

An unusual view of the start of the over 500 and not exceeding 1,500 c.c. race, taken by George Phillips from the top of the control tower. The winner, Ken Wharton (Cooper, No. 52) is seen between the Rileys of Richards and Treen.

Grand Racing at Castle Combe

**MOSS, GERARD, SHAWE-TAYLOR, WHARTON AND COLLINS PROMINENT
—IMPRESSIVE DÉBUT OF NEW FORMULA TWO [CONNAUGHT—
FRAZER-NASH FASTEST SPORTS CAR—SID ALLARD'S RUNAWAY WIN**

THERE is no doubt whatsoever that Castle Combe supplies the answer to circuit-racing in the West of England. At the National meeting organized by the Bristol M.C. and L.C.C. on 7th October, a fair-sized crowd were treated to a fine afternoon's sport on the excellent little 1.84-mile circuit. Events ranged from a two heats and a final 500 c.c. race, to one of "Formule Libre" pattern. All were of ten laps duration, with standing starts.

Curly Dryden, in his single-o.h.c. Cooper-Norton had an easy win in the first heat of the 500 c.c. event, the chief feature of which was the struggle for second and third places. Eventually Clive Lones, in his low-set, red Iota "Tiger Kitten", came through from virtually nowhere to

snatch the runner-up position from Brands Hatch exponent Ian Burgess (Cooper-J.A.P.), by .08 sec. Dryden, after a couple of fast opening laps, throttled down to win at 67.81 m.p.h.

Heat Two saw an unfortunate start for several drivers occupying the back rows of the grid. As Jack Ashby dropped the flag, Ken Watkins (Cooper-J.A.P.) stalled, and Jack Moor (Wasp-Norton), D. F. Truman (Bardon-Turner-J.A.P.), and Frank Kennington (Emeryson-J.A.P.) had to stand on everything to avoid a prang. All three stalled their engines, and there was a bit of a box-up trying to get them off again, the unlucky Truman being pushed off the course by over-zealous marshals, before being allowed to re-start, and Moor's

clutch burning up as, for some odd reason, he was prevented from moving off when his engine fired, and shoved back several yards.

This race developed into a tremendous dice between Peter Collins, and Stirling Moss, both in "double-knocker" Nortons, with Alan Rogers also with a Bracebridge Street motor installed, keeping a watching brief in third place. This trio soon outstripped the rest of the field. Collins kept ahead of Moss for three laps, driving with skill and determination. Moss's car seemed a trifle under-gearred, for as he swept past the starting area, his engine was certainly being given the stick.

However, the Moss cornering genius soon asserted itself, and the

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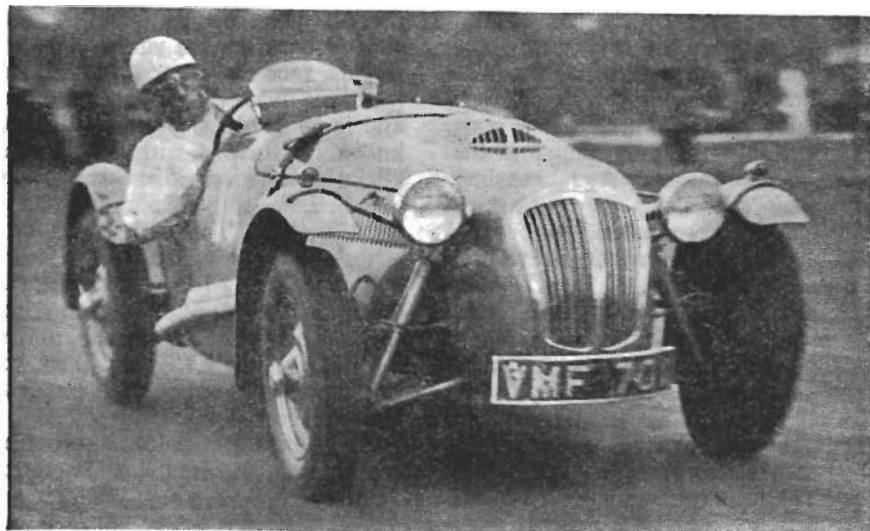


(Above). Brian Shawe-Taylor at speed in his B-type E.R.A. He holds the Castle Combe lap record.



