

AUTOSPORT

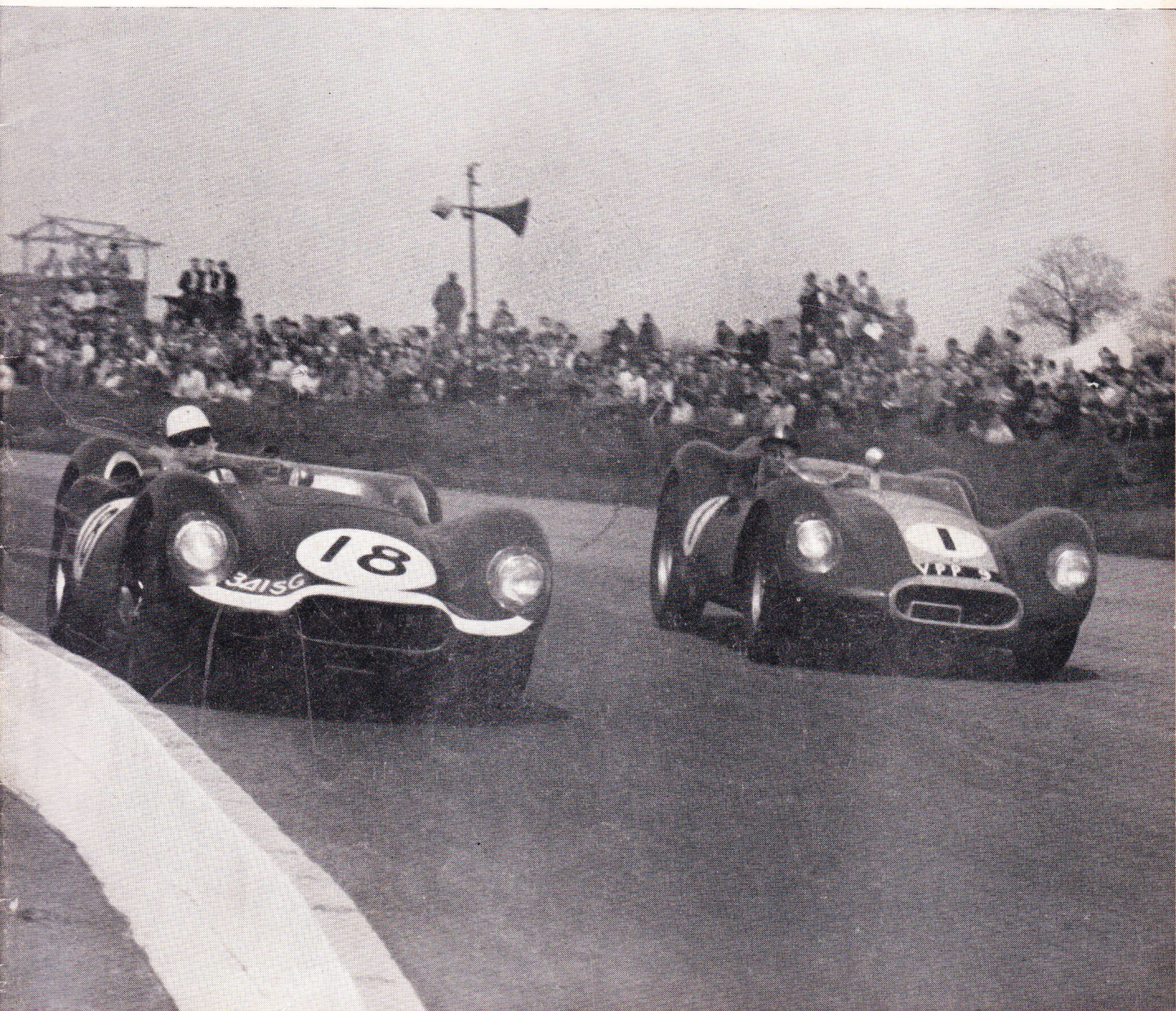
BRITAIN'S MOTOR SPORTING WEEKLY

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EVERY FRIDAY
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SILVERSTONE & TULIP RALLY ISSUE—FULL ILLUSTRATED REPORTS

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General
Classification

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3rd PORSCHE***

Class E

**1st VOLVO
3rd VOLVO***

Class K

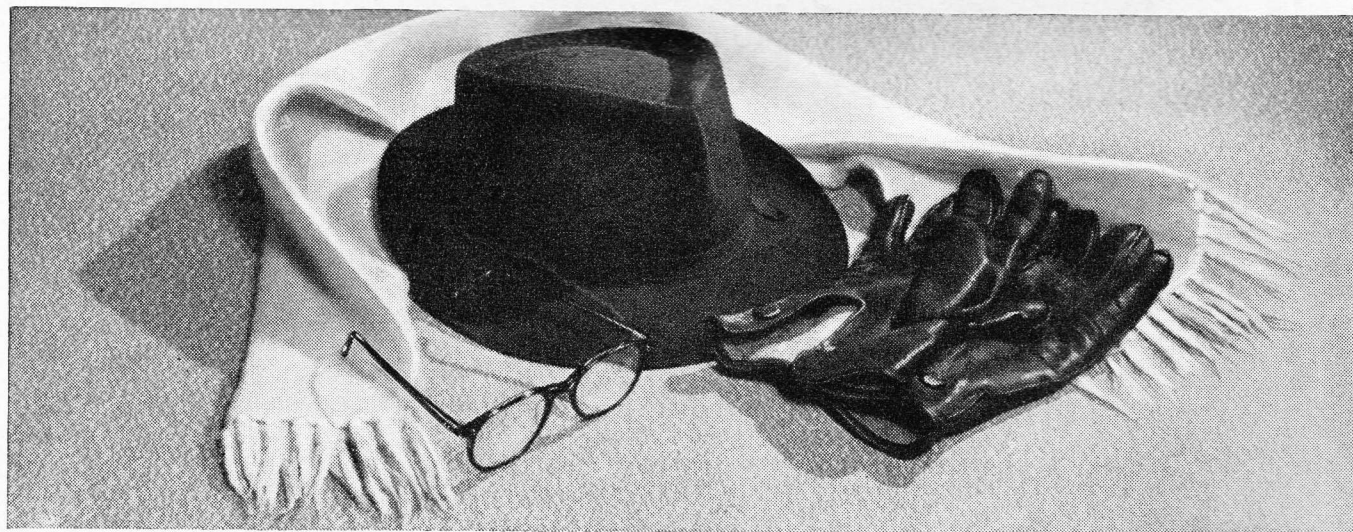
**1st 2nd & 3rd
PORSCHE***

Class N

1st SAAB

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(Subject to official confirmation)

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BRITAIN'S MOTOR SPORTING WEEKLY

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May 9, 1958

Managing Editor GREGOR GRANT

Assistant Editor STUART SEAGER

Road Tests and Technical

JOHN V. BOLSTER

Art Editor

THEO PAGE

Northern Editor FRANCIS N. PENN

CORRESPONDENTS

Northern Ireland

Eire

Continental

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Dr. VICENTE ALVAREZ

JACK O'DONOGHUE

PHOTOGRAPHIC SECTION

Chief Photographer

GEORGE PHILLIPS

Scotland

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MAURICE LOUIS ROSENTHAL

U.S.A.

OZZIE LYONS

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Advertisement Manager NORMAN H. BIGSBY

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EDITORIAL

HOPE FOR B.R.M.

IT was unfortunate that an eye-injury to Jean Behra brought to an end his duel with Peter Collins in the V-6 Ferrari. The B.R.M. went really well, and it is reasonable to suppose that it could have bettered the new lap record that Behra shares with Collins, had a stone not shattered the Frenchman's goggles. Anyway Bourne can look to the future with more confidence than was the case after Goodwood and Aintree. Nevertheless the success of the singleton Ferrari is ominous, and the uncanny ability of the Maranello concern to develop new projects rapidly is one of the marvels of modern Grand Prix racing. Reports of the "petrol" Vanwall are encouraging, and no one will under-rate the little Coopers and Lotuses. All eyes will be on Monte Carlo on 18th May for the second round of the World Championship, to be followed eight days later by the Dutch Grand Prix at Zandvoort. The red cars will naturally start favourites with their powerful first-string of Collins, Hawthorn and Musso, but it is one of the charms of motor-racing that anything can happen—and generally does!

CONTINENTAL SMALL CARS

THE result of the very arduous Tulip Rally is not without significance, Continental-built small-capacity cars filling the first seven places. Yet the most outstanding car was undoubtedly the Swedish Volvo, a perfectly orthodox vehicle possessing none of the features called for by the majority of technical experts. It is old-fashioned in appearance, has a three-speed gearbox, rigid rear-axle and a completely straightforward push-rod four-cylinder engine, very similar to the original M.G. TC. What is the secret? Undoubtedly the car possesses exceptional road-holding and is dead reliable, but the main reason for its remarkable performance can be traced to the high torque characteristics of the 1,600 c.c. power-unit. Power output (85 b.h.p.) is good in any circumstances, but its ability to accelerate in the middle-speed ranges is the main factor in its success. In any case it is a tribute to the rise of Sweden in automobile engineering during the past decade, that one of her products should win an important International event. Visitors to Silverstone last Saturday saw one of these cars showing its paces in the hands of Joakim Bonnier in the Touring Car Race. Although of only 1,600 c.c. it recorded a fastest lap substantially quicker than all but two cars in the 3-litre class, and only equalled by one entrant in the 1½-litre category.

OUR COVER PICTURE

RESOUNDING victory was gained for Brian Lister in the over 1,500 c.c. sports car race at Silverstone on Saturday, when two 3.8-litre Lister-Jaguars scored a clear win. Masten Gregory, in the Ecurie Ecosse car, set a new sports car lap record at 101.32 m.p.h. to achieve the first-ever sports car lap at over "the ton" on the Northamptonshire circuit. The team award, too, went to the Lister-Jaguars, nominated drivers being Gregory, Peter Whitehead, in a 3½-litre car, and Freddie Rousselle, who drove the Equipe Nationale Belge 3-litre car.

B.M.C

SUCCESSES

**Daily Express
International Production Touring Car Race
SILVERSTONE**

1st & 2nd



One-Point-Five

1: L. LESTON 2: G. H. GRACE

1st & 3rd AUSTIN A35

1: G. HILL 2: B. GERARD

2nd AUSTIN A105 J. SEARS

In addition to winning two out of four classes B.M.C. cars finished 5th, 6th and 7th in the general classification.

SUBJECT TO OFFICIAL CONFIRMATION



THE BRITISH MOTOR CORPORATION LIMITED

SILVERSTONE STARS FOR MALLORY PARK

A NUMBER of leading drivers who took part in the International Trophy Meeting held last Saturday at Silverstone will be putting on a repeat performance in the B.R.S.C.C.'s National Open Race Meeting to be held at Mallory Park on Sunday, 11th May.

In the unlimited sports car race Archie Scott-Brown will be driving the works entered 3.8-litre Lister-Jaguar and Bruce Halford will have a similar car fitted with the standard 3.4 Jaguar engine. John Dalton (Aston Martin DB3S) and Peter Mould (Cooper-Jaguar) who competed at Silverstone as well as also down to run in this race. In the events for the smaller capacity sports cars, Alan Stacey and Keith Hall who finished second and third in their event in the International Trophy Meeting are entered and will have strong opposition from the works Elva Team of four cars, a works-entered Tojeiro, the new Arden-Climax and privately entered Lotuses in the hands of such well-known drivers as Innes Ireland, Jimmy Blumer, Barry Harpin and Tom Dickson. The entries in this class have been so overwhelming that it has been necessary to divide them into two separate races, both of 10 laps duration.

The Formula 3 field is truly representative and includes most of the well-known names in this still-popular form of racing. Trevor Taylor will be driving his new Beart Cooper and Don Truman, Gordon Jones, Donald Wagner and P. R. Proctor are amongst those who will be at the wheel of Cooper-Nortons. An interesting entry in this race is that of J. W. Burgoyne who will be driving the unique four-cylinder Alphonse-engined Kieft.

The programme will be completed with races for series production sports cars and saloon cars. In the former category we have Ian Walker and John Lawry with the new Lotus Elites in addition to Tom Barnard with the first Elva Courier. The saloon car entries include Tommy Sopwith and Sir Gawaine Baillie driving Jaguar 3.4s, Jack Sears (Austin A.105), Jeffrey Uren (Ford Zephyr), John Sprinzel and Bob Gerard in Austin A35s and Harold Grace and Les Leston in the new 1.5 Rileys.

In all no fewer than 130 entries have been received for this meeting which starts at 2 p.m., and for anybody who was unable to attend the Silverstone meeting this will be a first-class opportunity to see the stars perform again.

LIST OF ENTRIES

F3 Race

T. Taylor (Beart-Cooper), G. Jones (Cooper-Norton), D. Truman (Cooper-Norton), R. F. E. Catherwood (Cooper-Norton), P. D. Michell (Cooper-Norton), T. H. Shaddick (Cooper-Norton), J. Pitcher (Cooper-Norton), P. R. Proctor (Cooper-Norton), D. Wagner (Cooper-Norton), P. Robinson (Cooper-Norton), N. T. Bradley (Cooper-Norton), S. H. Jensen (Cooper-Norton), D. H. Phillips (Cooper-Norton), C. H. Graham (Graham-J.A.P.), A. D. Plumstead (Cooper-Norton), A. E. Prince (Cooper-Norton), J. R. S. Parker (Cooper-J.A.P.), D. Haigh (Cooper-J.A.P.), J. R. Lewis (Cooper-Norton), W. G. Harris (Flather-Norton), J. W. Burgoyne (Kieft-Alphonse), G. Gartside (Cooper-Norton), A. E. Liddle (Cooper-Norton), P. J. Mutton (Viper-Norton).

Sports Cars up to 1,200 c.c.

K. Hall (Lotus-Climax), G. M. Jones (Lotus-Climax), J. Blumer (Lotus-Climax), M. Taylor (Lotus-Climax), D. Graham (Lotus-Climax), B. Harpin (Lotus-Climax), D. J. Brough (Lotus-Climax), R. A. Hudson (Lotus-Climax), P. J. Arundell (Lotus-Climax), H. J. Fredman (Lotus-Climax), I. Raby (Elva-Climax), J. Brown (Elva-Climax), M. B. McKee (Elva-Climax), R. Gregory Brain (Lotus-Ford), G. Fowel (Lotus-Climax), J. L.

SPORTS NEWS

Romanes (Lotus-Climax), M. V. Mackie (Lotus-Climax), A. Stacey (Lotus-Climax), T. Dickson (Lotus-Climax), I. Ireland (Lotus-Climax), J. Westcott (Lotus-Climax), C. Martin (Lotus-Climax), N. R. Hicks (Lotus-Climax), D. H. Swanton (Lotus-Climax), D. J. T. Randall (Lotus-Climax), L. I. Bramley (Lotus-Climax), R. Mackenzie-Low (Elva-Climax), J. Muirhead (Elva-Climax), R. J. Utley (Tojeiro-Climax), C. Summers (Arden-Climax), A. Brindle (Lotus-Ford), J. Fisher (Lotus-Climax), B. Ferrari (Lotus-Climax), R. J. Fletcher (Lotus-Climax), M. Wayne (Elva-Climax).

Sports Cars over 1,200 c.c.

W. A. Scott-Brown (Lister-Jaguar), B. Halford (Lister-Jaguar), P. Mould (Cooper-Jaguar), G. Lee (Jaguar XK 120C), J. Dalton (Aston Martin DB3S), M. Bond (Frazer-Nash), A. Eccles (Lister-Bristol), Hon. E. G. Greenall (Lotus-Climax), J. B. Wagstaff (Lotus-Climax), Sir Gawaine Baillie (Lotus-Climax), A. Marsh (Lotus-Climax), M. G. F. Dickens (Lotus-Climax), M. J. Parkes (Lotus-Ford).

Series Production Sports Cars

J. I. Goddard Watts (Berkeley Excelsior), R. A. Jameson (Berkeley Excelsior), B. A. M. Gilbert (Turner 950), F. R. Gerard (Turner 950), A. J. Nurse (Turner 950), J. P. Baldam (Turner 950), I. Walker (Lotus Elite), J. Lawry (Lotus Elite), J. Hayles (M.G.A.), D. G. Dixon (M.G.A.), K. W. Mackenzie (M.G.A.), D. A. Wilcocks (M.G.A.), R. Vincent (M.G.A.), T. Barnard (Elva Courier), M. P. Anthony (A.C.-Bristol), E. N. Whiteaway (A.C.-Bristol), D. Levy (A.C.-Bristol), J. R. Stoop (Frazer-Nash), W. E. Wilks (Frazer-Nash), M. Bond (Frazer-Nash), J. Dashwood (Frazer-Nash), G. Kemp (A.C. Ace), R. F. North (Triumph), S. Hurrell (Triumph TR2), D. S. Shale (Austin-Healey 100 Six), D. Protheroe (Austin-Healey 100S), C. R. Hanson (Austin-Healey 100S), A. G. M. Kellett (Austin-Healey 100S), L. B. Mayman (Morgan Plus 4), P. Sutcliffe (Frazer-Nash), M. C. Sleep (A.C.-Bristol).

Saloon Car Race

J. Sprinzel (Austin A35), P. D. Shanks (Austin A35), F. R. Gerard (Austin A35), G. C. Shepherd (Austin A35), F. W. Marriott (Morris 1000), W. H. Ellis (Fiat 1100TV), R. C. Ritchie (Fiat 1100), J. M. Young (Ford Anglia), D. J. Steane (Ford Anglia), J. M. Dunlop (Ford Anglia), G. H. Grace (Riley 1.5), L. Leston (Riley 1.5), H. R. Vincent (Wolseley 1500), A. T. Foster (M.G. Magnette), A. H. Senior (Austin A50), H. Brierley (Sunbeam Rapier), C. Pearce Pope (Bristol), E. B. Wadsworth (Healey), J. M. Uren (Ford Zephyr), D. B. Haynes (Ford Zephyr), J. G. Sears (Austin A105), I. Walker (Austin A105), T. E. B. Sopwith (Jaguar 3.4), Sir G. Baillie (Jaguar 3.4).

"AUTOSPORT" SERIES- PRODUCTION SPORTS CAR CHAMPIONSHIP

WITH regard to the revised point-scoring system, allowing for reduced pointage when entries in any particular class fall below a certain level, it may be permissible for a competitor to elect to run in the next higher class, provided that there is no objection on the part of the organizers. This should give entrants in the sparsely supported classes the chance to score the full points available rather than compete for reduced pointage.

SUNDAY'S TARGA FLORIO

THE third round of the manufacturers' championship takes place on Sunday on the 72 km. circuit of Madonie, Sicily. Official entries have been received from Aston Martin, Porsche, Ferrari and Ecurie Ecosse.

Reg Parnell will be taking two DBR1/300s although only one will be raced, by Stirling Moss and Tony Brooks. The other will be used as a practice car. At the time of going to press the Ecurie Ecosse drivers haven't been nominated. Two works Porsches have been entered to be driven by Jean Behra and Umberto Maglioli, making his first appearance since his accident last July.

Ferrari is in with a vengeance, with a full team of the 3-litre, 12-cylinder Test Rossas in the hands of Collins, Hill, Hawthorn, von Trips, Gendebien and Musso. The new "Dino 206" which Hawthorn drove at Silverstone is unlikely to appear. It is probably too new to be relied upon for a race of 1,000 kms. Since Ferrari are making such a determined effort it is a pity that Aston Martin are not making a more serious bid. One car would seem to stand but a slender chance against the full might of the Maranello concern. However, Nürburgring is only three weeks away and no doubt the Feltham boys will be out in force there to repeat their sensational victory of last year.

