

AUTOSPORT

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BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the G.P.O. as a Newspaper

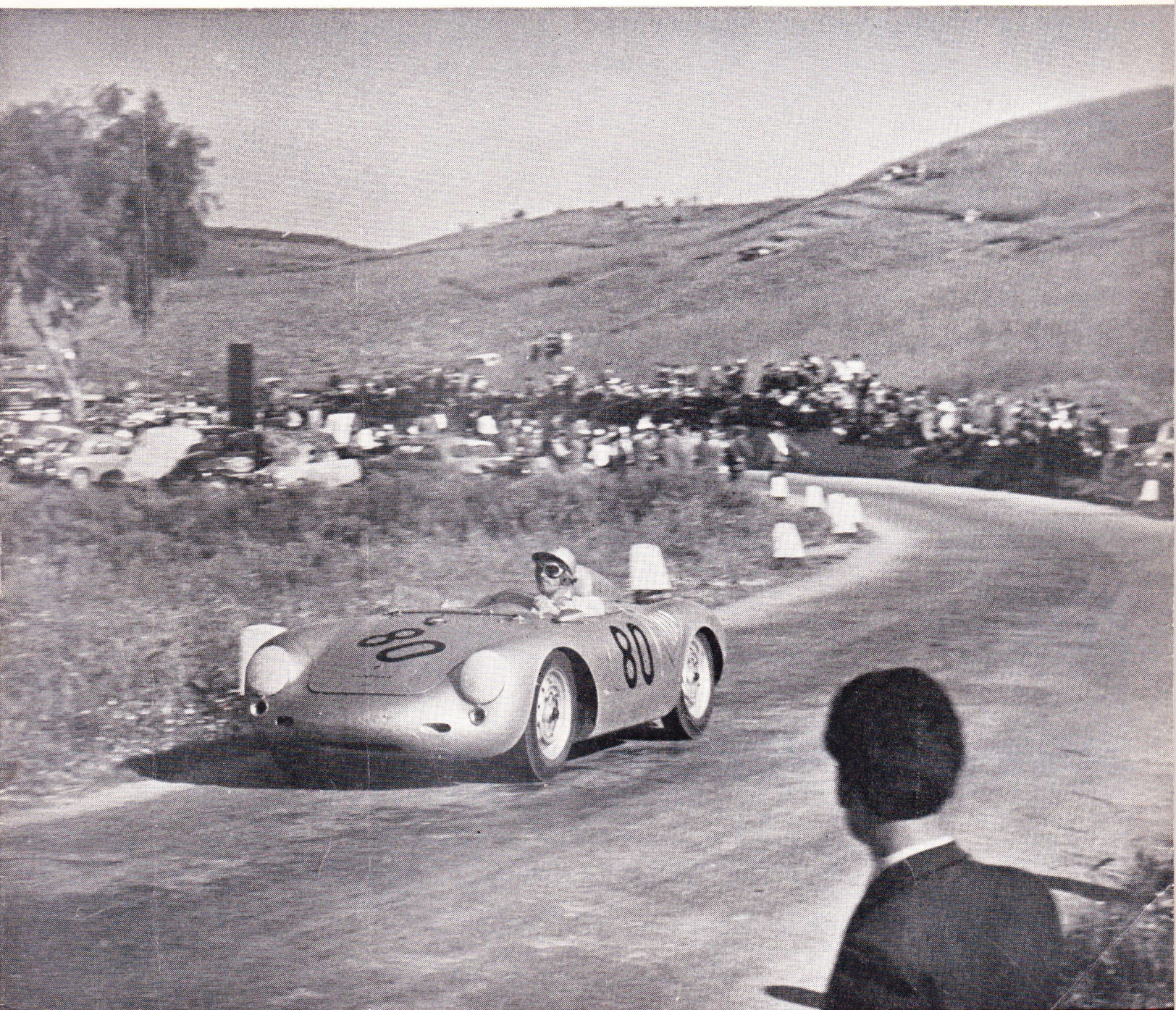


Photo: Edward Eves

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42nd TARGA FLORIO — FULL REPORT AND PICTURES : MONACO G.P. PREVIEW
CLUB RACING AT SILVERSTONE AND MALLORY PARK : JOHN BOLSTER TESTS THE ROVER 90

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Vol. 16 No. 20

May 16, 1958

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EDITORIAL

ROUND THE HOUSES

ON Sunday the European series of *grandes epreuves* opens with the Grand Prix of Monaco, probably one of the severest tests of stamina and mechanical reliability in modern motor racing. The very nature of the circuit, with its twists and turns, narrow streets, and added hazards in the shape of a tunnel, the artificial chicane and steep kerbs, gives it a character of its own. For the 1958 event, Great Britain is strongly represented by Vanwall, B.R.M., Cooper and Lotus; against them will be the powerful Ferrari team, as well as a smattering of privately entered Maseratis. Which 16 cars shall be chosen to line up on the starting grid depends on practice times, so competition for places will be fierce. Yet the race itself is an even greater gamble, and one can almost hear the cries of the croupiers in the Casino *Faites vos jeux*, as one recalls the unexpected happenings in previous race events. With Monaco so much in the news recently, the Grand Prix will undoubtedly receive world-wide publicity, resulting in tremendous prestige for the eventual winner. The new "one driver, one car", regulation for the World Championship means that team managers will have to adopt new strategies. However, what is morally certain is that Championship points will not be allowed to interfere with the most important thing of all—winning the race!

