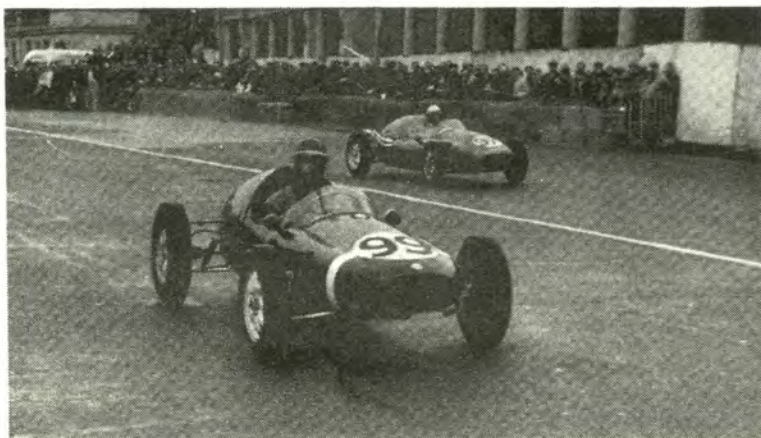


**COOPER BATTLE** as Rob Walker's car leads George Wicken's 1,475 c.c. machine away from the start in the 1,101-1,500 c.c. racing class.

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

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



## Speed in the Rain

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

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

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

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

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

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

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

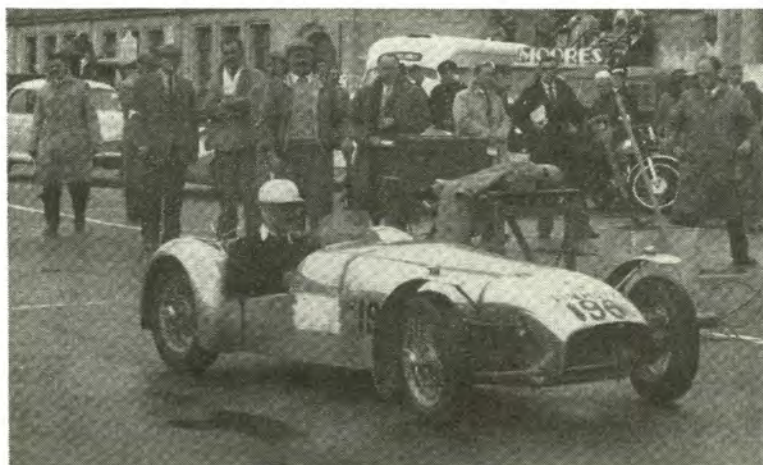
In the class for series production sports cars up to 1,500 c.c., the field was again much more varied than is usual in such classes. There was a handful of Lotuses, and one or two M.G.s, but among them were Porsches, an H.R.G., an Elva, a Hillman Minx, an Alfa Romeo and an Abarth-Fiat, which buzzed up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

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

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

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

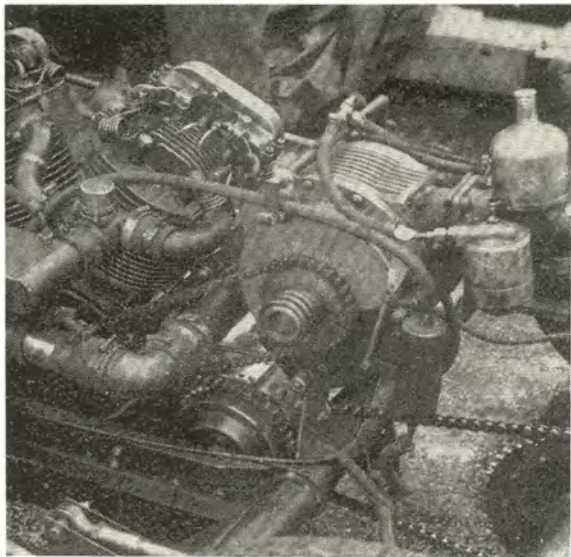
In the Bentley D.C. class, George Burton and his 4½-litre machine proved a clear winner in 30.93 secs. It is not often, of course, that the redoubtable George is bested, but on Saturday he made sure of it by almost a second over



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

The picture of the original Seven and the snippet about its debut at Brighton first appeared in Autosport; here are the pages from that issue to provide some idea of the event as it was in the 'fifties,





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



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

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

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

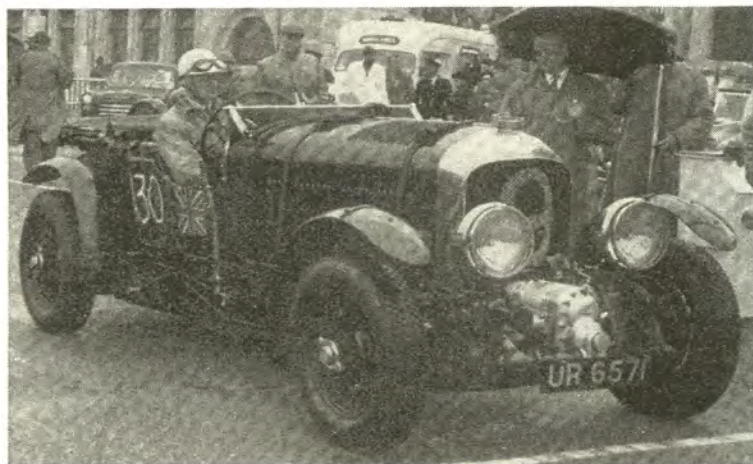
The 500 c.c. cars were all a little hectic in leaving the line: in each case there was too much power and not enough weight of motor car to hold the wheels down on the wet road. Tony Marsh trampled on all the opposition in the 501-1,100 c.c. class in his 1100 Cooper, but was not quite so lucky in the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

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

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

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

MARTYN WATKINS.



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

**B. & H. M.C. Handicap Class:** 1, S. B. Rolfe (Aston Martin), 41.7 s.; 2, W. Frost (Lotus); 3, K. N. Rudd (A.C. Ace);  
**Series Production Sports Cars up to 1,500 c.c.:** 1, I. Walker (Lotus), 29.79 s.; 2, John Burke (Porsche); 3, Tom Barnard (Lotus).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

the tone and atmosphere of this famous competition and a flavour of the motor sports scene that the Seven was born into. Elsewhere in the same issue were accounts of other British sporting landmarks:

Vanwall overwhelming the Italians at Monza—Moss winning by a handsome margin and Brooks setting fastest lap; and Nancy Mitchell and Joan Johns (MGA) taking a coveted *Coupe des Dames*, the first

British crew to do so, in the ludicrously gruelling—and insanely fast—Marathon de la Route (Liege-Zagreb-Liege on that occasion). The photographs are copyright of LAT Photographic; the article, Haymarket.