A full report of the Targa Florio will appear in a future edition.

GERMAN G.P.

IT is now confirmed that the German G.P. will take place at Nürburgring on Sunday, 3rd August. The programme will open at 12 noon with a race for sports and grande tourisme cars up to 1,500 c.c. The start of the Grand Prix will be at 2.15 p.m. and will be over 15 laps, or a total of approximately 340 kilometres. The programme is expected to finish at 5 p.m.

For the first time an event called "The 12 Hours at Hockenheim" is being held at the end of May. This is being organized by the Wiesbadner A.C. together with the Mainzer A.C. and the Hockenheim Ring G.M.B.H. in conjunction with the distributors of Caltex petrol. The start will be at 6 a.m. and will take the form of a time and fuel consumption test. It is open to German national and foreign licenced drivers or entrants, to be limited to 30 vehicles. Entries close on 12th May. The vehicles must be series-production cars from the following firms: Berkeley, Bianchi, BMW, Citroën, Fiat, Goggomobil, I.S.O., Lloyd, Maico, Frisky, N.S.U., Spatz, Steyr-Puch, Unicar, Velam, Vespa, Victoria, Zündapp.

Two drivers must be entered for each vehicle and facilities for training will be available at a closed circuit on 25th May. ALAN BRUCE.

HENRY TAYLOR and Peggy Fitzpatrick plan to become Mr. and Mrs. in the near future.

FIAT are introducing a new sports saloon into the U.K. next month: the Fiat 1200 "Milleducento".

ENTRIES for the Monaco Grand Prix, on 18th May, are expected to include three Vanwalls, three Ferraris, three Coopers, two B.R.M.s and two Lotuses.

AT Goodwood on Whit-Monday the programme will consist of six events, one being a round in the AUTOSPORT Series Production Car Championship.

THAT likeable young New Zealander, Bruce McLaren, is hoping to get his entries accepted for Rheims and Nürburgring.

NEW Lotus Formula 2 cars have been ordered by Sid Greene of Gilby Engineering and John Fisher of Portsmouth. The Gilby car will be driven by Keith Greene and John Fisher's car by Les Leston.

WELL DONE—says Gunther Kolwes, co-driver to Fräulein Lautmann, after their Volvo had won the Tulip Rally.



A REALLY TOUGH 'TULIP'

By GREGOR GRANT

Photography:—
Auto-Visie
and John Schaeppmann

Volvo Victory in 10th Jubilee Event—Successes for Triumph, Jaguar and Aston Martin—Lancashire A.C. Win Trophy

WITH the Jubilee event, the Tulip Rally returned to the field of highly competitive rallies, comprising difficult road sections and satisfying special stages. Of the 196 starters, only 95 completed the rally, of which 24 were unpenalized. After the Zandvoort races, just one point separated the winning Volvo of G. Kolwes/Fräulein Lautmann from the runners-up, M. Riess/H. Wencher (Alfa Romeo Giulietta). A really magnificent performance was put up by the Coupe des Dames winners, Mme. Blanchoud and Mme. Wagner (Auto Union 1000), who were fourth in general classification. Both British crews of Pat Moss/Anne Wisdom (1.5 Riley) and Mary Handley-Page/Lola Grounds (Sunbeam Rapier) completed the event without penalties.

Class victories were secured by Ron Gouldbourn/S. Turner (Triumph TR3A), Count Charles de Salis/R. A. Morritt (Aston Martin), and D. J. Morley/G. E. Morley (2.4 Jaguar), the last-named putting up the best British performance. Unpenalized British crews were Gerry Burgess/Sam Croft-Pearson (Ford Zephyr), Peter Harper/Bill Deane (Sunbeam Rapier), J. F. Dickinson/P. R. Procter (Ford Zodiac), John Boardman/J. W. Whitworth (Borgward), J. H. Brooks/M. Sutcliffe (1.5 Riley), the Morleys, Gouldbourn and the all-ladies teams already mentioned.

Without a doubt the 1958 "Tulip" emphasized the superiority of the small-capacity Continental car, the first seven places in general classification being occupied by Volvo, Alfa Giulietta, Porsche and Auto Union. In fact, the Volvos put up a remarkable show, no fewer than five of these very orthodox looking Swedish machines completing the event without loss of marks. However, the team as listed in the programme finished below the Sunbeam Rapiers; apparently the Swedish manufacturers stated that they had altered their original

team, which caused the trophy to be withheld during the prize-giving. To the Lancashire Automobile Club went the prized Club Team Trophy.

During the course of the rally heavy snow fell, causing route alteration in the Vosges, and the scrubbing of a special stage in the Alsatian region. Easily the most difficult section was the 100 kilometres in the Saar area, during which many competitors were held up by thick cloud in the mountains, not a few losing their way completely.

Weather prophets predicted bad weather for the start of the 10th International Tulip Rally; how right they were. As Peter Jopp and I turned the bonnet of Ford Zephyr No. 69 towards Germany heavy rain was falling and visibility was extremely poor. With no fear of secret speed checks on the preliminary run to Nürburgring, 120 k.p.h. cruising was the rule amongst the competitors—although more than a few exhibited signs of unnecessary haste.

However, the last stage to the Eifel Mountains circuit was inadvertently turned into a mad race to get to Nürburgring in time, during which the early numbers suffered. What happened was that on the recognized route through Kelberg extensive roadworks were in force, and lack of a policeman at a cross-roads caused dozens of crews to arrive at the spot to find a drop of several

feet, and a huge excavator blocking the roadway. One or two decided to try to force a way through, including Denis Scott/Ken Armstrong (Ford Zephyr), who eventually had to dig themselves out; "Scottie" was covered from head to foot in particularly sticky German clay; they made Nürburgring with only a minute or so in hand. Peter and I immediately decided to take a northern route, and had to do some hectic motoring to get in on time. On the greasy roads we were most impressed with the adhesion afforded by the Michelin X tyres.

What made it most dangerous was returning competitors, who had decided to take a southern route and, of course, met cars coming the other way. Phenomenal avoidances were the rule rather than the exception, but the Austin-Healey of B. Roos/H. M. de Man disappeared over a hedge, and was out of the rally.

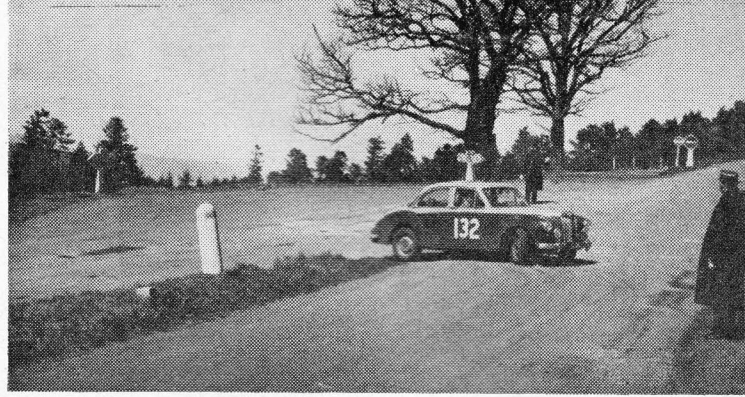
On the greasy roads leading to the Ring, several cars crashed, including Joan Sunley's A.C. Aceca. Nürburgring was highly disorganized, with queues of competitors waiting up to 1½ hours for French petrol coupons. This was so unlike the usual impeccable Tulip organization! Competitors arrived, many well over their proper time, but there seemed to be no accurate checking-in. Eventually Nürburgring was scrubbed as a time control, which was rather unfair on those who had diced like mad, and got in on time.

First eliminating test on the Ring was one of four kilometres, and competitors moving up to the start were surprised to find a Porsche balanced on the edge of a precipice—even before the test had started! There were incidents a-plenty due to the slippery surface. Anne Hall inverted her Zephyr, she and Cherry Osborne escaping with a shaking-up. Not so lucky were M. S. Berghuis and M. Berghuis, whose Goggomobil went over the edge; the former was taken to hospital with a broken leg and a badly cut face. Eric Madoc Stevens and Norman Davis ditched their Magnette, and it took them over 2 hours to retrieve it. The Brookes, *pere et fils*, toppled over their Riley, but straightened it out and continued.

The Berkeley team was reduced to one, the cars of P. H. Wren/W. B. Barlow and A. Wheeler/Dick Bensted-Smith having abandoned with various troubles, whilst four of the Goggos were out of the rally. The Keith Ward/H. F. Murland Berkeley proved faster than any of the "Deeks", but also fell



BEST BRITISH PERFORMANCE was by the Morleys from East Anglia. Their 2.4 Jaguar is seen at Zandvoort, tailed by Hoogoven's Ford Zodiac.



victim to mechanical bothers. It would appear that the Laurie Bond side of the cars is 100 per cent., but that there remains much to be done in the engine department. Mechanical troubles also eliminated Tom Gold/A. L. Dyke (Triumph TR3) and Ken Fraser/John Milne (1.5 Riley).

The run down to Saarbrücken was uneventful; we travelled in convoy with the Zephyrs of Cuth Harrison/John Harrison and Denis Scott/Ken Armstrong, meeting very little traffic on the roads; it was a fine summer-like Sunday morning, and we saw scores of sombrely dressed Saarlanders making their way to chapel. In the Vosges heavy snowfalls blocked the Route des Cretes, and Piet Nortier arranged an 18 kiloms. detour, making Giromagny a route control instead of a time one.

Rallying started in earnest with the speed hill-climb on the Ballon d'Alsace. Already Frank Grounds/Laurie Hands were in trouble with worn tyres on their 2.4 Jaguar, whilst Eric Hadden/Charles Vivian retired their 3.4 Jaguar before the climb with sheared brake caliper bolts. Superb climbs were achieved by Tak/Niemöller (Mercedes-Benz), Jack Sears/Peter Garnier (Austin-Healey 100-Six), Cuth Harrison/Bill Fleetwood (Ford Zephyr), Andersson (Volvo), Annie Soisbault/Pat Ozzane (Triumph TR3), John Wallwork/Cyril Corbishley (Triumph TR3), Carstedt/Mrs. Carstedt (Ford Fairlane), Freddie van der Vlugt (DKW) and Parkes (Jaguar).

Sears shook the Mercedes folk, but the sole competitor to disturb the equanimity of Volvo in the improved series category was the fast little Riley of John Patten and Ian Walker. Carstedt's big red Fairlane with Thunderbird engine made the 3.4 Jaguar brigade sit up and take notice. His handling of the huge car was most impressive. The Van 't Hoog/Post Goggomobil, sole contender in the tiddler category, was worrying the fast folk; as all their rivals had abandoned, they could not help scoring maximum points in each of the eliminating tests.

The "Alsatian Balloon" saw the elimi-

(Right) The Seigle-Morris/Sprinzel M.G. Magnette en route to St. Claude.

(Left) Surviving Berkeley "500", driven by Keith Ward and H. F. Murland, after climbing the Ballon d'Alsace.

nation of several crews, including the fancied Fiat "500" combination of Martens/Erleigh; The Koks/van der Werff Porsche crashed and was abandoned. So after the two tests at Nürburgring, and the Ballon d'Alsace, the rally position in general classification was as follows:—

1. Andersson (Volvo), 40.
2. Tak (Mercedes-Benz), 40.
3. Carstedt (Ford Fairlane), 40.
4. Van 't Hoog (Goggomobil), 40
5. Edward Harrison (Ford Zephyr), 38.
6. Bengtsson (Porsche), 37.
7. Riess (Alfa Romeo), 37.
8. Mrs. Kjerstadius (Saab), 37.

The route now turned towards Switzerland, via Gex to the climb of the Col de la Faucille. Tak consolidated his lead in the bigger G.T. class, and Jack Sears continued to split the Mercs. Denis Scott took over as class leader from Edward Harrison in our class. Patten and Walker were fourth to the Volvos in their class, with 17 more bonus points than the Harper/Dean Sunbeam. Along with Tak, maximum bonus points were held by Carstedt (Fairlane), Riess (Alfa Romeo) and the tiny Hoog Goggo. Alas, the Goggo was late at the Champagnole time control, after meeting trouble on the first of the special stages.

By the end of the second stage, several

(Below, left) The Van Nispen/Van Straten DS19 Citroën comes to a full stop against a telegraph pole and a kilo stone in the Vosges.

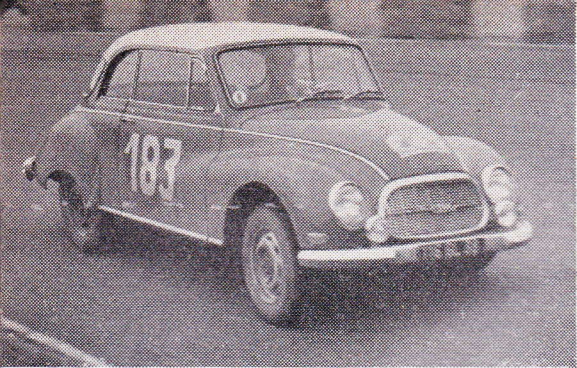
(Below, right) Vogt's Auto Union "1000" on the Col de la Schlucht.

competitors had been penalized; von Schroeter (Auto Union) and Eikermann (Auto Union) were penalized for exceeding the rally maximum average of 70 k.p.h., at a cunningly placed secret time check at Le Howald; this was later scrubbed, as there appeared to be some doubt as to whether or not certain competitors had managed to obtain some advance information as to its whereabouts.

Peter and I had to have our brakes relined at Champagnole, the hundreds of twists and turns on those special stages beloved of the "Lyon-Charbonnières" people having taken their toll. Otherwise the Zephyr was behaving admirably, although we both felt that a little more steam would have been advantageous—especially in the higher altitudes. The Tournus-Lamastre special stage can be tricky to those unfamiliar with the pattern-right-hander, stone wall, near-hairpin, stone wall and so on. Also testing is the Grenoble-Chambery route over the Col de Porte, particularly with averages of over 60 k.p.h. We had a wonderful dice with the Ford Fairlane of Coenen/Butter up to St. Pierre Char treuse from Le Sappey. Neither car was strong in the anchor department, and it was a mad scramble to get to the control on time. The big car was flung all over the place, its tyres taking a terrific pounding.

Fifteen crews were penalized on the 47 kilometres Bourg Argental-Le Chambon stage, and several more retirements were announced, including the sole surviving Class A Goggo, and the TR3 of Waddilive/Wood with water-pump failure. On the 30 kilometres Tournus-Lamastre section already mentioned, no less than 39 crews were late, including Perring/Carter (Aston Martin), Dando/Edmundson (Austin-Healey), White/Baars (Jaguar 140), Burton/Einhorn (A.C. Bristol), Cleghorn/Hercock (Morgan), de Vogel/Slotemaker (Porsche), Ballisat/Marvin (TR3), Wilkins/Alexander (3.4 Jaguar), King/Sproxtton (Zephyr), Holland/Jackman (Zephyr), Brinkman/Jenner (3.4 Jaguar) and, surprisingly





(Above) Coupe des Dames winner, Mme. Blanchoud (Auto Union "1000") at Zandvoort.

(Right) The Nielsen/Dam Volvo in the Vosges timber country—they won the 1,600 c.c. touring class.



enough. Barendregt/Langestraat (Chevrolet). No less than seven Porsches blotted their copybook. At this stage of the rally, 100 crews remained unpenalized, 46 had "strafpunten", and 50 more had abandoned. There were still five special stages to come.

Fifth of the eliminating tests was the climb of the Col du Pin; when wet this can be a devilishly tricky section, but on this occasion it was bone dry. There followed a very tight special stage, made difficult by traffic on the roads. Unhappily the Weider/Richardson Saab collided with a tractor, the latter being taken to hospital in Valence with serious injuries.

The Col du Rousset was also dry, and the test took place in brilliant sunshine. Before this, just after the Col du Pin, Ian Appleyard/Bill Bleakley retired with axle trouble on their 3.4 Jaguar. The position, with three tests to come was:—

1. Kolwes/Lautmann (Volvo), 85.
2. Carstedt/Carstedt (Fairlane), 85.
3. Riess/Wencher (Alfa Romeo), 85.
4. Tak/Niemoller (Mercedes), 83.
5. Mrs. Kjerstadius/Bjorkland (Saab), 82.
6. Bengtsson/Lindstrom (Porsche), 80.
7. Nielsen/Dam (Volvo), 79.
8. Scott/Armstrong (Zephyr), 76.
9. Schorr/Poll (Porsche), 73.
10. Wallwork/Corbishley (TR3), 70.

On the road to Uriage Edward Harrison had a complete petrol blockage on his Zephyr, ruining Ford team hopes. It was originally diagnosed as petrol pump trouble, but even after a new pump had been borrowed from Gerry Burgess, the trouble still persisted. At this lovely little Alpine town was held the Chamrousse speed hill-climb, with comparatively high marks to be obtained owing to its 17.2 kilometres length. The surface was very bumpy; Tak made best time, and for once Sears took third

place, Engels beating him on the hill with the open Mercedes. After this *épreuve*, the position was decidedly interesting, with only 15 points covering the first 10 cars, with the three leaders on the 110 mark, Kolwes/Lautmann, Riess/Wencher, and Mrs. Kjerstadius/Mrs. Bjorkland.

The Patten/Walker Riley was eliminated on the Col du Pin, when Walker hit the bank. The car looked a dreadful wreck, but the suspension was welded up by a French garage, and the crew drove it to Holland, only to have a rear axle break near Eindhoven. Boardman and Whitworth were gallantly carrying on with their Borgward, the gear change consisting of several pieces of bent wire in place of the normal lever. Tak was also in trouble, with a burned out exhaust manifold flange.

It was a much-depleted field which returned to Champagnole, ready to tackle the night climb of the Ballon d'Alsace and the much-feared two special stages in Saarland. At the foot of the Ballon, the unfortunate Sears and Garnier struggled with ignition failure on their Austin-Healey. Eventually it was found to be a fractured distributor driving shaft, so out went the chief threat to the Mercedes. It was an even greater pity when it was learned that Tak had retired. Sears had a more than even chance of defeating Engel.

Thick cloud on the hill troubled many crews; after doing the climb we had to come down to about 10 k.p.h. in places, looking for the road. It was as black a night as I have ever seen, and, with the enveloping cloud, visibility at times was almost zero.

The presence of hundreds of woodcutters on the Ste. Marie aux Mines section had made the road deeply rutted;

and with the threat of heavy cloud, the organizers deemed it advisable to make it a normal rally average section instead of a special stage. It was a real "fogs and logs" section, which would have created havoc if it had been retained. So on to the Abreschwiler stage of 100 kilometres, to be tackled in our case in 89 mins.

This was the *piece de resistance* of the entire rally, the thick cloud making it extremely difficult. Some crews had it far worse than others, but that is the luck of rallying. Peter Jopp and I had some pea-soup variety, but still managed to find the right way round—although four minutes overdue at the control. On this stage we were overtaken by Peter Harper, and followed him for about four kilometres; I must admit that seldom have I seen such a perfect exhibition of rally driving on the tight and slippery bends. His sense of balance is almost uncanny, and he never looks like making a mistake.

Many hopes were dashed at the end of this piece of devilry. Denis Scott lost three minutes, but his team-mate Cuth Harrison did it on time, as did Gerry Burgess, who flung his car around with gay abandon. We had rather a fearful moment after losing Burgess's tail lights; a huge fire suddenly illuminated the skies ahead and we feared the worst. However, it was only a bunch of the local peasantry keeping themselves warm with a huge wood fire.

