumph TR2); 7, "Huracan" (Triumph TR2); 8, Obregon (Porsche Super 1500). Unlimited: 1, Izquierdo (Allard-Cadillac); 2, Steuer (Allard-Cadillac); 3, Hammer (Austin-Healey).



★  
LAST AWAY — but first at the finish. Antonio Izquierdo's Allard-Cadillac stuck on the line with a jammed ignition switch at the start of the Circuit of Diego, unlimited class. He eventually won by seven seconds from a similar car.

### TAKING THE BROAD VIEW

ANOTHER new item now being produced by Rally Equipment, of 279 Edgware Road, Colindale, London, N.W.9, is an illuminated map magnifier for navigators. This is an ambitious and well-thought-out piece of equipment incorporating a rectangular magnifier approximately 6 × 4 ins. in size, very free from distortion and made of Perspex. This gives



about 2 × magnification and is fitted into a frame containing a diffused light. This is laid on the map, leaving the hands free, and is so designed that only the section of the map under the magnifier is illuminated, and the magnifier is so angled that it throws no light forward. Thus, in addition to a useful degree of enlargement, the bugbear of reflections in the windscreen is virtually eliminated. The retail price, complete with 6 or 12v. bulb, switch, flex, plug and dashboard socket is £3 3s.



**Correspondence—continued**

On learning it was a "one-off" requirement, three of these firms showed me the door, two more wouldn't look at it inside six to eight months and the other, a tube bending specialist, wouldn't even tell me when he would be likely to undertake the job.

My morale was falsely lifted when the white-haired mechanic of a local M.G. enthusiast/garage proprietor professed his skill, but when questioned as to his method, it was a case of "... fill it? ... heat it? ... what for? ... oh no, just stick it in a vice and bend it ... as far as I know you can't bend tube without getting crinkles! ... well that's the way I've always done it anyway."

A telephone conversation one afternoon a week later resulted in my writing to Technical Tubes, Ltd., Ringwood Road, Longham, Dorset. At 9.15 the following morning (Thursday), they rang me to say "it shall be done", and would I please forward the tubing. First post Saturday brought me an invoice, so a telegraph money order was despatched. At 5.15 that same afternoon, two perfectly formed tubes were delivered to my door by car!

For a very amateur "one-off" builder such as myself, it is indeed refreshing to know there is at least one firm in Southern England who can provide a first-class service at reasonable cost.

D. A. S.

MILFORD, SURREY.

**Car Testing at Snetterton**

I RECENTLY had occasion to do some testing of a racing car, extending over some four days. I should like to pay tribute to the courteous and helpful way in which the management of Snetterton circuit made facilities available to me. I am informed that facilities can generally be made available to all genuine enthusiasts, at times when racing or preparation for racing is not taking place. Arrangements can be made through Mr. Oliver Sear (tel. East Harling 242) or by application at the filling station at the entrance of the circuit.

PETER S. HUGHES.

GLASGOW.

**Trailers and Sports Cars**

IN reply to Mr. W. A. Liddell's plea for trailers, if his car was a genuine sports car he wouldn't have to worry about the elements, a hood and windscreen being so easily detachable.

Owners of TFs, etc., strip theirs in the paddock, so why shouldn't he.

Anyway a sports car should be able to be used for shopping, etc., not a mangle of flimsy tubes in which you couldn't put a pound of apples, let alone a passenger.

C. V. WILKINSON.

BECKENHAM, KENT.

**Accommodation at Le Mans**

ONE hears much about the expense of hotels around Le Mans, that I should like to recommend two we stayed at this year. They were: l'Hotel de St. Pierre at Alencon, 30 miles north, and l'Hotel de Courmerce at Ecommoy, 15 miles south. Double bedroom was 9s. for two, and five-course dinner was 10s. each. Both have garage space for 12 cars.

W. H. NOCK.

BIRMINGHAM, 24.

**Aintree Again**

THE objections voiced earlier this year regarding transfer of the British Grand Prix from Silverstone to Aintree appear to have been fully justified.

Competitors may or may not prefer the Aintree circuit, but to spectators Silverstone is infinitely superior. Vision at Aintree is greatly restricted by infield buildings and even the view of Tatts Corner from the main stands does not compare with that obtainable from the south stand at Silverstone.

The Aintree stands offer little or no protection from the elements and during Saturday, 16th July, there could have been few seat holders who were exempt from acute discomfort. Discomfort of this nature is aggravated by the rigid restrictions

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

placed upon movement around the circuit and by the industrial outlook which Aintree presents.

Neither of these conditions apply at Silverstone, set as it is in country surroundings and allowing freedom to all parts. Whilst Aintree accommodates equal crowds it does so in congested batches but great portions of the circuit are inaccessible to spectators.

Grumbles and grouses were to be heard wherever we went at Aintree and it is to be hoped that a return to the pleasant freedom and a less restricted view of Silverstone will be made for this important event.