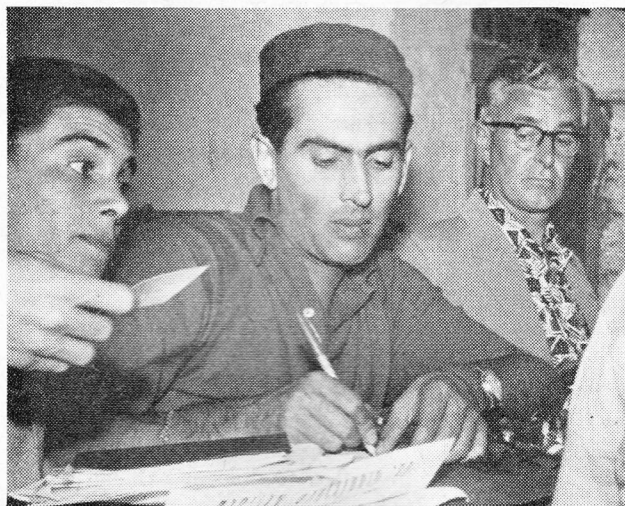
SUCCESSFUL DEBUT

THE first appearances of the unconventional Lotus Elite at the Maidstone and Mid-Kent Silverstone meeting, and the B.R.S.C.C. Mallory Park events, were most auspicious—two victories in two successive races. Competing in qualifying heats for the AUTOSPORT Championship, Ian Walker's pretty little car was outstanding, delighting all who saw it in action with its superb road-holding, flashing performance and the effortless look of a genuine race-bred machine. From drawing-board to racing circuit within the space of a few months is an effort worthy of Ferrari, particularly when one realizes that the Elite is going into quantity production as a Grand Touring machine. Eventually the cars will be seen in International races and rallies, in which they will receive their most severe testing. The more conservative designers have viewed with mixed suspicions the method of construction, but one recalls the criticism that was accorded the Volkswagen-inspired Porsche when it first appeared. Colin Chapman and his men have shown clearly that initiative is not lacking in the British motor industry; their latest product may quite well revolutionize construction methods, employing as it does the best principles of aeronautical design allied to the invaluable experiences gained on racing circuits.

OUR COVER PICTURE

ROAD RACING—in the traditional Sicilian manner. The excited spectators line the route to see their idols go through during the 42nd Targa Florio, held last Sunday over 600 miles of tortuous mountain roads. Here is one of the works Porsche Spyders, driven by Scarlatti and Barth, which was well up with the leaders for much of this gruelling race.

Photo: Edward Eves



★
WINNER'S LOT.
Luigi Musso, victor
of the gruelling
Targa Florio, signs
autographs for his
excited Italian and
Sicilian fans after
the race. On his
left (in tropical kit)
lurks Tommy
Wisdom.
★

CHRIS MARTYN is planning to drive his Aston Martin DB2-4 in the Rheims 12-hour Grand Touring race on 5th July. His immediate commitments include a drive in his new Lotus Eleven at Brands Hatch on 18th May.

INNES IRELAND is the entrant of four cars at Brands Hatch on 18th May. These are the Lotuses of Jack Westcott, Chris Martyn, Michael Taylor, M. G. D. Graham—for whom Ireland undertakes race preparation. The car which Ireland will drive is entered by Major R. C. Robinson.

ROY BLOXAM and his H.W.M.-Jaguar are both recovering well from their shunt at Oulton Park and hope to be racing again at Goodwood on Whit-Monday. Meanwhile wife Jean is preparing her Aston Martin DB3S coupé for the Aston Martin O.C. 200-mile Relay meeting at Silverstone on 17th May.

THIS week-end will see two works Aston Martin DBR2s at Spa for the Sports Car G.P. Drivers will be Paul Frère, who won there in 1955 in a DB3S, and Carroll Shelby who is the sixth member of the Feltham team for 1958. This will be his first race at Spa and his first race in Europe for two years.

BRIAN NAYLOR was released from hospital on 2nd May following his recovery from injuries sustained at Aintree on 19th April. He would like to express his appreciation to all his friends who were kind enough to write to him.

Brian now has a busy programme ahead with his new Maserati-powered J.B.W. On 15th May he was racing at Vienna, on the 18th he races in the Spa Grand Prix and on 25th May he is at Chimay. On 1st June he will be back in England to race his F2 Cooper at Snetterton.

JACK FAIRMAN, undeterred by his recent Silverstone experience of a steering wheel coming off at 120 m.p.h., is driving the new 3-litre Ecurie Ecosse Jaguar in the Spa Grand Prix at Francorchamps, Belgium, on 18th May. He is driving the same car in the world championship 1,000 km. Nürburgring sports car race on 1st June.

Fairman is also hoping to drive one of the new single-seater Jaguars in the Monza 500 miles race in June. In this race last year Fairman finished fourth and became the only racing driver in Europe to have averaged over 150 m.p.h. in any race since the war.

PIT and PADDOCK

RACEGOERS and holidaymakers visiting the Isle of Man, as from this month, will no longer have to obtain additional vehicle licences on arrival there, providing their stay is for less than four months.

MR. RON MARSHALL believes he has broken all records by making the 1,500-mile return road-journey from Hindhead to John o' Groats in 31 hours 39 minutes. Mr. Marshall's average speed was 47.78 m.p.h. He drove an Austin-Healey 100-Six fitted with Michelin "X" tyres.

DURING this year, D. Napier and Son, Ltd., are celebrating the 150th anniversary of their founding by David Napier. One item in the programme of celebrations is an exhibition at the Tea Centre, Regent Street, London. This will cover most of the products made by the company since 1808 and will be open from 3rd-14th June inclusive.