John Gott's engine seized solid on his 1.5 Riley, and he was forced to retire. Bill Banks got completely lost, and was reputed to have done nearly two circuits of the course. The entire big G.T. class was penalized, with the seven minutes lateness of Charles de Salis being the least of the group. Jackie Reece found himself circling a monument in thick cloud, and lost much time finding the right road. I well recall that huge stone structure looming out of the mist; maybe it is a memorial to rally drivers who have lost their chances on the section!

Annie Soisbault's TR3 was also another wanderer, she and Pat Ozanne losing five minutes. Lyndon Sims/R. E. Stokes had the same penalty. Johnny Wallwork was also late, so Ron Gouldbourn was the only 2-litre G.T. driver to do it on time. Eric Brinkman took a

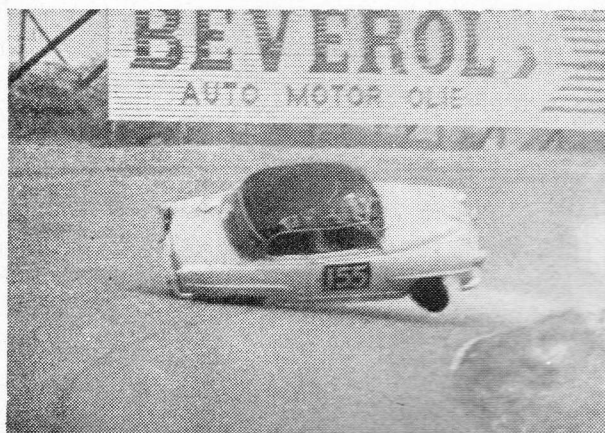


HARD GOING—in the Vosges for the British-entered Fiat "1100" of Goodwin/Wardle. Snowstorms caused detours in this area.



(Above) Bill Banks (Sunbeam Rapier) at the foot of the Ballon d'Alsace. Note appropriate registration number "KON 1". He is concerned with importation of the Dutch dampers to U.K.

(Below) C. Rijke's Simca Grand-Large, going over for the second time at Zandvoort. The driver was unhurt.



wrong road, and Parkes wandered far from the beaten track. Only Coenen/Butter in the Fairlane were unpenalized in the class. Jimmy Ray had wretched luck when the throttle seized on his Rapier: he was two minutes late at the control.

Gatso did it on time, as did Mme. Blanchoud; so did the Morleys in their 2.4 Jaguar, Jetten in the Cresta, Dickinson in the Zodiac, Pat Moss in the Riley and Mary Handley-Page in the Rapier. Nancy Mitchell lost four minutes, having to average the higher G.T. time in the M.G.A. Riess's Alfa was the only Class C car on time, but several Volvos made it, including the rally leaders Kelwes/Fräulein Lautmann.

So there were many long faces on the road to Luxembourg, for the start of the return journey through Belgium into Holland. For many kilometres no petrol stations were open, and quite a number had used up all their spare fuel by the time Metz was reached; fortunately there was a station open at that town.

The extra hour was useful at Luxembourg, before starting off for the ninth test, and the final special stage of the "Thousand Curves". Annie Soisbault put up a fantastic time on the 5.6 kilometres Pont de Misere, being fastest of all G.T. cars. However, Fräulein Lautmann secured maximum points, to retain her slender lead in the general classification.

The weather was really perfect, so, apart from the risk of donkeys, horses and other traffic, the "Thousand Curves" held little terrors. Bang went Triumphs' team hopes when two wheels

collapsed on Wallwork's TR3. I eased up the Zephyr, not being too certain concerning the rules relating to over 70 k.p.h. averages. This confused many of us, as although the organizers stated that there would be no secret time checks in the special stages, it could be read that the limit could be applied from timing point to timing point—even although the section was not in France!

Again the "Sauceboat" did a very fast run, quicker than all the Mercs. However there are no awards for doing the best time on the 107 kilometres of the "Thousand Curves".

Ron Gouldbourn hit a Porsche with his TR3, and the car leapt into a field—a drop of about eight feet. Fortunately there was little damage, although the steering characteristics were decidedly altered.

That concluded the special stages, only the short speed test at Spa-Francorchamps remaining. Glorious weather prevailed for the run into Holland, and traffic was very dense near the towns. At Eindhoven there was the usual Philips welcome, but most competitors took the opportunity to check their cars; in any case, the control apparently has full trade support, the signs of various marques and components being everywhere. It was here that we learned that Cuth Harrison was also out, with the same trouble that had beset Edward. The Carstedts were also out, but another big American Ford led the class. Jimmy Shand left the road with his TR3, tearing up dozens of saplings before coming to rest. A Morris Minor inverted when the driver swerved to avoid a chicken. It was then on to the finish at Noord-



(Above) The R. H. Wilkin/J. Alexander 3.4 Jaguar and the Gerry Burgess/Sam Croft-Pearson Zephyr at the Saarbrücken control.

(Below) Pat Moss (1.5 Riley) leading Jimmy Ray (Rapier) at Zandvoort. She and Anne Wisdom were runners-up for the Coupe des Dames.



wijk, with a welcome by the attractive Vredestein girls in Dutch national costume.

There remained only the rigid technical inspection, before the following day's racing at Zandvoort, the results of which could make a tremendous difference in the final results. Bonus points were first, 25; second, 20; third, 15; fourth, 10; and fifth, 5. The position in general classification at the top was:—

1. Kolwes/Fräulein Lautmann (Volvo), 145.
2. Riess/Wencher (Alfa Romeo), 144.
3. Schorr/Poll (Porsche), 131.
4. Mme. Blanchoud/Mme. Wagner (Auto Union), 131.
5. Bengtsson/Lindstrom (Porsche), 130.

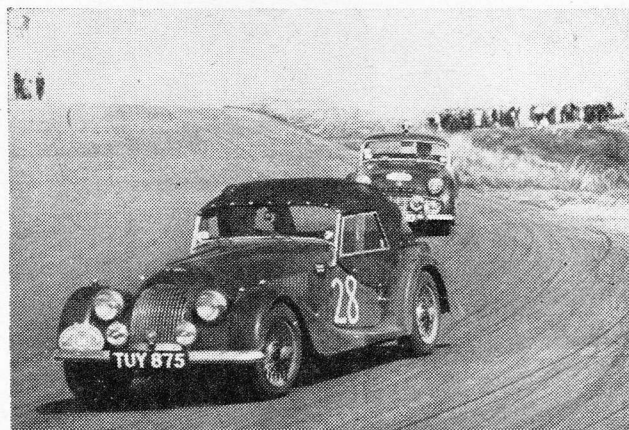
Only half a point in Pat Moss's favour separated her and Anne from Mary Handley-Page/Lola Grounds for runner-up in the Coupe des Dames. Lovely weather prevailed for the races, a fairly large holiday crowd gathering to watch the battle for the rally.

Rudiger's East German-built Wartburg ran away with Class B, but Jager's similar car fell back to let Mme. Blanchoud into second place, thus bringing her points total to 151. In the Class C race, van Nieuwenhuyzen distinguished himself by somersaulting his Simca Montlhéry, in full view of the grandstand. Riess's Alfa ran away with this race.

Chief interest in Class D was the struggle between Pat Moss and Mary Handley-Page. With 22 cars on the line, the start looked like the Southend Arterial on Bank Holiday. The three Volvos of Nielsen, Ellemann-Jacobsen



Remarkable performance was put up at Zandvoort by Jack Sears (Austin-Healey) in the race stopped by the unfortunate accident to Engels.



Duel between Lyndon Sims (Morgan) and Annie Soisbault (TR3), in the 2-litre category, during the final speed tests at the Zandvoort circuit.

and Jorgensen leapt into the lead, with the horde behind them. Pat Moss got away well in front of Mary, but Jimmy Ray set out to harry her. Pat made no mistake; she was overtaken by Ray, and for some time she thought it was her rival, both Rapiers being of a similar colour. Anyway, she finished safely in front of Mary, who had a last lap duel with John Melvin's Rapier. Nielsen's second place brought his points total to 146.

Fräulein Lautmann looked perfectly cool, calm and collected as she waited on the line for the start of her vital race. Visser (Peugeot) stated that he would do everything to prevent her winning. She had to win to gain the rally, for Reiss's total was now 169 points.

Off she went in a perfect start, followed by the Peugeot and Peter Harper's Rapier. On the back leg, the Peugeot spun, and dropped Harper back in avoiding it. The German girl kept her lead, but Visser, now well back in the field, came down to the paddock bend at an impossible speed, and somersaulted into the infield. He climbed out unhurt, the blue Peugeot looking decidedly second-hand. Harper closed on Fräulein Lautmann, but just didn't have the extra speed to make the difference. The rally was hers, unless there were any snags during the ensuing technical check-up.

Denis Scott went very rapidly in his class to score a comfortable win; behind, a fierce fight went on featuring Frank Grounds (2.4 Jaguar), Peter Jopp (Zephyr) and van Noordwijk (Cresta), with plenty of horn-blowing and carving up. Parkes's 3.4 Jaguar outstripped everyone else in the large saloon race, but his speed was lower than that of either Fräulein Lautmann's Volvo or Harper's Rapier.

One of the best events of the day was the thrilling dice between Lyndon Sims (Morgan) and Annie Soisbault (TR3). The latter snaked badly on the paddock bend but, without lifting her foot made a fine recovery. Ballisat (TR3), by finishing in front of Gouldbourn (TR3), pushed the latter back one place in general classification. The battle of the Porsches was interesting, as was Nancy Mitchell's effort in passing no less than three of them to take fifth place with the out-paced M.G.A. Schorr managed to finish in front of Bengtsson to win the class.

It was unfortunate that the last race produced tragedy, Engels losing his life when his open Mercedes-Benz crashed

and came down on top of him. This happened when the incredible Sears in the Austin-Healey was about to take the lead, having already passed the other two Mercs. For some unaccountable reason, Engels put on his brakes in the middle of a high-speed bend, and lost control. Sears's car actually touched the German car. In an inquiry which followed, Jack Sears was completely exonerated from

(Continued on page 600)

The Results

1. G. Kolwes/Fräulein Lautmann (Volvo), 170.
2. M. Riess/H. Wencher (Alfa Giulietta TD), 169.
3. W. Schorr/W. L. Poll (Porsche 1600S), 156.

4. Mme. Blanchoud/Mme. Wagner (Auto Union 1000), 151.
5. H. Bengtsson/S. Lindstrom (Porsche 1600S), 150.
6. J. A. Nielsen/V. B. Dam (Volvo), 146.
7. E. Mahle/H. Vogt (Auto Union 1000), 137.
8. D. J. Morley/G. E. Morley (2.4 Jaguar), 137.
9. H. Ingier/F. Dobberty (Volvo), 107.
10. Ron Gouldbourn S. Turner (Triumph TR3A), 106.
11. Peter Harper/Bill Deane (Sunbeam Rapier), 105.
12. A. Lohmann Jorgensen/B. P. Thorsoe (Volvo), 94.
13. C. Dubois/J. Jacquin (Volvo), 94.
14. Gerry Burgess/Sam Croft-Pearson (Ford Zephyr), 92.
16. Maurice Gatsonides/A. J. P. Jetten (Standard Pennant), 69.
16. W. H. Visser/W. J. van Rekum (Peugeot 403), 39.

(Right) Mme. Carstedt with the Ford Fairlane which dominated the big car class till its retirement.

★

(Below) Jack Reece (Aston Martin) and class-winning Count Charles de Salis (Aston Martin) at Zandvoort.



17. J. F. Dickinson/P. R. Procter (Ford Zodiac), 20.
 18. John Boardman/J. W. Whitworth (Borgward), 19.
 19. Pat Moss/Anne Wisdom (1.5 Riley), 14.
 20. Mary Handley-Page/Lola Grounds (Sunbeam Rapier), 13.
 21. W. F. Coenen/J. Butter (Ford V8), 13.
 22. F. P. M. v. d. Meulen/G. C. H. A. Dereumaux (Citroën DS19), 3.
 23. P. J. Jetten/L. B. P. van Noordwijk (Vauxhall Cresta), 0.
 24. J. H. Brooks/M. Sutcliffe (1.5 Riley), 0.
- All the above were unpenalized.

Other British placings:—

27. Jimmy Ray/David Humphrey (Sunbeam Rapier), 2 (23½).
 28. Denis Scott/Ken Armstrong (Ford Zephyr), 3 (153).
 30. E. P. Foden/J. M. Bond (1.5 Riley), 3 (71).
 32. Eric Brinkman/Zoe Jenner (3.4 Jaguar), 4 (121).
 33. Gregor Grant/Peter Jopp (Ford Zephyr), 4 (25).
 34. Nancy Mitchell/Mrs. Wilton-Clark (M.G.A.), 4 (20).
 36. John Melvin/Nigel Kennedy (Sunbeam Rapier), 4 (0).
 37. Lyndon Sims/R. E. Stokes (Morgan Plus Four), 5 (138).
 38. Annie Soisbault/Pat Ozanne (Triumph TR3A), 5 (131).
 42. Count Charles de Salis/R. A. Morritt (Aston Martin), 7 (18).
 43. E. K. Parsons/D. W. Vaughan (Sunbeam Rapier), 7 (0).
 45. G. H. F. Parkes/J. Cuff (3.4 Jaguar), 8 (170).
 47. F. C. Ward/G. Cooper (3.4 Jaguar), 9 (87).
 49. Keith Ballisat/E. Marvin (Triumph TR3), 9 (70).
- All the above awarded plaques with laurel leaves.
53. J. Kat/F. Domburg (Triumph TR3), 10 (7).
 55. Jack Reece/Ken James (Aston Martin), 11 (54).
 56. Tom Christie/Ninian Paterson (Morris Minor), 11 (22).
 60. Bill Stoddart/R. T. Burn (Standard Ten), 17 (0).
 62. G. King/C. Sproston (Ford Zephyr), 18 (0).
 66. J. H. Suter/J. E. Griffith (Sunbeam Rapier), 23 (0).
 67. T. E. S. White/J. Baars (Jaguar XK 140), 24 (8).

72. I. H. Cameron/F. J. Hook (Standard Ten), 28 (0).
78. Miss J. Werner Laurie/Daphne Freeman (Sunbeam Rapier), 36 (0).
79. Frank Grounds/Laurie Hands (2.4 Jaguar), 41 (19).
82. R. E. C. Brookes/E. W. H. Brookes (1.5 Riley), 45 (0).
85. D. H. Perring/W. C. Carter (Aston Martin), 60 (46).
88. H. Mainz/R. G. Vicat Cole (M.G.A.), 73 (0).
95. R. A. Dando/A. Edmunson (Austin-Healey), 122 (0).

Main Awards

Tulip Rally Trophy: G. Kolwes/Fräulein Lautmann (Volvo).

Coupe des Dames: 1. Mme. Blanchoud/Mme. Wagner (Auto Union 1000); 2. Pat Moss/Anne Wisdom (1.5 Riley); 3. Mary Handley-Page/Lola Grounds (Sunbeam Rapier).

Trophy for Best Performance from country represented by over 24 entries: D. J. Morley/G. E. Morley (2.4 Jaguar).

Best British Performance: D. J. Morley/G. E. Morley (2.4 Jaguar).

Best Dutch Performance: W. Schorr/W. L. Poll (Porsche 1600S).

Best Performance with Ford: Gerry Burgess/Sam Croft-Pearson (Ford Zephyr).

Chamrousse Trophy: W. C. Tak/W. C. Niemoller (Mercedes 300SL).

Zandvoort Trophy: W. Schorr/W. L. Poll (Porsche 1600S).

Journalist Silver Trophy: Gregor Grant/Peter Jopp (Ford Zephyr).

Mixed Team Silver Trophy: G. Kolwes/Fräulein Lautmann (Volvo).

Club Team Trophy: Lancashire Automobile Club, Parkes/Cuff (Jaguar); Boardman/Whitworth (Borgward); Brooks/Sutcliffe (Riley).

Landen Trophy: Holland Schorr/Poll (Porsche); Coenen/Butter (Ford V8); Gatsonides/Jetten (Standard).

Manufacturers' Team Award: Held over following protest.

Class Awards

Up to 1,000 c.c.: 1. Mme. Blanchoud/Mme. Wagner (Auto Union 1000); 2. Maurice Gatsonides/A. J. P. Jetten (Standard Ten); 3. Bill Stoddart/R. T. Burn (Standard Ten); 4. K. Rudiger/W. Wollner (Wartburg).

1,001-1,300 c.c.: 1. M. Riess/H. Wencher (Alfa Romeo Giulietta TI); 2. J. van Nieuwenhuyzen/H. A. A. van der Laan (Simca Montlhéry); 3. Egon Graf van Westerholt/W. Scheube (Alfa Romeo Giulietta TI); 4. P. Mourier/B.U. Ramsing (Volkswagen).

1,301-1,600 c.c.: 1. J. A. Nielsen/V. B. Dam (Volvo); 2. A. L. Jorgensen/B. P. Thorsoe (Volvo); 3. C. Dubois/J. Jacquin (Volvo); 4. J. Boardman/J. W. Whitworth (Borgward).

1,601-2,600 c.c.: 1. D. J. Morley/G. E. Morley (Jaguar); 2. Gerry Burgess/Sam Croft-Pearson (Ford Zephyr); 3. J. F. Dickinson/P. R. Procter (Ford Zodiac); 4. P. J. Jetten/L. B. P. van Noordwijk (Vauxhall Cresta).

Over 2,600 c.c.: 1. W. F. Coenen/J. Butter (Ford Fairlane); 2. Eric Brinkman/Zoe Jenner (3.4 Jaguar); 3. G. G. W. Timmer/J. A. Veldkamp (Chevrolet); 4. G. H. F. Parkes/J. Cuff (3.4 Jaguar).

Improved Series Touring Cars

Class E: 1. G. Kolwes/Fräulein Lautmann (Volvo); 2. H. Ingier/F. Dobbartin (Volvo); 3. Peter Harper/Bill Deane (Sunbeam Rapier); 4. W. H. Visser/W. J. van Reikum (Peugeot 403).

Class H: 1. E. Mahle/H. Vogt (Auto Union 1000); 2. Tom Christie/Ninian Paterson (Morris Minor); 3. I. Johansson/G. Abrahamson (Saab); 4. I. H. Cameron/F. J. Hook (Standard Ten).

Class N: 1. Mrs. Kjerstad/Mrs. Bjorkland-Andersson (Saab 93); 2. N. Neumann/K. Schwaneberg (Lloyd Alexander); 3. W. Schuller/G. Ostfeld (Fiat 600).

Grand Touring Cars

Up to 1,600 c.c.: 1. W. Schorr/W. L. Poll (Porsche 1600S); 2. H. Bengtsson/S. Lindstrom (Porsche 1600S); 3. R. L. G. Gorris/J. M. Proost (Porsche 1600S); 4. Nancy Mitchell/Mrs. Wilton-Clark (M.G.A.).

1,601-2,000 c.c.: 1. Ron Gouldbourn/S. Turner (Triumph TR3A); 2. Lyndon Sims/R. E. Stokes (Morgan); 3. Annie Soisbault/Pat Ozanne (Triumph TR3A); 4. J. Kolff/P. H. Homoet (Mercedes-Benz 190 SL).

Over 2,000 c.c.: 1. Count Charles de Salis/R. A. Morritt (Aston Martin); 2. W. Engel/D. Lissmann (Mercedes 300SL Roadster); 3. B. Crone-Rawe/H. J. Peemoller (Mercedes-Benz 300SL); 4. Jack Reece/Ken James (Aston Martin).

