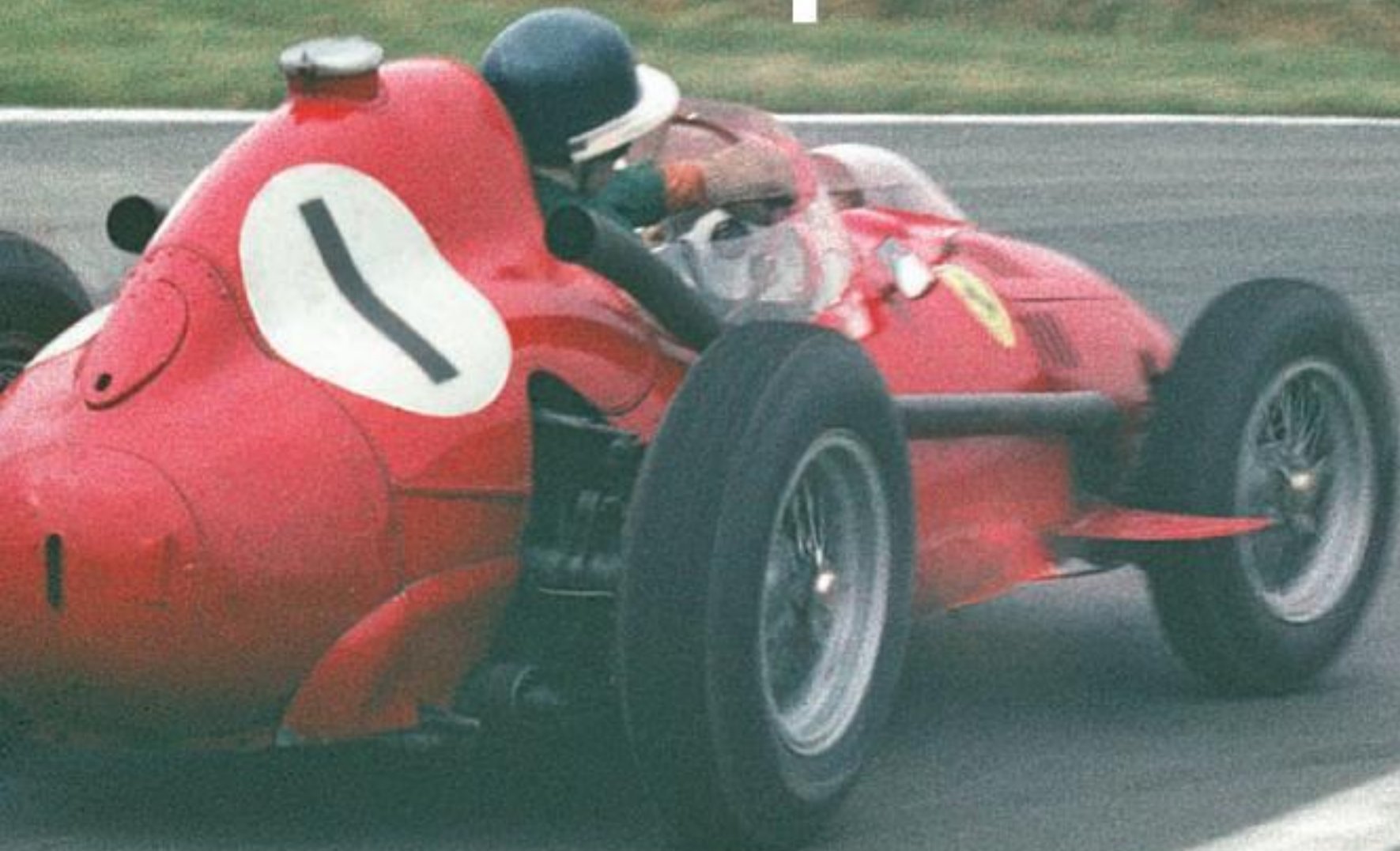




# 1950s Motorsport in colour



Martyn Wainwright

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# Introduction

In 1948, my parents sent me to Trinity College, Dublin to read Law, largely because my father was the senior partner in the family firm of solicitors and wanted me to follow in his footsteps. It took two years at Trinity, however, to persuade him that the law was not for me.

Largely because my father and I couldn't agree on the sort of career I ought to be pursuing, I changed courses to one which only the Irish could have dreamt up, and which involved such unlikely subjects as Astronomy and the History of Music. As these were not particularly taxing subjects, I cast around to find something which would further occupy me. By chance, a friend who was interested in photography was asked if he would like to go along and see what the College Photographic Club had to offer. I went with him, more in hope than expectation, and what we were confronted with made the mind boggle, so old was the equipment and so dirty were the premises. However, because the members were a group of true enthusiasts who were doing some very good work, I went again the following week, and that was it, a life-long interest was born.

The following year, I went to a lecture given by the late Max Boyd, a professional photographer working in Dublin. I soon discovered that he had a freelance job which involved writing and illustrating articles on motorsport for *Irish Motoring Life* magazine. I already had a fair interest in cars and, as I had absolutely no cash, I soon found myself acting as Max's assistant, taking photographs all over Ireland.

In those days, Northern Ireland was the home of two major international meetings: the Ulster Trophy for Grand Prix cars, and the Tourist Trophy for sports cars. In order to cover such meetings it was really necessary to send two people but, since *Irish Motoring Life* had no funds, Max, rather generously, offered to split his fees with me.

Shortly after I started working with him, Max was

offered the post of motoring correspondent for *The Sunday Times*. Before leaving, he asked if I would like to take over the freelance work at *Irish Motoring Life*, pointing out that its real value lay with the press passes that went with it.

I covered as many meetings as possible in 1953 and 1954, knowing that my time at college was almost up and that my father and I were once again at loggerheads about 'what next?' It turned out that 'what next?' was training to be an accountant, which I most certainly did not want to be. Unfortunately, this precluded my attending many meetings after 1955, except those at Goodwood, which I attended whilst on holiday. In 1959, day jobs and family commitments ended the professional part of my photographic career.

## The photographs

Because the Republic of Ireland seemed to possess an almost inexhaustible supply of US dollars in those days, I was able to buy an M3 Leica and some lenses. However, the only long focus lens I could afford was an f3.5 135mm Hektor. I also bought an f3.5 90mm Elmar and an f4 21mm Agenieux super wide angle (very wide for those days). The M3 came with a light meter, which clipped into the shutter speed knob, enabling exposure by either shutter or aperture priority. Although far from automatic, it was much easier to use than a separate light meter. Focus was, of course, purely manual. I liked to take action pictures of cars head on and, hopefully, in a full drift. Fortunately, I was a good shot with a shotgun and 'following through' came naturally. Even so, the failure rate was hardly insignificant ...

In 1954, and for my own amusement, I took my first colour pictures of racing cars at the Tourist Trophy race in Ulster using, I think, 25 ASA Kodachrome film. Because it was so slow, I had to employ the tactics of using a slow corner

and trying to vary the angles as much as possible. Also, it was always necessary to take monochrome shots first as they represented the necessary cash return from their publication. In 1955, my old friends at the Green Studio in Dublin started processing a film called Anscochrome, which was available in a 400 ASA version and wasn't too unbearably grainy, and I used that until 1959.

Around 1960, the colour slides which comprise the collection featured in this book were put in a set of slide drawers, and thereafter subjected to conditions which no transparency material should ever have to suffer. One day, in around 1998, whilst sorting out some stuff stored in our attic, I thought I had better get rid of the transparencies as I didn't believe they could be viable any more. The pictures were all in glass front and back, metal-framed slides which had all rusted. Instead of throwing them away, however, I reset the transparencies in plastic, glass-free mounts and concluded that they might, after all, be worth attention, notwithstanding the fact that there was a frightening amount of emulsion damage and all the images were filthy.

I am still puzzled as to why I ever took colour pictures

in the 1950s as there was absolutely no chance that I could get any published in printed media. I did run a few slide shows, though, and showed the colour pictures, alongside monochrome ones, to my friends.

When I first examined this archive, I was mortified to find how little I could recollect. However, as research progressed, little bits of information, sometimes pretty irrelevant, kept popping into my head. Even now, research is not complete and almost certainly never will be, as many of those who took part in motorsport events all that time ago are no longer with us.

### Acknowledgements

Without the great help I received from Rob Barker, with particular reference to identifying pictures taken at Goodwood, and for providing relevant background notes, this book would not have been possible. Julie, Rob's wife, fed me every time I appeared at their home, despite all the annoyance I must have caused.

Martyn Wainwright, Dorset, England

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# Chapter 1 - Dundrod, Tourist Trophy, 11<sup>th</sup> September 1954

This race was a constituent part of the World Sports Car Championship in 1954 but, although points were scored towards the Championship, the actual Tourist Trophy was awarded to the winner of the Index of Performance which was applied to all the cars. The Index of Performance was a handicap system created by means of a highly complex mathematical calculation tending to favour the smallest capacity engines. Thus, the Trophy winner, the 745cc DB Panhard of Armagnac and Loreau, received 27 credit laps, whilst the winner on the road, Mike Hawthorn in a 3 litre Ferrari, got only 6.

Bearing in mind the narrow roads with rough surfaces, and the inability of most people to understand how the Index of Performance calculations worked, I found it amazing that so many teams from Europe entered. These included Lancia, Ferrari, Maserati, OSCA, and DB. British teams came from Jaguar, Aston Martin, Lotus HWM, and others.

There were 58 entrants for the race but, for various reasons, quite a few pulled out before the start, leaving Ferrari,

for instance, with only one team starter out of three.

Lancia brought four cars, two of 3.8 litres and two of 3.3, and Jaguar had one of 3.5 litres and two of 2.5. The word was that the 2500cc Jaguars were built to test an engine for the Grand Prix formula, but it may well have been produced to provide a better handicap in the Index event. Ferrari had a single 3 litre 750S Monza. There were also three works DBS Aston Martins fitted with 3 litre engines.

As expected, the narrowness of the roads and the speed differentials between the cars with the smallest engines (745cc) and the largest (3800cc) led to difficulties. Taking into account a race run over 80 laps of a track approximately 8 miles long, it was hardly surprising that a number of incidents occurred, severely damaging a number of vehicles, happily without loss of life.

Because of the lack of fast film, all of the pictures for this chapter were taken at the hairpin bend below Wheelers Corner.

3.3 litre Lancia co-driven by Taruffi and Piodi. After Fangio's car blew up, he took over Piodi's seat in this car. In 1954, team managers, if not sure of the reliability of their cars, would enter all the drivers as joint second drivers - a very sensible step in this case.



Fangio's 3.8 litre Lancia, right, shortly before its engine blew up ... and, below, actually blowing up in front of me! The Lancia deposited a great deal of oil on the road and, subsequently, even at the leisurely pace at which this corner was taken, some competitors slid wide at the exit point. The official reason for his retirement was given as a split oil tank, but it seems more likely that the car was damaged when Fangio hit the bank at Wheeler's Corner.



Lancia 3.3 litre driven by Robert Manzoni. This was one of the two Lancias to finish, and it was 8<sup>th</sup> in the index, 3<sup>rd</sup> fastest on the road, and 2<sup>nd</sup> in its class.









3.4 litre Jaguar C-type: owned by Ecurie Francorchamps, and driven by Swaters and Laurent.



One of the few 750 Monza Ferraris in private hands in either the UK or Ireland. Joe Kelly, the owner, was a car dealer in Dublin and somehow acquired this one. Desmond Titterton was the co-driver. It managed only 19 laps before the gearbox failed.



The 2.5 litre D-type Jaguar co-driven by Stirling Moss and Peter Walker. Although this car was 4<sup>th</sup> fastest in practice, it proved to be a little under-powered on the day, finishing 18<sup>th</sup> in the Index. The front of the car has been damaged due to the road surface breaking up and allowing stones to be thrown up against the bodywork. Note the amount of sand that had to be put on Fangio's Lancia's oil spills.

The 3 litre DBS Aston Martin co-driven by Peter Collins and Pat Griffiths.





Collins' DBS Aston Martin suffered a broken halfshaft that caused its retirement. It was an unlucky day for Aston Martin: the Parnell/Salvadori car hit a bridge at Leathemstown, and the third car, driven by Whitehead and Poore, was the team's only finisher but proved to be completely out of touch with the faster cars in terms of performance.

The 2 litre Ferrari 750 Mondial owned by Ecurie Yankee, from the USA, and driven by Bob Said and Masten Gregory. The car finished 2<sup>nd</sup> in its class.









Perdisa's and Musy's ABGCS 2 litre Maserati. My recollection is that this car received some outside help, to which it was not entitled, was deemed to have broken the rules, and so was disqualified.

Alan Brown in his 2 litre Cooper Bristol which he co-drove with Mike Keen. They finished 3<sup>rd</sup> in the up to 2 litre class.



○ SCA 1.1 litre owned and driven by the Reece brothers. This car hit a bank at Quarterlands on its 52<sup>nd</sup> lap and was too badly damaged to continue.

The AGOS Maserati driven by Scarlatti and Belluci which retired, in a considerable cloud of steam, with a broken water pump.

This was the only non-team member of the Maserati Equipe. Owned and entered by Gibbey Engineering, a great supporter of motorsport in those days, and driven, on this occasion, by Cliff Davis and Horace Gould. Unfortunately, its transmission failed near the end of the race.







Bonnet and Bayol in their DB Panhard which, along with the Armagnac/Loreau car, made it look for some time as though the DB team would come 1<sup>st</sup> and 2<sup>nd</sup> in the Index. However, whilst in the lead, this car suffered severe brake failure, crashed, and had to retire on its 74<sup>th</sup> lap.



DB Panhard 745cc. This car, driven by Armagnac and Loreau, won the Index of Performance. It finished four laps ahead, on handicap, of the fastest finisher, Hawthorn's Ferrari. This meant that Hawthorn, by my calculations, would have had to have lapped the DB about 17 times. Pretty hazardous stuff on those narrow roads.



# Chapter 2 - Goodwood, 11<sup>th</sup> April 1955

**M**otor racing in the UK derived immense benefit from Goodwood over the 18 years that racing took place there and, in many ways, the circuit was perhaps the cradle for the development of the Grand Prix car of today. Apart from the racing activities, various car companies used Goodwood as their principal test centre. It was, however, a short circuit, ill suited to long distance events, as became

obvious when the Tourist Trophy and the nine hour races were staged there.

It may be that because Goodwood was so well known for its horse racing, the organisers hit upon the idea of running short races of the 'fast and furious' variety. At any rate, this proved immensely popular with the punters, and soon attracted good crowds and entries from all over the world.

The entrance to Goodwood as it was in 1955. The C-type Jaguar in the foreground has clearly been driven to the event from the competitor's home, and will, hopefully, be driven back after it. One cannot quite imagine that happening today.







**The Formula 1 race:** The three cars in this picture were owned and entered by Gibbey Engineering, and driven by Roy Salvadori. The 250F Maserati at the front won the Richmond Trophy after a spin at the Chicane put it back to 6<sup>th</sup>. The second car is a Cooper, built for Gibbey Engineering and fitted with Gibbey's own 2 litre Maserati engine. This was not a very successful combination, though. The DB3S Aston Martin in the background won race C. When the meeting was over, Roy Salvadori had won three races and had come second in two others, earning himself £1000 in starting money and £2000 in prizes and bonuses. Consider the equivalent value today, and it looks like a good day's work even now.

**The 500cc race:** Cooper Norton 498cc (inset). The 500cc race was won by Nor Bueb in the works Cooper Norton. This event featured a wheel-to-wheel struggle throughout between Bueb and Les Leston in the Francis Beart-tuned car. Leston finished 2<sup>nd</sup> but was downgraded to 5<sup>th</sup> by virtue of a 15 second penalty for jumping the start.

**The Formula Libre race:** The legendary Maserati 8CM 2992cc. Previously owned by such famous drivers as Whitney Straight, Dick Seaman, Prince Bira, and Ken McAlpine, on this occasion, driven by Cliff Davis. This car, and one ERA (R10B), took part in the Formula Libre event, a race devised to attract the more elderly GP cars, of which these two were the only true contenders. The real reason for running this event was to provide an excuse for the V16 BRM, a great favourite with the public, to run one last time. Happily, the BRM, driven by Peter Collins, won this one and finished 5<sup>th</sup> in the final five lap handicap race.





Horace Richards' 2 litre HAR, a Riley-based Special. It was entered for both the Formula Libre and Formula 1 races but finished in neither.