(Above). J. M. Sparrowe's blown 1,100 c.c. Morgan shook several of the more fancied sports cars.

(Below). Stirling Moss in Murray's Frazer-Nash, with which he won the 2-litre sports car event.



Castle Combe—continued

crowd at Camp Corner had plenty to shout about when he took Collins actually in the bend. Peter cleverly slip-streamed his rival, and regained his lead on the tricky double-bend at Quarry. The two went at it hammer and tongs, passing and re-passing to the delight of the customers. When they commenced lapping the slower cars, Moss gained several lengths at Camp, as Collins had to lift his boot to avoid two cars which were engaged in an "After you Claude—No after you Cecil" business in the bend. Moss went on to win by a considerable margin. Jack Moor, after his start debacle, kept battling on and managed to qualify for the final (first ten in each heat), but Truman just failed to do so.

The third event was for racing cars over 500 c.c., and not exceeding 1,100 c.c. Ken Wharton, driving Bertie Bradnack's Cooper-J.A.P. "1,100", and Ray Merrick (Cooper-J.A.P.) were off the mark almost before starter Ashby had dusted the ground with the Union Jack. Eric Thompson, "Cooperating" for the first time, did the almost inevitable new-to-a-Cooper stall, but Eric Winterbottom in the other Vincent-powered car roared off close behind Merrick.

Richmond's naked-looking, two-stage-blown Rapier had plenty of urge, but suffered from a bounding back axle; Webb's ex-Nickols, ex-Parnell twin-o.h.c. Magnette sounded wonderfully like an E.R.A.; Olav Poppe in the Randall-Instone Djinn settled down to chase the three leading Coopers.

Wharton's Long Lead!

Wharton soon established a long lead, with Winterbottom and Merrick scrapping for second spot, the former holding a slight advantage for several laps until he fell a victim to magneto trouble with accompanying chronic misfire. Merrick eventually disappeared, letting Poppe into second place which he held to the end, with Webb's M.G. third. J. P. Treen's Treen-Riley went extremely well, and had the legs of Horace Richard's well-known car.

The over 1,100 c.c. and up to 1,500 c.c. event brought out three E.R.A.s (Bob Gerard, Brian Shawe-Taylor and Graham Whitehead), and



Busy paddock scene before the start of the final of 500 c.c. event. Unfortunately, the paddock was situated on the far side of the circuit, away from the main body of the spectators.

Geoffrey Richardson's crisp-sounding R.R.A. John Green, new owner of the George Hartwell E.R.A. had the bad luck to poke a rod through the side, showering pieces of sump and crankcase all over the landscape. Hartwell trundled out his over-bored 1,375 c.c. Cooper-J.A.P., and Collins his 1,200 c.c. version of the same marque.

Collins Shakes the E.R.A.s

Collins made a superb getaway, and led all the blown stuff into Quarry Corner. Both Gerard and Shawe-Taylor had to keep their boots firmly planted down to overhaul the little green car on the Farm Straight, but Graham Whitehead and Richardson had to give best to the Cooper. Ching's veteran Bugatti came round accompanied by a smokescreen, and Hartwell's "big" Cooper had obviously lost a pot.