Rally Class: 1. W. Eichmann/Borner/Stroh (Mercedes 220S); 2. K. Block/W. Bertram (DKW).



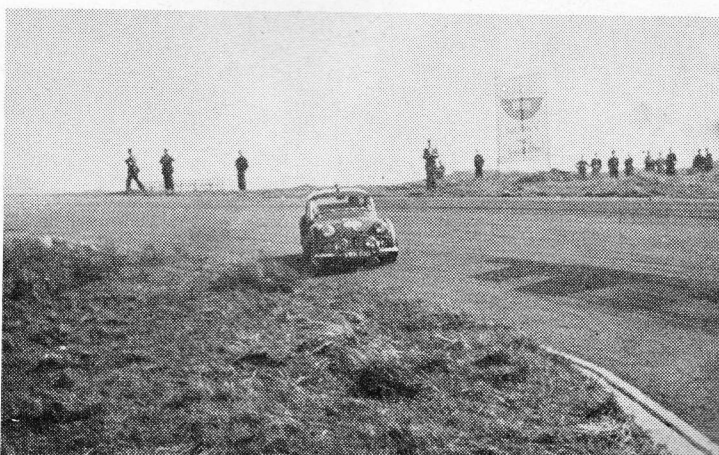
(Above) The Rally winners, Gunther Kolwes and Fräulein Lautmann with masses of silverware after the prize-giving ceremony at the Huis ter Duin.

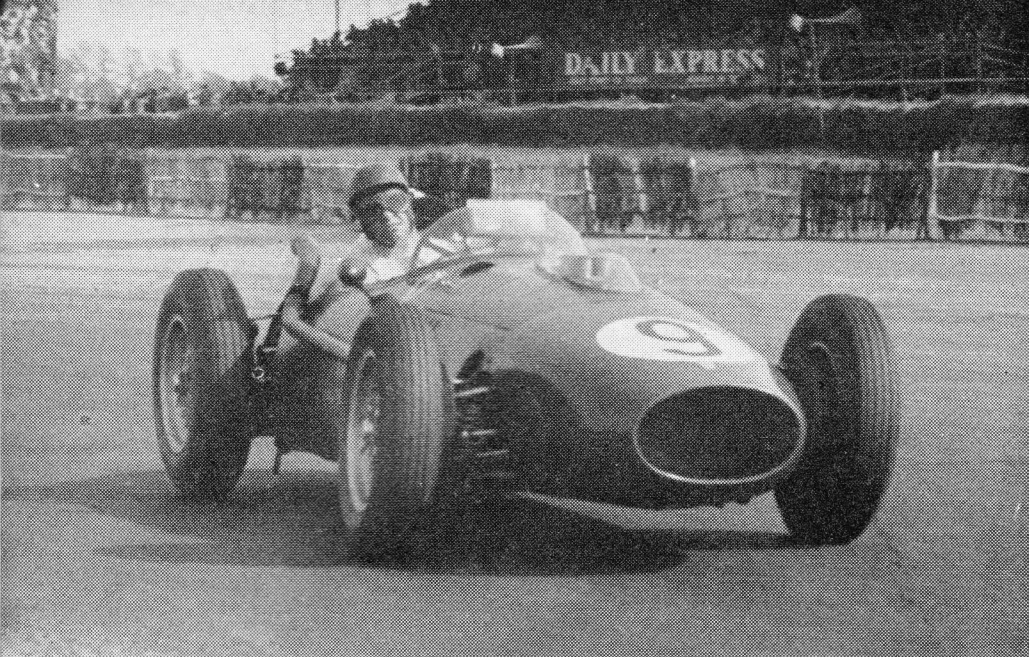
(Below) Mmes. Blanchoud and Wagner, winners of the Coupe des Dames and now leaders for the Women's European Touring Championship.



(Above) Class-winner Ron Gouldbourn (Triumph TR3A) on the Zandvoort circuit. He was the only one in the class to be unpenalized.

(Below) Annie Soisbault making a brilliant recovery when her Triumph TR3A overslid at Zandvoort during her duel with Sims's Morgan.





AUTOSPORT, MAY 9, 1958

NEW VEE-SIX Ferrari shows considerable promise for the season, but the roadholding still seems to need some attention. Speed and acceleration are impressive.

but he was unlucky enough to have a stone smash his goggles when he was in the lead, and after a pit stop he never made up his lost time. Ron Flockhart, in the other, older B.R.M., also went well until an unfortunate "shunt" caused his retirement. Moss, in the Rob Walker Cooper, retired with gearbox trouble after a tail-of-the-field start due to stalling on the line.

* * *

The First Sports Car Race
(Up to 1,500 c.c.)

THE first race of the day catered for both the eleven- and fifteen-hundreds, running together for 25 laps of the full

FERRARI FIRST AT SILVERSTONE

*Peter Collins (V6 Ferrari) Wins F1 Race at "Daily Express" Trophy Meeting—
Fine Performance in Sports Car Race by Masten Gregory (Lister-Jaguar)*

THE 10th Annual International Daily Express Trophy Meeting at Silverstone last Saturday was blessed with fine weather, a crowd estimated at over 100,000 and a lively programme of assorted races for saloons, sports cars and Formula 1 machinery. The main event was won by Peter Collins, in a new works V6 Ferrari, while second place was taken by Roy Salvadori in a works 2-litre Cooper-Climax. Third man home was American Masten Gregory, in a Centro-Sud Maserati, and Masten also won the big sports car race in impressive fashion in a new Ecurie Ecosse Lister-

**By Stuart Seager, Martyn Watkins
and Christopher Nixon**

Photography by George Phillips

Jaguar. Graham Hill won the 1½-litre sports car race in a Lotus Fifteen after a duel with Salvadori in a similar car. Jaguars again won the saloon car race, Mike Hawthorn just beating Tommy Sopwith (both in 3.4 Jaguars) after a race-long duel.

The new 1958 B.R.M. performed very well indeed in the hands of Jean Behra,

Silverstone circuit, a total distance of about 75 miles. The first practice session for these cars on Thursday revealed nothing startling among the big cars, only Tony Marsh, S. G. Young and M. G. Dickens going out. Of these, Tony Marsh was fastest with a lap at 89.3 m.p.h. Among the smaller cars, however, seven drivers beat 90 m.p.h., Alan Stacey taking his Lotus round at 94.25 m.p.h. For Friday's session, however, speeds went up considerably under the superb conditions prevailing and Roy Salvadori, in the Coombs Lotus, made fastest lap at 94.76 m.p.h., nearly two seconds faster than his nearest rival, Graham Hill in a works Lotus. Among the 1100s, Stacey was slower, dropping to 93.58 m.p.h. and the fastest lap by Hall, at 93.75 m.p.h., came nowhere near Stacey's best time of the previous day.

On race day it was a sadly depleted 1,500 c.c. class which lined up for the Le Mans start. Jack Brabham (Willment), Ian Walker (Osca), the Hon. E. G. Greenall (Lotus), Bo Elmhorn (Porsche), Bill Frost and Tommy Sopwith (Lotuses) did not start, while among the smaller class C. G. Escott and Ron Flockhart (Lotuses) also failed to make an appearance.

Roy Salvadori was not entirely happy with his car, complaining of misfiring, and mechanics changed the plugs while awaiting the flag. The car started first time but Roy made a poor start. First away from the line-up was S. G. Young, in the Parson, and at the end of the first lap the order was Ivor Bueb (Lotus), Young, R. Mackenzie-Low (Elva), Keith Hall (Lotus), Ian Raby (Elva) and Salvadori. M. G. Dickens's Lotus developed an oil leak from the gearbox and remained at the pits at the start, while John Muirhead's works Elva stopped at Abbey Curve. By the second lap Bueb had dropped to third position and Keith Hall had taken the lead, while Salvadori had climbed very rapidly to second spot.

Next time round Salvadori had passed Hall and was pulling out a greater lead. In third position, however, was a new challenge in the shape of Graham Hill,



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ALL MINE! Peter Collins gloats over his spoils after winning the Daily Express Trophy—and, together with Jean Behra in the B.R.M., setting up a new outright lap record at over 105 m.p.h.

★

who had recovered from a poor start. Ivor Bueb held fourth place, Mackenzie-Low fifth and J. M. Campbell-Jones (Lotus) sixth. The lead remained unaltered for lap four, but Hill was clearly closing the gap between him and Hall, and Mackenzie-Low was now in front of Bueb. P. J. Arundell spun off at Copse, but rejoined the race and Peter Ashdown (Lotus), who had come slowly into the pits on the second lap, retired and his car was pushed to the paddock.

On the fifth lap the order of the first three remained unchanged, but the gap between Keith Hall and Graham Hill was still steadily closing. Campbell-Jones had moved up to fourth position and Bueb had retaken Mackenzie-Low and was now fifth. Tom Bridger (Tojeiro) left the pits after a gearbox inspection. Salvadori was, so far, averaging 91.76 m.p.h. and both Hall and Hill were averaging over 91 m.p.h., Keith being 1.4 secs. ahead, and Graham Hill was nearly 17 secs. in front of fourth man Campbell-Jones.

On lap six Bridger came back to the pits to have another look at the gearbox, to retire a couple of laps later on. Graham Hill got past Hall to take second place and set his sights on Salvadori, and once again the gap began to close remorselessly. On the seventh lap he was within striking distance, and when the cars came past the pits for the eighth time it was Hill in the lead. Behind the leaders Campbell-Jones still lay fourth behind Keith Hall, but Tony Marsh had dislodged Stacey and was now fifth. Ivor Bueb stopped at Becketts.

After 10 laps Hill's lead over Salvadori had increased to nearly 2 secs. and his race average had gone up to 93.5 m.p.h. In taking second place from Hall he had twice broken the lap record—on laps five and six—and his new figures stood at an absolutely shattering 97.56 m.p.h., only a second slower than Tony Brooks's record time last year in a 3-litre Aston Martin! The first six cars all had a race average of over 90 m.p.h. and the pace showed no signs of slackening.

Salvadori, however, had far from given up the hunt and on the 13th lap started to close up on Hill. On the same lap Jimmy Blumer, whose Lotus had been called into the pits for examination by the scrutineers, was allowed to continue and went on its way rejoicing, while Keith Greene (Lotus) made a three-minute pit stop for water and a change of plugs.

Salvadori was still catching Hill and, on lap 15, retook the lead. Again the race average had climbed, the leader's speed now being 94.14 m.p.h. with Graham Hill only decimals of a second behind. In fourth place was Alan Stacey, with Campbell-Jones fifth and Tony Marsh now sixth. First, second and sixth cars were 1500s, third, fourth and fifth were in the smaller category!

On lap 19 Roy Salvadori stopped near Maggotts Curve. He carried on towards the pits, pushing the car, but gave up the attempt and stayed where he was. This, of course, gave the lead back to

Graham Hill again, who was comfortably in front of Keith Hall with a lead of something like 27 secs. Hall was hotly pursued by Alan Stacey who was in turn three-quarters of a minute ahead of Campbell-Jones.

The wide gap between the first two cars was not staying that way, however, for either Hill was slowing—as well he might—or Hall was really motoring. Gradually the gap closed, until on lap 24 Hall was so close that the cars appeared to be tied together—and Alan Stacey was right behind them. On the last lap the cars emerged from Woodcote in a solid bunch, Stacey sliding wide and going on to the grass verge. Down the straight they rushed and at the fall of the flag it was Hill—Graham Hill by one second!

The first three cars were less than two seconds apart, and all finished at a race average of more than 93 m.p.h., only decimals apart. Hill, the winner, covered the 75 miles in 47 mins. 10.4 secs. at 93.07 m.p.h.; Stacey, just beating Hall for second place, was timed at 47 mins. 11.4 secs. and 93.04 m.p.h. and Hall at 47 mins. 12 secs., a speed of 93.02 m.p.h. Fourth man Campbell-Jones came in nearly a minute behind—57.8 secs. to be exact—with Mackenzie-Low, in the first non-Lotus car, fifth, nearly three seconds behind. Sixth was Tony Marsh.

The closing stages of the race saw the retirement of Ian Raby's works Elva and also Chris Summers's Arden—a car that, I believe, started life as a 750 Formula special. Right at the very end of the race N. R. Hicks's Lotus crashed at Copse, the driver being unhurt.

The performance of Graham Hill was magnificent, working his way, as he did, through the field from the back to the front in less than five laps. It was most unfortunate that Salvadori should have had to retire, and one can only conjecture as to the possible heights of the lap record—already soundly broken by Hill—had the Coombs Lotus continued its duel with the team car. The performance of the 1100s, too, cannot be overpraised after their splendid display.

Results

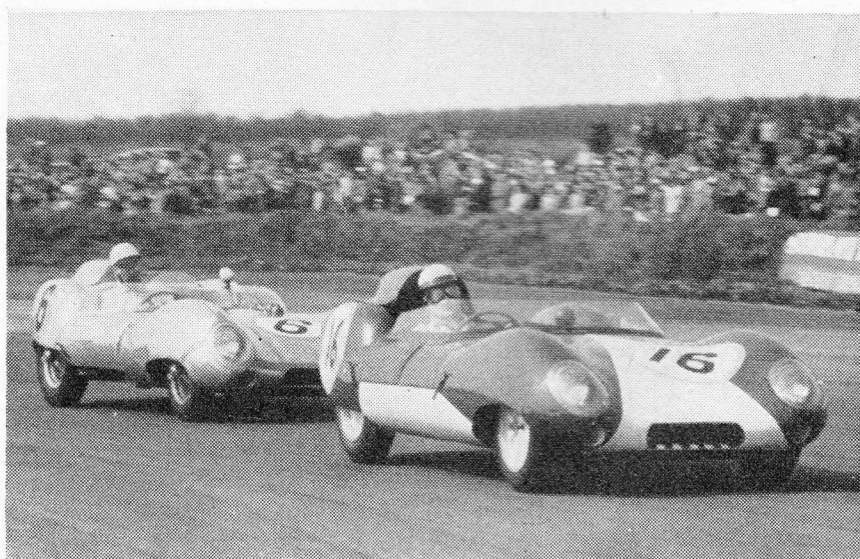
1, Graham Hill (Lotus 1475), 93.07 m.p.h.; 2, Alan Stacey (Lotus 1096), 93.04 m.p.h.; 3, Keith Hall (Lotus 1096), 93.02 m.p.h.; 4, J. M. Campbell-Jones (Lotus 1098), 91.14 m.p.h.; 5, R. Mackenzie-Low (Elva 1097), 91.06 m.p.h.; 6, A. E. Marsh

(Lotus 1460), 90.58 m.p.h.; 7, H. Taylor (Lotus 1098), 90.02 m.p.h.; 8, I. Ireland (Lotus 1098), 90 m.p.h. **Fastest lap and new class record:** Hill, 1 min. 48 s. (97.56 m.p.h.). **Team Award:** Team Lotus (Hill, Stacey and Hall).

The Big Sports Car Race

"THAT'S nice," said Archie, "two Listers in front of the Astons!" This comment was directed at Roy Salvadori who was unfortunately lost for a suitable rejoinder. The cars were already lined up in front of the pits and the drivers were chatting nonchalantly and being asked to smile please for the photographers. There were indeed two Listers in front of the Astons for in practice Archie Scott-Brown had recorded the fantastic time of 1 min. 43 secs. at a speed of 102.3 m.p.h. Only 1.6 secs. slower was Masten Gregory in the Ecurie Ecosse Lister-Jaguar. Of the three Astons Tony Brooks was fastest in one of the 3.9s with 1 min. 46.2 secs. Roy Salvadori was 4 sec. slower in the other DBR2. Stirling Moss made people sit up and take notice when he lapped in 1 min. 45 secs. in the new 3-litre Aston, designated the DBR3/300. Outwardly the only difference in appearance of the new car from the DBR1 is the dirty great bulge in the bonnet. Under the bonnet, however, is an entirely new engine. It is a short stroke 3-litre with a bore and stroke of 92 x 75 mm. and a capacity of 2,990 c.c. It has an aluminium cylinder head and crankcase, dry sump lubrication, 80 deg. inclined valve angle, six Weber single choke carbs., wishbone and longitudinal torsion bar front suspension and de Dion and longitudinal torsion bar rear suspension. It is undoubtedly very fast and also very noisy and it will be interesting to see how it goes in its next race.

The start of this race is always a terrifying sight. At the drop of the flag the drivers scamper across the track, leap into their cars, press the starter, let out the clutch and then the fun begins. First away was Archie with Brooks right on his tail, then Salvadori, Gregory, Halford and Moss. They screamed under the bridge and into Copse at a fantastic pace. At the end of the standing lap Archie was still in the lead, followed by Brooks, Gregory and Salvadori. Coming past the pits on the third time round Hawthorn, in the new 3-litre V6



DUEL of the up to 1,500 c.c. sports car race was that between Graham Hill's works Lotus—ultimate winner—and Roy Salvadori in the Coombs Lotus, here seen about to pass Gordon Jones. The battle continued until Salvadori dropped out on the 19th lap.



Ferrari, had closed right upon Moss, who, in fact, waved him past before they went into Copse. The second works Lister-Jag., which was being driven by Wolfgang Seidel instead of Jean Behra, came into the pits and retired with no oil pressure. However, Archie was still in the lead with the other car and Masten Gregory was rapidly closing up on Brooks and on lap five passed him into second place. So the order now became Scott-Brown, Gregory, Brooks, Salvadori, Hawthorn, Moss, Halford, Allison (2-litre Lotus), Bueb and Innes Ireland (Jaguars).

On lap six Brooks called at his pit to have the rear end of the Aston checked. He was given the O.K. and rejoined the race, but the stop had cost him two precious minutes. Brooks having got out of his way, Masten Gregory put his Texan hoof hard down on the loud pedal and went after Scott-Brown, passing him at Copse on lap seven. This man Gregory can really drive and having passed Archie proceeded to build up a commanding lead. The Lister sounded magnificent and although probably the ugliest car to be seen on the circuit, it is certainly the fastest. Masten was pressing on more than somewhat and whereas at the end of five laps the race average was 97.85 m.p.h., at the end of 10 Gregory had pushed it up to 98.66 m.p.h. Faster than the old lap record! On the next lap Moss, who had not let Hawthorn get more than a few lengths ahead of him, began to close up, the Aston sounding wonderful. It was a wonderful sight to see Hawthorn, Moss

RED AND GREEN: Mike Hawthorn, in the 3-litre works Ferrari, is hotly pursued by Stirling Moss in the very fast new 3-litre Aston Martin, the DBR3/300.

and Salvadori coming out of Woodcote in a vicious power slide. The Astons were much steadier than the Ferrari on the bends, the latter's road-holding leaving quite a lot to be desired. Moss, however, felt the new engine of his Aston tightening up and decided to call it a day before something broke.

With 10 laps to go Gregory led at 99.21 m.p.h. Scott-Brown was still second, Hawthorn third, Salvadori fourth, Halford fifth and Brooks, going like a dingbat to make up lost time, sixth. On lap 19 he passed Halford, who was driving very calmly, into fifth place. Then poor Halford came to grief. The offside top wishbone broke and he came into the pits with his wheel almost at the horizontal. Hard luck after a fine drive. Ivor Bueb in the Ecurie Ecosse D-Jag. now moved up into sixth place. Behind him was Duncan Hamilton, Innes Ireland (Jaguars), Peter Whitehead (Lister-Jag.) and Graham Whitehead (Aston Martin DB3S).