MUSEUM PIECE

JET 1—Rover's first experimental gas-turbine-propelled car, which was first shown to the public in 1950, was handed over recently to the South Kensington Science Museum, where it will form part of a new transport section to be opened shortly. In 1952 the car established the world's first gas-turbine car speed records, on the Jabbeke motorway in Belgium, including the flying mile at 151.196 m.p.h.

THE "AUTOSPORT" CHAMPIONSHIP

K. W. MacKenzie (M.G.A.) Takes the Lead—Menace of the Turners—Ian Walker (Lotus Elite), B. A. M. Gilbert (Turner) and C. R. Hanson (Austin-Healey) Runners-up

THREE excellent performances in three outings have put K. W. MacKenzie (M.G.A.) into the lead in the 1958 AUTOSPORT Series-Production Sports Car Championship, two points ahead of Gilbert (Turner), Walker (Elite) and Hanson (Austin-Healey). MacKenzie was rather

unlucky in that at Silverstone and Mallory Park, Ian Walker's Lotus Elite was included in the 1,600 c.c. category, as he was the sole starter in the 1,300 c.c. class. The Elite won both races, for maximum points.

Nevertheless chief threat to other makes is the Turner équipe. Unless the Berkeleys can do something, these little machines are going to be difficult to stop amassing points. Already Gilbert, Nurse and Baldam have established a clear lead in the Team Trophy, their total being 50 points—20 ahead of their nearest rivals, the Ecurie Chiltern M.G.As.

So far, the A.C.-Bristols have been disappointing, the highest-placed representative of the marque being Rudd Racing's E. N. Whiteaway in 10th place along with Hayles's M.G.A. It should be noted that three Turners are in the first six places; another man to watch is the Triple "S" driver C. R. Hanson (Austin-Healey). The veteran Frazer-Nashes are also well in the running, W. E. Wilks having collected 11 points in two outings.

WINDSCREENS

IN view of the Appendix "J" regulations relating to windscreens, which permit the use of either laminated glass or "Perspex", it has been decided to allow competitors to use "Perspex". Appendix "J" demands that the minimum height of the screen should be 20 centimetres, which is considerably less than that of the majority of standard screens. Important points to note, however, are that efficient windscreen wipers are required, and that cars also must have adequate all-weather equipment. It should also be noted that scrutineers may demand proof that the all-weather equipment is efficient, even to the extent of ordering competitors to practice with hood, etc., *in situ*. Before coming down to the Appendix "J" minimum screen, competitors would be well advised to check that the all-weather equipment can be erected without difficulty.

As Appendix "J" specifically calls for the use of windscreens, it is regretted that aero-type screens may not be used.

THE "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

(Provisional Placings)

	Pts.
1. K. W. MacKenzie (M.G.A.)	20
2. B. A. M. Gilbert (Turner)	18*
Ian Walker (Lotus Elite)	18*
C. R. Hanson (Austin-Healey)	18
5. Austen Nurse (Turner)	16
J. P. Baldam (Turner)	16
7. W. E. Wilks (Frazer-Nash)	11*
8. J. R. Stoop (Frazer-Nash)	9*
D. J. Protheroe (Austin-Healey)	9*
10. E. N. Whiteaway (A.C.-Bristol)	8
J. Hayles (M.G.A.)	8
12. M. R. Bond (Frazer-Nash)	5
13. P. J. Sargent (Jaguar)	4
R. A. Jameson/A. Stross (Berkeley)	4
15. J. Goddard-Watts (Berkeley)	3
Bob Gerard (Turner)	3
S. A. Hurrell (Triumph TR3)	3
C. P. Tooley (M.G.A.)	3
J. Dashwood (Frazer-Nash)	3
R. Vincent (M.G.A.)	3
21. Dr. J. A. P. Trafford (M.G.A.)	2
D. G. Dixon (M.G.A.)	2
23. T. Entwistle (M.G.A.)	1
J. McKechnie (A.C. Ace)	1
A. G. M. Kellett (Austin-Healey)	1

* Includes bonus marks for fastest race speed (two or more classes).

THE "AUTOSPORT" TEAM CHAMPIONSHIP CHALLENGE TROPHY

	Pts.
1. Turner (Nurse, Gilbert, Baldam)	50
2. Ecurie Chiltern (Hayles, Dixon, MacKenzie)	30
3. Triple "S" (Hanson, Kellett, Sutcliffe)	19
Frazer-Nash (Wilks, Bond, Dashwood)	19
5. Rudd Racing (Levy, Whiteaway, Anthony)	11

THE LANDAR ROCKER COVER

CONSTRUCTED from cast aluminium alloy, the Landar rocker cover fits all modern B.M.C. engines fitted with the 1,500 c.c. unit. Costing £5 (plus 3s. postage and packing), it is manufactured by Landar Components, 118 Chester Road, Castle Bromwich, near Birmingham, and not only greatly improves under-bonnet appearance, but does not have the tendency to warp of some pressed-steel covers. A useful addition is a racing-type oil-filler cap. The Landar replaces the existing covers without modification, the makers also supplying oil-tight rubber grommets for the securing bolts.

THE NEW SINGLE-SEATERS

MEMBERS of the committee of the Monoposto Register, formed at the beginning of the year to investigate the possibilities of a new class of single-seater racing, have now agreed on the final form of a prospectus which will be available for distribution in the very near future.

Aims and purpose of the Register, as set out in the prospectus, are to encourage the construction by enthusiasts of limited means of single-seater racing cars, and to provide a Formula under strict control to prevent domination by commercial concerns.