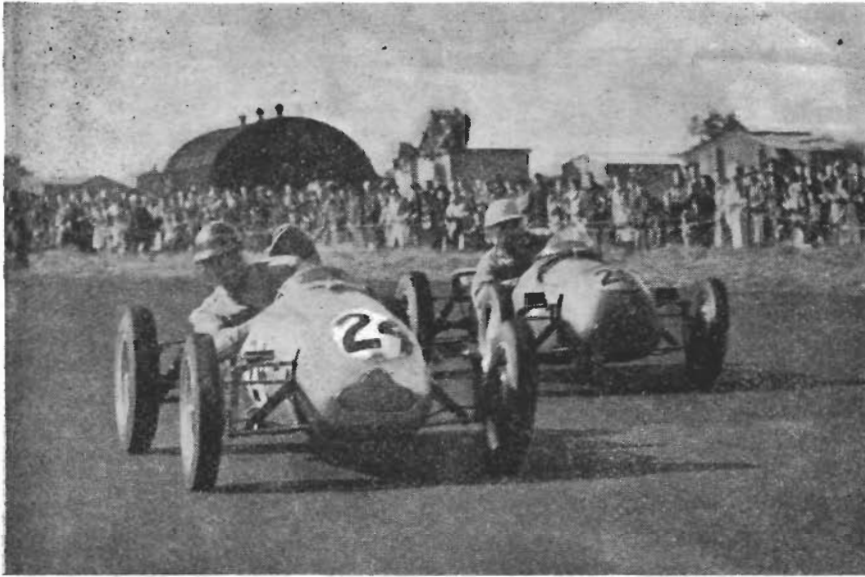
Gerard and Shawe-Taylor batted round in close company, the latter cornering on the limit to keep up with the slightly quicker Gerard car,

and giving his friends some heart-stopping moments on occasion. The amazing Collins held grimly on to third place, both Richardson and Whitehead trying their utmost to take the flying Cooper. Hartwell retired opposite the paddock, and Richardson got into a hectic slide at the same spot, shot off the circuit backwards, luckily missing the parked Cooper, and doing a considerable amount of cross-country motoring before regaining the circuit. Meanwhile, after an effort, Whitehead edged past Collins, but the Cooper pilot pressed on, and, amidst cheers from onlookers in the paddock area, re-passed the E.R.A. in the bend. Gerard, driving impeccably, held his lead, although Shawe-Taylor closed right up after a lap at 81.79 m.p.h., fastest of the day so far. Collins managed to ward off Whitehead for third place.

The fifth event was for cars of over 1,500 c.c. and up to 2,500 c.c. This produced a titanic struggle between Ken Wharton, in Peter Bell's 2-litre E.R.A., and Stirling Moss in his un-

blown 2-litre H.W.M. For lap after lap, Wharton kept ahead on sheer speed, with the tenacious Moss keeping right on his tail on the bends. Wharton was forced to play tunes on his self-change gearbox to use maximum acceleration out of the curves, whereas Moss on a car with much superior road-holding, could afford to take them flat. With a couple of laps to go, Wharton retired at the paddock — with gearbox trouble, and Moss went on to win by a considerable margin. Runner-up was Ken McAlpine in the new Formula Two Connaught. This car is a delightful road-holder, and with a little more steam than is available with the 1.7-litre Lea-Francis engine, should prove a very quick motor car. Basil de Mattos, in another Leaf-powered car, the Cromard, was third after a race-long duel with McAlpine. Oscar Moore (O.B.M.) retired, and Jack Newton (Frazer-Nash) showed Anthony Crooke (H.W.M.) the way round.

Stirling Moss made a poor start in
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(Left). Peter Collins (Cooper-Norton), leading Stirling Moss (Cooper-Norton), during their "ding-dong" in the second heat of the 500 c.c. race. Both drove a thrilling race.

1,100 c.c. Morgan, Moss and John Cooper (Cooper-M.G.). This eventually sorted itself out into a Crooke-Moss dispute for the lead, with Sparrowe's remarkably fast Morgan in third place, clearly outpacing the redoubtable Cooper. For nearly two laps, Crooke held grimly to his lead, but Moss was not to be denied, and went in front.