**The Sports Car race:** (main picture & those following) Jaguar C-type 3442cc, owned by Ecurie Ecosse and driven by Tony Rolt. This is the car, driven by Rolt and Hamilton, that won at Le Mans in 1953, setting a new lap record and finishing in the fastest time ever. (Below) This is the original HWM sports car, with a 3442cc Jaguar engine, and driven by its designer George Abecassis.



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The same C-type as in the previous picture, this time from a different angle and with the bonnet raised. Another well-known figure, that of 'Wilkie' Wilkinson, can be seen working on the car, dressed, as always, in a smart suit and wearing a collar and tie!



A pair of 3 litre 750 Monza Ferraris. Number 116, driven by Mike Sparken, won the race on the road, but was judged to have jumped the start and was relegated to 2<sup>nd</sup>. Number 81, driven by Luigi Piotti, retired.

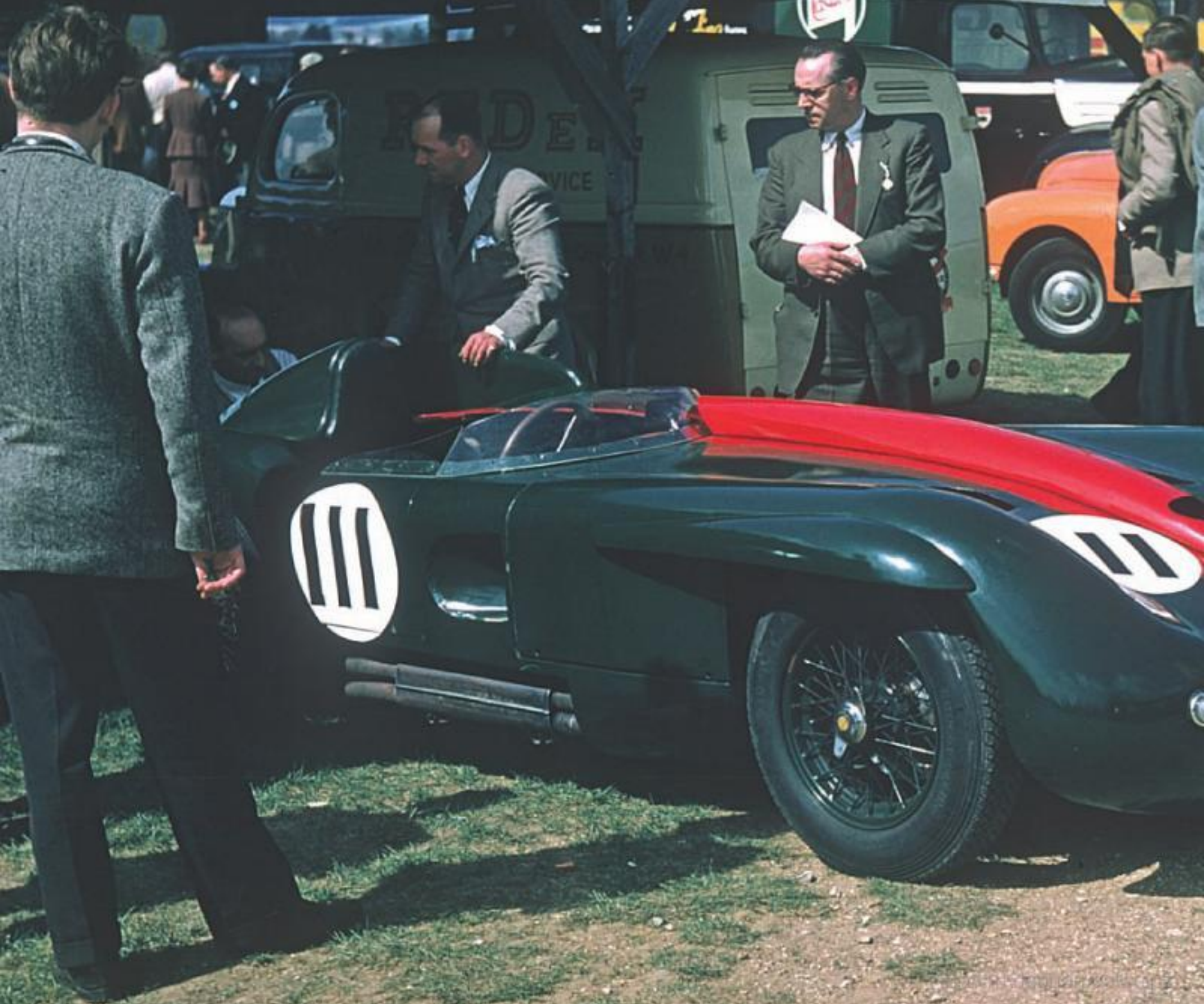






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REDEX BAY





Jack Sears' 2 litre Lister Bristol started a promising 3<sup>rd</sup> on the grid but was retired.



This 1971cc Cooper Bristol started life as a single-seater. It was driven by Tom Kyffin.

The Cooper Climax T39 1098cc driven by Nor Bueb, started 1st on the grid in the Sports Car race A, but only managed to finish in 3<sup>rd</sup> place.



Francis Beart and Bernie Rodger, two good friends of Stirling Moss, designed and built this beautiful little car, the Beart Rodger T66 with a 1098cc Climax engine installed. Moss agreed to drive this untried car to help in its development. It started 7<sup>th</sup> on the grid but retired and is thought never to have been driven by Moss again. The fact that in 1955 Moss won the Mille Miglia, the Targa Florio, the Tourist Trophy, and the British Grand Prix, and was rated next to Fangio in the world, says something of the character of the man who drove an uncompetitive one-off little car in order to help his friends.



Stirling Moss, aged 26, signing autographs. Alf Francis, the man who tuned Moss' engines, brakes and suspensions, is standing beside him.

# Chapter 3 - Goodwood, VSCC Meeting, 30<sup>th</sup> May 1955

A

small collection from the Spring Vintage Sports Car Club Meeting. Almost all the action shots I took that day were in black and white.

The start of the over 2 litre Sports Car race featuring, on the front row of the grid: No. 65, D-type Jaguar, driven by Duncan Hamilton; No. 57, C-type Jaguar, driven by Michael Head; No. 103, HWM Jaguar, driven by John Heath, co-ordinator of the HWM company; and No. 72, Austin Healey 3 litre, driven by John Deeley. The race was won by Duncan Hamilton.



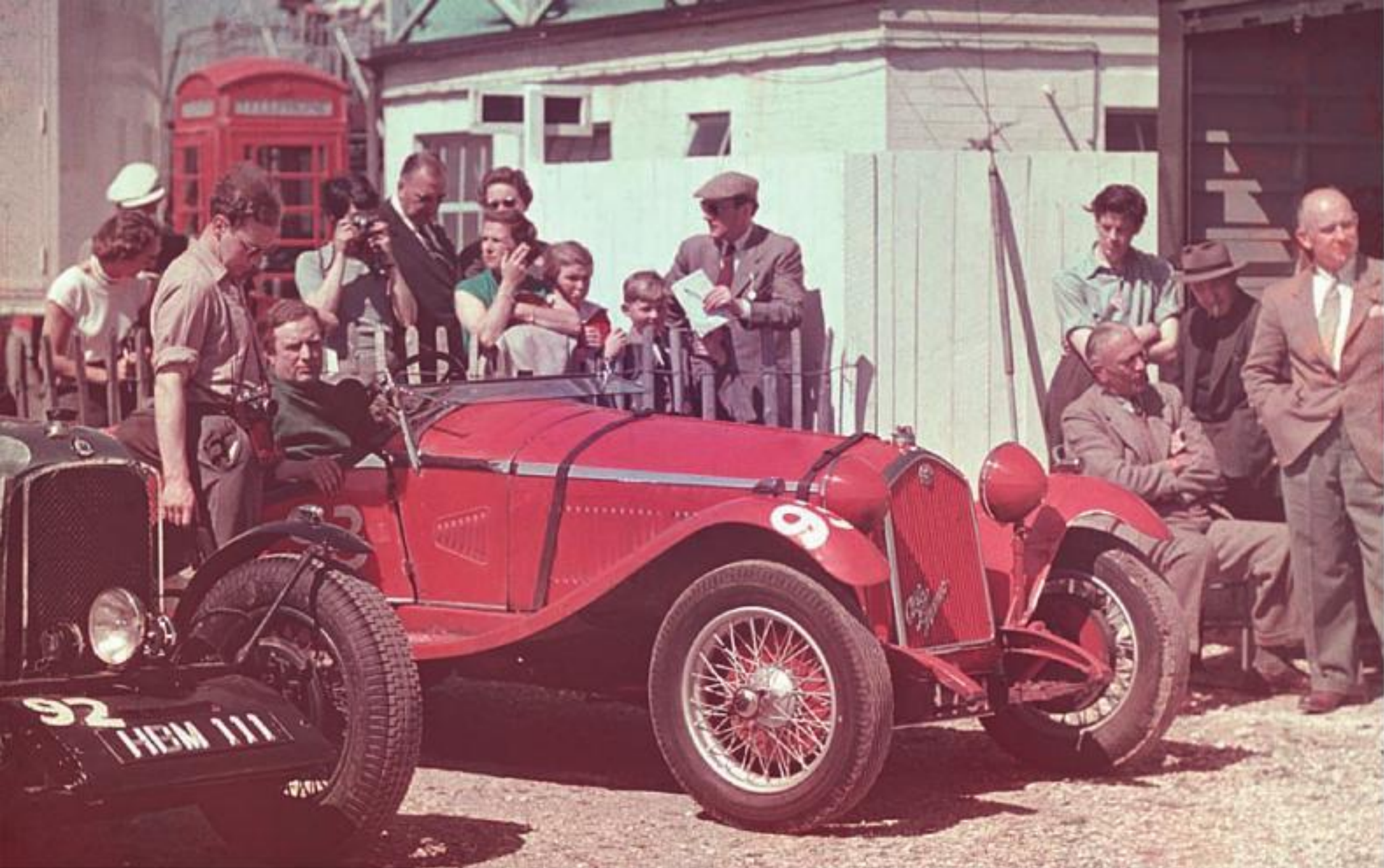


Lotus 6 MG, 1250cc driven by A. Coakley.

**The Vintage Sports Car Handicap:** 1927 Bugatti 2261cc driven by A. Roberts. Behind it in the picture is the Arnica C6 1098cc, driven by J. Tozer, which finished in 1<sup>st</sup> place, its engine sounding absolutely wonderful







Alfa Romeo 1750 driven by I. T. Easdale.



The 1908 12 litre GP Itala of C. Clutton.  
This car finished 8<sup>th</sup> after a fierce, if unlikely, battle with Basil Davenport in the 2 litre GN Spider.

# Chapter 4 - Lisdoonvarna, Eire, June 1955

**L**isdoonvarna is a small village in County Clare on the far west side of Ireland, virtually on the edge of the Atlantic. Its only real claim to fame is that it is recognised as the 'Weddings Capital of Ireland'! How the organisers came to find this place, or whether they ever had any official sanction to run the event, is very unclear. There must have been some attraction - certainly not the money - or people like Joe Kelly and Bobby Baird would not have travelled over 120 miles from Dublin or Belfast to take part.

This was a very Irish event. The Hill Climb took place on a small winding road, which twisted its way up the granite

hills for about 3-4 miles. The first picture gives you a fair idea of what it was like. Not surprisingly, I've not been able to trace any archival information about this event and have, instead, indulged in a certain amount of guesswork. As the pictures show, there are practically no members of the public present, let alone any *aficionados*, though the meeting was very much enjoyed by all present. The vehicles, it might be a bit inaccurate to call all of them cars, came in many formats. The largest group of drivers brought their brand new, unmodified sports cars, likely, their very first new cars (it was 1955 after all, and car production had still not geared up to meet postwar demand). All drove without inhibition!



**S**urrounded by the bare-looking granite hills, a Triumph TR2, just delivered, I suspect, climbs the hill without incident, and probably without any great merit.





Jaguar XK120. Note the 'large crowds' unworried by Marshals. Most people placed themselves at whatever point they thought most advantageous, without regard for possible, or probable, danger to either themselves or the drivers.



I think this vehicle (top picture) must have had its origins in the Morris family. It had, I would guess, just been driven out of a filthy farmyard. Keeping it clean was probably not a priority. I suspect that the car's tax had run out and trade plates had been borrowed from the nearest repair shop.

A Triumph TR2 driver keeps an eye on the apex of the same sharp bend.





Close-up of a Ford special. Ford had an assembly and distribution point in Ireland and, although supply was difficult, 1172cc side valve engines were available and could be sufficiently modified to have some fun, provided that the driver and the car were sufficiently light.



An Austin-Healey. Judging by the appearance of the tyres, the driver was trying pretty hard.

Material com direitos autorais





The same Ford special as in the facing page, this time demonstrating its roll-free cornering ability.





The 1.5 litre Baird Griffin driven by Bobby Baird, the proprietor of *The Belfast Telegraph* newspaper. This car was much modified by Dave Griffin and, for an old one, could go quite well. This is my favourite picture of the series and is a piece of social history. Note the mechanic and his mate smoking, with their cigarettas, as it were, suspended over the fuel tank I think the policeman was only there for a chat.

MG TC 1250cc driven by Joe Flynn, a stalwart supporter of motorsport in those immediate postwar years.





A lla, I do not know the engine size or anything else about this car except that it was probably driven by Joe Kelly or Tary Larga.

A study in concentration. Driver close-up, Triumph TR2.



# Chapter 5 - Aintree, British Grand Prix, 16<sup>th</sup> July 1955

In 1955, the British Automobile Racing Club (BARC) was given the responsibility of running the British Grand Prix. The venue for the first time was Aintree, and the circuit followed, roughly, the periphery of the layout of the Grand National horse race. During the practice sessions, it became abundantly clear that there was only really one make of car in the race: the Mercedes team brought five cars and proceeded to do far more practice laps than any of the other entrants. Because of a financial complication, Lancia was unable to start the race, though it had been thought that Scuderia Ferrari might run the Lancia D50 cars under the Prancing Horse emblem. This was not to be, which is a great pity as it was the only team which might have offered any challenge to Mercedes. Instead, Scuderia Ferrari brought its Type 625s for Hawthorn, Trintignant, and Castellotti. Four works team 250F Maseratis were entered for Behra, Musso, Mieres, and Simon. Most of the British cars spent the practice periods partially disassembled, and their drivers had very little time to get used to the circuit.

On the day, as has been well reported, the Mercedes team finished 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup>, Moss pipping Fangio by a gnat's whisker. It was not quite a walkover, though, as both Mieres (250F Maserati) and Musso (250F Maserati) by sheer driving ability managed to harry the Mercedes in third and

fourth places. In the end, Musso finished 5<sup>th</sup>, about a minute behind the Mercedes 4<sup>th</sup> finisher, Piero Taruffi.

Three things stand out about that day in my memory:

1. The Mercedes transporters could comfortably carry only four cars, so Alfred Neubauer, the Mercedes *chef d'equipe*, had another car sent from Germany on a novel, uncovered, flat-bed truck, with a fairing behind the cab to give the W196 on the platform a little protection. This truck was fitted with a 3 litre 300SL engine, and was capable of 125mph, even with a car on board!

2. Whilst all the W196 cars ran without fault throughout the race it was noticed that, at the end of the day, two of the sixteen mechanics had dirty overalls. This was because they had been helping repair Wharton's Vanwall. This was in contradistinction to one British team which refused to help Connaught with a vital, special tool - and that was during practice!

3. It was well known that the W196 Mercedes used to creep on the start line with the clutch fully out. To eliminate the possibility of a jumped start, the team had devised a chalk block of the right consistency, and shaped to fit under the front of the back tyres. The idea was that when the cars were unleashed the chalk would crush. I didn't see the chalk wedges used, but one of the German team told me about it.





DUNLOP

MERGOL MOTOR OIL

LUCAS

FERODO

9

7

3

35

5



**The Sports Car race:** The start of the race which was the opener before the Grand Prix. This race attracted some of the UK's best known drivers, such as Mike Hawthorn (XKD Jaguar), Roy Salvadori (Aston Martin DBS), Peter Collins (Aston Martin DBS), Archie Scott Brown (Lister Jaguar), and Duncan Hamilton (XKD Jaguar).

Peter Collins' Aston Martin DBS 2992cc. My only presentable picture of a sports car in action during this race.