And so they continued until the end of the 25 laps. Gregory was nearly half a minute ahead of Scott-Brown, who was 20 secs. ahead of Hawthorn. Gregory also set up fastest lap in 1 min. 44 secs., 101.32 m.p.h.

Sports Car Race (over 1,500 c.c.)

1, M. Gregory (Lister-Jaguar), 99.54 m.p.h.; 2, A. Scott-Brown (Lister-Jaguar), 98.51 m.p.h.; 3,

M. Hawthorn (Ferrari), 97.84 m.p.h.; 4, R. Salvadori (Aston Martin), 97.03 m.p.h.; 5, C. A. S. Brooks (Aston Martin), 95.80 m.p.h.; 6, I. Bueb (Jaguar), 93.80 m.p.h.; 7, J. D. Hamilton (Jaguar), 92.42 m.p.h.; 8, I. Ireland (Jaguar), 92.33 m.p.h.

The Touring Car Race

As usual, the "saloon race" provided more lurid drama than all the other races put together. By pre-war standards, modern family cars handle very well, but of course, by racing car standards, their road-holding tends to leave quite a lot to be desired, for their springing is designed more for auntie's comfort than for her nephew to dice around Silverstone. Thus, when these cars are driven at racing speeds, they always look as if they are slightly out of hand, and occasionally get that way, in fact.

This year the tradition of a Jaguar win was continued in most spectacular manner by the race-long battle between Mike Hawthorn and Tommy Sopwith in 3.4 Jags. Sopwith made a lightning get-away from the Le Mans-type start, but Hawthorn soon caught him up, and by the fifth lap had passed him and established a precarious lead, the two cars often travelling side by side down the straights—and occasionally through the corners, too. They were followed, not far behind, by Ron Flockhart in a similar car, and this trio were well ahead of the field for all the 20 laps.

In the initial stages, fourth place was firmly taken by J. M. Uren's Ford Zephyr, going like the wind, and hotly pursued by Jack Sears's remarkable Austin A105, Alan Foster in Dick Jacobs's M.G. Magnette, and Les Leston's Riley 1.5.

Uren and Sears eventually pulled ahead of the others and for many laps duelled for fourth place, Sears eventually getting ahead. Another Ford Zephyr battle raged a little farther back in the field, behind John Waller (Magnette) and Harold Grace (Riley 1.5). The works team of three Borg-Warner automatic Zephyrs was split by Peter Riley's privately entered Zephyr, and the crowd were treated to a most spectacular performance as Denis Scott overdid things at Copse and travelled broadside along the grass for a while. Peter Riley, just behind him, braked like mad as Scott veered back on to the track again, and as Riley just touched Scott's car, Edward Harrison cannoned into him from behind. Scott got clear away with scarcely



JAGUAR v. ASTON: Ivor Bueb, driving an Ecurie Ecosse 3½-litre "D"-type holds off an attack from Tony Brooks, in a works 3.8-litre Aston Martin.



a scratch, but the other two Zephyrs were badly battered and retired there and then. It was just like the dodgems!

Alan Foster had the misfortune to lose a wheel at Club Corner and overturned the Magnette, luckily escaping unhurt, and John Waller enjoyed a most spectacular spin in his Magnette at Woodcote: he revolved completely and, finding himself facing the orthodox way again, put his foot down and continued at unabated speed. However, the daddy of all lucky escapes befell Peter Taylor, as television viewers will have seen. H. Brierley's Mark II Rapier had been displaying extraordinary understeer on corners, as if his front tyres were soft, and had already had an alarming moment right in front of the pack at Copse and several other near-misses elsewhere. On this occasion, he lost it completely at Woodcote and went straight on into the bank, bouncing off it back onto the road into the path of Taylor's Riley 1.5. Taylor managed to cut across the bows of the Sunbeam, but clipped it and went completely out of control, rolling over and then bounding end-over-end at about 70 m.p.h.—right in front of the pits and the packed grandstand! In the middle of this performance, the doors flew open and Taylor flew out, to aviate for a while about 10 ft. above the track. Somehow he survived all this with little more than bruises; the Riley was obviously a complete write-off, but amazingly the motor started first press afterwards! As there was a TV camera almost in the line of

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LUCKY ESCAPE
for Peter Taylor (above) who was only slightly hurt when his Riley, chased here by Graham Hill (A35), overturned at Woodcote. Joakim Bonnier's Volvo (right) was delayed at the start but nevertheless finished in 11th place.

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fire, manned by an operator who was apparently too fascinated to run, those at home ducked instead.

So the race continued once the pattern had been established. Hawthorn kept his lead over Sopwith to win the race and the class. Uren on the last lap got ahead of Sears to win the 3-litre class. Joakim Bonnier, in the sole Volvo, drove it vigorously into 11th place overall and had an unopposed win in the 2-litre class after a very late start due to a flat battery. Les Leston topped the 1½-litre class ahead of Harold Grace (Riley 1.5s)

TOURING CAR race became a navigational exercise for Tommy Sopwith, who left his map behind and motored on the wrong side of the fence at Stowe in his efforts to stay ahead of Mike Hawthorn.

with Tommy Bridger (Borgward Isabella TS) third. Amongst the "tiddlers"—the up-to-1,100 c.c. class—Graham Hill won in a Speedwell Austin A35, beating J. Sparrowe's DKW.

Results

1, M. Hawthorn (Jaguar), 84.22 m.p.h.; 2, T. Sopwith (Jaguar); 3, R. Flockhart (Jaguar); 4, J. Uren (Zephyr); 5, J. Sears (Austin A105); 6, L. Leston (Riley); 7, G. Grace (Riley); 8, T. Bridger (Borgward); 9, J. Waller (M.G.); 10, D. Scott (Zephyr).

Class C (over 3,000 c.c.)

1, M. Hawthorn (3.4 Jaguar), 84.22 m.p.h.; 2, T. Sopwith (3.4 Jaguar); 3, R. Flockhart (3.4 Jaguar).

Class D (2,000-3,000 c.c.)

1, J. Uren (Zephyr), 75.77 m.p.h.; 2, J. Sears (Austin A105); 3, D. Scott (Zephyr).

Class E (1,500-2,000 c.c.)

1, J. Bonnier (Volvo), 73.71 m.p.h.

Class F (1,100-1,500 c.c.)

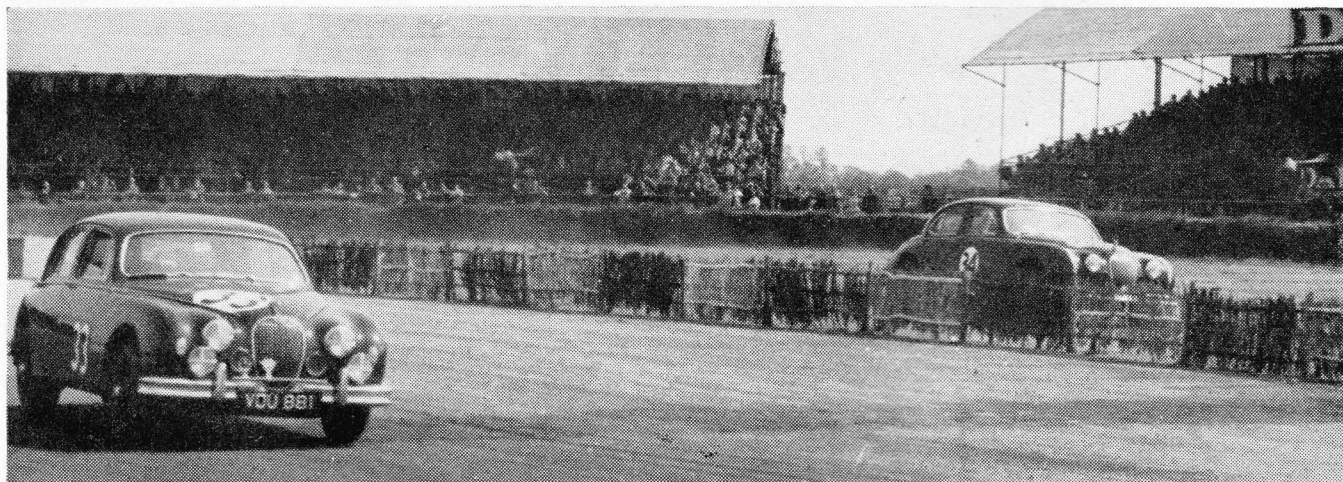
1, L. Leston (Riley), 74.68 m.p.h.; 2, G. Grace (Riley); 3, T. Bridger (Borgward).

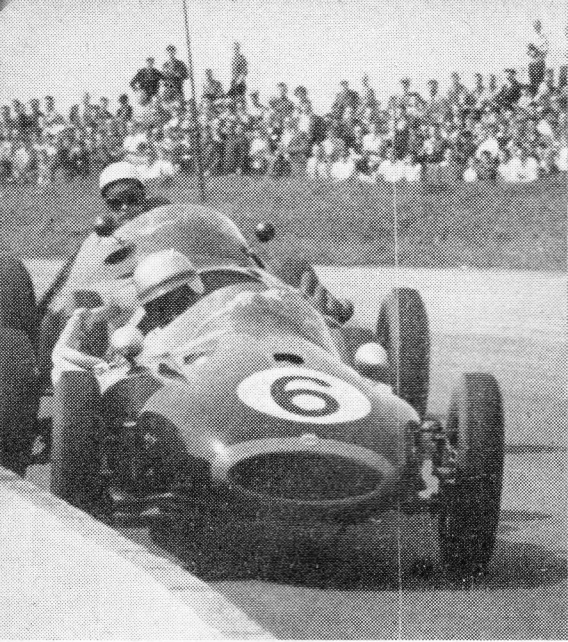
Class G (up to 1,100 c.c.)

1, G. Hill (Austin A35), 71.73 m.p.h.; 2, J. Sparrowe (DKW); 3, B. Gerard (Austin A35).

The Trophy Race

THE outright Silverstone circuit record was set up last year at this meeting, by Behra in the B.R.M., in 1 min. 42 secs., a speed of 103.31 m.p.h. Practice for this year's race, however, resulted in the spectacle of four cars on the front row of the grid, all of which had beaten last year's figure. More spectacular still was the fact that the three best practice times were recorded by three of these amazing little Coopers. Pole position was taken by Roy Salvadori (1 min. 40.8 secs.); next to him was Jack Brabham (1 min. 41.4 secs.), these two cars being works 2-litre machines; Moss was next in line, in Rob Walker's 2.2-litre Cooper (1 min. 41.8 secs.) and on the outside was the sole foreign works car—Peter





CHEEKY COOPER: Jack Brabham delighted the crowd at Copse when he passed Ron Flockhart (B.R.M.) on the inside (above). Masten Gregory, in the Scuderia Centro-Sud Maserati, leads Roy Salvadori's works Cooper, but the position changed and the 2-litre car finished in second place, Gregory being third.

Collins's V6 Ferrari (1 min. 41.8 secs.).

The two B.R.M.s, driven by Jean Behra and Ron Flockhart (in place of Harry Shell), were in the second row, together with Graham Hill in a 2-litre Lotus, their times respectively being 1 min. 42.4 secs., 1 min. 42.6 secs., and 1 min. 42.8 secs.—close enough for anyone!

Woodcote Corner was a solid mass of thundering motor cars as the flag was raised—there were 34 starters—but before the flag went down, Moss's right hand went up! Repeating his Goodwood misfortune, his motor had stalled, and he had to sit on the front row, no doubt wishing fervently that he was somewhere else, as the pack hurled themselves past his ears in a deafening torrent.

Collins made a really good getaway and after the initial sorting-out he completed the first lap in the lead, but closely followed by Behra. They were followed by Flockhart and Masten Gregory, who was going very briskly indeed in one of the Scuderia Centro-Sud Maseratis. The "tiddlers" were left a little behind in this first rush, Brabham,

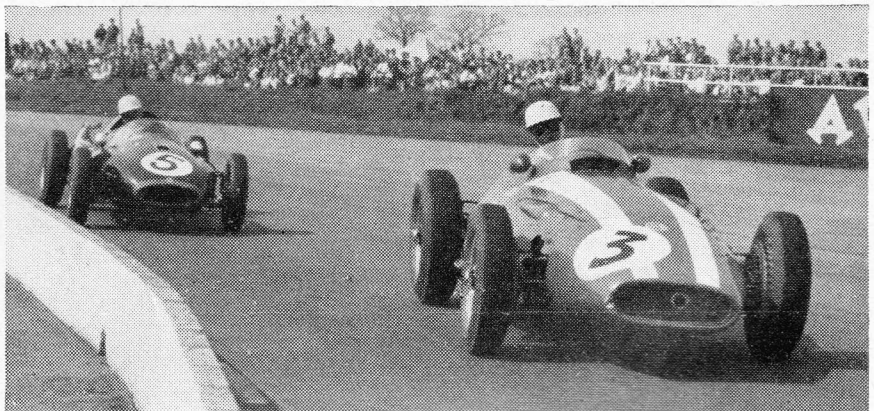
Salvadori and Hill having to be content to stay behind the bigger cars.

Behra closed right up on Collins during the second lap and Brabham similarly tackled Gregory. Moss had, of course, been push-started and was carving his way through the field in a determined effort to make up time. By the end of the second lap he was lying 19th.

Brabham seemed discontented with his fifth place and proceeded to pass Gregory and soon Flockhart also. Behra was now sitting right on Collins's tail and trying all he knew to pass him. On the fourth lap he succeeded and began to pull out a lead. Meanwhile Tony Brooks, in Rob Walker's F2 Cooper, had pulled in with carburation trouble and changed jets before rejoining

and passed Gregory into fifth spot and Brooks eventually retired.

On the 11th lap came drama, for Behra slowed abruptly and came into the pits. A stone had smashed his goggles. He was not carrying a spare pair and somehow or other his pit did not have a spare pair either and someone had to ransack the paddock before Behra (in some pain) was able to continue. This gave Collins the lead and Behra restarted in 11th place; Moss by this time had worked his way up to seventh spot, to the accompaniment of much arm-waving at the lesser mortals he encountered on the way. Brabham, who had been challenging Collins for second place, of course now found himself challenging the leader and his carburetter was so surprised that it choked



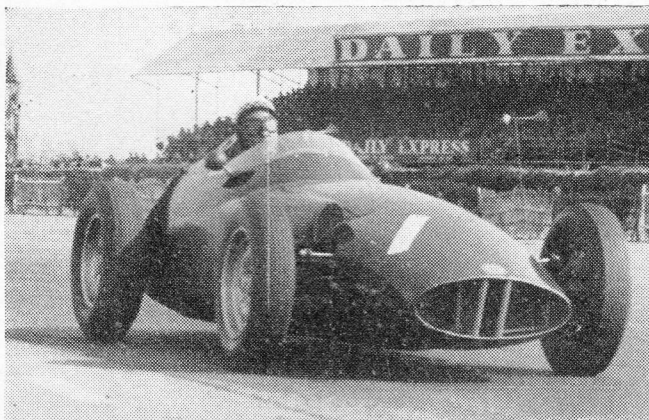
the race. On the second lap both Behra and Collins set up a new official lap record in 1 min. 40 secs.—105.37 m.p.h.

At the end of five laps the position was Behra, Collins, Brabham, Flockhart, Gregory, Salvadori. Brooks came in again shortly after, still with some kind of clogage in the fuel system; Bob Gerard in his rear-engined Cooper-Bristol was seen at Club Corner going ominously slowly; Ken Kavanagh (Maserati), Denis Taylor (Lotus—the high-tailed Vanwall-like model) and Ronnie Moore (Cooper) were having a private battle farther down the line; and Joakim Bonnier (Maserati) came in for a look at the rear suspension.

Behra was now well ahead of Collins and Brabham comfortably headed Flockhart; Salvadori found some more steam

itself and he had to make a pit stop to clear it.

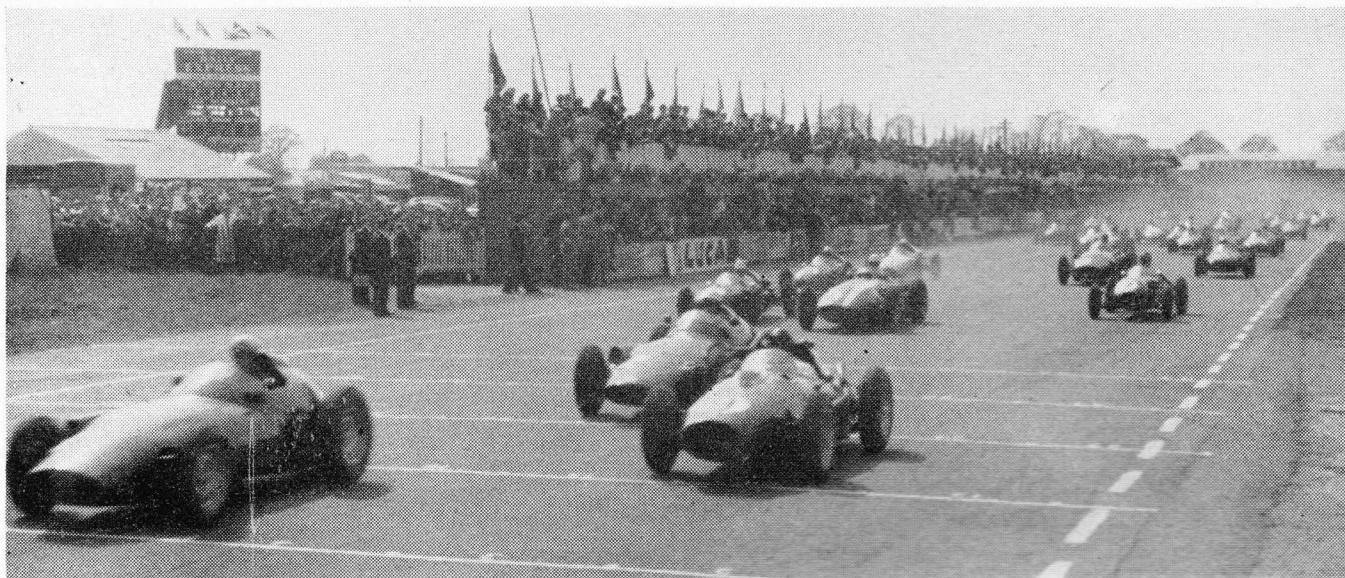
Flockhart now held second place, harried by Salvadori, and Collins could relax a little—a welcome breather, no doubt, for although the new Ferrari was fast and accelerative it seemed somewhat unhappy in the roadholding department. Peter had about 15 seconds in hand when a most involved series of incidents developed at Copse. Collins "lost it" at Copse and spun off onto the grass, but managed to keep his motor running and after a few seconds rejoined the race without losing his lead. Then Halford (Maserati) arrived and also spun, this time stalling the engine. A body of marshals manhandled the car round and began to push-start it; however, at that moment George Wicken



RACE LEADER during the early part of the race, Jean Behra (B.R.M.) suffered considerable pain from a stone which smashed his goggles.



FUEL-FEED trouble caused Graham Hill's Lotus to slow towards the end of the main event after a fine drive in which he had been lying fourth.



(Cooper) and Flockhart arrived on the scene. Wicken slid in front of the B.R.M., the two cars touching and going off the road—straight towards the stationary Maserati and the marshals, who were anything but stationary by this time. Somehow the two cars shot between the Maserati and the bank without hitting anything, but the B.R.M. caught up the Cooper and rode up over its rear wheel, leaping alarmingly into the air. The ensuing descent to earth damaged the front suspension and Flockhart was out—and lost his second place. Wicken's car was undamaged and he rejoined the race, as did Halford when the marshals had collected themselves again.