JOHN H. R. HAY.

KIDDERMINSTER.

**A Concours Competitors' Association?**

I AM contemplating forming a Concours Competitors' Association to look after the interests of motorists who enter the *concours d'élégance* which are held in various parts of the country.

It seems to me that some such body is required to try to standardize the judging of such events. I have frequently been present as a spectator, and have been struck by the lack of uniformity in the assessing of merit.

A recent event at Southsea is typical. In this instance a car damaged in an accident, and with a badly dented panel, was awarded the *Prix d'Honneur* in preference to the immaculate Bentley owned by Mr. Raymond Way. This Bentley had, only three days previously at La Panne, Belgium, beaten more than one hundred newer American and Continental cars.

If this is the first time a damaged entry has won a concours, surely it should be also the last?

In the same event a locally owned 1935 Morris Eight somehow managed to get placed above a non-local 1937 Rolls which has won more than 200 awards in previous events.

This seems to indicate a pressing need for the establishing of uniform standards of judging in these events, to which all adjudicators should conform.

An association such as I suggest could lay down one uniform code of standards to govern concours everywhere.

The entrance fee and annual subscription would only need to be nominal ones. In return members would be sent a monthly news-letter containing a programme of future events, comments on the judging, advice on the preparation of entries, etc.

I would welcome your readers' comments on my proposal, and would be glad to hear of any who would be interested in joining the proposed association.

KENNETH BOURKE.

1 MONMOUTH STREET,  
LONDON, W.C.2.

## BOOK REVIEWS

Title: "Drivers in Action".

Authors: Louis Klemantaski and Michael Frostick.

Size: 7¼ ins. x 9¾ ins.; 64 pages; 116 photographs.

Publishers: The Bodley Head, 28 Little Russell Street, London, W.C.1.

Price: 12s. 6d.

LOUIS KLEMANTASKI needs no introduction to students of motor-racing photography, for he has been established for many years as a leading exponent of this specialized craft. In this book there are collected together 116 of his best shots of the world's star drivers. The book is, in fact, a series of individual picture galleries of Fangio, Moss, Farina, Ascari, Gonzalez, Hawthorn, Trintignant, Parnell, Villorosi, Chiron, Bira, Rolt and Hamilton. Each collection covers the career of the driver from his earliest successes and is perfectly complemented by Michael Frostick's lively and authoritative text, telling the story of each driver's rise to fame, highlighted with personal anecdote, and analysing his particular technique and style of driving.

This is a fine book, produced on good art paper, and our only criticism is that it seems a pity that the standard of reproduction does not really do full justice to the photographs. However, that is more likely to disturb Mr. Klemantaski than the reader.

S. P. S.

AN excellent "primer" to pass on to anyone learning to drive is *The Driving Test Fully Explained* by F. S. Hollidge, just published by Temple Press Ltd., at 5s. Every aspect of the Government test is well covered and there is included a complete reproduction of the new Highway Code.



# NEWS FROM THE CLUBS

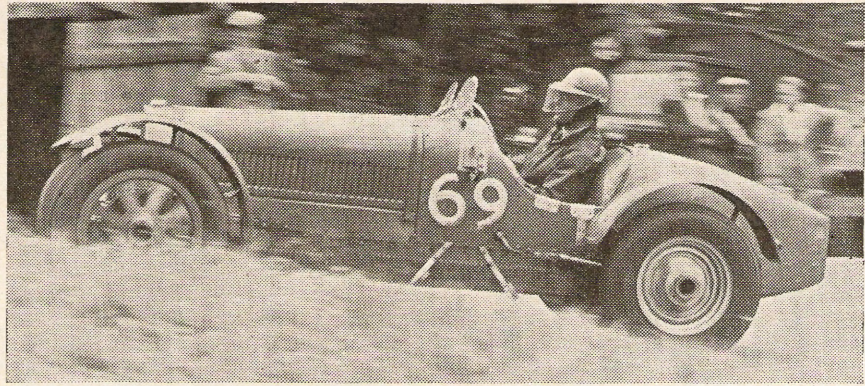
By Stuart Seager

As Wilson McComb is at present on holiday in Northern France (doubtless establishing a new Normandy beach-head), he has given me the keys of his column for me to use it while he is away. As with any borrowed vehicle, one is a little conscious of the paintwork. . . .

The week-end before last, Wilson and I took part in one of the Sporting Owner D.C. Autocross meetings at Dunstable. He has competed in several before, but this was my first encounter with this branch of the sport and I must say I haven't enjoyed myself so much for a long time! Here is a way of indulging in exciting motoring in reasonable safety and at very little expense. No doubt the reason for the small number of Autocross events so far held is the lack of suitable venues. The S.O.D.C. are most fortunate in their course at the London Gliding Club, for the hard, chalky slope drains well and forms a perfect drifting surface, with spectacular clouds of white dust to amuse the spectators. Certainly one learns a great deal about adhesion and angles of drift in negotiating a downhill, off-cambered, loose-surfaced bend, even at a mere 30-40 m.p.h.—and it's a fine tonic for the liver!