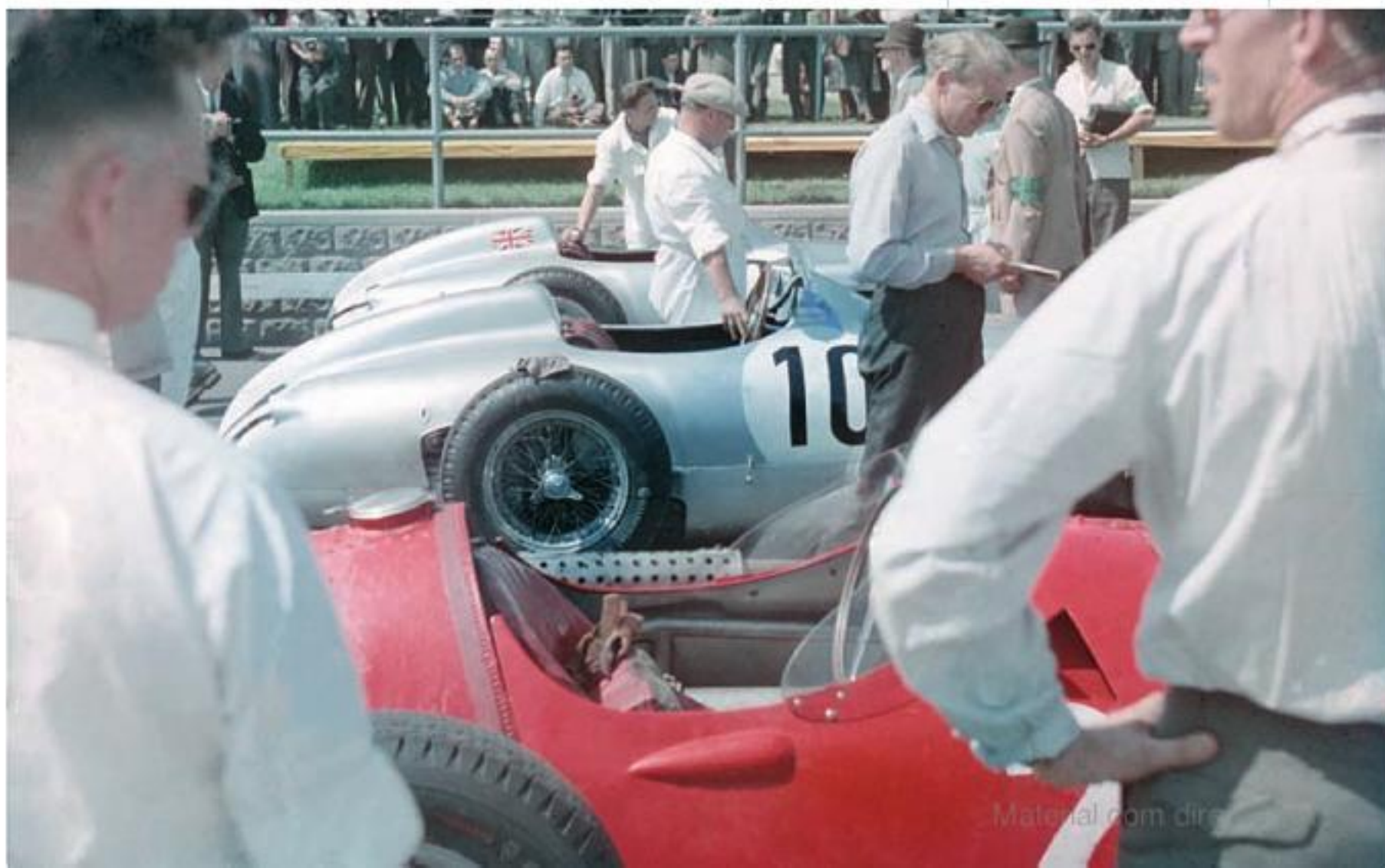




### The British Grand Prix:

This picture was taken just prior to the start of the Grand Prix. Interestingly, the BARC had to hire safety equipment for the event, such as the dry chemical fire tender shown in the foreground.

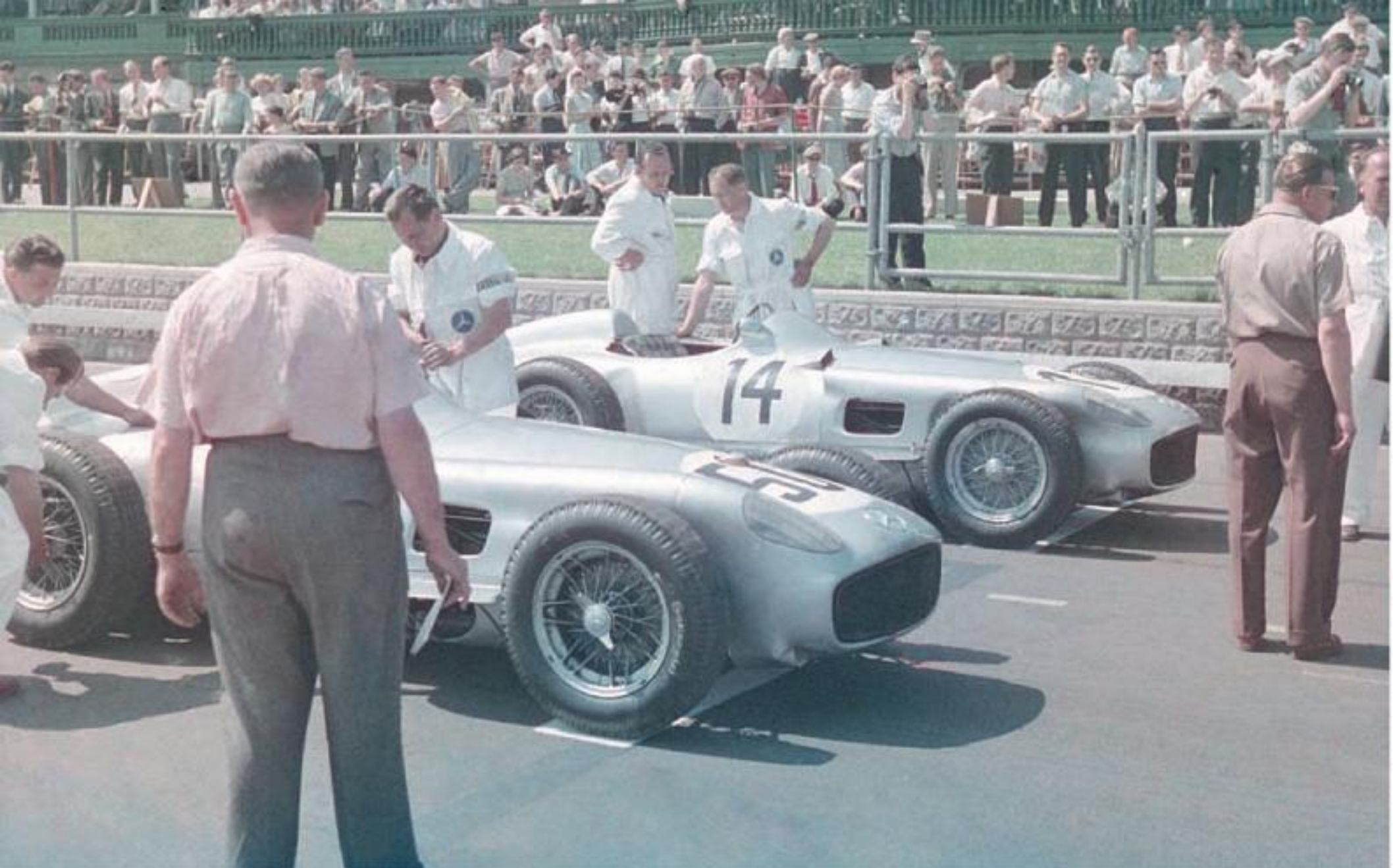
The Mercedes entries of Moss (with Union Jack) and Fangio (unusually without Argentinian flag), in the foreground is the 250F Maserati of Jean Behra.



The type 625 Ferraris of Mike Hawthorn and Maurice Trintignant in the pits before the race.

The Vanwalls of Harry Schell and Ken Wharton. Note the dodgy start-up kit.





The second row of the grid featuring the W196 Mercedes of Karl Kling and Piero Taruffi.

The other Argentinian driver, Roberto Mieres (250F Maserati), who started the race so well, at one time running 3<sup>rd</sup>. Unfortunately, his car suffered a burnt piston about half-way through the race.





Taken just prior to the start, this picture shows the general *mélée* of cars being pushed into place. Not so the Mercedes team, though, already properly lined up under the eagle eye of their legendary *chef d'équipe* Alfred Neubauer, the large man in a grey suit in the middle of the picture.



**S**tirling Moss' Mercedes flat out on one of the fastest sections of the track.

**E**ugenio Castellotti's Type 625 Ferrari.



Harry Schell's Vanwall. This car retired after its throttle cable broke on its 21<sup>st</sup> lap. Ken Wharton's similar car suffered a broken oil pipe on lap 32 and Wharton retired. Not so Schell, however, who pushed and cajoled the Vanwall mechanics; to little effect, until help arrived in the form of a Mercedes mechanic

who brought a car to life allowing Schell to get going again, albeit in Wharton's car. He finished last, by about 7 laps, but only 9 finished out of a total entry of 25. A great effort.





Peter Collins' Maserati 250F (note the effect of the careless fuel filling). Collins retired on lap 30 with a broken clutch. Maserati, apart from having Musso's car finish 5<sup>th</sup> behind the Mercedes quartet, had only one other car finish: the 250F driven by Lance Macklin finished in 8<sup>th</sup> place. Incidentally, this car was owned by Stirling Moss.



Ken Wharton's 2490cc Vanwall.



The seemingly imperturbable Fangio (W195 Mercedes) on his way to a very close finish. He was just 0.2 seconds behind Moss at the end, though this may, in part, have been due to Alfred Neubauer's liking to have his cars cross the finish line together – as a demonstration of the superiority of the Mercedes team.



Maurice Trintignant's Ferrari retired in a cloud of steam on the 60<sup>th</sup> lap, when the cylinder head gasket sprung a major leak.

The Gordini of 'Nano' Da Silva Ramos: loss of oil pressure finished his race. His teammate, Robert Manzon, in a similar car, suffered much the same sort of problem, and they both had to retire before a third of the race had been run. Mike Sparker, the third team member, did finish and in 7<sup>th</sup> place.





Another shot of Castelotti, Ferrari, this time at Anchor Crossing.



Andrea Simon's 250F Maserati which retired on the 10<sup>th</sup> lap with a broken gear selector.

Leslie Marr in the streamlined Connaught. Marr retired, along with his two team mates, Rolt and McAlpine, before the race had run more than 30 of the 90 laps.





Stirling Moss on his way to winning the race. He made the fastest practice lap and, thus, started at the front of the grid. He also achieved the fastest lap during the race. It has long been debated whether or not Moss was allowed to win this, even (with Fangio in the team and driving under strict team orders). However, it has always seemed to me that Moss started with the benefit of knowing the rather difficult track better than any of his team mates and, in the pre-race practice sessions, he was always that bit faster than Fangio.

# Chapter 6 - Prescott Hill Climb, 21<sup>st</sup> August 1955

**H**ill Climbing has, since it started before World War I, enjoyed a considerable and persistent following in the UK. The spectators are somehow more involved than those in the more 'active' motorsports, and the meetings in 1955 were much more relaxed than those of any other format, as they still are today. The public may wander round the pit areas at will, provided that they do not interfere. Good views are always available, and the age of competitors somehow does not seem critical. Some compete, very successfully, over the age of 70.

Prescott is the home of the Bugatti Owners Club which has run highly successful events at this site in rural Gloucester for many years. This small archive is, I think, worth looking at closely, partly for its social comment and partly for the number of interesting cars which appear, in both the foreground and the background of most pictures.

In 1955, the Vintage Sports Car Club (VSCC) had a ground rule that no car made after 1930 could enter a Vintage class. In order to keep like with like, each class was divided into two parts so that cars younger than 1930 could take part.



↑ 1912 Rolls-Royce Silver Ghost 7428cc. It is this sort of amazing car that, even now, one can expect to see in the parkland at Prescott. I don't think this driver was competing, but she might well have been.



The beautiful little 1100cc  
Amicar of D. Brown.

↑ 1925 Bugatti Type 30 1991cc driven by R. Paxton. This car, in common with many Bugattis, went to America.

T. R. King-Smith's 1924 Bugatti Brescia 1496cc. As an indication of how informal this form of motorsport was, just note the car numbers. Both 17 and 24 have wet paint running down the sides of the cars. The paint must have been water-based; distemper perhaps? What happened on a really wet day, one might wonder ... ?







1930/34  
1497cc  
Bugatti 'Special',  
a very attractive  
looking car,  
driven by  
E. J. Sibbald.  
However, many  
of the older  
vehicles in the  
Vintage section  
performed better  
than this one on  
the day.



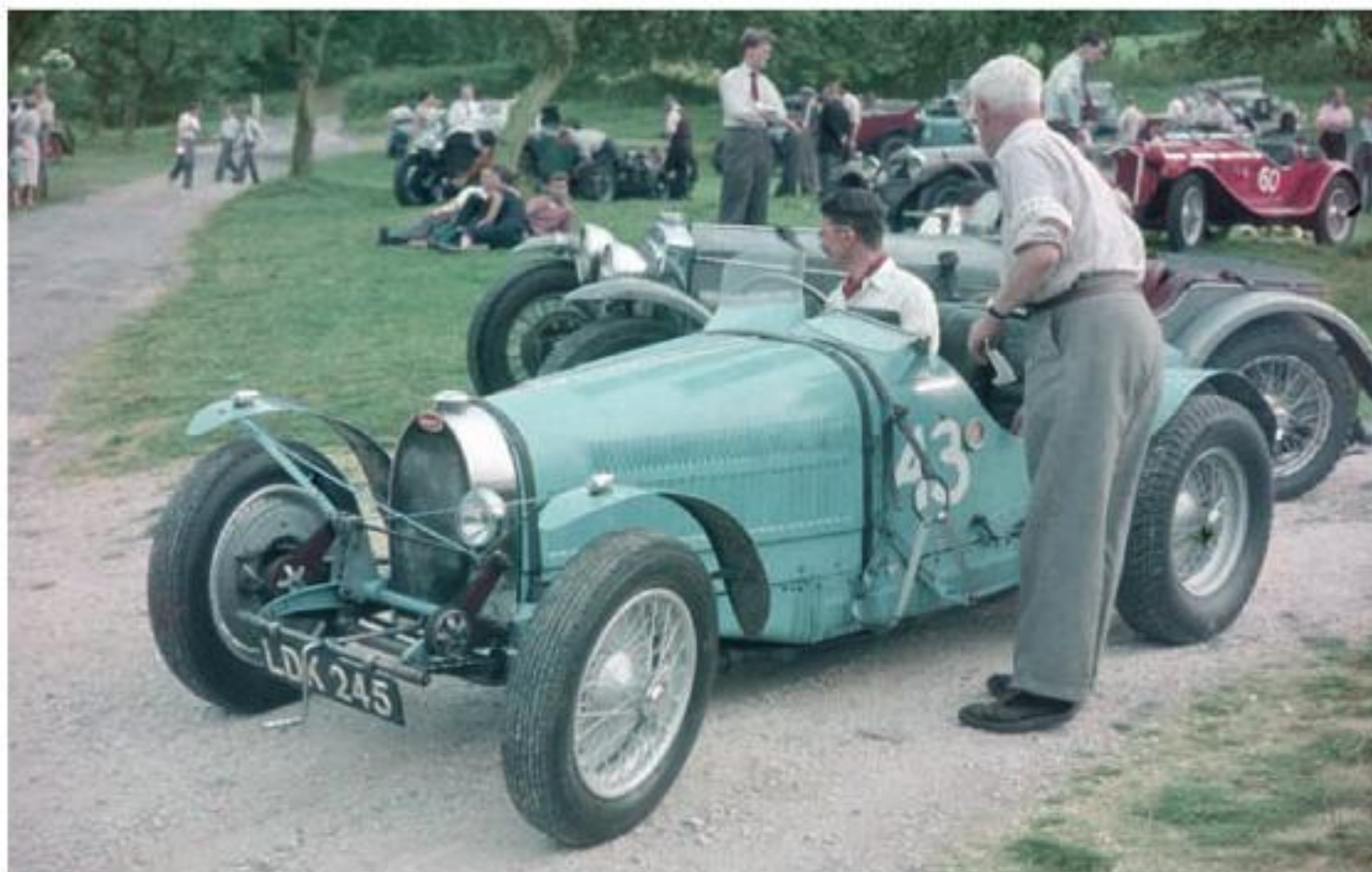
1924 Vauxhall 30/98 4225cc  
driven by J. K. Blamey.