Frazer-Nashes Out in Front

The two F-Ns were soon out on their own, with the amazing Sparrowe leading the remainder by a big margin. Mrs. Gerard (Frazer-Nash), after a slowish start, gradually came

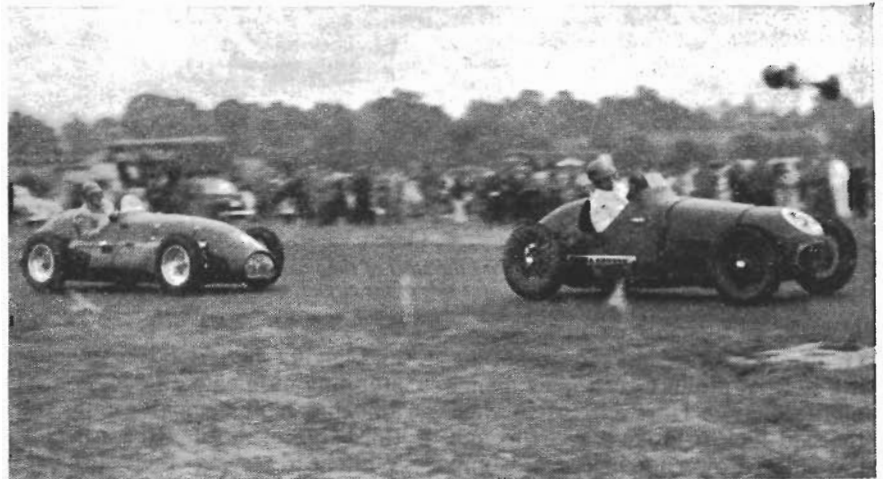
Castle Combe—continued

the final of the 500 c.c. event, and was at the rear of the procession when the field streamed past the paddock, led by Curly Dryden, Peter Collins (Cooper-Nortons), Ian Burgess (Cooper-J.A.P.), Alan Rogers (Cooper-Norton), Clive Lones ("Tiger Kitten"), J. Leary (Cooper-J.A.P.) and Paul Emery (Emeryson-J.A.P.) in that order. Dryden and Collins were soon engaged in a proper "ding-dong". Collins went ahead, only to be repassed by Curly in Paddock Bend. Burgess, outpaced by the leading Nortons, was bend-swerving in the best seconds-saving manner to keep in front of Rogers. Meanwhile Moss was relentlessly carving his way through the field, and in one lap actually picked up eight places.

Ian Burgess Prominent

After a brief struggle with Rogers, he swept into fourth place behind Burgess. The latter was giving nothing away, and Stirling had to use all his fast-cornering technique to take the J.A.P.-powered car. Soon afterwards an ominous puff of smoke appeared gradually increasing in density, and Moss slowed down—a repetition of the last Brands Hatch piston ring trouble!

Dryden and Collins were mixing it to good purpose. Peter managed to forge ahead, then Curly took to the grass to pass him opposite the



Leaf-v.-Leaf: Basil de Mattos (Cromard) being tailed by Ken McAlpine (Connaught) in the up to 2,500 c.c. race. Both have 1½-litre Lea-Francis engines, and this was the Connaught's first outing.

Paddock, only to be checked again at Camp Bend. Behind, Rogers, Lones and Emery were locked in combat, some distance to the rear of Burgess who had never let up for a moment, in case the leading pair should meet trouble. Collins kept his slender lead, to cross the line by a couple of lengths ahead of Dryden. Burgess drove home to a well-earned third place, and Lones emerged as leader of the battling trio behind.

The first of the sports car events was made even more interesting with Stirling Moss down to handle a Frazer-Nash entered by David Murray. From the start, Anthony Crooke (Frazer-Nash) took the lead, followed by R. F. Peacock's Frazer-Nash-BMW, J. M. Sparrowe's blown

through the field, and, after a brief dice first with Ernest Stapleton (Aston Martin), and Gerry Ruddock (H.R.G.), and then with John Cooper (Cooper-M.G.) settled down to try and catch Peacock's BMW and the rapid Morgan. L. A. Davis's blown D.B. Special dissipated the contents of its radiator over the circuit, and Cooper stopped at Quarry Corner with gearbox trouble.

Crooke made a last minute bid to catch Moss on the last lap, and failed by a few lengths. Sparrowe's Morgan went out in the closing stages, leaving Peacock to finish just ahead of Mrs. Gerard.