The prospectus also sets out details of the Formula, which, briefly, permits any engine to be used provided that it conforms to capacity limits of 1,000 c.c. o.h.v. or two-stroke, or 1,500 c.c. side-valve. Overhead camshafts are not permitted. Chassis professionally built prior to 1953 will be admitted, but it is intended that prospective competitors under the formula should be encouraged to construct and design their own. All four wheels must be exposed and the fuel used must be pump fuel as sold to the general public.

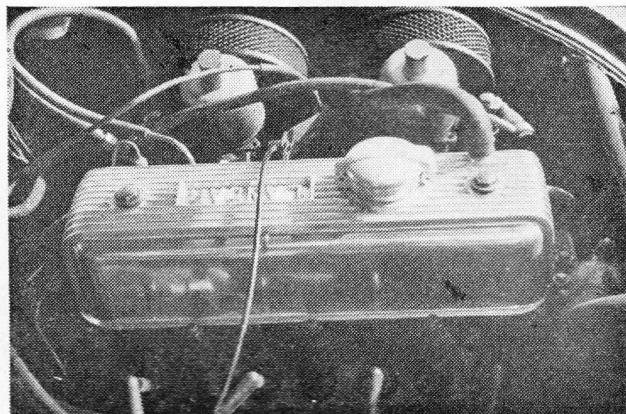
In addition to complying with the capacity limits, engines must be of a type used in any production saloon car of which more than 500 have been consecutively produced.

It is pointed out in the prospectus that a large saving in time and money will be effected by not having to provide parts and accessories necessary to conform with the Road Traffic Acts, while the avoidance of tax and insurance will also provide a useful contribution towards running costs.

It is emphasized that in view of the high speeds which will be possible under the new Formula, it is recommended that intending competitors who are as yet inexperienced should obtain their baptism first, in either 750 or 1172 Formulae or in sports car class club events. Efforts will be made to provide collective testing periods at the well-known circuits, although members of the Register will, of course, be free to make their own individual arrangements at any time. Meanwhile, as soon as cars are ready they can be entered, for experimental purposes, in sprints and hill-climbs during the remainder of the 1958 season either as racing cars up to 1,500 c.c. or in *Formule Libre* classes. In the 1959 season, the Register has already received offers from leading clubs for classes in five events and more are coming.

No entry fee will be charged, but there will be an annual subscription of 30s. for membership of the Register. Secre-

★
NEAT addition to the inside of the B.M.C. engineroom is the Landar cast aluminium alloy rocker cover.
★



SPORTS NEWS

tary is K. Rees, 62 Gloucester Gardens, Cockfosters, Herts, and the treasurer is F. J. Tiedeman, 46A (rear) Station Road, North Harrow, Middx. Persons writing to either of these officers—or any others, for that matter!—are asked to enclose a stamped, addressed envelope.

MARTYN WATKINS.

BRANDS HATCH

THE British Racing and Sports Car Club's meeting at Brands Hatch on 18th May has drawn one of the largest and finest quality entries listed at the popular Kentish circuit. Every one of the nine events, totalling 95 laps, has a long list of reserves.

The programme itself, which starts at 1.30 p.m., consists of two Formula 2 events, a series-production sports car race, two 1,100 c.c. sports car contests, two saloon car events and two Formula 3 races.

In the two 1,100 c.c. sports car events entrants include works teams from Elva and Lotus and a fleet of no fewer than four Lotuses from Innes Ireland. Lotus drivers include Innes Ireland, Alan Stacey, Peter Ashdown, Don "13" Iszatt, Keith Greene, Henry Taylor, Gordon Jones, N. R. Hicks, Jack Westcott, Chris Martyn, Michael Taylor, Peter Arundell, Roy Prior and Alan Foster in the new Chequered Flag car.

Elvas are driven by Robbie MacKenzie Low, Ian Raby, John Brown and John Muirhead; Tojeiros by Roy Utley and Chris Threlfall, the new Arden by Chris Summers and one of the Coopers by Chris Bristow.

There will be two F2 races of 10 laps each, with the times for each added together to give a single overall result. The 14 accepted entries are Tommy Bridger, George Wicken, Tony Marsh, R. Parnell, A. Mackay, J. Lewis, N. Barclay, and L. Montaire with a quartet of New Zealanders in the form of Ronnie Moore, Ray Thackwell, Sid Jensen and Bruce McLaren (Coopers). Of the other cars, Dennis Taylor drives a Lotus and Alan Stacey an intriguing new F2 car called the Smith.

The series-production sports car race sees the first Home Counties racing appearance of the new Lotus Elites (Ian Walker and John Lawry) and the Elva Couriers (Tom Barnard and Peter Gammon). The Chequered Flag's Austin-

Healey 100S is being driven in this race by Percy Crabb.

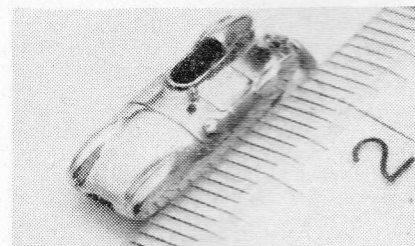
Two saloon car races have attracted most of the competitors in the National Saloon Car Championship including (A35s), Alan Foster (M.G. Magnette), Johnny Sprinzel and Doc Shepherd Harold Grace and Les Leston (Rileys) and Jacks Sears (Austin A105).