After which remarks it is encouraging to note that three Autocross meetings were held last week-end, and there are two more in the next fortnight. Remind me to buy some shock-absorber shares tomorrow!

FOR the second time the B.A.R.C. are running a members' meeting at Aintree, to be held on the 1.64-mile club circuit on 13th August. It is a sports car meeting with scratch races for 1,500 c.c., 2,000 c.c. and unlimited classes, plus a series of handicap races. The entry list closes today—so act quickly. The address is, of course, 55 Park Lane, London, W.1. . . . The Blackburn Welfare



CLASSIC "Bug" picture, of Perkins's 2-litre Bugatti at the recent Inter-Club Prescott meeting. Note the spinning rear wheel!

M.C. Brough Aerodrome Races for motor-cycles on 25th September will also have on the programme a series of Formula 3 races for B.R.S.C.C. members. Entries should go direct to the Blackburn Welfare M.C., Brough, East Yorkshire, by 26th August. . . . The North-Eastern Section of the Veteran C.C. are holding the Hull-Scarborough Rally and Run on 4th September. Entries must reach John Campbell, 49a Whitefriargate, Hull, by tomorrow (6th). . . . On 14th August, at 3.30 p.m., there will be an inaugural meeting of the Special Builders C.C. in the car park of Gants Hill Underground station, Essex. All enthusiastic would-be builders of "one-off" machines will be made welcome. . . . At the recent A.G.M. of the Mercedes-Benz C.C., a new secretary was elected. He is A. G. Deuchar, Kings Arms Hotel, Hampton Court, Middlesex. The club will be glad to hear from any "Merc." owners who would like to become members. . . . A Road Safety Rally is being organized by the Lancashire & Cheshire C.C. and the Pendleton & District Motor Cycle Club, to be held on 21st August and open also to members of the public resident in the Salford district. It comprises a road section of about 70 miles, plus driving tests, starting and finishing at Salford. Entries close on 15th August and should be sent to the Traffic Department, Salford City Police, Crescent, Salford 5. . . . Regulations are now available for the R.A.F.A.M.A. Battle of Britain Rally, to be held on 10th-11th September. It is

open to R.A.F. and R.A.F.A. members and enquiries should go to the Hon. Sec., at Alton House, 17 Shrewsbury Road, Oxtou, Birkenhead. . . . Regulations have also been published for the Sunbac race meeting at Silverstone on 3rd September. This is also open to members of the B.R.S.C.C., 750 M.C., M.G.C.C., Bugatti O.C., Aston Martin O.C., Midland M.E.C. and Vintage S.C.C. There is a full programme of scratch and handicap races and a high-speed trial for sports cars, plus two Formula 3 races, one for J.A.P.-engined cars. Entries must be submitted by 20th August to the secretary of the meeting at 106 Jockey Road, Sutton Coldfield. . . . West Hants & Dorset C.C. are holding a closed Autocross on 14th August near Lymington.

#### B.A.R.C. (Yorkshire Centre) GYMKHANA 24th July

Best Performance: D. J. J. Carter; 2, H. C. Mason. Ladies' Award: Mrs. D. M. Baxter. First Class Awards: J. M. Rycroft, D. Butterwick, T. P. Hubbard.

#### GRAHAM CUP NIGHT TRIAL

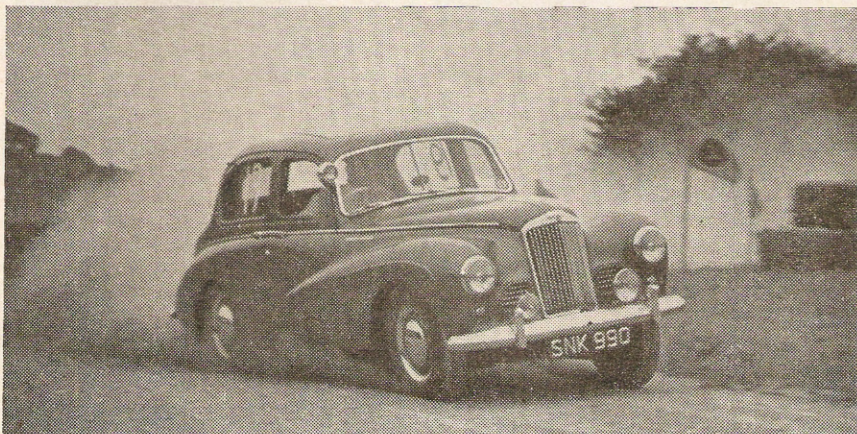
THE Graham Cup Night Trial run by the West Hants and Dorset C.C. on 22nd-23rd July was quite a test of skill. There had been criticism in previous years that the event had been too easy, so for 1955 clerk of the course Dudley Ship took care that this charge should not be levelled again.