↑ 1927 Type 35A Bugatti driven by P. G. Gaskel. For all the (inappropriate) modification, this car was easily the slowest in its, admittedly small, class.

This 1928 2998cc Sunbeam driven by P. W. McNaughton performed well in its class, coming 2<sup>nd</sup> in the Vintage section for sports cars between 1601 and 3000cc.





1932 Bugatti Type 51 1998cc driven by D. Malahieu. Original Bugatti wheels must have been hard to come by for, surely, no-one would have opted voluntarily for wire ones?



Ted Robins, in a 1931 supercharged Type 51 Bugatti 2262cc, waits to start his run. He achieved a very respectable time, but his was no match for the spirited performance of Peter Stuberfeld in a similar, but five years older, car.



W. F. Watson's immaculate 1913 Rolls-Royce Silver Ghost, propelled by a 7.5 litre engine, sailed up the hill in majestic style with a time only half a second outside his handicap.



No VSCC meeting could really be regarded as complete without the presence of Clutton's 12 litre Grand Prix Italia. This car competed in the Edwardian Handicap for cars produced before 1914. Built in 1908, it was the oldest in the class.

# Chapter 7 - Shelsley Walsh Hill Climb, 28<sup>th</sup> August 1955

This is the longest, continuously running motorsport event in the world, only the two World Wars causing a break in the series. It was first held in 1905 and was run then, as now, by the Midland Automobile Club (MAC). The track is narrow and bumpy, and not very long, but it is very testing. It has drawn competitors from all over the world, and has hosted a round of the UK Hill Climb Championships for many years.

1955 was, of course, the 50<sup>th</sup> anniversary of the event, and the only year when I took colour pictures at Shelsley. This archive is sufficiently large and diverse to be reasonably representative. Once again, however, the problem of identification reared its head. The majority of competitors were specialists who were not often to be found in the main stream of motorsport. Even at championship level, a number

of vehicles were, to say the least, eccentric, as were, in my opinion, many of the drivers!

I contacted the archivist at the MAC and asked him, if I were to give him the name of a car and its number, could he tell me when it went up the hill and by whom was it being driven? Within an hour, Mark Joseland had faxed me a programme for the meeting, together with all the times of everyone who had taken part that day!

There were eleven classes: four for Racing Cars, three for Sports Cars, three for Solo Racing Motorcycles, and one for Sidecars and Cyclecars (3-Wheelers), and a total of 108 entries. This entire archive was taken at one bend which, to me, was the most difficult on the course and provided entertaining viewing.



The only pictured representative of its class of 10 cars. This is the 497cc Cooper of Miss P. Brock, who won the prize for Fastest Lady.



Tony Marsh driving a 1098cc Cooper JAP in the up to 1500cc event (Class 2A), which he won. With 16 entries, this was the largest class and the majority of entrants drove the same Cooper JAP. Tony, now in his 70s, is still making Fastest Time of the Day (FTD) in UK Championship events.



Ken Wharton's Cooper JAP 996cc, second fastest in Class 2A.



R. W. Phillips: his Cooper JAP 996cc: 'smoking like a bad cigar,' nonetheless came 6<sup>th</sup> in his class.



Jack Moor's 'Wasp' was another self-inspired variant with a 996cc JAP engine.







James Stuart's ERA, chassis number R148, with a 1488cc supercharged engine. I am well aware that this picture is far from sharp, but the ERA's 'angle of attack' persuaded me to include it.

Rupert Instone driving a car of his own design, called 'Djinn,' and fitted with a 1096cc engine which I can only assume was a JAP unit.





Wilder by name, wilder by nature. 1<sup>st</sup> Lt. S. F. Wilder hurls his 1498cc Porsche 356 up the hill, missing the photographer by what seemed like a fraction of an inch!

Fiat-BMW 1498cc. This beautiful little car, very competitively driven by D. A. Hosking, just failed to win its class by a tenth of a second.

Alan Southon's supercharged 1261 cc Backe Power Plus. Alan was a true competitor who took part in this type of event just for the joy of it.





Ken Wharton's 1980cc supercharged ERA R4B. Previously driven by Raymond Mays, the man responsible for the construction of the famous, or possibly infamous, 16 cylinder BRM just after the war, this was the car that everyone had come to see. It made the right noise and was very fast. It won the class for Racing Cars up to 2500cc, and came within 0.07 of a second of Tony Marsh's FTD.



Basil Davenport's GN Spider - a 'once seen, never forgotten' type of machine. It had a V-twin 2 litre engine that sounded like a cannon every time one of its two cylinders fired, which didn't seem to happen very often! You can see Basil crouched behind the enormous steering wheel enjoying himself enormously. I saw this car again at the Goodwood Festival of Speed in 2003, and it was no surprise to me that it looked and sounded exactly as it had in 1955.

J. B. Norris' well turned out 1970cc supercharged Alfa Special.

Cyrl Hale and Fred Hadly taking a very tight line in their 996cc JAP-engined Morgan.



was always impressed by how fast motorbikes travelled at Shelsley. Peter Fairbrache, on a 350cc JAP-engined machine, came 1<sup>st</sup> in this class with a time of 39.76 seconds; compare this to the FTD of 36.08 seconds recorded by Tony Marsh in his Cooper JAP.

The winner of the class for Sidecars and Cyclecars, Bill Boddice and Bill Storr with their 499cc Norton Watsonian combination.







Frank Le Galais from the Channel Isles created the LGS, with a Jaguar 3442cc engine. It was a very successful combination and often featured near the top of the Hill Climb Championships. On this occasion, Le Galais won his class after a spirited battle with Woodcock in his Steyr Allard.



Despite the many events I was attending at that time, this so-called Morgan Special - with a 499cc engine - was still one of the most extraordinary vehicles that I had ever seen. In combination with the crazy antics of Messrs. Wood and Bartlett, this entry really had to be seen to be believed!

A 499cc Norton combination, that of Hicks and Wilton. This is a much more basic set-up than that of Boddice and Storr, and was probably aimed at the sprint events. It did not, however, sprint very fast. Note that Bob Hicks appears to be resting his right foot on the exhaust pipe - uncomfortable!





300SL Mercedes driven by Tony Marsh.

D. A. Woods' 4549cc Steyr Alard.



Angela Brown driving one of her father's early 2922cc DBS coupés. David Brown was the owner of Aston Martin at that time.

Alick Pitts' 4396cc supercharged Bentley coupé. One of only two of this type ever built.



# Chapter 8 - Dundrod, Tourist Trophy, 22<sup>nd</sup> September 1955

This race, with its complex handicap system, once again formed a constituent part of the Sports Car Championship of the World, and thus attracted a large international entry. This time, however, the Tourist Trophy itself was being awarded to the fastest finisher: the Royal Automobile Club produced a new trophy and substantial prize money for the winner of the Index of Performance.

In what was probably the biggest accident in the history of the event, involving seven cars in a pile-up at Cochranstown on the 2<sup>nd</sup> lap, two drivers died and the rest retired. A third driver was killed in a particularly bad accident when his car went up a bank and overturned near the hairpin bend. In my view, it was the combination of narrow roads, bad road surfaces, too many entries (57), and a very large differential between fastest and slowest that brought such disastrous consequences.

Mercedes sent three 300SLRs, and were opposed, in the race for the fastest finisher, by works teams from Ferrari (2), Maserati (3), Aston Martin (3), and Jaguar (1). Works entries in the smaller car classes came from Cooper, MG, Kieft, Lotus, Connaught, Elva, AFN, Stanguellini, and DB.

The main feature of the race was the battle to win

between the Moss/Fitch Mercedes and the XKD Jaguar of Hawthorn/Titterton. The Jaguar led the race for many laps, with the Mercedes in 2<sup>nd</sup> place. Moss was not in the least helped by the tread on one of his rear tyres coming off and ripping the wing to pieces. This occurred just before his first scheduled pit stop, whereupon the mechanics got to work with tin snips. In view of the number of mechanics used to deal with Moss' problems, it was surprising that he was not penalised.

Mercedes finished 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup>, with the unfortunate Hawthorn forced to retire with a seized engine on the penultimate lap. Collins, in an Aston Martin, lay 3<sup>rd</sup> at one point, and was, in reality, the only other driver to harry the Mercedes team to any extent.

The Index of Performance was again won by the DB of Armagnac/Loreau, but only because Chapman's 1097cc Lotus broke an oil pipe and needed a long pit stop. At one point, the Lotus lay 14<sup>th</sup> overall, and led the 1100cc Class, the 1500cc Class, and the 2000cc Class - amazing!

I can only apologise for the small number of pictures of this race, but the weather was awful and, as usual, the monochrome pictures took precedence.



The winner of the handicap-based Index of Performance, the only survivor of an entry of three, the 745cc DB of Armagnac and Loreau.





Another view of the D-type Jaguar, with Hawthorn driving: a combination which gave the Mercedes team cause for concern!





The Maserati A6SSG 1986cc of Loens and Bonnier which finished 18<sup>th</sup> overall.

A Porsche 550 Spider 1498cc. One of the Porsche works cars; this one was driven by Von Frankenberg and Linje.



# Chapter 9 - Goodwood

## Easter Meeting, 2<sup>nd</sup> April 1956

The Easter Meeting at Goodwood was always run to a formula with eccentric variations. In 1956, racing started with the Lavant Cup, on this occasion a sort of mixed bag of old Formula 2 single seaters and more modern sports racers. It was won by Roy Salvadori in his Cooper T39, hotly pursued throughout by Bob Gerard in a Cooper T23. The event was marred by the death of Bert Rogers, who rolled his Tojeiro at Lavant Corner.

The Sports Car race for over 1500cc cars was won by Stirling Moss in the Gilbey Engineering DB3S Aston Martin. George Abecassis, driving his HWM, came 2<sup>nd</sup>. My old friend Tony Dennis, driving Duncan Hamilton's second D-type Jaguar, had a horrendous crash at the end of the pit straight and died. Competitors knew they were taking risks, but the

number of drivers who died driving in, or practising for, races was certainly very high.

The 500cc race featured another closely fought battle, this time between Ivor Bueb in a Cooper Norton and Colin Davis in a similar car. They were followed home, at a distance, by a series of differing vehicles, quite a number home-made.

The Glover Trophy Race for Formula 1 cars featured a number of visitors from Europe. Even though only 12 cars took part, it was a close fought battle, eventually won by Stirling Moss in a works Maserati after a real tussle with Archie Scott Brown driving in his usual spirited manner. Roy Salvadori, Maserati, came 2<sup>nd</sup> by default when the two BRMs of Mike Hawthorn and Tony Brooks dropped out, Hawthorn, very spectacularly, when his car over-ended at Fordwater. The two Vanwalls weren't ready and did not start.

### The 500cc race:

How a man the size of Ivor Bueb can fit himself into a 500 has always amazed me. You can see how broad his shoulders are! He won this race in his 498cc Cooper Norton. This was the year in which he won the ill-fated 24 hour race at Le Mans, co-driving with Mike Hawthorn.

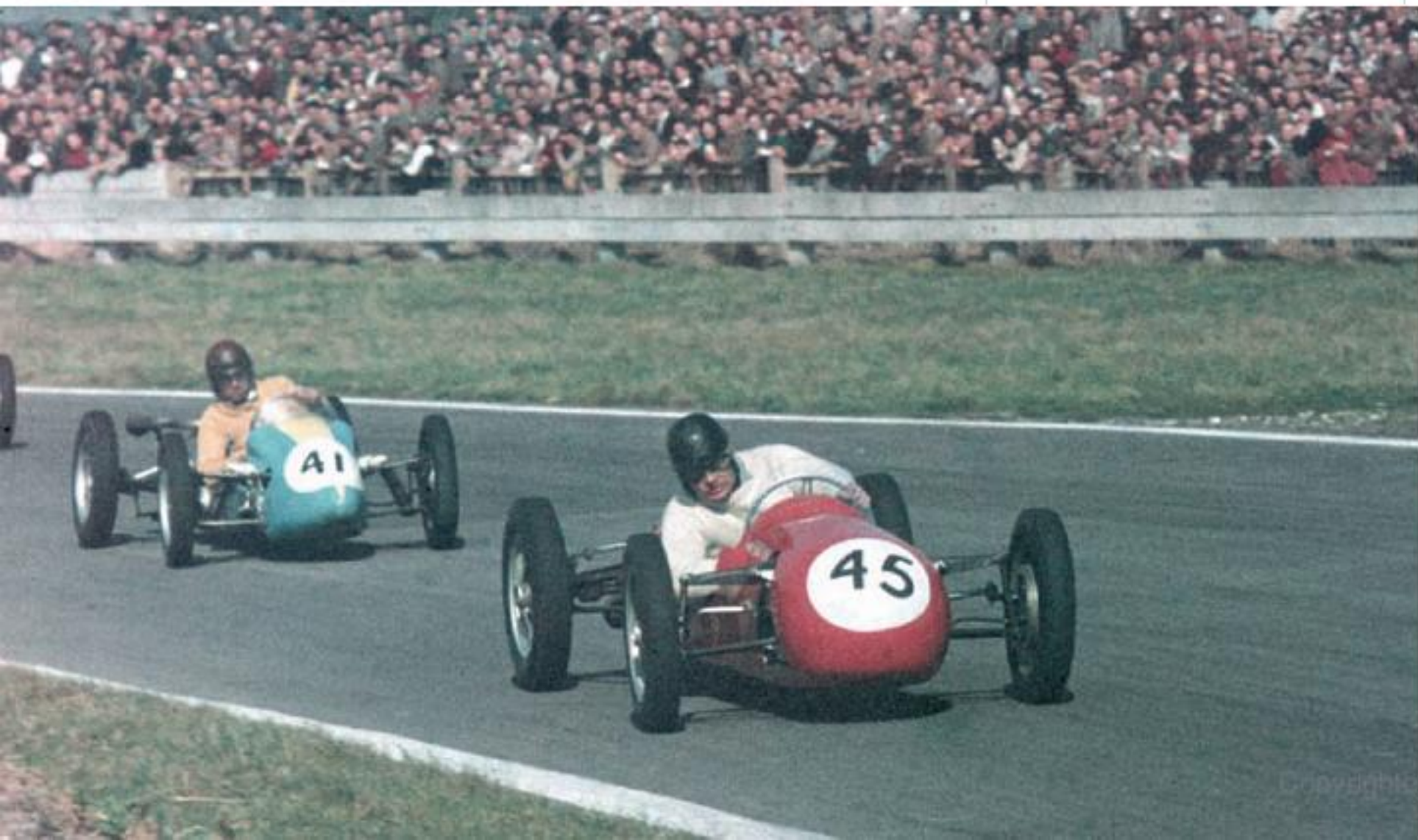


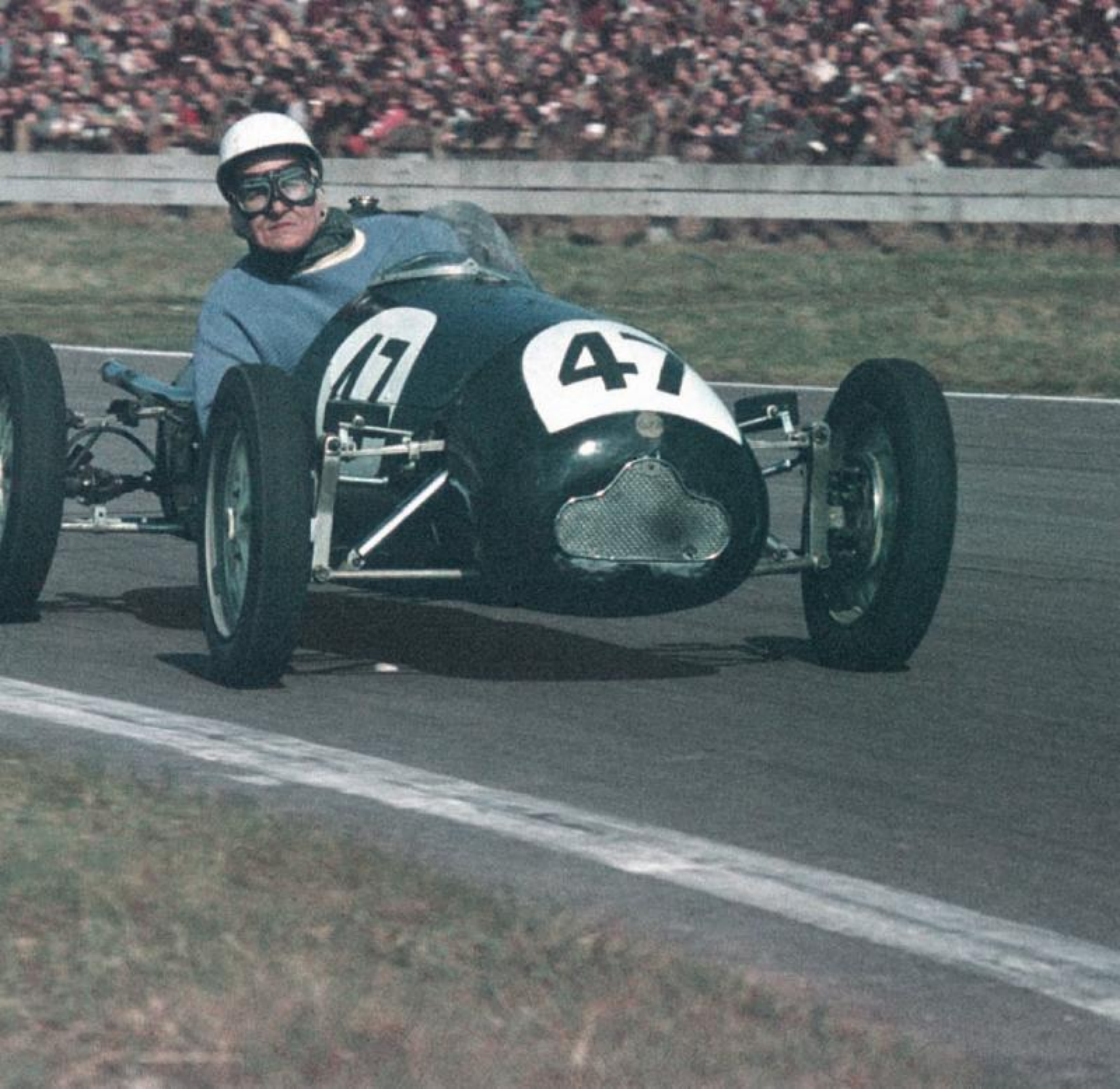


Colin Davis, son of Sammy Davis (a member of the famous Le Mans-winning Bentley team of the 1920s and 1930s). Colin, who finished second in his 499cc Cooper Norton, had been in hot pursuit of Ivor Bueb throughout the race.