EUROPEAN TOURING CHAMPIONSHIP (Provisional Placings after Monte Carlo, Sestrières, R.A.C., Acropolis and Tulip Rallies)

	Pts.
1. Ron Gouldbourn/Stan Turner (Triumph/Standard) ..	14
2. Peter Harper/Bill Deane (Sunbeam Rapier) ..	13*
3. Gunther Kolwes/Fräulein Lautmann (Volvo) ..	10
Luigi Villoresi/G. Basadonna (Lancia) ..	10
Monraisse/Feret (Renault) ..	10
Gacon/Borsa (Alfa Romeo) ..	10
Johansson/Kopperud (Volvo) ..	10
8. Löffler/Johannsen (—) ..	9
Riess/Wencher (Alfa Romeo) ..	9
10. Andersson (Volvo) ..	8
Tom Gold/Willie Cave (Standard) ..	8
12. Mme. Blanchoud/Mme. Wagner (Auto Union) ..	7
Pat Moss/Anne Wisdom (Morris/Riley) ..	7
Pezmazoglou (Chevrolet) ..	7
Neilson/Dam (Volvo) ..	7

* No points for Monte Carlo Rally—three-man crew.

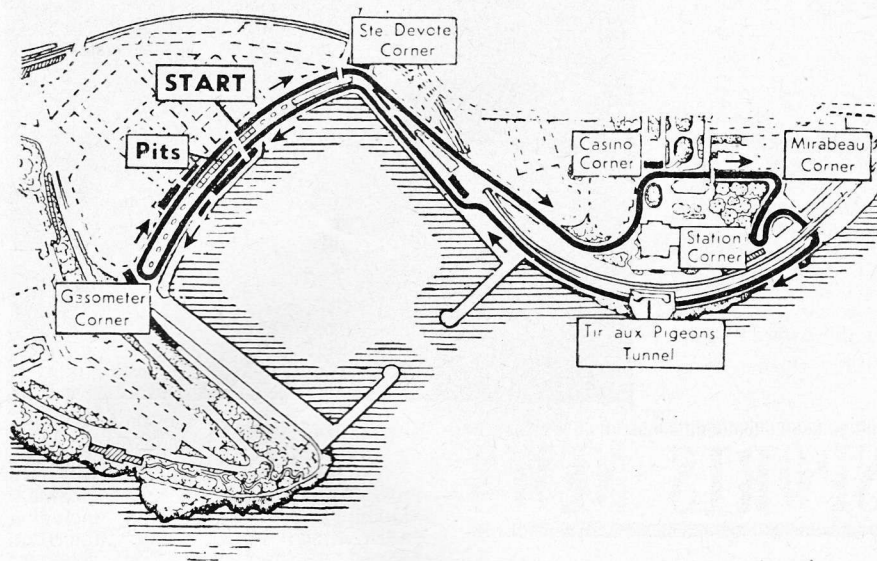
Ladies' Championship	
1. Mme. Blanchoud/Mme. Wagner ..	10
2. Pat Moss/Anne Wisdom ..	9
3. Mary Handley-Page/Lola Grounds ..	7
4. Annie Soisbault ..	5
5. Lise Renaud ..	4
Frau Meinecke/Frau Kühling ..	4
Greta Molander/Helga Lundberg ..	4



THE SOLID GOLD LOTUS

YOU have heard of the solid gold Cadillac—now a solid gold Lotus is in production and ready for immediate delivery. This is the result of an idea of John Harris, vice-chairman and member of the committee of Club Lotus. An enthusiastic Lotus owner, John Harris is also a partner in a jewellery business—Harris and Maisie, 57 New Bond Street, W.1, which manufactures, among other things, charms for ladies' bracelets.

The one-inch-long Lotus is the first of a new line of miniature charms about to be marketed. Several makes are to be offered, all in solid 9-carat gold. The Lotus, which has wheels which revolve, a windscreen and a large tow-ring for attaching to the bracelet, is priced at about £6, including purchase tax.



REGARDED by the majority of Grand Prix drivers as the most difficult of all World Championship events, "La Course dans la Cité" is a true round-the-houses circuit, calling for immense stamina, superb judgment and an ultra-reliable machine. The course leaves little room for mistakes, and the rash driver has few opportunities to go off-course without meeting something solid and unyielding. Then, too, there is always the risk of a multiple pile-up, as has occurred on several occasions, notably last year when Great Britain's three leading drivers were eliminated in the first few opening minutes.

With a lap distance of 1.9 miles (3.14 kiloms.), Monaco is the smallest circuit used for a *grande épreuve*. It is an unending succession of twists and turns, with varying degrees of road width—never very wide at any time. Starting from the Quai d'Albert beside the harbour containing scores of luxury yachts dressed for the occasion, the road runs along the promenade to Gasometer Corner—a right-hand hairpin which needs careful negotiation—particularly on the opening lap. From there, it is narrow and confined between trees and buildings, to Ste Devote Corner and then the acute climb to the Casino Gardens past the Chatham Bar, the smart clothes and jewellery shops with the Hotel de Paris on the left, and the famous Casino on the right. Rounding the Casino right-hander, the road carries on past the "Tip-Top", and the Metropole Hotel and dives down to the Mirabeau Hotel, where the corner has sharp, jutting-out kerbs. Downhill again via a right-hander to the left-hand hairpin bend at the station, the road carries on under the railway arch to regain the promenade. Another right-hander, then it is a sweeping bend through the perilous 200 yards tunnel, followed by the short run to the infamous chicane, the quayside sprint to the tobacconist's kiosk, where a sharp left-hander regains the pits straight.