Twenty-three competitors started and only nine completed the course, by far the heaviest casualty rate ever in a club trial. The start was from Winterbourne Whitechurch, near Blandford. Competitors then went into the Purbecks, then westwards towards the Devon border, back through Bridport to Beaminstor, and tackled more tests near Cerne Abbas before finishing near Wareham. Very little running of the 120-mile route was over main roads. Practically all found their way back to the finish but few had covered all the course. The nine finishers, together with the awards won, were as follows:—

#### Results

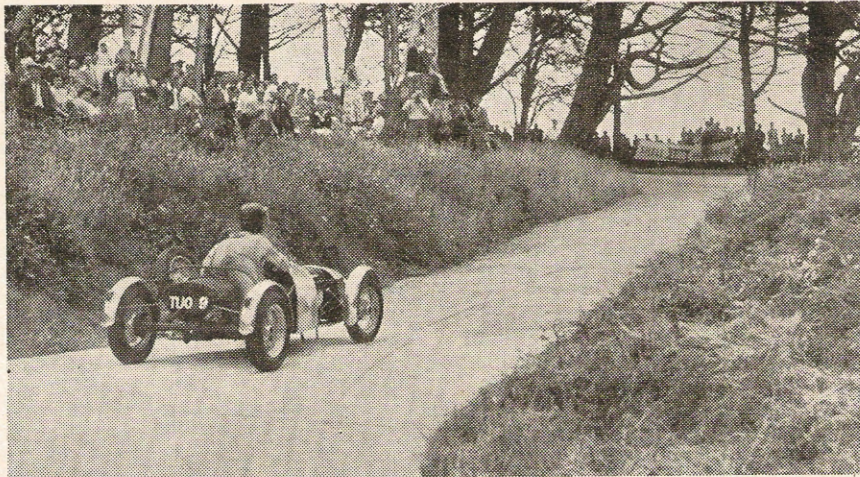
Graham Cup (best performance): G. N. Dear (M.G.), 7 marks lost. Club Cup (best in opposite class): F. W. Scott (Hillman), 10 marks lost; 3, E. R. Shillabeer (Vauxhall Cresta), 39 marks lost; 4, P. H. Channon (Riley 1½-litre), 66 marks lost; 5, G. C. Langdon (Sunbeam), 89 marks lost; 6, A. G. Cooper (Riley 1½-litre), 100 marks lost; 7, B. M. Bailey (M.G.), 133 marks lost; 8, R. J. Waters (Ford), 143 marks lost; 9, P. W. Barrett (Austin Westminster), 156 marks lost.

Novice Award: B. M. Bailey.



DESERT VICTORY: At the S.O.D.C. Autocross at Dunstable, J. C. Smith hurls his Sunbeam round the dusty top hairpin to win the over 2-litre saloon class. He also won the 1,600 c.c. class in a Consul.





## TRENGWAINTON

T. G. Cunane (Lotus) makes B.T.D. at West Cornwall M.C. Hill-Climb

PERFECT weather, a course affording maximum adhesion and a very evenly matched entry, all contributed to a first class afternoon's sport at Trengwainton on August Bank Holiday.

Aptly termed by one spectator "the car with the bare midriff", J. G. Marsh's Austin was all over the road after the first hairpin but won the 750 c.c. class with a time of 31.96 secs. E. Moore's Austin was very slow, but caused much amusement by producing a spume of water from its secondary header tank, sogiving a fair imitation of a whale!

In the class up to 1,300 c.c. E. D. Scabey opened proceedings and after hopping his Dellow round the first bend climbed in 28.47 secs. Mrs. Parsons, following in her Dellow, was 2.2 secs. slower. P. S. Banbury's high special B.R.M. managed 29.28 secs. despite apparently very flexible suspension. Spilling quantities of fuel on the bends, S. C. Gray in the neat Grayford Special climbed in 27.54. With tyres smoking, W. A. Cleave's very rapid Morris Special found its old form and won the class with a time of 25.62 secs. Driven as neatly as ever the Lotus of S. J. Broad took 26.80 secs.