Pat Finucane in his 497cc Cooper JAP. He finished last and was clearly a man who could just take part without worrying too much about the result. The 500cc class cars were cheap, as racing cars go, which meant that people like Pat could take part without too much financial strain.

Alan Cowley's 498cc Petty Norton leads Reg Bicknell's 498cc Davis Norton. They finished 5<sup>th</sup> and 4<sup>th</sup>, swapping places many times during the race.

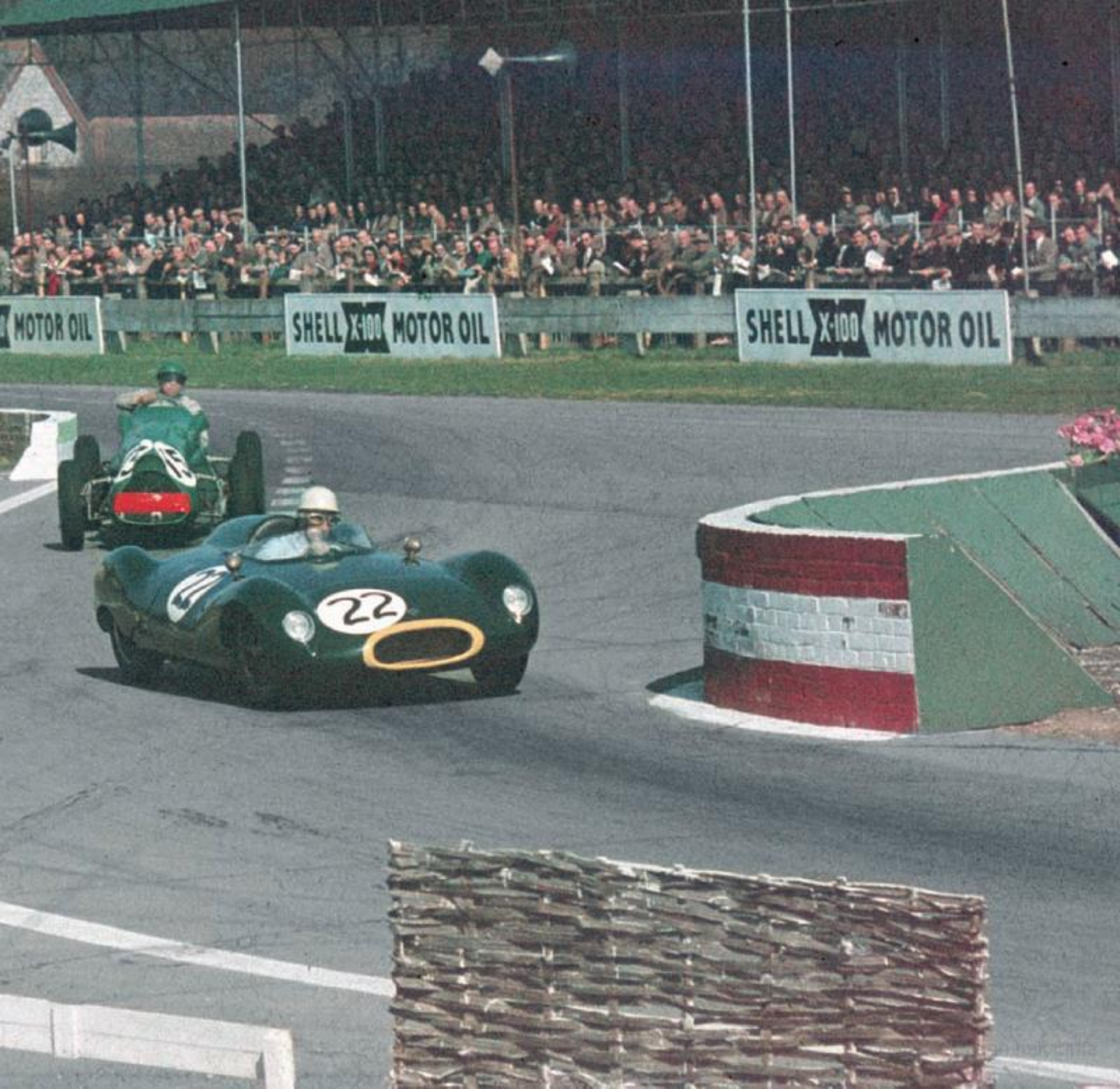




**The Lavant Cup:** This photograph shows how the battle for first place unfolded. Roy Salvadori's Cooper T39, with the new 1470cc Coventry Climax engine installed, is in front, and right on his tail is Bob Gerard in a Cooper T23 with a 1971cc Bristol engine. They finished in the order seen here, having started side by side on the front row of the grid.

The winner of the Lavant Cup, Stirling Moss, driving a works 2493cc Maserati 250F. This is the car with which he was to win the 1956 Monaco Grand Prix.







Les Leston's works Connaught B1. Les finished 3<sup>rd</sup> by default because of others falling out when they attempted to give Moss a hard time.

# Chapter 10 - Goodwood

## Easter Meeting, 22<sup>nd</sup> April 1957

**N**ineteen fifty seven was 'the year of the doubtful start,' as the Suez crisis was threatening oil supplies. As a result, racing did not start at Goodwood until the Easter Meeting. The Formula 2 race for the Lavant Cup was won by Tony Brooks driving Rob Walker's Cooper T41. The works T43s were no match for Brooks and finished 2<sup>nd</sup> and 3<sup>rd</sup>. This was an auspicious year for Lotus which produced just one type 12 for this race, but it was the company's first ever single seater. It was driven by Cliff Allison but retired after only 4 laps.

After Stirling Moss' win in the 1956 Silverstone International Trophy, Tony Vandervell bit the bullet and asked Colin Chapman and Frank Costin at Lotus to sort out the chassis and the body shape. When this had been done, he contracted with Stirling Moss and Tony Brooks - as good a team as could be found anywhere.

BRM was still trying to get its T25 car, first raced in 1955, to perform properly. It was a feat that failed notably, though, as the cars still handled badly.

Connaught, although facing financial failure, had retained the services of Archie Scott Brown, and had signed the young Stewart Lewis-Evans to drive the car that was affectionately known as the 'Toothpaste Tube.' It was one of the ugliest cars of all time.

In the Glover Trophy, Moss and Brooks, driving Vanwalls, started side by side on the front row of the grid, and Moss soon left the rest of the field out of sight. However, both he and Brooks had throttle linkage problems which effectively put both of them out. Scott Brown retired leaving Lewis-Evans to win, followed by Jack Fairman in Rob Walker's Connaught, and the BRM of Ron Flockhart, which was handling even worse than anticipated, in 3<sup>rd</sup>.

The Sussex Trophy had works entries from Aston Martin (a DB3S for Tony Brooks, and a DBR1, as first produced with a 2.5 litre engine, for Roy Salvadori). Brian Lister had reconstructed his original MG-engined car and had shoe-horned a Jaguar 3.4 litre engine into it. Scott Brown started 6<sup>th</sup> but was in the lead at the end of the first lap, and won the race with 21 seconds to spare from Salvadori and Brooks.

**T**he Glover Trophy: Jack Brabham in the 1475cc Cooper T43 came 4<sup>th</sup> in the Glover Trophy, and 2<sup>nd</sup> in the Formula 2 race.

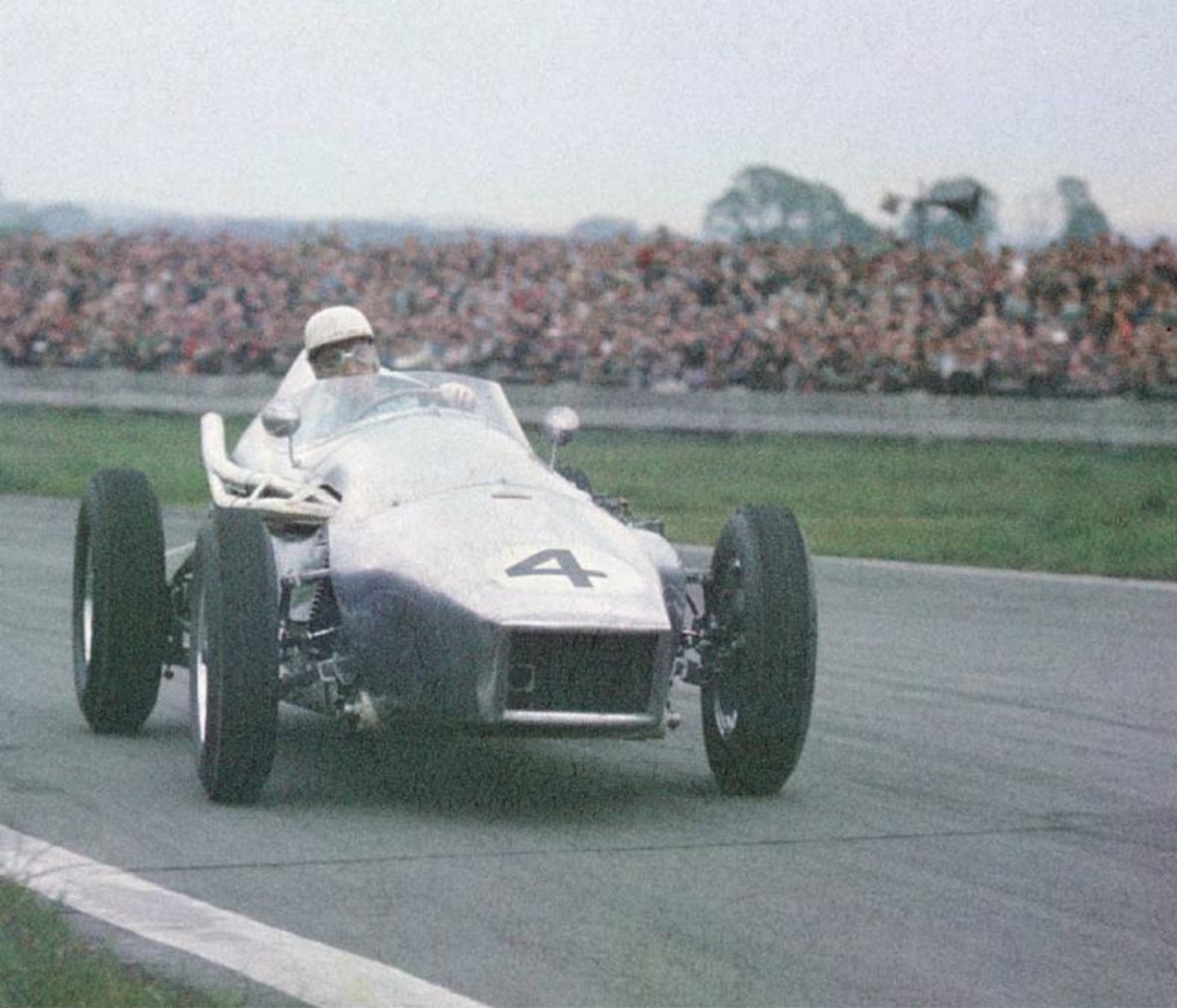








Numbers 1 and 2 in the picture are the T25 BRMs of Ron Flockhart and Roy Salvadori. Both cars handled very badly. With some luck and some good judgement, though, Flockhart managed third place, while Salvadori retired. Lewis-Evans (in the centre in blue overalls), on the other hand, won the race after the Vanwalls and Scott Brown's Connaught had retired.



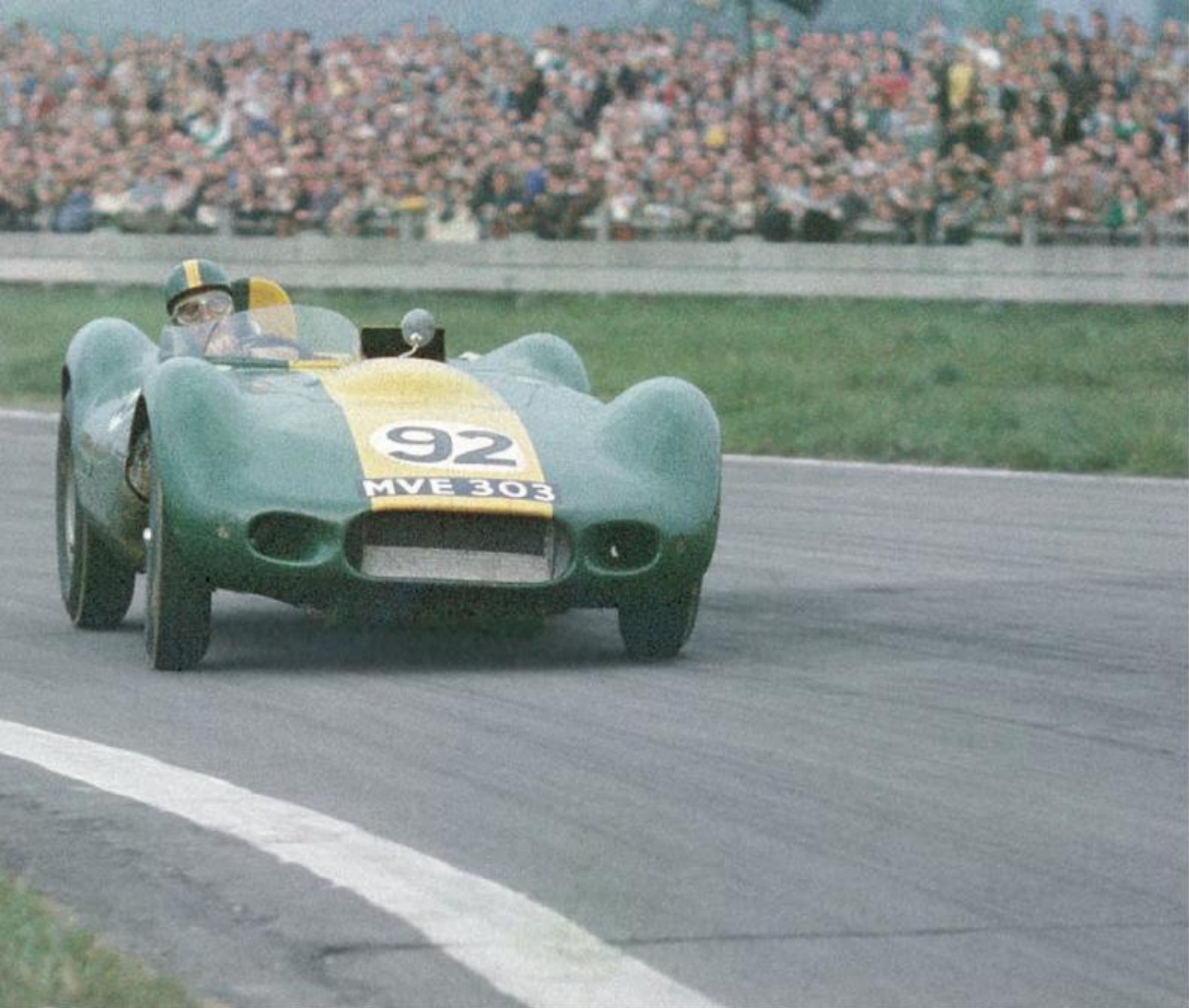
A rather grainy, but rare, image of Lewis-Evans' Connaught, winner of the Glover Trophy. The ugly nose cone was, thankfully, removed for the Monaco GP.