Sidney Allard (Allard-Cadillac) simply ran away with the over 2-litre sports car event, practically lapping

the entire field before the finish. Brighton man John Craig put up a grand show with his pre-war Jaguar, and for several laps sat on the tail of Crozier's very fast 8-litre Bentley, on sheer cornering ability. G. H. G. Burton, and R. E. B. Williams (4½-litre Bentleys) thundered round together, four-wheel-drifting their big cars and chucking large divots in all directions. T. W. Dargue's XK 120 Jaguar was slower than expected, and it wasn't until the closing stages that he found some extra urge. Hay's famous old Bentley saloon sailed round, defying the efforts of James Boothby (Healey) to pass. Allard's winning speed was more than 7 m.p.h. faster than the runner-up, Crozier in the big Bentley.

500 c.c. to 4,500 c.c.

The Formule Libre race brought out a strange assortment of machinery, from Robin Montgomerie-Charrington's Cooper "500", to Archie Butterworth's 4½-litre, four-wheel-drive, V8-engined A.J.B. Denis Poore's Alfa-Romeo had not recovered from its Goodwood piston bother, whilst Fairman's Alfa developed some ailment or other in practice. Wharton drove Bradnack's Cooper in place of the 2-litre E.R.A.

Wharton was, as usual, first off the mark, but was passed out of Quarry Corner by Winterbottom who had remedied his earlier ignition trouble. As the pack rounded Paddock Bend,

Winterbottom and Wharton were in the lead, closely followed by Shawe-Taylor and Graham Whitehead (E.R.A.s), then Stirling Moss (H.W.M.) and Geoffrey Richardson (R.R.A.).

It was quite amusing to see the two tiny Coopers being chased by the blown brigade and the Formula Two H.W.M. Winterbottom was driving with tremendous verve, and Wharton could make no impression on the Vincent-engined car, which was going with far more steam than Stevenage appears to have produced in the past.

Sheer b.h.p. had to tell, of course, and Shawe-Taylor whipped ahead after Camp Corner, and steadily forged further in front, putting up the fastest lap of the day in the process (1 min. 20.2 secs., 82.6 m.p.h.). Graham Whitehead warded off the Moss challenge, after both had managed to pass the Coopers, and Richardson came through to dispute the issue after a slowish start. At the tail-end, "Monty" Charrington was out-paced, but very definitely not out-driven. One would like to see this very promising driver with a larger size in motors.

Shawe-Taylor won comfortably at the remarkably high speed of 81.23 m.p.h., followed by Whitehead and Moss, who were separated by a few yards. This means that the winner not only holds the Castle Combe lap record, but also achieved the highest speed over 10 laps, an honour which he took from Gerard.

RESULTS

Racing Cars

500 c.c.—Heat 1: 1, R. M. Dryden (Cooper-Norton), 67.81 m.p.h.; 2, Clive Lones (Iota "Tiger Kitten"-J.A.P.), 67.50; 3, Ian Burgess (Cooper-J.A.P.), 67.47. Heat 2: 1, Stirling Moss (Cooper-Norton), 72.04 m.p.h.; 2, Peter Collins (Cooper-Norton), 71.97; 3, Alan Rogers (Cooper-Norton), 71.46. Final: 1, Peter Collins, 73.55 m.p.h.; 2, R. M. Dryden, 73.46; 3, Ian Burgess, 72.54.

Over 500 c.c. up to 1,100 c.c.—1, Ken Wharton (1,097 Cooper-J.A.P.), 75.92 m.p.h.; 2, Olav Poppe (1,097 Djinn-J.A.P.), 71.49; 3 J. H. Webb (1,087 M.G. S), 69.33.

Over 1,100 c.c. up to 1,500 c.c.—1, Bob Gerard (1,488 E.R.A. S), 80.68 m.p.h.; 2, Brian Shawe-Taylor (1,488 E.R.A. S), 80.35; 3, Peter Collins (1,200 Cooper-J.A.P.), 77.92.