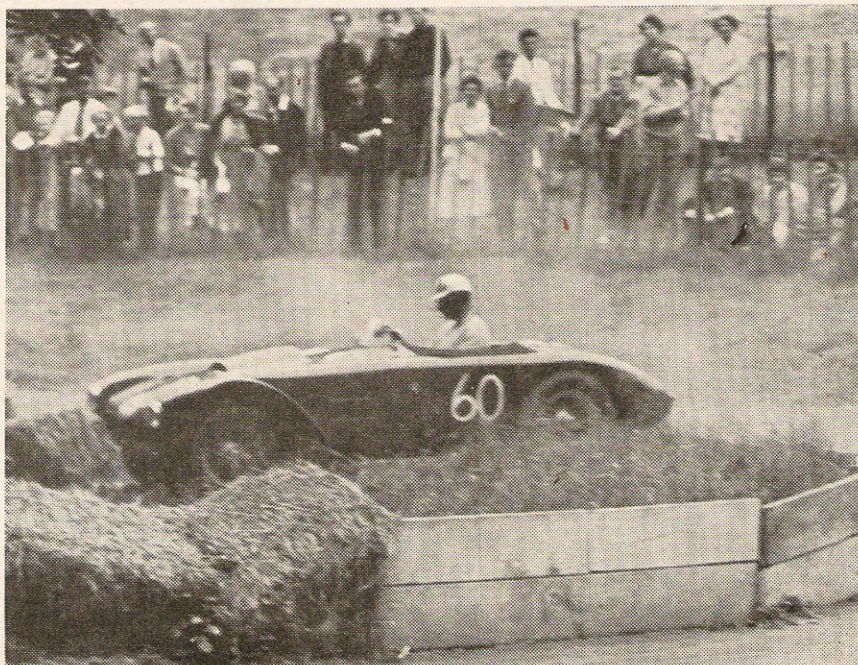
Very ragged on the corners, Ted Dennis managed 28.25 secs. in the up to 2,000 c.c. class with his H.R.G. J. T. Skinner forced his M.G.-engined Dellow up in 26.76, a time soon beaten by T. G. Cunane driving a Mk. 8 Lotus 26.44 secs. A trio of TR2s were easily vanquished by J. B. Banbury's TR2-engined Morgan Plus 4 which in a climb in 26.60 was markedly steady on the bends.

The poorly supported unlimited class saw B. S. Gordon's rather unsuitable drophead Allard the victor after a well judged ascent in 28.01. Strangely enough T. Alderton's Austin-Healey could not equal this time.

With the open championship class beginning, it seemed that W. A. Cleave's

time was likely to remain best of the day. Though seeming to travel much faster this time, E. D. Scabey chipped only a fraction of a second off his previous time. Ash Cleave, in the Morris Special, did not succeed in improving his earlier efforts and T. G. Cunane made a nonsense of one of the bends and it took the Lotus 33.20 secs. to reach the finish. S. J. Broad, too, was slower in his Lotus. J. T. Skinner got down to 26.31 secs. in the Dellow and J. B. Banbury 26.34 secs. in the Morgan. It was left to T. G. Cunane's final run in the Lotus to provide the sensation and B.T.D. Very, very quickly away from the start the Mk. 8 negotiated the bends incredibly quickly and reached the finish in 25.57 secs. Not quite a new record but near enough to the 25.49 secs. of G. S. Scali's H.W.M.-Jaguar to provide a good finish to an excellent afternoon's sport.

J. H. RADBOURNE.



SKETCHY Austin Special of J. G. W. Marsh on its way up the hill to win the 750 c.c. class.

### Results

**Sports Cars up to 750 c.c.:** 1, J. Marsh (Austin), 31.96 secs.; 2, K. Newland Hodges (Austin), 33.57 secs.; 3, E. Moore (Austin), 39.95 secs.

**Sports Cars up to 1,300 c.c.:** 1, W. A. Cleave (Morris), 25.62 secs.; 2, S. J. Broad (Lotus), 26.80 secs.; 3, S. C. Gray (Grayford), 27.54 secs.

**Sports Cars up to 2,000 c.c.:** 1, T. G. Cunane (Lotus), 26.44 secs.; 2, J. Banbury (Morgan), 26.60 secs.; 3, J. T. Skinner (Dellow), 26.76 secs.

**Sports Cars over 2,000 c.c.:** 1, B. S. Gordon (Allard), 28.01 secs.; 2, T. Alderton (Austin-Healey), 28.55 secs.

**Open Championship:** 1, T. G. Cunane (Lotus), 25.57 secs.; 2, W. A. Cleave (Morris), 25.82 secs.; 3, J. T. Skinner (Dellow), 26.31 secs.

**B.T.D.:** T. G. Cunane (Lotus), 25.57 secs. **Best Aggregate:** W. A. Cleave. **Best Vintage:** J. Marsh (Austin), 31.96 secs. **Best Lady:** Mrs. Parsons (Dellow), 29.97 secs.

### TESTS AT PONTEFRACT

SKILFUL handling of his 23-year-old Morris Minor tourer brought young Malcolm Ellis second place in the class for open small cars in Pontefract De Lacy M.C.'s annual driving tests, held at Pontefract Park.

And there was skill, too, in H. Kennedy's handling of his rear-wheel-lifting A30 van, which gained him first place in the small closed car class. His times in some of the wiggle-woggle type tests were better than a brace of TR2s could manage.