Collins's spin brought Salvadori to within 10 seconds of him and Behra had worked back to sixth place. Moss found himself briefly in fifth place after much strenuous effort to recoup from his tail-end start, but the gearbox split and his efforts came to nought as he trundled to a halt at the end of the pit straight.

Collins began to pull out the stops again now, and by the 20th lap he was 14½ secs. ahead of Salvadori. Behind them was Masten Gregory, driving very well indeed, and next in line was Graham Hill, in the 2-litre Lotus, some distance ahead of Behra, who was now fifth.

By half-distance in this 50-lap race the leaders were Collins, Salvadori, Gregory, Hill, Behra, Stuart Lewis-Evans (F2 Cooper and leading that category), Brabham, Allison (Lotus) and Bruce McLaren from New Zealand, in a 1½-litre Cooper.

This pattern settled itself, largely without incident, for the rest of the race. In the latter stages, Graham Hill's car manifested a mysterious fuel starvation trouble that caused misfiring and loss of speed, to the extent that on the 37th lap Behra caught him up and passed him into fourth place. This misfiring became worse, until two laps from the finish; he then dashed to his pit for a hurried refuel, and this seemed to do the trick, although he lost three more places. Lewis-Evans had dropped back to be passed by Brabham and Allison.

FIRST LAP, first corner and first man home in the F3 race, Jim Russell is already challenging Stuart Lewis-Evans, who took the initial lead. Lewis-Evans later dropped out with engine trouble.

GONE AWAY!—and the hunt is on in the Trophy Race. Behra's B.R.M. roars away into the lead, followed by Collins's Ferrari and Flockhart's B.R.M. Behra might well have won, had a stone not smashed his goggles; necessitating a pit stop from which he never recovered the ground.

Retirements at various stages of the race included David Shale (brakes), Trintignant (gasket), Henry Taylor (gearbox), Gibson (gearbox), and Bonnier (rear suspension).

Results

1, P. Collins (Ferrari), 1 h. 26 m. 14.6 s., 101.82 m.p.h.; 2, R. Salvadori (Cooper), 1 h. 26 m. 38 s.; 3, M. Gregory (Maserati), 1 h. 26 m. 51 s.; 4, J. Behra (B.R.M.), 1 h. 27 m. 27 s.; 5, J. Brabham (Cooper), 1 h. 26 m. 48 s.; 6, C. Allison (Lotus), 1 h. 27 m. 04 s.; 7, S. Lewis-Evans (Cooper), 1 h. 27 m. 07 s.; 8, G. Hill (Lotus), 1 h. 27 m. 24 s.; 9, B. McLaren (Cooper), 1 h. 27 m. 38.2 s.; 10, J. Russell (Cooper), 1 h. 28 m. 01.6 s.

Formula 2

1, C. Allison (Lotus), 98.84 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, B. McLaren (Cooper).

The 500 c.c. Race

PRactice for this, the last event of the day, had shown no startling times and, as might have been expected, Stuart Lewis-Evans was in pole position on the grid at the start. Next to him was Jim Russell with Don Parker and Scott Bloor holding the other two positions in the front row. In the second row were Don Truman, Tommy Bridger and Edwin Dawson.

At the drop of the flag Lewis-Evans (Beart-Cooper) went into an initial lead, followed closely by Wagner (Cooper) from the third row, and Bloor. As they came round at the end of the first lap it was Don Parker in the lead with

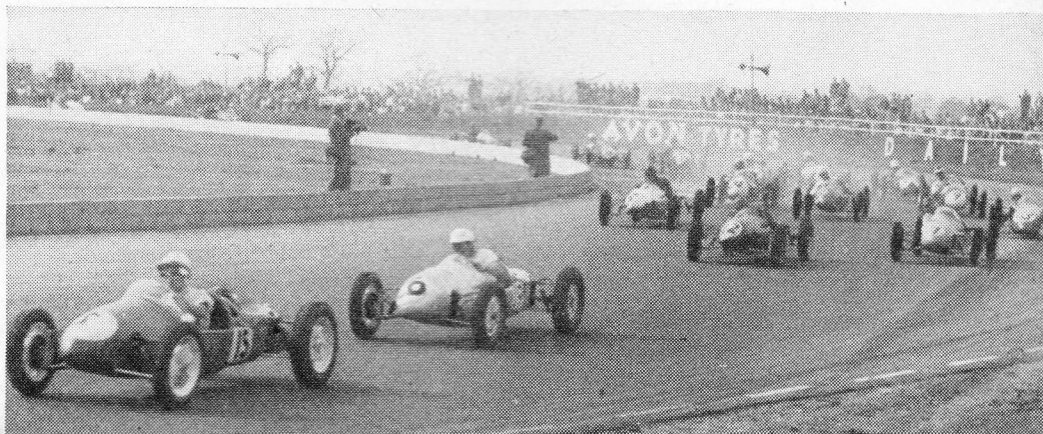
Russell and Lewis-Evans hard on his heels, then came Bloor, Truman, Jones, Dawson and Bridger. Harris (Flather-Norton) called at his pit and retired with a seized engine, and Pearce (Staride) and Bell (Cooper) had a slight skirmish at Stowe and retired. Lap two and Russell and Lewis-Evans had passed Parker, Bloor was still fourth and Truman fifth. On lap four Proctor (Cooper) retired at Woodcote with clutch trouble and Raby (Flash Special) was plagued with plug maladies.

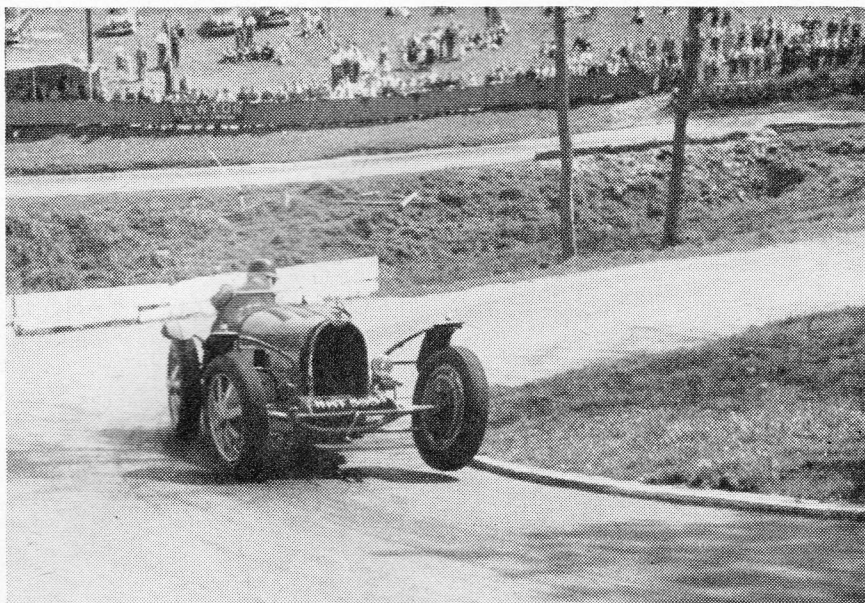
At the end of lap five the order was Russell, Lewis-Evans, Parker, Bloor, Truman and Bridger. Next time round the positions were unaltered, but on lap seven Lewis-Evans managed to get in front. On the ninth tour as they came through Woodcote Russell had regained the lead, just, and as they went into Copse Lewis-Evans squeezed past again. These two were having a fine battle and all was set for a close finish. Lap 10 and it was Lewis-Evans, Russell, then a gap before Parker with a large lead over fourth man Bloor. On the 11th lap Lewis-Evans still led Parker, but was passed at Copse where he slowed considerably before stopping altogether with engine trouble.

Now most of the excitement went out of the race. Russell had a secure lead from Parker whose second position was safe, Bloor having retired and Truman taken his place in third spot. And so they finished, Russell first, Parker second, Truman third, Bridger fourth, Dawson fifth, and Jones sixth, all on Coopers.

Results

1, Russell (Cooper), 89.70 m.p.h.; 2, Parker (Cooper); 3, Truman (Cooper); 4, Bridger (Cooper); 5, Dawson (Cooper); 6, G. Jones (Cooper); 7, Wagner (Cooper); 8, Bradley (Cooper); 9, Gartside (Cooper); 10, Spreckley (Cooper); 11, Luke (Cooper); 12, W. Jones (Cooper).





Boshier-Jones Breaks Hill Record

New Figures Set at First Prescott Climb of the Season in B.O.C. National Event

A MOST satisfactory crowd turned up in bright sunshine—an absolutely perfect day—at the delightful Prescott venue on Sunday for the B.O.C. first national hill-climb of the season. And although it was the first Prescott of 1958, that did not deter David Boshier-Jones from having a real go in his immaculate green Cooper-J.A.P. 1100: he went home with both b.t.d. and a new hill record in his pocket, having clipped Tony Marsh's previous time by the odd tenth of a second to record a magnificent 42.27 secs.

The best that Marsh, reigning hill-climb champion, could manage in reply was 43 secs.—a first-class climb of the sort that one expects from Tony but just not quite fast enough.

Also run off was the first round of the R.A.C. Hill-Climb Championship. It was on his first run in this event that Boshier-Jones, last year fourth placeman in the championship, broke the hill record, confirming it with another fine climb on his second attempt in 42.73 secs. He was the only competitor to break 43 seconds, with the result that he is at the moment leading the championship for 1958.

Proceedings started with sports cars, then the racing cars. On the principle that the last shall come in the middle, or something, the racing machinery's second runs preceded the sports cars's second attempts, so that delicate and highly strung engines could climb with the minimum of fuss and bother in the paddock.

Surprisingly, the first-class conditions prevailing did not help competitors at all, and apart from David Boshier-Jones there was little in the way of fireworks—which just goes to show how difficult a hill this one is. Best time in the class for sports cars up to 1,100 c.c. was made by Jon Fast, of Sweden, driving one of his

two Oscas. Fast climbed in 47.37 secs. on his first run, nearly a second outside the record, and was slower on his second attempt. Nevertheless, his times were more than creditable for a stranger to the hill and, driving a Mercedes 300SL in the grand touring class, he again took the award by getting the big car up in a truly remarkable 49.29 secs.

To return to order, however, and that means getting back to the sports cars. Fast's nearest challenger in the 1,100 c.c. class was J. J. Richards (Lotus Seven) in a second run time of 47.65 secs. R. P. A. Williams ran his 750 Formula car in this class, recording a best of 58.29 secs.

E. Lewis, in another Lotus Seven, took the 1,101-1,600 c.c. class with a nice, clean 46.81 secs., a vast improvement on his first run. Tony Marsh, in Max Trimble's Lotus Eleven, went up in 48.01

BUGATTI AT HOME—F. E. Wall's Type 51 lifts its nearside front wheel at Pardon on the way to winning the Bugatti handicap from scratch with a time of 49.37 secs.

secs. and 48.8 secs. to take second place in the class, and third was C. J. Lawrence in a BMW-engined AFM, with a best run of 52.65 secs.

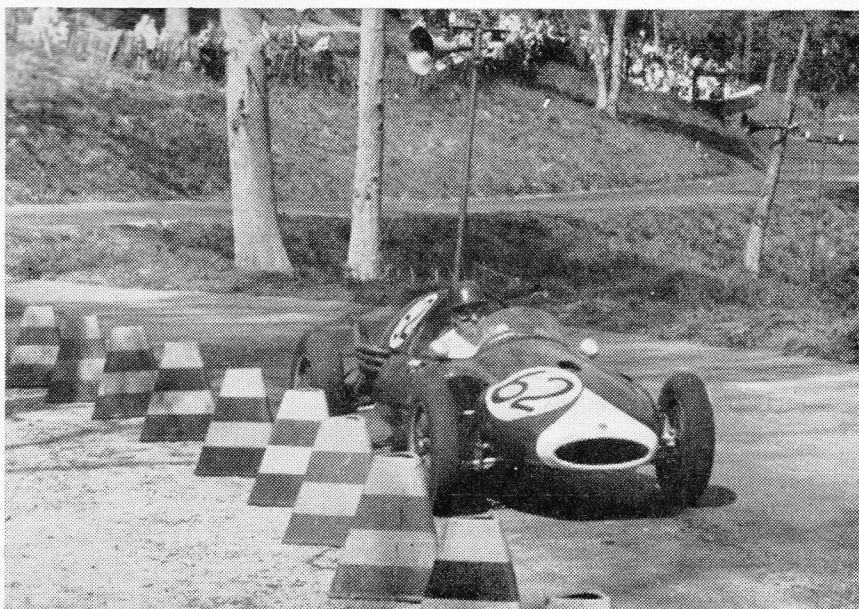
The up to 3 litres sports machines were most unspectacular, and no one got inside 48 secs. Nearest was class winner P. H. G. Cottrell in a Lotus-Bristol, whose first run of 48.84 secs. was the only one to beat 49 secs. Second fastest was the A.C.-Bristol of G. Wilson, in 49.08 secs. Ken Rudd had entered an Ace-Bristol, but did not start, and neither did Mrs. Jean Bloxam in the Aston Martin DB3S coupé—a great pity, that.

Incidentally, driving a TR in this class was a gentleman named Quick—dare we suggest that he and Mr. Fast get together? No, I thought not.

The really heavy metal—sports cars over 3,001 c.c.—saw a variety of machinery including Bugattis, Jaguars of all types, a brace of terrifying 5½-litre Allards and—a most interesting machine—W. A. Taylor's supercharged Triumph TR2. Fastest of this collection was Phil Scragg in his H.W.M.-Jaguar, climbing in a smart 46.82 secs. on his first run which came very close to his own class record of 46.70 secs. There were bated breaths on his second run, but bating was not enough and he was, in fact, slower. The blown TR was not impressive, although two consistent climbs of just over 53 secs. kept him off the wooden spoon end of the class. Superchargers, it would seem, are not necessarily the answer to Prescott's problems. A "C"-type Jaguar, that of A. C. Barrett-Greene, took second place with J. Forbes Clark's "D"-type third.

Then came the racing car classes, with a class for F1 and F2 machinery first. First up was Mike Christie in his new Lotus F2 car: he did not seem particularly happy with his new toy, however, and his best attempt was 44.17 secs., although this gave him second place in the class. Tony Marsh, in the F2

(Continued on page 596)



REIGNING hill-climb champion Tony Marsh, seen here at the Esses, was unlucky in the first round of this year's championship, his car's engine sounding off form.

Ferodo First

AT SILVERSTONE

SPORTS CAR RACE (up to 1½ litres)

1,100 c.c. class

1st LOTUS
G. HILL

1st LOTUS
A. STACEY

TOURING CAR RACE

1st JAGUAR M. HAWTHORN
(And over 3,000 c.c. Class Winner)

1,101 to 1,500 c.c. Up to 1,100 c.c.

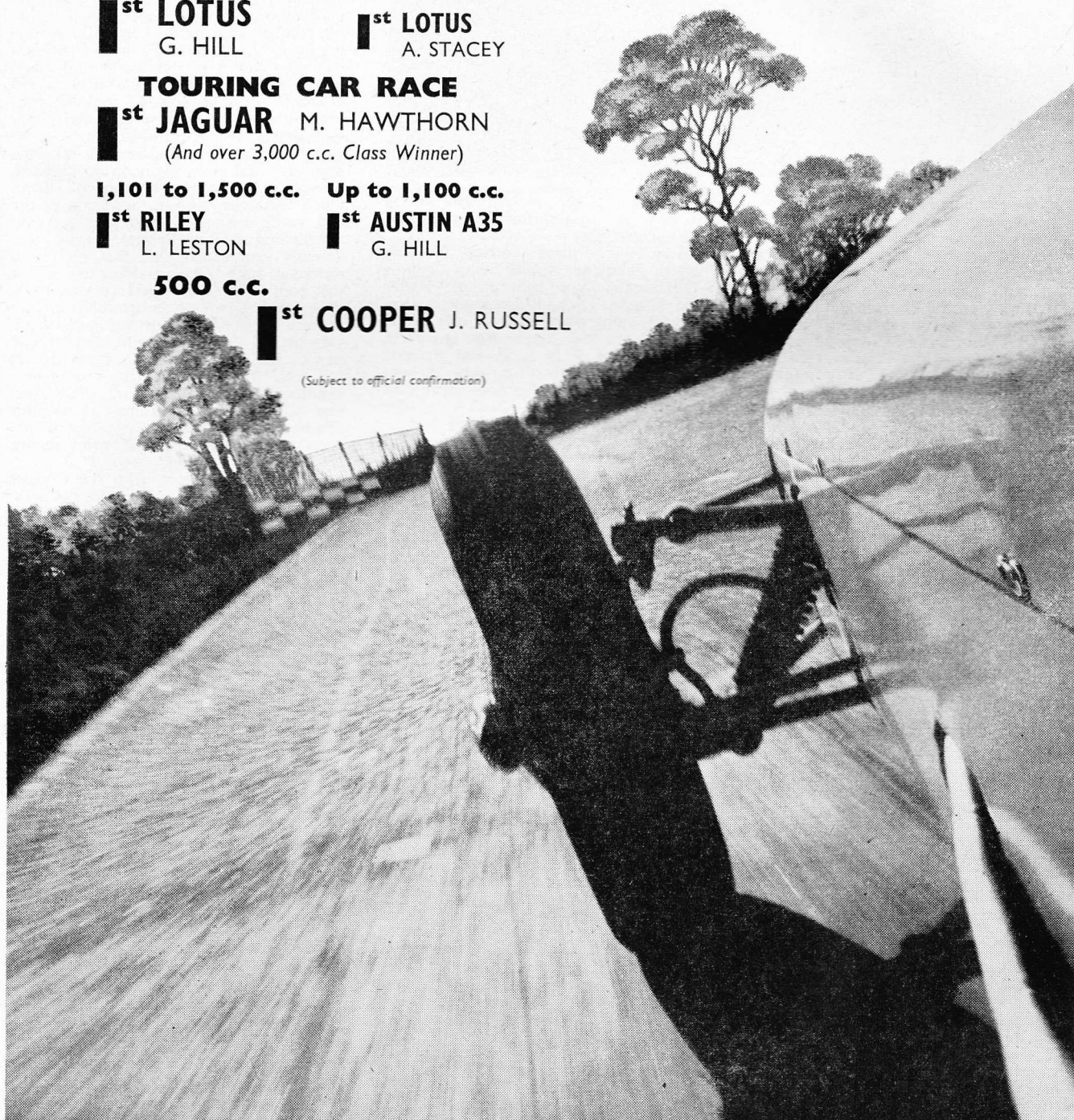
1st RILEY
L. LESTON

1st AUSTIN A35
G. HILL

500 c.c.