The T25 BRM, driven by Ron Flockhart into a rather 'hairy' 3<sup>rd</sup> place.



Archie Scott Brown in the B7 Connaught was the only one that could stay anywhere near the Vanwalls.





**T**he Sussex Trophy: Brian Lister's new Lister Jaguar, driven by Archie Scott Brown, which held off the Aston Martin works cars of Salvadori and Brooks to win the Sussex Trophy.

Roy Salvadori driving the DBR1 Aston Martin works car to 2<sup>nd</sup> place.



The Cooper Bristol of Roy Winkelman shed a wheel mid-race, probably the offside front. Needless to say, he retired. Peter Blond, driving George Abecassis' Jaguar-powered HWM 1, is behind him in this picture.







The Cooper Jaguar driven by David Shale. This car was originally built for Tommy Sopwith.



The Jaguar-engined works Tqjero driven by Dick Protheroe.



**The Over 1100cc race:** Sports cars lining up for the Le Mans-type start of the big race of the day. Henry Taylor's D-type is in the foreground, with Peter Blond's DB3S beside it, and Jack Fairman's D-type is the next one along. Cars and drivers swapped seats so often at that time that just when you thought you knew who would be driving a particular car on any given day, you discovered you didn't. At this event, Peter Blond's Aston and Fairman's Jaguar fell into that category.

In this follow-up picture you can see that Taylor's Jaguar is out of sight, being closely followed by Blond and Fairman. Michael Head, the eventual winner, is right behind them and, after a great start, Keith Green in the T39 Cooper is right up with the rest. Judging by the number of competitors who were still sitting in their cars when the leaders were already out of sight, they were either too unfit to sprint across the road quickly, or their cars were ill prepared.



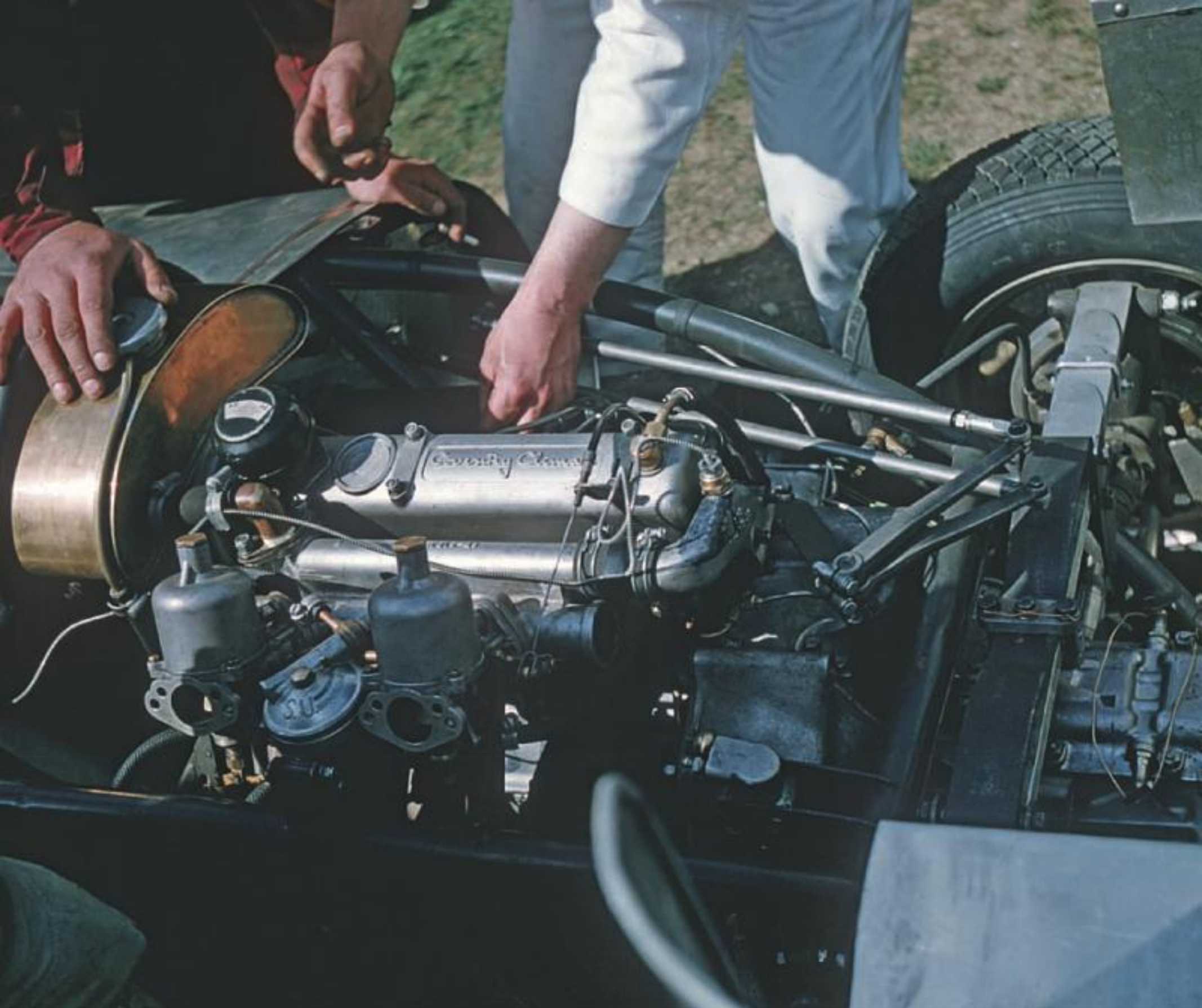




Peter Blond's DB3S right on the tail of Henry Taylor's D-type Jaguar.

The D-type Jaguar driven by Jack Fairman. This picture gives the impression that the car's roadholding was not quite up to the mark. Or it may have been that Jack was trying a little too hard.

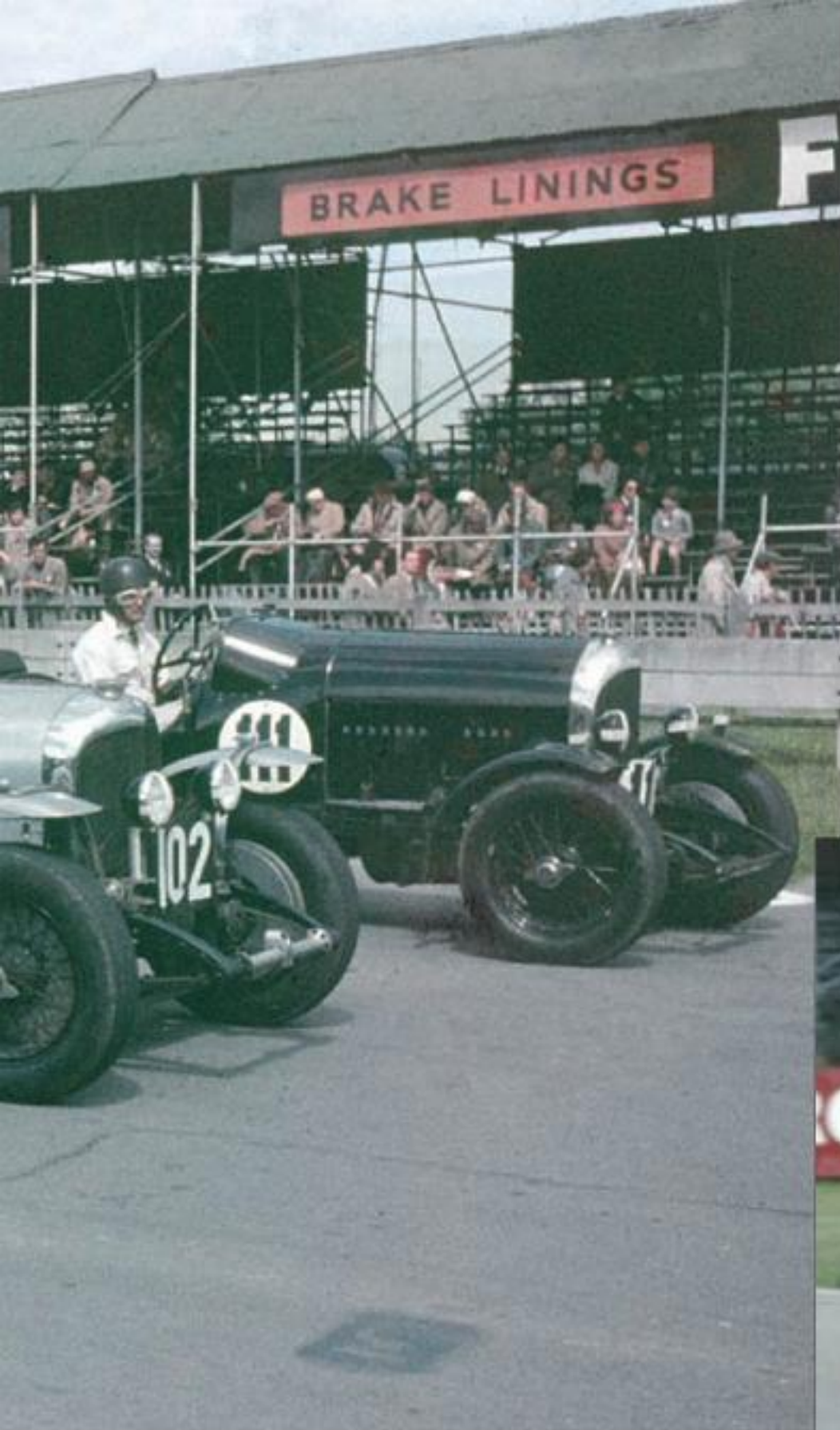




Coventry Climax provided a power unit for very many racing cars at that time. The company originally provided power plants for water pumps for the Fire Brigade and others. This a 1097cc PVVA engine.



**The 21<sup>st</sup> Bentley Handicap:** The back row of the grid for the start of the Bentley Handicap. Front to back: G. H. G. Burton's 1927 4.5 litre; G. MacDonald's 1930 4.5 litre, and A. P. K. Chaffy's 3 litre.



M. J. Bradley in his 1923 4398cc Bentley, after finishing 5<sup>th</sup> he turned the car over during his 'lap of honour.'

The 1925 2996cc Bentley, driven by D. Day, which won the race.

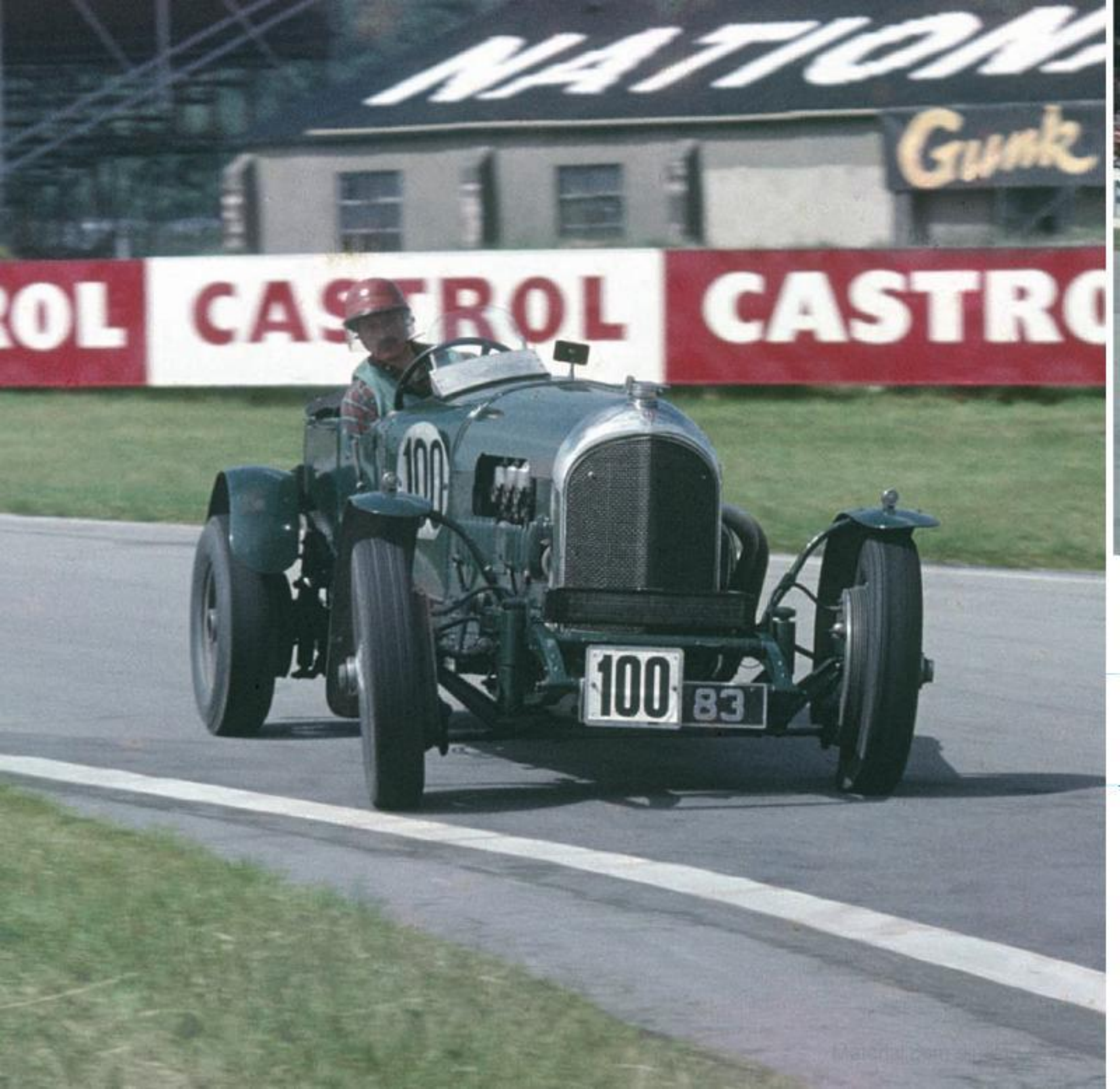




George Burton in ebullient form hurling his 4.5 litre car through the chicane, nearly sideways on. Note that although this car's body seems to conform to the original body shape, the 'bunch of bananas' exhaust system looks non-standard.







NATIONAL

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83

# Chapter 12 - Brands Hatch Club Meeting, circa July 1957

I have to admit that I've been unable to determine when this event took place. It was a meeting of very little significance, but typical of Club Meetings in the 1950s. There was, however, a good reason for me to go, as Leslie Ballamy was running his unbelievably eccentric Ford Popular with a great big supercharger installed. Leslie had the idea that anyone who bought a Popular, and there were a lot of them, could easily be coerced into having the beam front axle replaced by his independent suspension. The suspension worked very well, but when you're buying a really cheap car, you don't want to spend the extra money to make it handle well! I don't think that Leslie was ever persuaded

otherwise. He was, however, a great one for 'projects,' and this Popular was one. The upshot was that I, rashly, bought the car. It was nearly impossible to start, and required ether, or the like, to be pumped into the inlet manifold, which was extraordinarily long, to get it going. However, when it did go, it was probably the best 'devil in disguise' anyone could imagine. The ordinary motorist would rather have been overtaken by an invalid carriage than a Ford Popular.

I'm not certain that all the cars in this chapter were taking part in the same race, but they all had more or less the same engine size, and I assume that it was a handicap of a sort.



↑ 250cc Alfa Romeo Giulietta Sprint Veloce. This car had just been the subject of an *Autosport* road test by John Bolster.