### Results

**Open cars, under 1,500 c.c.:** R. Priestley (M.G. TD); **Over 1,500 c.c.:** Tommy Clapham (M.G. Special). **Closed, under 1,500 c.c.:** H. Kennedy (A30 van); **Over 1,500 c.c.:** J. C. W. Wilkinson (Ford Zephyr).

### CIRCLE C.C. DRIVING TESTS

Enfield, 17th July

**Premier Award:** W. W. W. Paul (Jaguar XK 120).

**Open Cars:** L. N. Needham (M.G. TD). **Closed Cars:** T. F. Leeper (Ford Consul). **Other Classes:** J. Bekaert (Ford Anglia).

**Team Award:** L. N. Needham (M.G. TD); F. E. Still (TR2); J. A. Quilter (Vauxhall).

More Club News on page 156

HITTING THE HAY at the recent Inter-Club Prescott hill-climb is Dr. Pinkerton, who found himself in trouble with his newly acquired H.W.M.-Cadillac.



## IRISH AUTOCROSS

THE M.G. Car Club (Irish Centre) have been at it again. That is they have been giving the customers the usual happy mixture of competition and good humoured fun. This eminent body of event planners put on an autocross at Osberstown House near Naas on Saturday afternoon 23rd July, and those who came to drive, watch or even to officiate enjoyed themselves thoroughly, or so it seemed. The course was laid out on a reasonably smooth field and wiggled hither and yon for about two-fifths of a mile. The ground was absolutely dry and so hard that after a short time what should have been grass became dust, especially on the corners, and nobody was troubled by wheelspin.

Officially there were races for specials, saloons and standard open cars, but before the meeting ended we saw all types well and truly mixed for the various heats, but still were given results which made sense! Cars were handicapped according to M.G. Club estimates of what So-and-So can do in Such-and-Such and right well it worked. Val Baker driving the inevitable "Thing" was the star performer and his best time of 3 mins. 57.4 secs. for five laps of the circuit was B.T.D. Jack Toohey collected a scratch award with a time of 4 mins. 2.2 secs. before the crown-wheel packed up in his blown Dellow, and Cecil Vard was easily quickest of the saloon contingent, getting down to 4 mins. 14.2 secs. in his Fiat 1100 despite, or perhaps because of, the close attentions of Tommy Connolly (Volkswagen) and Barry Statham and Gwynn Dyer (Anglias). These last three having made the journey from Kilkenny enjoyed themselves so much that they went home vowing to introduce autocross to the southern corner of the country before the summer ends.

J. O'DONOGHUE.

### Results

**Specials (Handicap):** 1, V. G. Baker (Ford), 3 mins. 57.4 secs., h'cap 8 secs., net time 3 mins. 49.4 secs.; 2, R. B. S. Le Fanu (Ford), 4 mins. 1 sec. (4 secs.), 3 mins. 57 secs. and J. Gibney (G.T.S.), 3 mins. 59.8 secs. (2 secs.), 3 mins. 57.8 secs.

**Saloons (Handicap):** 1, C. Vard (Fiat), 4 mins. 14.2 secs. (16 secs.), 3 mins. 58.2 secs.; 2, G. Dyer (Anglia), 4 mins. 17.6 secs. (16 secs.), 4 mins. 1.6 secs.; 3, T. Connolly (Volkswagen), 4 mins. 18 secs. (14 secs.), 4 mins. 4 secs.

**Open Cars (Handicap):** L. Beshoff (Jaguar), 4 mins. 11.8 secs. (16 secs.), 3 mins. 55.8 secs.

**Specials Scratch Award:** J. Toohey (Dellow), 4 mins. 2.2 secs.

**Saloons Scratch Award:** Miss E. Ingram (Fiat), 4 mins. 27.4 secs.

### AUTOCROSS AT TAUNTON

To celebrate its half-century of motor-ing activities, the Taunton Motor Club held its first Autocross event at Walford Farm, Walford Cross, on Bank Holiday Monday. Some 50 competitors raced twice in pairs over a kidney-shaped course, the faster time to count in each class.

A Grand Parade opened the proceedings, in which two veteran cars took part, the first being a 1905 De Dion,

*SHADES of Le Mans victories of 1929-30 as G. C. H. Kramer's Speed Six Bentley takes the chequered flag on winning the 10-lap Bentley Handicap at the B.D.C. Silverstone meeting last Saturday.*

### Coming Attractions

**August 6th. Winfield Joint Committee International Race Meeting, Charterhall, near Greenlaw, Berwickshire, Scotland.**

*Vintage S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.15 p.m.*

*Hants and Berks M.C. Hill-climb, Great Auclum, Burghfield Common, near Reading, Berks. Start, 2.30 p.m.*