All round the course are lined thousands of spectators, the banks behind Gasometer Corner being a dense mass of people. Seats for the tribune are in great demand, as are rooms in hotels overlooking the circuit. Few races have the fascination of Monaco's Grand Prix, when, for a few days, the lovely Riviera

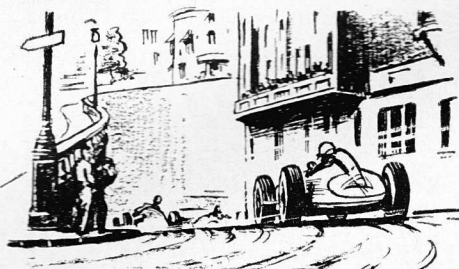
World Championship—Round Two

Monaco G.P. on Sunday

Expected to Attract Record Crowds to Watch Italian-British Struggle

city is given over to the sport of motor racing.

The present lap record is held by Fangio (Mercedes-Benz) with 1 min. 44.1 secs. accomplished in 1955. It was expected to be beaten in 1957, but that famous multiple crash rather took the gilt off the gingerbread, insofar as record-breaking went. Tony Brooks in the surviving Vanwall, gallantly set off



in pursuit of Juan Manuel Fangio's Maserati, but the World Champion was able to dictate the speed of the race, without the need for lapping faster than was strictly necessary. It was in this race that the Cooper-Climax gained its Formula 1 spurs, with a brilliant effort by the Australian Jack Brabham.

Now what about 1958? Ferrari, Vanwall, B.R.M., Cooper, Lotus and independent Maserati—these are the contestants. With Fangio absent at Indianapolis, two previous winners are present, Stirling Moss and Maurice Trintignant; the former, leading for the World Championship, will drive a Vanwall, and the Frenchman will be in Rob Walker's Argentina-winning Cooper-Climax. The Vanwall team will be completed by Tony Brooks and Stuart Lewis-Evans, whilst Jack Brabham and Roy Salvadori will be in "works" Coopers. Conductors for the Lotuses will be Graham Hill and Cliff Allison, both newcomers to the circuit. B.R.M. will be represented by

LA COURSE DANS LA CITÉ. The Monaco circuit is unique now, being the only "round the houses" Grande Epreuve left in the motor racing calendar. It is also the shortest and perhaps the most fatiguing.

Jean Behra, Harry Shell and Ron Flockhart. The favoured Ferrari team will comprise Peter Collins, Mike Hawthorn and Luigi Musso. The field will be made up with several independent Maseratis; the fastest 16 cars will line up for the Grand Prix proper, which turns the practice session into a battle for best lap times, with the added incentive of a special money award.

The great skill of Moss may tend to spike Ferrari's guns, but, so far, the Vanwall has yet to be race-tested with a petrol engine. Power is essential for the climb up to the Casino, and, given the new 2.2-litre engine, the Coopers may provide a major surprise. Both Brabham and Salvadori appear to be right on top of their form, and are definitely not under-rated by anyone in

the opposition—far less Moss who knows probably better than anyone else of what the F1 Cooper is capable. I should say that the Surbiton car is more suited to the Monaco circuit than any of its rivals, and may be far less tiring to drive.

Still, the V-6 Ferrari has steadily been developed into a most formidable G.P. machine. Maranello's problem is not power, but to transmit it to the road wheels. At Silverstone, Peter Collins's car did not look as stable as it might have been, and it would not surprise me to find at least one Ferrari fitted with independent suspension all-round, in place of the present de Dion axle. As for B.R.M., the dashing Behra will go all out for victory, but it remains to be seen whether the much-criticized transmission rear-brake will stand up successfully to the incessant demands of Monaco's innumerable corners.

Fangio, of course, will be greatly missed, as will the "works" Maseratis, but the race has the makings of being the best of the series, in that there are so many Championship contenders. I am inclined to the view that one of the "Prancing Horse" stable will pull it off; which one it will be will depend on the progress of the race. Also, it will be interesting to watch whether or not the one-driver rule in the Championship will have any obvious effect on team strategy.

GREGOR GRANT.

Probable Practice Line-up

Ferrari V-6: Peter Collins, Mike Hawthorn, Luigi Musso.

Vanwall (4-cyl., fuel-injected): Stirling Moss, Tony Brooks, Stuart Lewis-Evans.

B.R.M. (4-cyl.): Jean Behra, Harry Shell, Ron Flockhart.

Cooper-Climax (4-cyl., 2.0- or 2.2-litre): Maurice Trintignant, Jack Brabham, Roy Salvadori.

Lotus-Climax (4-cyl., 2.0- or 2.2-litre): Graham Hill, Cliff Allison.

Maserati (6-cyl.): Masten Gregory, G. Scarlatti, F. Godia, Maria Teresa de Filippis, Ken Kavanagh, Joakim Bonnier.

Silverstone

Technicalities

BY JOHN BOLSTER

AT the Daily Express B.R.D.C. Silverstone meeting, as indeed at Goodwood, Oulton Park and Aintree, I have had a job with a microphone in the pits. I have also studied the cornering during practice, prowled paddocks and become involved in heated arguments in the bars.

We have seen splendid racing, and lap records have been broken or bent. Nevertheless, we have all felt considerable anxiety at the absence of the Vanwalls. The Coventry-Climax engine takes to pump or aviation fuel like a duck to water. The Ferrari was built for petrol, and has never run on anything else, and the B.R.M. is faster than ever, by virtue of more punch in the middle ranges. However, these engines

only hope and pray that those behind the B.R.M. are honestly certain that they have really overcome the braking troubles. There have been far too many miraculous escapes, and another such failure simply cannot be tolerated, for too much is at stake.