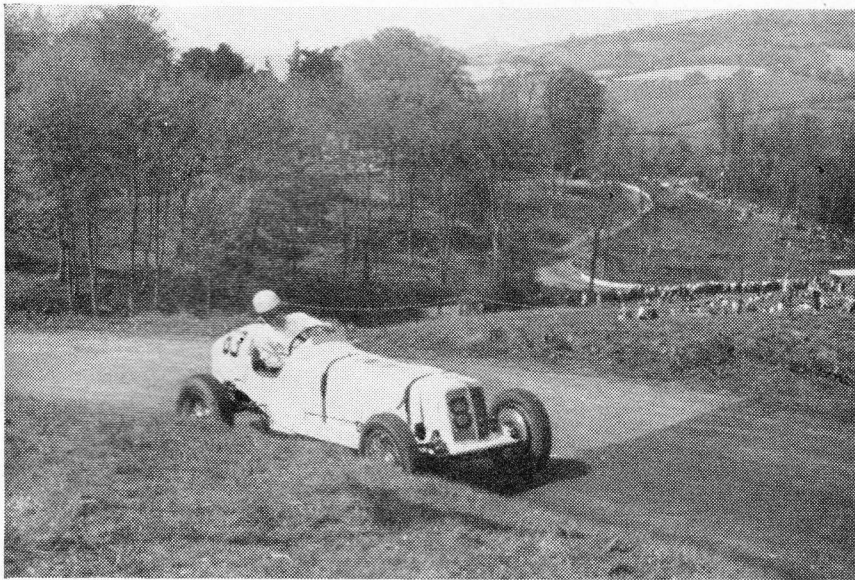
1st COOPER J. RUSSELL

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Prescott—continued

Cooper, made a bad start for his first run and only managed 45.62 secs., but his second attempt improved to 44.28 secs. which gave him the class best. J. T. Stuart, with a new F2 Cooper, went up in 46.55 secs. on the first run but suffered extreme transmission maladies at the start of his second run and retired, gracefully but very crossly.

The F3 class went to Miss Pauline Brock who, if we may be forgiven the pun, invariably seems "at home" on this course. Her climb was a model of neatness and she succeeded in equalling her own ladies' hill record of 45.80 secs. R. B. James was second best with 45.81 secs.—and you can't get closer than that! G. March had his extremely smart Mezzolite, which, in spite of having front-wheel drive, which is not, perhaps, the best arrangement for this sort of thing, nevertheless went up in a best of 49.39 secs.

For the big racing car class there was a nice full E.R.A. entry, five cars coming to the line. G. D. Pick, in the H.R.G. Special, went up in a first run of 47.64 secs., and if he could have left his braking later then he would have done so! On his second run he tried this, but in doing so clouted the drums at the Esses, to have his run cancelled.

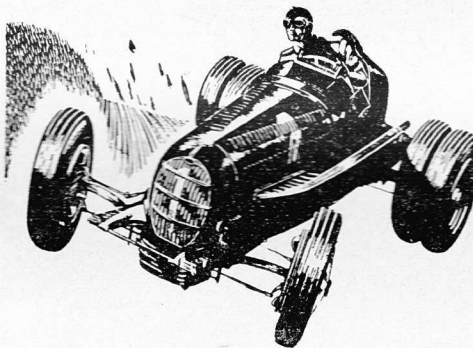
Reg Phillips produced the Fairley, a remarkable combination of Cooper 500 chassis with 1½-litre supercharged Coventry Climax engine, and climbed in a best time of 45.4 secs. This, however, was just pipped by Douglas Hull in the 2-litre E.R.A. who won the class with a first run time of 45.34 secs. Bill Moss with, this time, only single rear wheels on the ex-Bira, ex-Rolt E.R.A. managed what is possibly his personal best of 45.85 secs. A regretted non-starter was F. Lockhart's nice little M.G. K3.

Next class was for the Cooper-J.A.P.s and here Boshier-Jones did his stuff to get up in 42.59 secs. Dick Henderson, third in last year's Hill-Climb Championship, arrived at Orchard with, apparently, no brakes and went straight on in a most determined manner. The car overturned into the ditch behind the sandbank and Dick was thrown out, fortunately without serious injury. Tony Marsh tried very hard to do something about Boshier-Jones but managed only 43 secs. in reply,

this giving him second best time of the day, however, in addition to second best time in the class.

There were three entries for the Bugatti handicap, these being Ronnie Symondson's Type 57S, F. E. Wall's Type 51 and T. A. Roberts's very rare Type 59—apparently the only one left in Europe, I am told. Symondson got up in a best time of 50.34 secs., and Roberts in 50.78 secs., but Wall, on scratch, beat them both, a remarkable achievement of exactly the same time—49.37 secs.—for both runs. What nice cars these are.

The grand touring class, an innovation on the Prescott calendar, but a very popular one with the crowd, was completely dominated by Jon Fast in his



300SL, who took the class award with a best climb in 49.29 secs. T. A. Roberts, in a similar car, was second best in 51.64 secs. and R. A. Brightman took his Aceca up in 52.19 secs. and might have done even better on his second run but clipped the barrels in the Esses. J. A. Shutler's Invicta, one of the uncommon 100 m.p.h. chassis with a nice, if rather stumpy d.h.c. body, caused a sensation with his time of 52.72 secs., which thoroughly trounced an XK 150, a 2.4 and a 3.4 Jaguar, F. Preece's pretty Frazer-Nash coupé and R. H. Smith's 190SL Mercedes! This Invicta goes extremely fast—I followed it home, and I know!

The other interesting performance in the G.T. class was that of C. J. Tipper in a Goggomobil coupé, who made full use of his electric gearchange and every one of his 297 c.c.s. to climb in 71.32 secs. and 68.52 secs., to the huge delight of the spectators.

HILL WITH A VIEW—a panoramic scene forms a backcloth for Bill Moss on the upper stretches of Prescott. Moss used single rear wheels on the E.R.A. and recorded 45.85 secs.

The first round of the Championship saw Mike Christie back in his Cooper-J.A.P. Earlier in the season he sold this car to Phil Scragg, intending to compete in his new Lotus. However, minds change all the time, and Mike certainly changed his, to the extent of buying back the Cooper and electing to drive that in the Championship. What an expensive experiment!

Boshier-Jones, of course, took the maximum points, plus an extra one for his record, while poor Tony Marsh, trying very hard indeed, had a sickish-sounding motor on his hands and made a first run of 47.71 secs. and a second attempt in 52.12 secs.—I wonder how long it is since he last recorded times like that! An astonishing number of people in this class preferred to take the short cut and go straight on at Orchard, but it didn't work for any of them. Chris Summers, who in the course of the day made several attempts to get that astonishing Farley Special to the top, actually succeeded in the end and recorded 45.39 secs. in doing so, which just goes to show that perseverance pays. It seems that part of the trouble was that no one knew whether or not the fuel tap was turned on or off until the car ran out of fuel, this proving that it was, in fact, off. Then, apparently, arose a new problem—which tap was it? However, one of the appealing things about hill-climbs is the variety of improbable specials one sees, and the Farley device is always worth a look.

Mike Christie's runs with the Cooper seemed to pay off, his best of 43.44 secs. giving second best time in the class. David Good, whose Cooper is one of the most immaculate cars I have ever seen, took third place with 43.62 secs. on his second run.

That concluded a most entertaining day's sport. It will be interesting to see what Tony Marsh can do about that record, too!

MARTYN WATKINS.

Results

Best Time of Day: D. Boshier-Jones (Cooper), 42.27 s. (new hill record). **Second B.T.D.:** A. E. Marsh (Cooper), 43 s. **B.T.D. by a Sports Car:** E. Lewis (Lotus), 46.81 s. **B.T.D. by a Lady Driver:** Miss P. Brock (Cooper), 45.8 s.

Class Results

Sports Cars up to 1,100 c.c.: 1, J. Fast (Osca), 47.37 s.; 2, J. J. Richards (Lotus), 47.65 s.; 3, I. W. R. Martin (Lotus), 50.06 s. **1,101-1,600 c.c.:** 1, E. Lewis (Lotus), 46.81 s.; 2, A. E. Marsh (Lotus), 48.01 s.; 3, C. J. Lawrence (AFM), 52.65 s. **1,601-3,000 c.c.:** 1, P. H. G. Cottrell (Lotus-Bristol), 48.84 s.; 2, G. Wilson (A.C.-Bristol), 49.08 s.; 3, Sir Clive Edwards (Cooper-Bristol), 49.46 s. **Over 3,001 c.c.:** 1, P. Scragg (H.W.M.-Jaguar), 46.81 s.; 2, A. C. Barrett-Greene (Jaguar "C"-type), 47.69 s.; 3, J. Forbes Clark (Jaguar "D"-type), 48.44 s.

Racing Cars (F1 and F2): 1, A. E. Marsh (F2 Cooper), 44.28 s.; 2, M. A. H. Christie (F2 Lotus), 45.17 s.; 3, J. T. Stuart (F2 Cooper), 46.55 s. **Formula 3:** 1, Miss P. Brock (Cooper), 45.8 s.; 2, R. B. James (Cooper), 45.81 s.; 3, D. Parker (Cooper), 46 s. **Over 750 c.c. s/c or over 2,500 c.c. u/s:** 1, D. H. C. Hull (2-litre E.R.A. s/c), 45.34 s.; 2, R. W. Phillips (Fairley), 45.4 s.; 3, F. A. Norris (Alta Spl.), 45.58 s. **Over 500 c.c., two or three cylinders:** 1, D. Boshier-Jones (Cooper), 42.59 s.; 2, A. E. Marsh (Cooper), 43 s.; 3, M. A. H. Christie (Cooper), 44.03 s.

Bugatti Handicap: F. E. Wall (Type 51), 49.37 s. (scr.). **Grand Touring:** 1, Jon Fast (Mercedes-Benz 300SL), 49.29 s.; 2, T. A. Roberts (Mercedes-Benz 300SL), 51.64 s.; 3, R. A. Brightman (A.C. Aceca), 52.19 s.

R.A.C. Hill-Climb Championship (first round): 1, D. Boshier-Jones (Cooper), 42.27 s. (record); 2, M. A. H. Christie (Cooper), 43.44 s.; 3, D. R. Good (Cooper), 43.62 s.

DUNLOP

'Daily Express' Trophy Meeting—Silverstone

TOURING CARS

1st J. M. Hawthorn
Jaguar*

2nd T. Sopwith
Jaguar*

3rd R. Flockhart
Jaguar*

SPORTS CARS (up to 1500 c.c.)

1st G. Hill
Lotus

3rd K. Hall
Lotus

SPORTS CARS (over 1500 c.c.)

1st M. Gregory
Lister-Jaguar*

2nd W. A. Scott-Brown
Lister-Jaguar

TROPHY RACE

2nd R. Salvadori
Cooper-Climax

3rd M. Gregory
Maserati

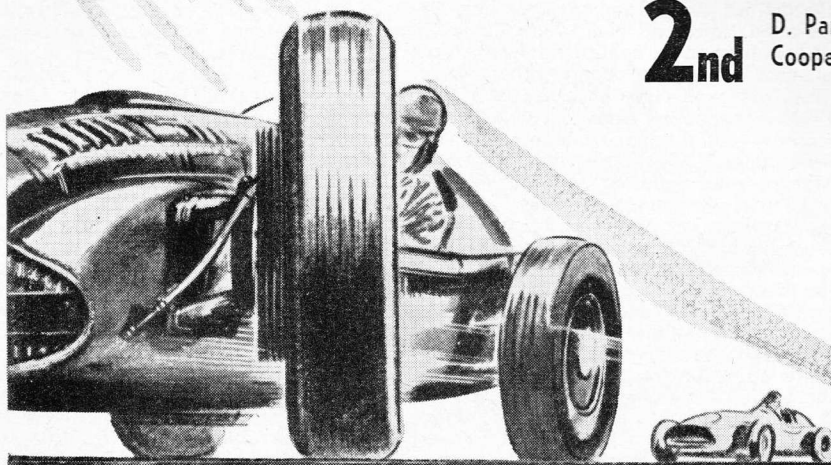
500 c.c. RACE

2nd D. Parker
Cooper

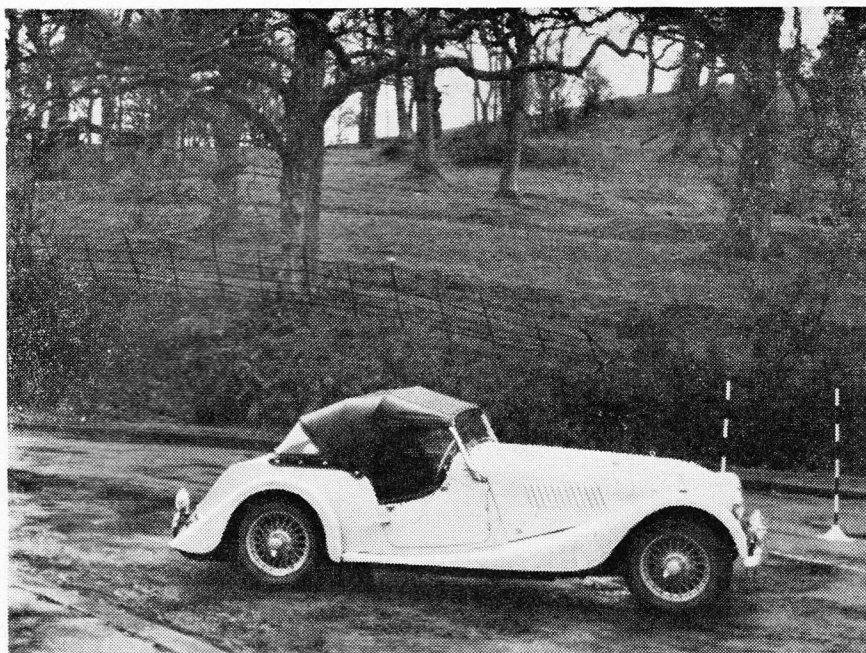
3rd D. Truman
Cooper

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Midland A.C. National Rally

Winner Decided by Driving Tests

THREE "family saloon" cars, one of them modified, finished in the lead when the Midland Automobile Club's national rally ended at Droitwich on 26th April. They were three out of only four cars which ended the night section without penalties out of 94 starters, and with the fourth penalized at a courtesy check, they battled for the major award over a series of four driving tests. At no stage did the drivers let up. And in the end Derek Holland, of the Shenstone Club, with Derek Phillips as his navigator, won the M.A.C. challenge trophy (plus £30) from A. H. Hill and M. J. Wood (modified A35) of Swinton by 88.8 marks to 91.1 marks, with A. T. Fisher and J. R. Thomas (Austin A35) of Barnet Green 92.4.

It was anticipated at the breakfast halt at Llandrindod Wells that it would be a close finish. But it was never thought that the leaders would remain so close together until virtually the finishing post at Droitwich, where Holland, by putting up the fastest time of the day in a test, managed to push his car in front. In contrast, many of the finishers had incurred penalty points running into thousands. Yet such was this rally that even some with heavy penalties were in the award list, with fifth prizes in classes.

The 94 starters, out of an entry of 99, left the Civic Centre, Birmingham, from 8 p.m. onwards on Friday evening in steady rain. A route card directed them along the main arterial road from the city to the west, Broad Street followed by Hagley Road, and north-west down the Wolverhampton New road, before turning west through Seisdon to the first check point and the serious business of the night—navigation by map references. Down through Kinver they went, and here the alert ones began to see the mentality—"cunning" it is sometimes called—of the organizers, for they had to cross the River Severn to the north-west. And all the roads which led

directly to the Severn ended in ferries, which might or might not be working, and the true route was to the south-west, over the river at Bewdley and up north through the Wyre Forest. Some fell for this; the majority were too wise and long in the tooth.

Over the Long Mynd the route led up to North Wales, and then swept down the backbone of the Principality, with check points at alarming and frequent intervals, so that a navigational error could not be corrected by violent driving.

This meant that by the breakfast halt at Llandrindod Wells there were only 62 cars left to report through before the control closed, and of those only 28 were on time, and eight were liable to disqualification as being completely "out of time". And, of course, there were only four with clean sheets.

There had been many excursions into territory not thought of before. A. G. Bird and F. R. Fleet, in an Aston Martin, were reported to have spent a large part of the night trying to disentangle their car from a ditch; G. G. Hunt and R. L. Thompson (Triumph) spent 90 minutes trying to coax their car back up a grassy and muddy slope down which it had been pointed in error; Rolf White and N. J. White (Vauxhall) had been in too-close proximity to a bridge. Most serious was the affair of the Ford Prefect driven by B. D. Cooper and his sister, Jill Cooper, and their cousin, C. Shepherd, which had gone off the road and rolled down a bank. The suspension was damaged, and so was the bodywork, but personal injury was confined to bruises. But after breakfast they were keen enough to start walking off to the test site on the lake-side to savour the pleasure of participation second-hand.

The crews of the Minor, the two Austins and G. W. E. Mackintosh and G. P. Crabtree (Volkswagen) who were the only clean sheets, knew that all

VERY COOL, VERY CALM: Mrs. Pauline Mayman, winner of the Ladies' Award, swings her Morgan into a garage on Test 1.

depended on the tests. And there was a close fight all the way along, somewhat marred by Mackintosh and Crabtree being penalized at a courtesy check.

Direction after breakfast was by route card, so it was all on the drivers. At the first test, a garaging in-and-out one, plus a sprint to a finishing line, Hill with the modified A35 set the pace, despite some wheelspin, with 12.4 seconds, fourth fastest time of the day. Fisher produced 13 seconds, and Holland showed Hill that all was not easy, by also returning 12.4 seconds.

The second test was a sprint, reverse back through pylons, forward and reverse through again, and a final sprint. Hill had 23 seconds, faster than many sports cars, Fisher 24 seconds—and Holland again equalled with 24 seconds.

It was going to be tight. Navigators made no error in the reading of the route cards, and the three of them arrived at Droitwich still "road clean".

Here the first test was a triple garage affair, with the last garage calling for nice judgment if you were not to be thrown out of line. Fisher had 24.4 seconds, but Holland, with a brilliant piece of driving, nice, neat and clean, produced the fastest time of the day with 22.6 seconds, and put himself in the lead, Hill having done a spectacular, but not quick enough 24.2 seconds. Holland, a very good test driver, consolidated his position with 30.8 seconds in the final triangle test, against Hill, 31.5 seconds, and Fisher, 31 seconds.

That was it. But it was interesting to see that the excellent overnight work of the navigators had been backed up by equally good test driving, and that the lead was well deserved by well-balanced crews. The test times were, in fact, always among the fastest.

Mackintosh had also done well in the tests, and had he not been among those who suffered penalties because of the secret courtesy check, he would have finished with 94 marks. As it was he had to be content with a class second.

A. L. Yarranton (Morgan), as always, was good in the tests, and put up the best overall performance, with a total of 84 seconds. That would have been good enough to win the Rally—but he had dropped 50 marks because of lateness overnight.

The fastest times in the driving tests were: Test 1, F. Snaylam (Triumph), 10 seconds; M. J. Webb (Triumph), 10.2; Yarranton, 11.4; Hill and Holland, 12.4. Test 2, Yarranton, 20; M. Baines (Triumph), 22.2; D. H. Wilson-Spratt (Triumph), 22.4; H. Jacoby (Triumph), 22.8. Test 3, Holland, 22.6; Yarranton, 23; Wilson-Spratt, 23.4; D. R. Milton (Austin), 23.4; I. D. L. Lewis (Standard), 23.8. Test 4, R. N. Richards (Austin), 29.4; Yarranton, 29.6; A. E. Bengry (Volkswagen), 30.

Mrs. Pauline Mayman and Miss Valerie Domleo (Morgan) were the only crew with any hope of the ladies' award, and they played it safe in the tests. Nevertheless, they kept up enough pressure to win a second in the large sports car class.