*Ulster A.C. Hill-climb, Craigan-tlet, Co. Down. Start, 3 p.m.*

**August 7th. Swedish Grand Prix (S, F3), Kristianstad, Sweden.**

**International Hill-climb, Freiburg, Germany.**

**International Hill-climb, Ljubljana, Yugoslavia.**

*B.A.R.C./East Yorks C.C./Yorks S.C.C. Autocross, Langtoft Dale, near Driffild, Yorks. Start, 2 p.m.*

*Gosport A.C. Annual Rally. Start, 9 a.m. from Jewry Street Car Park, Winchester.*

*Shenstone & D.C.C. Driving Tests, Curborough Farm, near Lichfield. Start, 2 p.m.*

which carried Mrs. D. Chalmers (who, as Miss Daisy Beach, was the first lady competitor of the Taunton Club to win a motoring award in 1905 and, by a strange coincidence, she also drove a De Dion in that period) and the second being a 1906 Riley which on its lap of honour carried the Mayor and Mayoress of Taunton, Councillor and Mrs. W. S. Shepherd. Nearly 4,000 spectators thoroughly enjoyed this new type of car event.

### Results

**Best Time of Day:** A. M. Park (A.C. Ace), 1 min. 32½ secs.

**Class 1. Up to 1,500 c.c. (Open):** J. D. Hall (M.G.), 1 min. 40½ secs. **Class 2. Over 1,500 c.c. (Open):** 1, Dr. J. T. Spare (Morgan Plus 4), 1 min. 35 secs.; 2, R. P. Standbridge (A.C. Ace), 1 min. 36 secs.; 3, C. M. Seward (Triumph TR2), 1 min. 37 secs. **Class 3. Up to 1,500 c.c. (Closed):** 1, J. H. Jones (Renault), 1 min. 38½ secs.; 2, J. Moffat (Ford Anglia), 1 min. 44 secs.; 3, G. W. Best (Ford), 1 min. 45 secs. **Class 4. Over 1,500 c.c. (Closed):** 1, R. Davies (Sunbeam Mk. III),

1 min. 40½ secs.; 2, W. A. Walters (Sunbeam-Talbot), 1 min. 45 secs. **Class 5. Specials:** 1, P. Hubner (Buckler Special), 1 min. 36½ secs.; 2, D. W. Bruce (Ford Special), 1 min. 37 secs.; 3, P. Oliver (Ford Special), 1 min. 37½ secs.

**Ladies' Award:** Mrs. S. L. Park (A.C. Ace), 1 min. 38 secs.

### ... AND AUTOCROSS IN ANGLESEY

LAST year's winner, J. B. Mullooley, in his Fordbased special, again recorded b.t.d. in the Caernarvonshire and Anglesey Motor Club's Autocross in Anglesey on Bank Holiday Monday, but his advantage over a well-driven M.G. TD was only fractional. Making a welcome return to motor sport was Cyril Bold, former trials champion.

### Results

**Open Cars:** 1, J. B. Mullooley (Mullooley Spl.), 1 min. 0½ sec.; 2, G. Hughes (M.G.), 1 min. 0½ sec.; 3, I. Watkins (Triumph TR2), 1 min. 6 secs.

**Closed Cars:** 1, D. C. Mills (Volkswagen), 1 min. 2 secs.; 2, W. N. Owen (Volkswagen), 1 min. 2½ secs.; 3, C. Bold (Ford Popular), 1 min. 5 secs.

### Club Fixtures

**Cornwall Vintage C.C.**—Meeting, 5th August, Pheasant Inn, Newlyn East, 8 p.m.

**Vintage S.C.C.**—Meetings, 5th August, Manor Barn Hotel, Burley, Ringwood, Hants; 11th August, Red Lion, Church Street, Birmingham; Greyhound Inn, Fenny Bridges, Devon; George Hotel, Amesbury, Wilts.

**Cambridge '50 C.C.**—Meeting, 5th August, Ancient Shepherds, Fenditton, near Cambridge.

**750 M.C.**—Meetings, 5th August, Heilk Moon, Barclose, near Carlisle; 8th August, Abbey Hotel, North Circular Road, Stonebridge Park, London; Royal Thorn Hotel, Wythenshawe, Manchester; Maybush Inn, Standlake, Oxon.; 9th August, Railway Inn, Patchway, Bristol.