The Ferrari has a marvellous engine that is both powerful and reliable, and it is also extremely light. Yet, at present the road-holding is far from right. It is during acceleration out of a corner that the rear end behaves particularly badly, and full power cannot be employed until the device is pointing straight ahead. The Coopers were much faster out of the corners than the Ferrari, because their drivers could use full revs. on all the gears without break-away or wheelspin. It took all of Peter Collins's skill to keep the car on the road, and at least once it was touch and go.

Yet, let us not forget that several times last season a Ferrari appeared with an experimental swing axle rear end. The geometry was equivalent to the old Unic i.f.s., in which the swing axles crossed each other and pivoted right on the opposite sides of the frame. If the V6 Ferrari can be fitted with a really effective form of independent rear suspension, it will take some beating, even by a Vanwall. The de Dion axle works very well for cars of medium weight, but for these ultra-light cars of high power, i.r.s. is indispensable.

Cooper and Lotus both have independent rear ends that really work. The future of both cars in Formula 1 racing hangs on the new 2.2-litre Coventry-Climax engine. If this larger unit can be got through its teething troubles quickly, the extra torque for acceleration will considerably improve lap speeds. It would be too much to expect, however, that the new unit will give of its best straight away, and one wonders how certain transmissions are going to take the increased loading. This will be quite considerable, and it is to be hoped that provision has been made to handle the

strain. Given a reliable transmission and a fully developed engine, the Cooper in 2.2-litre form will be the fastest thing away from a corner that we have ever seen.

The Formula 1 and 2 cars were comparatively safe to watch, even from my exposed position in front of the pits, and so were the 1,100 c.c. and 1,500 c.c. sports-racing cars. I must admit that some of the larger sports cars had me thoroughly scared, for they were far from steady. Among the saloons, though, there were those which really seemed on the edge of disaster. I am not sure that all these production machines are in fact suitable for racing. This rolling and bouncing is all good fun for the lay spectator, but some steering and suspension parts were being stressed pretty close to the limit. I feel that some of the cars were so close to overturning that the slightest incident would have done the trick.

I hope that this sort of racing will eventually improve the ordinary saloon—and indeed the need for improvement is obvious. I can only say that this is a very dangerous form of racing at present, especially when the bigger cars are lapping the smaller machines.

Talking of safety, I thought that the pit marshalling at Silverstone was admirably done. The pits are placed in a somewhat perilous position on this circuit, and the strict discipline that the officials enforced was most necessary. Yet, they were never officious or obstructive. In contrast, at two of the other circuits the thing was badly managed, and there were children in several of the pits. Unavoidably, the pits at any motor race are dangerous places, and to allow children in them is simply criminal. We know that the pit counter is some sort of a shield, and we have always allowed women to work behind it. Yet, the danger is very real, not to mention the fire risk.

Another thing that needs watching is the prompt use of the oil flag. During practice a car came round a curve with fuel literally pouring from its tank. Now, petrol on the course can be even worse than oil, but no flags were shown. It was not until several cars had spun or left the road that it was realized what was wrong. It would be a good idea always to bring out the striped flag when a considerable quantity of petrol has been spilt, for in this way a serious accident might be averted.



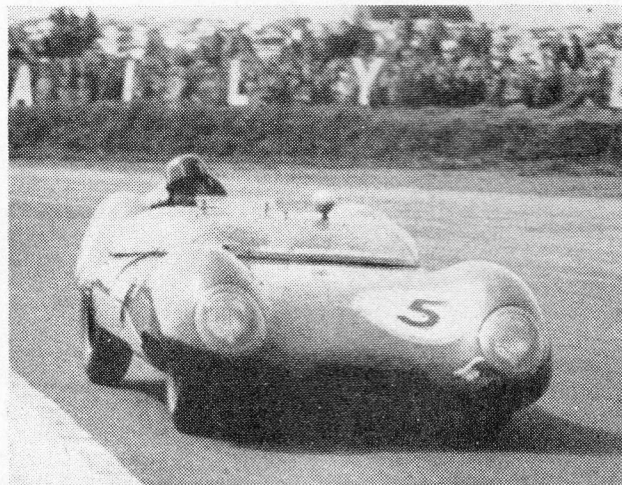
LULL BEFORE THE STORM: Ivor Bueb and Cliff Allison take it easy before the start of the Trophy Race. Both drove Lotuses.

all have carburettors, and the adaptation of the fuel-injection Vanwalls has proved more difficult.

It was thus a tremendous tonic to hear that a few days before the Silverstone meeting the petrol-burning Vanwall had lapped this circuit at 3.1 m.p.h. better than the lap record. The driver was Stirling Moss, and he had elected to handle the car at Monaco, we heard. So, although the Vanwalls were not at the meeting, the news was passed from mouth to mouth, and almost everybody was going around with an idiotic grin on his face!

The latest version of the B.R.M. looks remarkably steady on the corners, and is vastly different in this respect from the cars that we saw last year. The engine also runs much more smoothly at high revs., and the acceleration is visibly very good indeed, particularly at the upper end of the scale. Silverstone is a very difficult circuit from a road-holding point of view, but it is by no means as hard on the brakes as some others. One can

★
HILL IN A HURRY: Winner of the up to 1,500 c.c. sports car race, Graham Hill, speeds round Copse in the works Lotus Fifteen on his way to victory.