This is it! The Ford Popular 1172cc sidevalve with, I think, a Shorrocks supercharger, some fibreglass body panels, modified brakes and, of course, independent front suspension. With luck, it would do about 100mph! John Turner was driving it on this occasion.

A 1.3 litre Borgward Isabella which was, I think, driven by Bill Blydenstein.

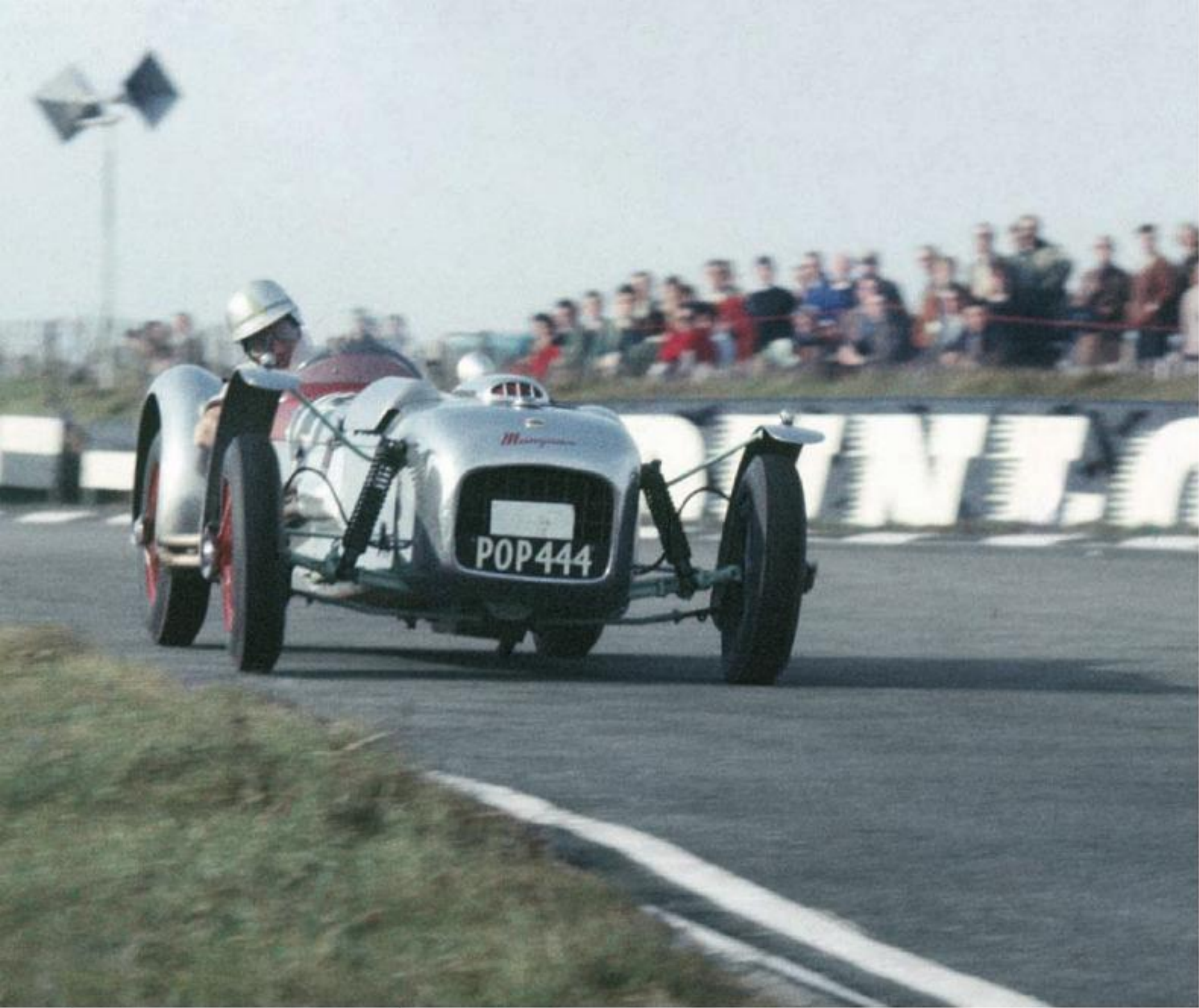




Lotus Elite. Driver unknown. This was the car in which Jim Clark started his racing career.







Jan Smith's 1250cc MG-engined Lotus 6.

# Chapter 13 - Goodwood

## Easter Meeting, 7<sup>th</sup> April 1958

The Sussex Trophy race for sports cars of unlimited engine capacity featured the usual struggle between Moss, on this occasion in the works DBR2 Aston Martin with a 3.8 litre engine, and Scott Brown in the works Lister Jaguar. Scott Brown led the race for the first few laps, but the extra half litre in the engine compartment began to tell and, in the end, Moss overtook him. Scott Brown later retired with a steering malfunction. Poor Archie's essential back cushion had slipped whilst he was sprinting to his car for the Le Mans-type start, and this must have caused him a lot of pain, probably affecting his judgement. Ferrari had sent a brand new Dino 206S, a 2 litre car, for Peter Collins to drive. Although giving away nearly 2 litres to Moss, it came 2<sup>nd</sup>, ahead of many larger-engined cars, one of which was the ex-works 3.4 litre XKD of Duncan Hamilton who came 3<sup>rd</sup>.

Equipe National Belge was represented by Willy Mairesse and Lucien Bianci driving the latest 3 litre Ferrari 250 Testa Rossas. Much had been expected of them but the reality was disappointing.

The Formula 1 scene produced the usual last-minute driver changes. In the Glover Trophy race, for example, Vanwall did not start (on the face of it because Tony Vandervell did not like the circuit, but it may have been that there was a lack of starting money). With no Vanwalls available, Stirling Moss was free to drive Rob Walker's Cooper Climax. This was the car which, against the pundit's calculations, won the Argentine Grand Prix, leaving the

Italians with their noses seriously out of joint. Maserati was no longer entering works cars, and the remaining two Connaughts had been bought by Bernie Ecclestone, who entered Archie Scott Brown and Stuart Lewis-Evans as drivers. Ferrari sent a 2.5 litre Dino 246 for Mike Hawthorn.

The Formula 1 race was run over 42 laps, just over 100 miles. As the flag fell, Moss' car stalled on the grid, but he soon made up for it and was 8<sup>th</sup> at the end of the first lap. He was up to 2<sup>nd</sup> when he passed Jack Brabham on the 10<sup>th</sup> lap and then set off after the leader, Mike Hawthorn. For the next 12 laps, the racing between Moss and Hawthorn was just about as dramatic as anything ever seen, both drivers breaking the lap record in an identical time. The Climax engine in Moss' car gave up on lap 22, however, just halfway through the race.

Coopers dominated the Formula 2 race as far as numbers went, but Jack Brabham just, and only just, beat the two Lotus 12s of Graham Hill and Cliff Allison.

1958/9 saw the arrival on the Formula 1 scene of such people as Bernie Ecclestone, Jack Brabham, and Bruce McLaren, all of whom would have a profound influence on events; Bernie as an organiser, and the other two as world champions in waiting, who also formed their own Formula 1 teams.

Motor racing in the 1950s was a very hard sport, particularly for the relatives of the drivers. Four of our best drivers, Stuart Lewis-Evans, Archie Scott Brown, Peter Whitehead, and Peter Collins, died in 1958.



**The Sussex Trophy:** The unmistakable Archie Scott Brown in the Lister Jaguar driving the only way he knew - flat out!

Peter Collins in the 1990cc Ferrari Dino 206S came 2<sup>nd</sup> to Moss after Scott Brown retired.

The highlight of the Sussex Trophy race was the battle between Moss, seen in the lead here in the 3800cc Aston Martin DBR2, and Archie Scott Brown in the works Lister Jaguar. Archie's steering wheel broke on the 10<sup>th</sup> lap and he had to retire.









The Ferrari Dino of Collins drifting on one of the faster bends.

Duncan Hamilton in the ex-works D-Type Jaguar. He eventually finished 3<sup>rd</sup>.





Chris Bristow qualified in 5<sup>th</sup> place in his 1475cc Hume Lotus 11 Climax.

The self-built 1993cc JBW Maserati of Brian Naylor appeared not to have enough power and failed to impress.





The very rare 2992cc DB3S Aston Martin hardtop coupé, driven by Jean Bolham.

Jonathan Sieff's 3442cc D-type Jaguar.



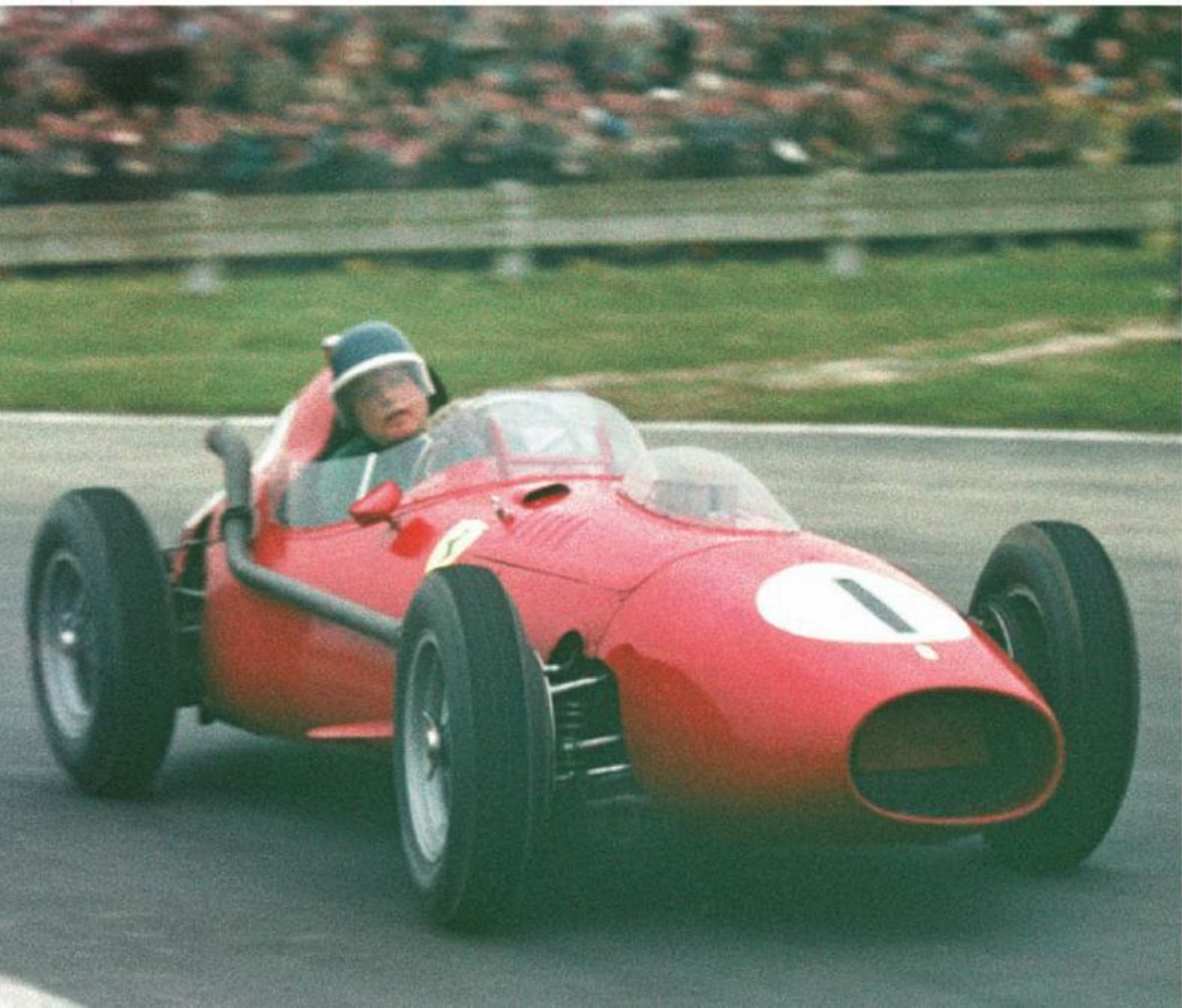


Two shots of the Ferrari 250 Testa Rossi driven by Willy Mairesse on behalf of Equipe Nationale Belge.

A closer view of the Aston Martin DB3S coupé of Jean Bixham.

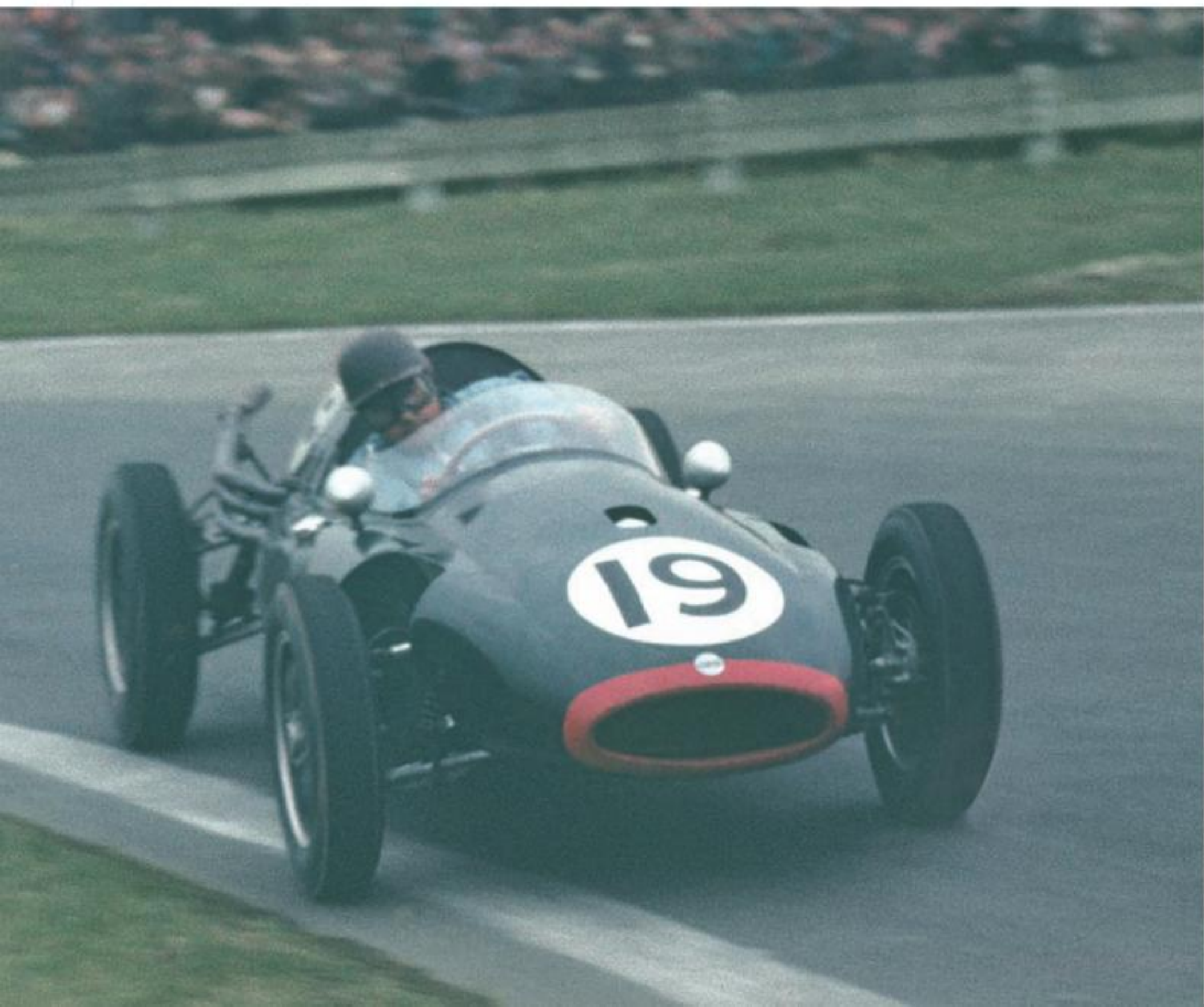


**The Glover Trophy:** Three studies of Mike Hawthorn in the works Dino 246 Ferrari with which he won the Glover Trophy. 1958 was the year in which he won the World Formula 1 Championship, the first Englishman to achieve the title. The rear view picture clearly shows the difficulties he was having with the way the car was set up.