Over 1,500 c.c. up to 2,500 c.c.—1, Stirling Moss (1,998 H.W.M.), 78.54 m.p.h.; 2, Ken McAlpine (1,767 Connaught), 75.51; 3, Basil de Mattos (1,750 Cromard Special), 73.46.

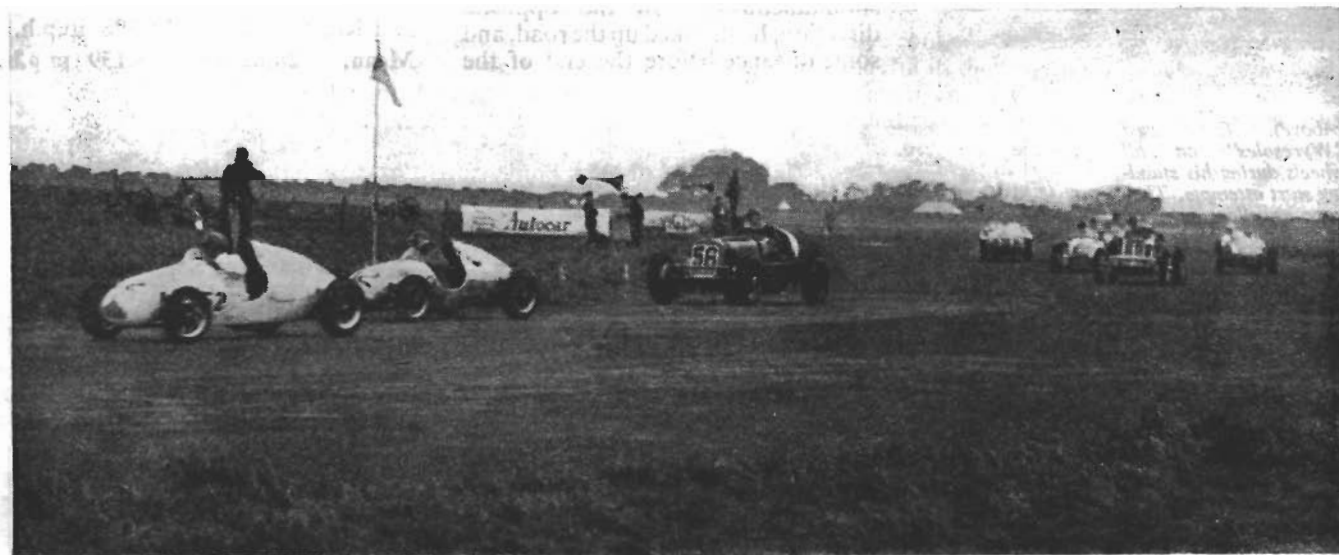
Formule Libre—1, Brian Shawe-Taylor (1,488 E.R.A. S), 81.23 m.p.h.; 2, Graham Whitehead (1,488 E.R.A. S), 79.64; 3, Stirling Moss (1,998 H.W.M. U/s), 79.56.

Sports Cars

Up to 2,000 c.c.—1, Stirling Moss (1,971 Frazer-Nash), 74.77 m.p.h.; 2, Anthony Crooke (1,971 Frazer-Nash), 74.59; 3, R. F. Peacock (1,971 Frazer-Nash-BMW), 71.32.

Over 2,000 c.c.—1, Sidney Allard (5,420 Allard), 74.12 m.p.h.; 2, G. M. Crozier (7,982 Bentley), 67.87; 3, John Craig (3,485 Jaguar "100"), 67.19.

Fastest Lap of the Day (Course Record)—Brian Shawe-Taylor (1,488 E.R.A. S), 1 min. 20.2 secs. (82.6 m.p.h.).



Ken Wharton (Cooper-J.A.P.) and Eric Winterbottom (Cooper-Vincent), leading Brian Shawe-Taylor and Graham Whitehead (E.R.A.s) out of Quarry Corner during the Formule Libre race. Shawe-Taylor eventually won at record speed.