Only two teams were left for the team award, all the others having lost members en route. Dr. Spare's team won

(Continued on page 602)

CASTROL WINS TULIP RALLY

OUTRIGHT WINNER

1ST G. Kolwes/Miss R. Lautmann (VOLVO)

2ND M. Riess/H. Wencher (ALFA ROMEO)

ALSO 5 CLASS WINS

(Subject to official confirmation)

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CASTROL by name



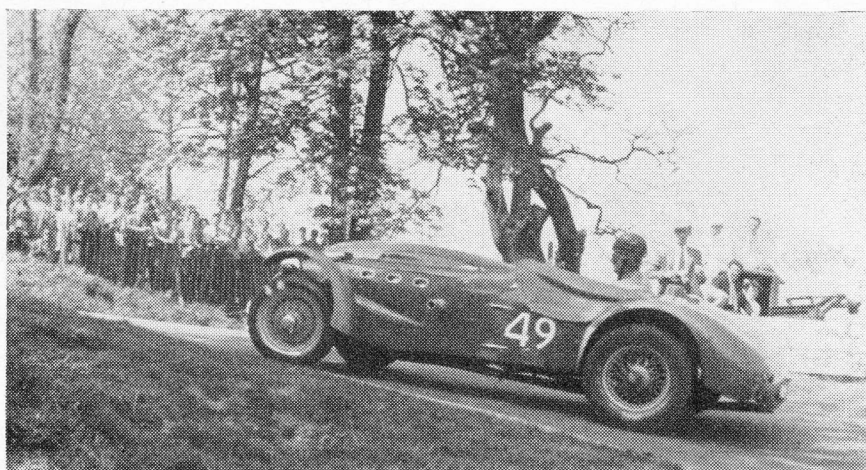
Club News

By MARTYN WATKINS

BEFORE we go any further this week, I must apologize for the shortage of news from the clubs—a glance through the issue, however, will soon show you the reason. So if your club isn't mentioned, be not downhearted.

GOOD news for Lea-Francis owners: the **Leaf Owners' Club** has succeeded in making arrangements whereby, under the scheme for compulsory testing of 10-year-old cars, owners of Lea-Francis machines can have them examined for free. The arrangements have been made with the manufacturers and their agents. Incidentally, the club has a new secretary now in Mr. J. S. Mackenzie, 5 Hans Place, London, S.W.10, Mr. Brown having been forced to give up the post.

SUPPLEMENTARY regulations are available for the **Lancs and Cheshire C.C.** spring race meeting at Oulton Park; don't let the title fool you, because it's really on 7th June—maybe spring comes late in the north. Invited clubs are A.M.O.C., B.A.R.C., B.R.S.C.C., Darlington and D.M.C., Seven-Fifty M.C., Jaguar D.C., Sunbac, Mid-Cheshire M.C., Bolton-le-Moors C.C., Nottingham S.C.C. and Border M.R.C. Entries close on 22nd May and go to E. N. Bloor, 33 Gibwood Road, Northenden, Manchester. . . . **King's College M.C.** Blagdon sprint meeting, originally planned for 10th May, has been moved to 24th May. Regs. are available from M. de Redder, 36 Marlborough Avenue, Gosforth. . . . **Southsea M.C.** holds a speed trial at Thorney Island, Sussex, on 25th May. Regs. are available from Mrs. B. E. Greaves, Lilac Cottage, Horndean Road, Emsworth, Hants, and entries close on 16th May. Invited clubs are B.R.S.C.C., London M.C., West Essex C.C., West Hants and Dorset C.C., Kentish Border C.C., B.A.R.C., Brighton and Hove M.C., and members of the Associations of Eastern and South-Western Car Clubs. . . . Regs. are published for the Plymouth Rally, run by the **Plymouth M.C.** as a national event on 27th-28th June. Secretary of the rally is Mrs. Stella Fredman, 91 Efford Road, Higher Compton, Plymouth. . . . **Thames Estuary A.C.** has a speed trial at Brands Hatch on 15th June, regs. being available from S. L. Offord, 68 Exford Avenue, Westcliff-on-Sea, Essex. Entries close on 7th June and clubs accepting the invitation are eligible. . . . Northern branch of the **Jaguar D.C.** holds a rally (closed) on 31st May, starting near Blackburn. Secretary of the event is J. E. Briars, 37 Park Road, Salford, 6, Lancs, and entries close on 28th May. . . . **Warrington and D.M.C.** holds a closed rally on 14th-15th June and regs. are available from R. J. Mann, 2 Waverley Avenue, Appleton, Warrington. . . . **Bexley L.C.C.** holds its "Rally Taurus" on 10th May, covering about 80 miles in Kent. . . . **Eastbourne and D.M.C.** holds the "Rally of the Downs" on 7th-8th June, a restricted event starting near Lewes. Entries close on 28th May and go to D. S. Johnson, 2 Jesters, Rookery Lane, Haywards Heath, Sussex,



POWER PLUS! T. J. Williams's Allard with massive 5½-litre Cadillac power unit, tackles Prescott hill-climb. His best time for the hill was 49.53 secs.—almost the same as his other run.

from whom regs. are available. . . . Next event for the **Lagonda Club** is a driving test meeting at Heston on 17th May. . . . **North London E.C.C.** and **Herts County A. and Ae.C.** are jointly running a hill-climb at Harleyford, near Marlow, Bucks, on 11th May. . . . **Stafford and D.C.C.** holds its restricted

Welsh Rally on 18th May, secretary of the meeting being D. P. McIntee, 132 Lichfield Road, Stafford. . . . **Fiat 500/600 Club** holds a *concours d'élégance* at Kensington Gardens (in front of the Albert Memorial) at 2 p.m. on 18th May. . . . **Bristol M.C. and L.C.C.** and the South-Western Section of the **Veteran C.C.** hold a rally and reliability trial for veteran and Edwardian cars on 7th June from Bristol to Weston-super-Mare. . . . **Cavendish C.C.** holds a closed navigational daylight rally on 18th May, starting at Goodwin Green, Macclesfield, for a route of 120 miles.

Coming Attractions

May 10th. Maidstone and Mid-Kent M.C. National Race Meeting, Silverstone, near Towcester, Northants.

May 11th. Targa Florio, Sicily (S). B.R.S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics. Start, 1.30 p.m.

North London E.C.C./Herts County A. and Ae.C. Hill-Climb, Harleyford, near Marlow, Bucks. Start, 10 a.m.

Mid-Surrey A.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 11 a.m.

B.A.R.C. Autocross, Dean Farm, Fareham, Hants.

Allard O.C. Sprint, Snetterton, near Thetford, Norfolk.

May 17th. Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12 noon. Westmorland M.C. Hill-Climb, Barbon Hill, near Kirkby Lonsdale, Westmorland. Start, 2 p.m.

May 18th. Monaco Grand Prix. B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Midlands M.E.C. Sprint, Mallory Park, near Hinckley, Leics. Start, 2 p.m.

Alvis O.C. "Alvis Day," Crystal Palace, Sydenham, London, S.E.19.

May 25th. Paris 1,000 kms., Montlhéry. Romford E.C.C. Sprint, Snetterton, near Thetford, Norfolk.

May 26th. Dutch G.P., Zandvoort. R.S.A.C. International Scottish Rally.

B.A.R.C. National Race Meeting, Goodwood.

B.A.R.C. National Race Meeting, Crystal Palace, Sydenham, London, S.E.19.

Nottingham S.C.C. National Race Meeting, Mallory Park.

Tulip Rally—continued

any blame. The race was stopped after three laps.

This fatality caused the usual fair to be abandoned, and the after-rally party was staged in modified form. After Piet Nortier presented the awards, the now-famous buffet was opened—as full of delicacies as ever before.

It was indeed a fine sporting event, this Jubilee Rally. The speedometer showed that Peter and I had travelled over 2,500 kilometres; I was very pleased to learn that I had, for the third time running, won the Journalists' Trophy; apparently Gatso had waived his right to it, not being a full-time journalist.

RALLY NOTES: The winning Volvo used B.P. fuel, Castrol oil, Koni dampers, Bosch ignition and S.U. carburetors. . . . Many tributes were paid to Fred van der Vlugt for bringing out his *Auto-Visie* with Tulip Rally colour pictures the day after the event finished. . . . Fraulein Lautmann was revealed as a singer of great talent after the prize-giving. . . . All crew members received souvenirs from Vredestein and Bols. . . . Solid silver tulip trophies were presented to all five-times and over competitors to mark the Jubilee of the Rally. . . . Piet Nortier used a four-speed Volvo Amazon during the event. . . . Cuth Harrison, Edward Harrison, Denis Scott, Jack Sears and Ian Walker had to rush away after the event to compete at Silverstone. . . . B.M.C. had their H.Q. at "Whang" Wenckebach's popular Hotel Verloop: "interlopers" were Edgie Fabris and Dick Richardson of Ford's. . . . Jack Reece suggests certain competitors should carry a sign on the back of their cars—"Expect no quarter—out to win!"

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(Masten Gregory)

(A. Scott-Brown)

ALSO TEAM PRIZE

Congratulations to Lister-Jaguar on this outstanding victory at record speed and on becoming the first sports car to lap at over 100 m.p.h. at Silverstone

*Subject to
Official
Confirmation*

Midland National Rally—continued

by a considerable margin over M. J. Webb's outfit, with a combined total of 629 points against 3,429 points.

The results team had a hard task, for with five classes and five awards in each it was necessary to search down to those with large scale penalty points. J. K. Jones and R. G. Preston (Standard) for instance were late at practically every control, but pressed on with considerable determination and finished despite a loss of 3,949.9 marks. That they then won a fifth in their class could only be considered a mark of merit for determination. Similarly, F. R. Fleet and C. E. Austin (Ford) collected a class fifth with 4,513.8 marks.

Heavy penalties such as this are unusual in a rally of this character. It could have been caused by conditions too severe, yet this was not the case and one never heard a complaint. Rather were competitors willing to admit that it was all their own fault for taking the wrong roads; and admissions such as those are in themselves a tribute to the M.A.C. who organized the event, which was sponsored by *The Birmingham Post*.

Results

The Midland Automobile Club Challenge Cup for the best performance: D. H. Holland and

D. G. Phillips (Morris Minor), 88.8 marks lost. **Regent Challenge Trophy for best performance by an all ladies' crew:** Mrs. Pauline Mayman and Miss Valerie Domleo (Morgan), 128 marks. **Team award:** Dr. Spare's team (Dr. J. T. Spare (Austin), I. D. L. Lewis (Standard), D. J. Mabbs (Standard)), 629 marks lost.

Class Awards: Saloon cars up to 1,000 c.c.: 1, Holland; 2, A. T. Fisher and J. R. Thomas (Austin), 92.4 marks; 3, G. J. Mabbs and D. Mabbs (Standard), 188.2; 4, I. D. L. Lewis and R. Porter (Standard), 210.8; 5, J. K. Jones and R. G. Preston (Standard), 3,949.8. **1,001 to 2,000 c.c.:** 1, Dr. J. T. Spare and J. Bailey (Austin), 230; 2, G. W. E. Mackintosh and G. P. Crabtree (Volkswagen), 244; 3, A. D. Winzor and A. J. Fletcher (M.G. Magnette), 283; 4, A. J. Brown and F. West (Wolseley), 425.8; 5, P. J. Anton and W. W. Wallis (Wolseley), 513.4. **Over 2,000 c.c.:** 1, J. Casewell and J. T. W. Amos (Austin), 385.6; 2, M. D. Pickering and R. D. Pickering (Ford), 572.4; 3, T. H. Rowe and T. K. Dooley (Jaguar), 648.2; 4, A. H. Allso and H. B. Watson (Austin), 3,656.6; 5, F. R. Fleet and C. E. Austin (Ford), 4,513.8.

Sports, Grand Touring and Modified Cars: Up to 1,600 c.c.: 1, A. H. Hill and M. J. Wood (Austin), 91.1; 2, D. R. Milton and D. R. Milton (Austin), 338.8; 3, C. Linstone and R. A. Jameson (Wolseley), 536; 4, R. N. Richards and G. C. Davies (Austin), 976; 5, C. D. Boulton and P. S. Clapham (M.G.A.), 1,035.8. **Over 1,600 c.c.:** 1, G. H. Smith and M. Dando (Triumph), 124.4; 2, Mrs. Pauline Mayman and Miss Valerie Domleo (Morgan), 128; 3, A. L. Yarranton and H. Rumsey (Morgan), 134; 4, H. Jacoby and W. K. Webster (Triumph), 188.2; 5, M. J. Webb and F. Finemore (Triumph), 302.2.

A Pleasant A.C.-Lagonda Sprint

THREATENED rain held off on 27th April, making for a pleasant day at Brands Hatch where the Lagonda Club and the A.C. Owners' Club combined to run an interesting sprint meeting.

Both one-make clubs were well represented by examples of their particular marques, and there was a fair proportion of other makes to join in the fun as well. A total of 35 cars ran during the day, ranging from vintage Lagondas to a DS19 Citroën. Best time of the day was made by R. A. Brightman in his 1957 disc-braked Aceca-Bristol, with a total time for a standing and flying lap of 2 mins. 26.6 secs.

The Lagondas ran first, beginning with a fine entry of Rapides and a lone M45 in the 4½-litre class. L. S. Michael's 1936 Rapide, a most impressive sight, made the best time in the class in 2 mins. 32 secs., in spite of some alarming-looking tail-wagging, while in second place, just over five seconds slower, was J. W. T. Crocker's immaculate 1937 Rapide. This car was only recently used, I believe, as a member of the

"cast" in a film set in Spain and the Costa Brava, or somewhere equally pleasant.

Both these cars made a splendid spectacle, but hardly less imposing is D. D. Overy's red Rapide—if I call it the "Scarlet Woman" you'll recognize it at once! This, again, lagged some three seconds behind Crocker's car, and ran with 15-inch wheels on the front. Apparently this makes for better steering qualities—to say nothing of reducing unsprung weight by about half!

Second class was for Lagonda Rapiers, and three very smart examples of the "baby" Lags motored round looking well, sounding better and doing very nicely, thank you. Running with them were J. S. Whitmee's 1930 3-litre and T. H. Dolman's 1950 2.6-litre David Brown model, driven by P. A. Hunt. This car, with its independent rear suspension causing the back wheels to assume most incredible angles on the bends, went about its business without fuss to make its best time in 2 mins. 59.8 secs., a classic example of progres-

sive improvement in each of its three runs. For the Rapiers, J. H. Branson took his round in 2 mins. 49.8 secs. to take class award and to gain first place in the Lagonda handicap. None of the other Rapiers could beat three minutes, although Mike Wilby, in the pretty green car in which he had a most successful season last year, came near it with a best run of 3 mins. 02.8 secs.

There were only three entries in the 2-litre Lagonda class, one of them being P. G. Bartlett's 1927 14/60—in fact only one of them was not a vintage machine. Fastest was A. H. Gobling's 1932 in 3 mins. 14.6 secs., and I. D. Sincok's 1928 car made a first run in 4 mins. 28.4 secs., came back and cleaned a petrol filter which was clogged absolutely solid, went out again and improved by almost exactly a minute, although still not entirely happy.

The class for makes other than Lagonda and A.C. was full of variety, including two M.G.s, a Hillman Minx, a Jaguar 3.4, a Zephyr and a Riley 1.5, with the DS19 thrown in for good measure. Fastest was the Zephyr, driven by I. N. F. Martin, in 2 mins. 45.4 secs. The Jaguar of E. W. Palmer ticked up a best run of 2 min. 46 secs.

Only three pre-war A.C.s ran, the fastest being D. T. Sinnett Jones in a 1937 competition two-seater in 2 mins. 45.8 secs. Next was P. A. Blunt's 1935 16/80, more than 10 seconds slower, and then J. F. Ilsley's 1938 drop-head.

Post-war A.C.s also had their own class, H. F. Day's Buckland making best time in 2 mins. 58.2 secs., the only one under three minutes.

Last class was that for Aces and Acecas, including two of each for good measure. R. A. Brightman's Aceca was comfortably the fastest and was consistently under 2½ minutes, the only one to manage this kind of time. The other Aceca, that of F. L. Rourke, managed 2 mins. 41.8 secs., while the fastest Ace was that of A. F. Warnell with 2 mins. 30.4 secs.

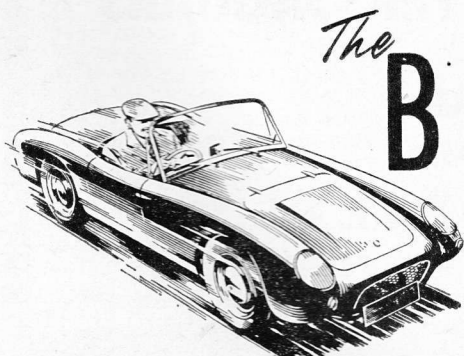
MARTYN WATKINS.

Provisional Results

Best Time of Day: R. A. Brightman (A.C. Aceca), 2 m. 26.6 s. **Runner-up:** A. F. Warnell (A.C. Ace), 2 m. 30.4 s.

Lagonda Handicap: 1, J. H. Branson (Rapier), 2 m. 49.8 s.; 2, I. Howat (Rapier), 3 m. 09.2 s.; 3, A. H. Gobling (2-litre), 3 m. 14.6 s.

Class Awards: L. S. Michael (Lagonda Rapide 4½), 2 m. 32 s.; J. H. Branson (Lagonda Rapier), 2 m. 49.8 s.; I. N. F. Martin (Ford Zephyr), 2 m. 45.4 s.; D. T. Sinnett Jones (A.C. competition 2-seater), 2 m. 45.8 s.; H. F. Day (A.C. Buckland), 2 m. 58.2 s.; R. A. Brightman (A.C. Aceca), 2 m. 26.6 s.



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(Continued overleaf)

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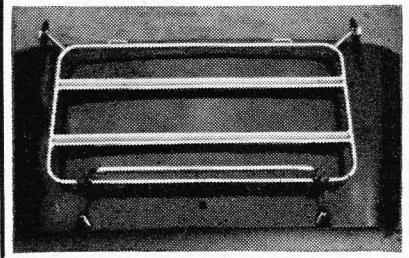
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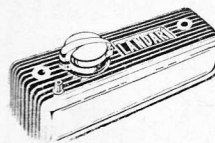
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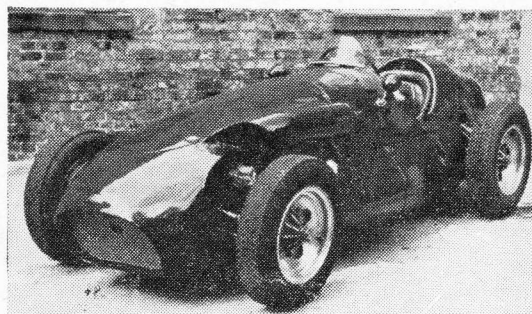
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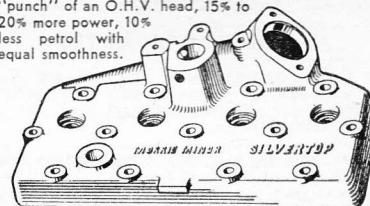
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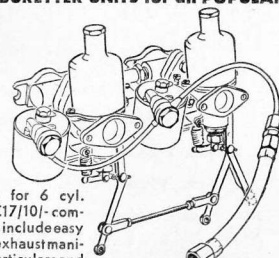
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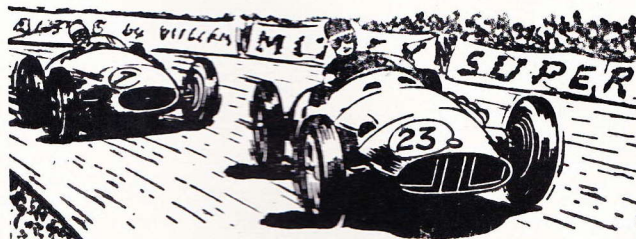
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