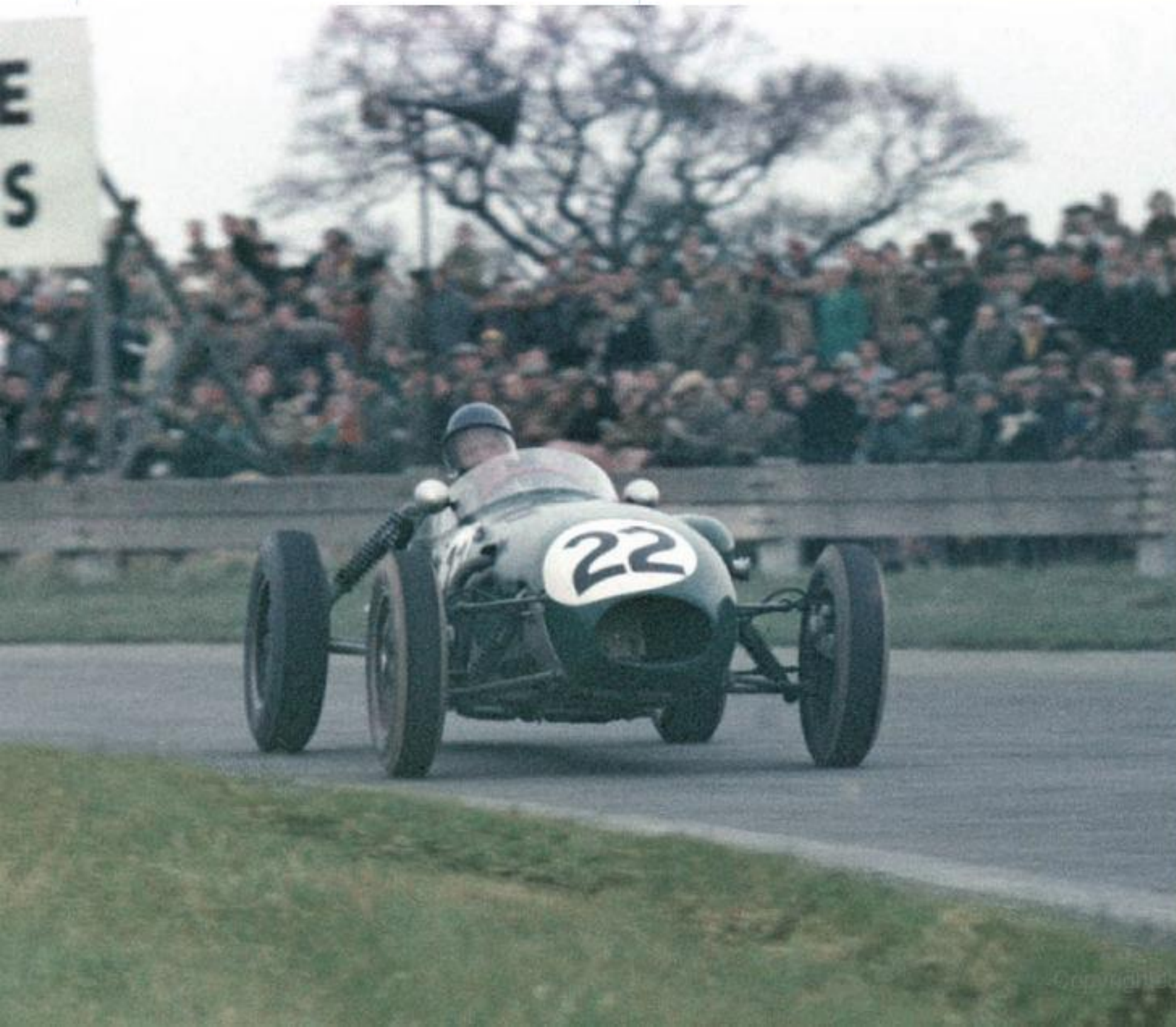
Jack Brabham on his way to second place in the works T45 Cooper Climax. In 1958, the Climax engine's capacity had been increased to 1960cc, but it was not until 1959 that Cooper was able to field a team of cars with 2.5 litre engines. Compare the rear view picture with that of Mike Hawthorn taken at the same place. The front wheels on this car appear to be pointing in a somewhat different direction to those of the Ferrari. Following Jack Brabham into 3<sup>rd</sup> place was the second works 1960cc Cooper Climax of Roy Salvadori (number 18).

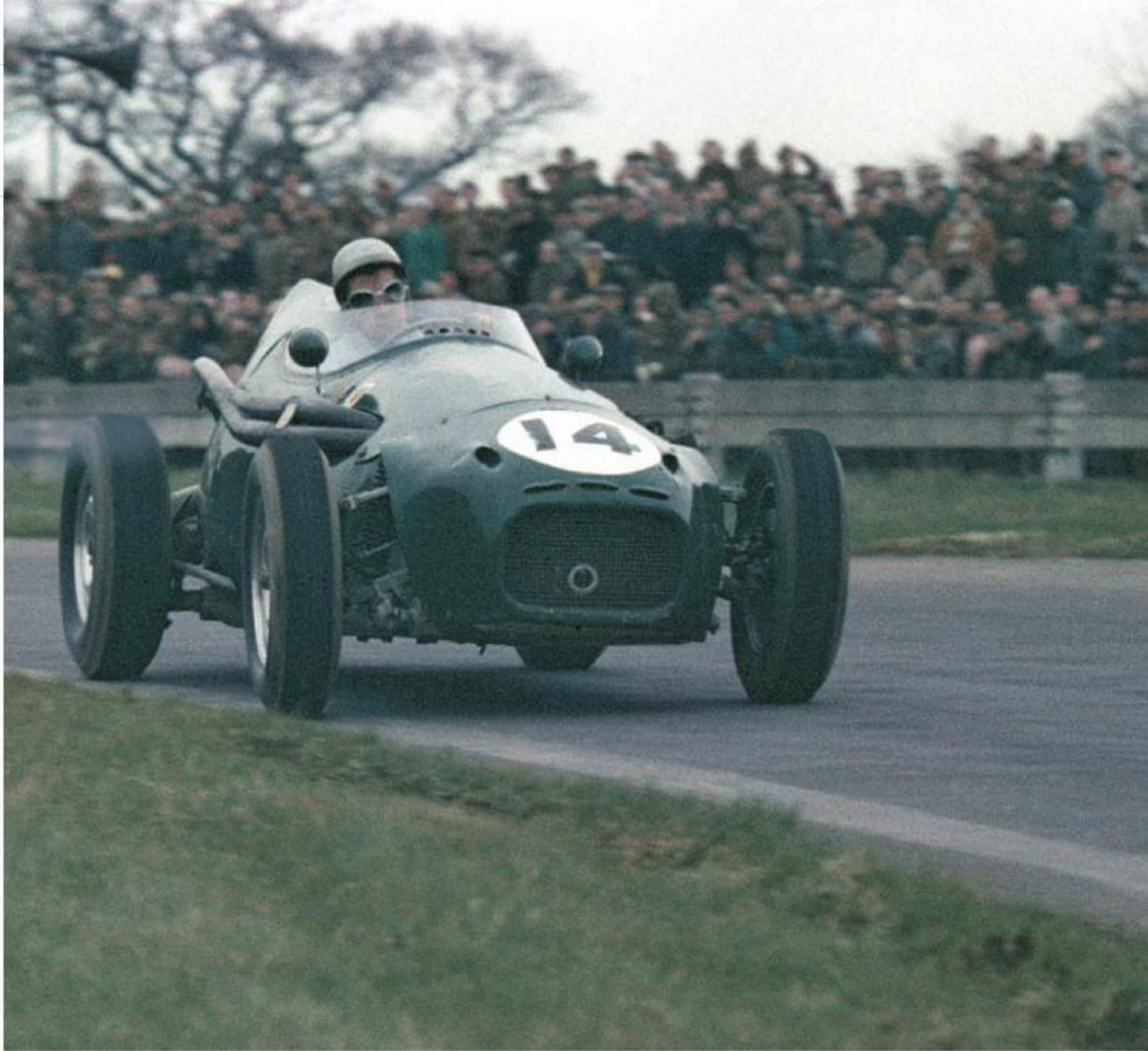




The works Lotus 12 Coventry Climax of Cliff Allison had only a 1475cc engine; the 1960cc engines were in very short supply. Remarkably, he came 4<sup>th</sup> despite the relative lack of power.

Stuart Lewis-Evans in the ex-works Connaught B3 which finished 6<sup>th</sup>. At this stage, Connaught had ceased to be very competitive due to lack of finance, and the two works cars of the previous year had been bought by Bernie Ecclestone to be driven by Lewis-Evans and Archie Scott Brown.







The B7 Connaught of Archie Scott Brown. One can see from this picture the sort of difficulties he had controlling a car at speed. He was, for all that, one of the most tenacious drivers of all time, and a quite delightful character.

Australian motorcycle racer Keith Campbell in his 2493cc Maserati 250F. One had the feeling that motorcycles suited him better than cars.



# Chapter 14 - Goodwood

## Easter Meeting, 30<sup>th</sup> March 1959

The world of Formula 1 had changed dramatically by 1959. Five drivers had died in 1958: Collins, Lewis-Evans, Scott Brown, and Peter Whitehead; while Mike Hawthorn, who had retired from racing, died in a road accident. Vanwall, having won the Constructors' Championship the previous year, retired from racing due to the ill health of Tony Vandervell. On a more positive note, Cooper was able to field a formidable team: the 2.5 litre-engined cars clearly the forerunners of today's Formula 1 cars.

Eric Broadley's Lolas, with the 1100 Coventry Climax engine installed, arrived on the scene in a most emphatic way. Three were entered in the 1100cc Sports Car race, and not only filled the first row of the grid, but finished 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup>. There was not a Lotus in sight, and no Coopers took part.

In the Formula 1 race, the works Cooper cars not only had the new Coventry Climax engines, but one of the best teams of drivers available, consisting of Brabham, McLaren, and Gregory. 2.5 litre Coventry Climax engines were very hard to come by, so Rob Walker, once again, must have used

his considerable powers of persuasion to obtain one for his car, which Stirling Moss drove. Scuderia Centro Sud sent a mixed bag of Maserati 250Fs to be driven by 'Nano' da Silva Ramos, Jack Fairman, and Giorgio Scarlatti. At last, the T25 BRM was starting to perform properly, and two were entered for Harry Schell and Jo Bonnier. The last of the really notable entries was a works Lotus 16 driven by Graham Hill.

Moss started from row 5, because of problems during practice, but was soon in second place behind Schell. He eventually passed Schell, and hung onto his lead to the end. Schell was also overtaken by Brabham and they finished in that order. The weather was atrocious that day, and Ken Kavanagh, driving one of the 1957 works 250F Maseratis, spun at the chicane and finished up in the pit road. A number of people were hurt as a result: Kavanagh decided, on the spot, never to race again.

All the pictures that follow were taken at the Saturday evening practice session because I only had time for monochrome shots on Sunday.

David Piper in the 2.2 litre Lotus Climax 16 competing for the Glover Trophy





**Sussex Trophy:** This 2962cc Aston Martin DBR1/5 was driven into 3<sup>rd</sup> place in the Sussex Trophy by Graham Whitehead.

John Coombs' 1960cc Cooper Climax was driven by Jack Brabham but retired.

This picture features Masten Gregory sitting in the Ecurie Ecosse Lister Jaguar. Behind him, the well-known and easily recognised figure of 'Wikie' Wilkinson who, as the proprietor of Marchiston Motors in Edinburgh, was responsible for tuning and maintaining the team's cars. Wikie was always the epitome of sartorial elegance, and I don't remember ever seeing him without a neck tie.



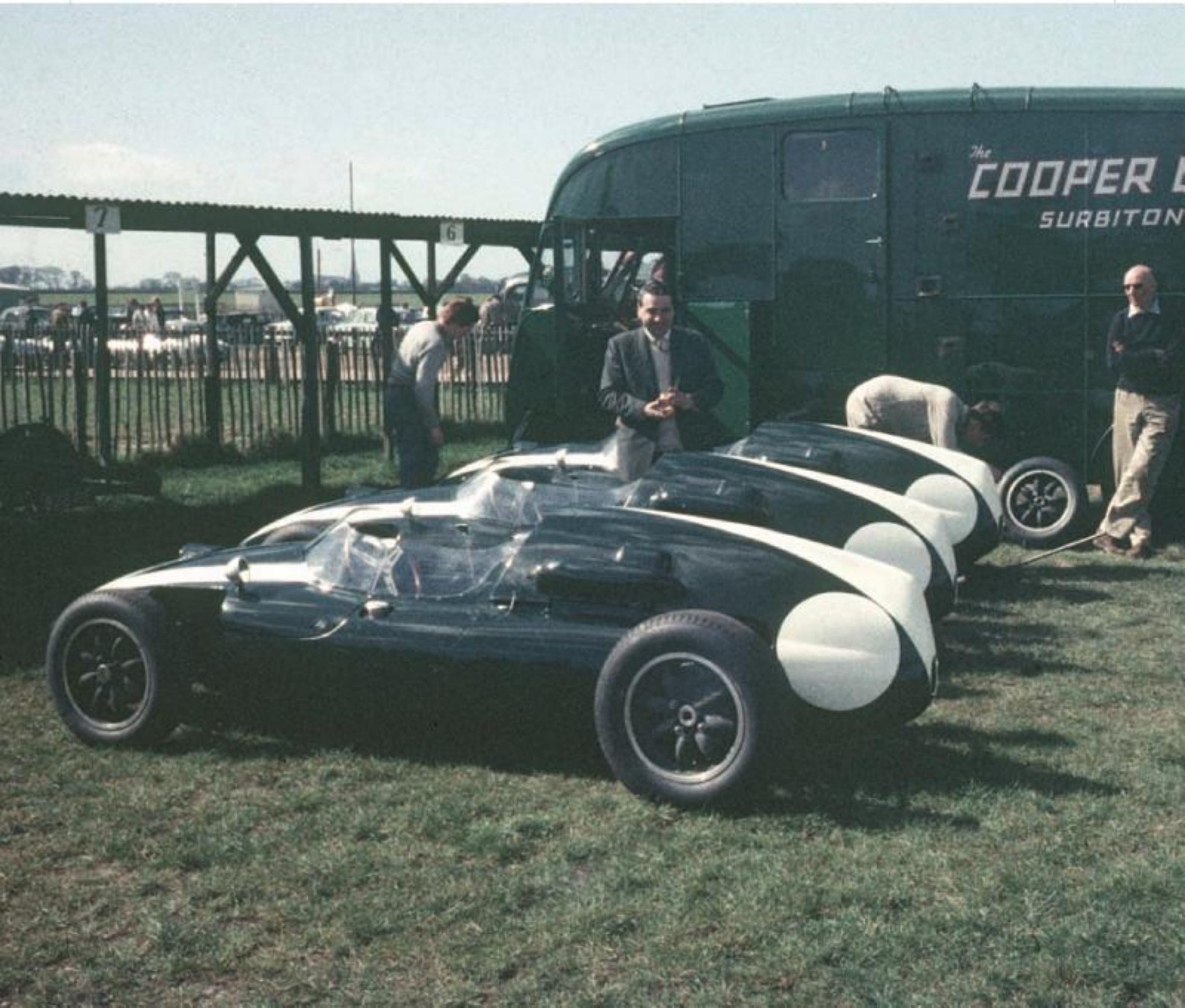


as Leston pushing the 1100c Elva Mk 4 along to follow the Lotus brigade into 7<sup>th</sup> place:





persuaded John Cooper to pose amongst his team cars, the brand new T61s with the new 2494cc engines. Jack Brabham came 2<sup>nd</sup> in the race, with Maston Gregory 5<sup>th</sup>, and Bruce McLaren 6<sup>th</sup>.





Harry Schell displaying a good deal of wheelspin in his T25 2491cc BRM, and then being a lot more tentative as he lines up for the chicane. He led the race for a while, but was to finish 3<sup>rd</sup>.





Jo Bonnier's BRM zig-zagging round Lavant under maximum power: the rear wheels spinning vigorously. Below: Jo Bonnier again, this time driving the spare car in the afternoon practice session. Opposite: The 2491 cc power unit of the T25 BRM receives attention.





Masten Gregory in the works 2494cc Cooper Climax.  
He was 5<sup>th</sup> in the race.

This is the only shot of Bruce McLaren that I ever took. He is seen here in the new 2.5 litre Coventry Climax-engined car, and was placed 6<sup>th</sup>.





Ken Kavanagh at Madgwick in the 1957 works Maserati 250F.

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