**Mid-Surrey A.C.**—Meeting, 5th August, Queen Adelaide, Kingston Road, Ewell.

**Lea-Francis O.C.**—Meeting, 9th August, Albert Hotel, Kingston Hill, Surrey.

**Sussex C. and M.C.C.**—Meeting, 9th August, Southwick and Fishergate Community Centre, Southwick.

**Lagonda Club.**—Meeting, 9th August, Petre Arms, Langho, near Blackburn.

**Liverpool M.C.**—Meeting, 10th August, Childwall Abbey Hotel, Liverpool.

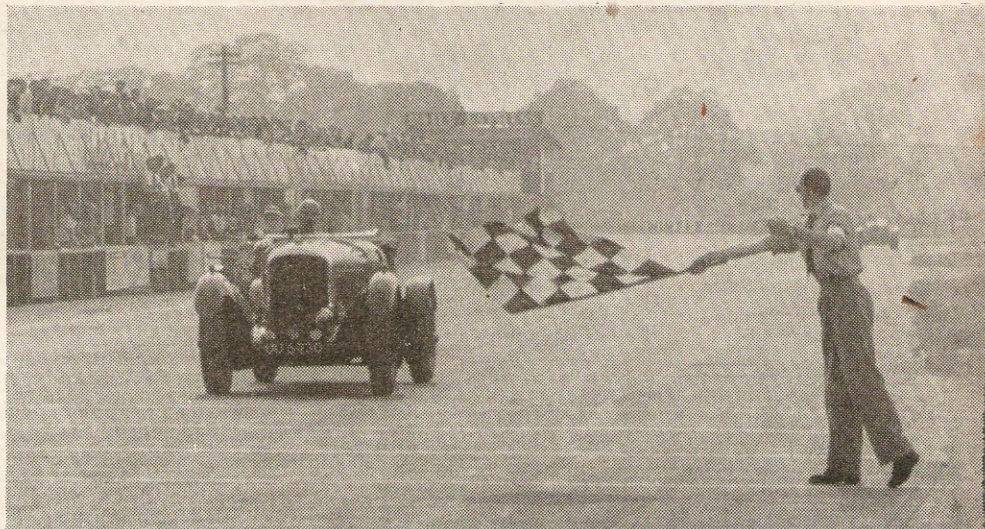
**North London M.C.**—Meeting, 10th August, Rising Sun, Chaseside, Southgate.

**Sunbac.**—Meetings, 11th August, Royal Oak, Lozells Road, Birmingham 6; George Hotel, Solihull.

**Buckingham and D.M.C.**—Meeting, 11th August, Folly Inn, Adstock, Bucks.

**West Hants and Dorset C.C.**—Meeting, 11th August, Westbourne Hotel, Bournemouth.

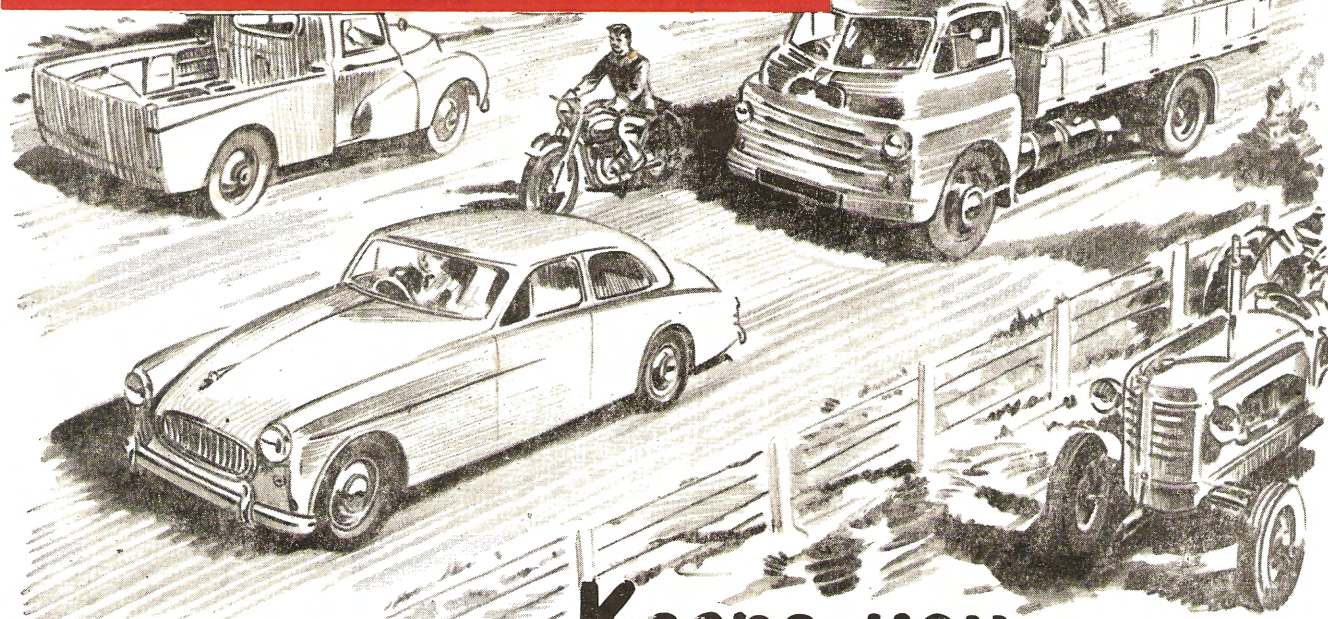
**Surrey Sporting M.C.**—Meeting, 11th August, Warwick Hotel, Redhill.





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