HEAD MAN, Mr. Omer Orsi, the manager of Maserati, seated at his desk at the Modena headquarters of Officine Maserati.

Orsi handed over to the judge instructor, Mr. Agostino Trullo of Modena, three very concise statements. The first is a general aspect of the works and the commercial situation. The second is an examination of the situation from department to department, from the manufacture of automobiles to sparking plugs and machine tools. The third, on the other hand, is an economic study of assets and liabilities. Having examined all this material the judge instructor sent a letter to all creditors, calling them to

A BOMBHELL exploded for Maserati on Friday, 11th April, when the current issue of *Time* magazine appeared in Italy: included in the "business" columns was an announcement which seemed to have been printed exclusively to cause trouble and apprehension among the Italian economic and sporting world.

Time stated that Officine Maserati had slipped out of the racing scene. "The cars of the famous manufacturer which made the lion's performance in 1957 are broken up . . . the plants have been confiscated . . . Mr. Adolfo Orsi, the owner, and his son have disappeared." The magazine then explained that the financial derangement had been caused by a set of supplies ordered by Peron when he was still President of Argentina, but not yet paid out by the new Argentine Government; it quoted "uncovered cheques", and discussed negotiations for the sale of 50 per cent. of the shares to Juan Manuel Fangio, and petitions of bankruptcy declarations presented by many Italian banks.

This announcement, which appeared fairly logical, alarmed not only the motor sporting world, but also the economic and industrial sphere with which Officine Maserati is closely connected. However, after this announcement, Mr. Omer Orsi, on behalf of Maserati, quickly issued replies to the accusations made by *Time*.

The notice issued by the Alfieri Maserati works was as follows: "No banks nor creditors have ever asked the

The Misfortunes of Maserati

Gallant Effort to Keep Famous Modena Racing Concern Solvent

By Gianni Marin. Photography by Adriano Ceci

bankruptcy of Messrs. Orsi personally nor of the Maserati works, which are at present working regularly from all points of view, administrative, commercial and technical, and continue without interruptions the production and sale of workshop machinery and automobiles, as for instance normal deliveries of the new type of '3500 Gran Turismo'. It is quite true that Officine Maserati have voluntarily submitted themselves to a procedure of controlled judiciary administration for a temporary duration of one year in order to settle all debts and credits, under the control of an executor. Messrs. Orsi therefore continue to direct their firm in all sectors. All rumours about giving out the works to Mr. Fangio are completely without foundation."

This is the notice issued by the Alfieri Maserati works which is quite contrary to the statement in *Time*. In order to have a clear and exact view of the present situation at Maserati's, the writer believed that a full enquiry was necessary and that a report would be of interest to all readers of AUTOSPORT.

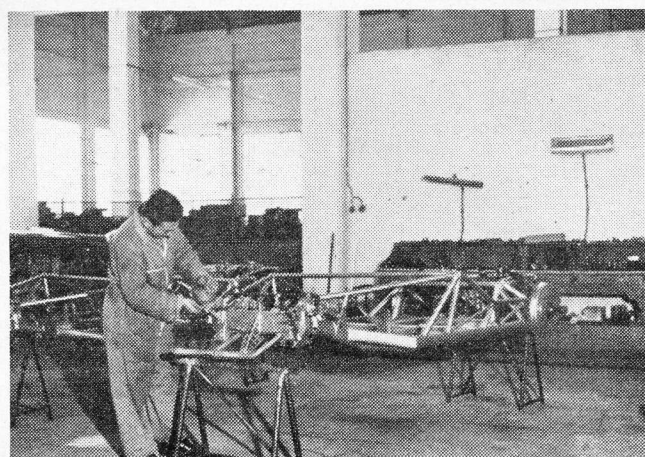
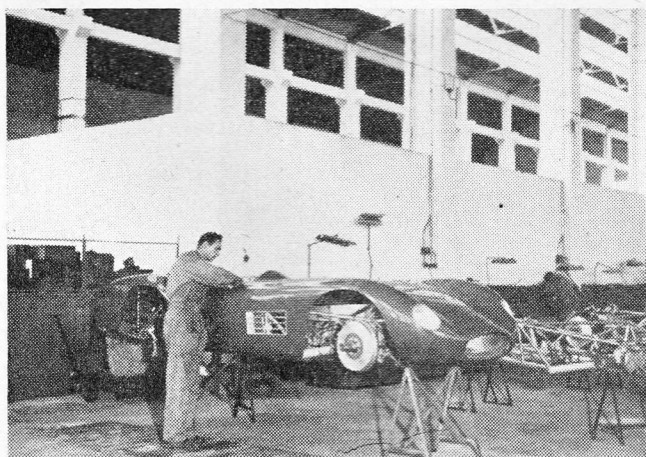
The announcement in *Time* is a trifle exaggerated, although founded on a certain amount of reality. In point of fact, the situation of Maserati is extremely complicated. Last week, Mr. Adolfo

a meeting by the end of May in his office. He intends to present to them a general view of Maserati's situation. He will then leave the creditors to decide whether or not to begin bankruptcy proceedings.

Therefore, we are assured that the Maserati works are still in full operation, but are at present experiencing a period of serious economic difficulties. A considerable reduction in liquid funds has caused a delay in respect of payments, consequently leading to judicial intervention and controlled administration. The firm is, however, nothing like bordering on bankruptcy, for its material assets far exceed the sums of money due to creditors. Nevertheless, although the economic picture may be clear, it is not so from a motor sporting point of view.

A Glorious History

Maserati has a glorious racing history. During the 32 years of its existence its racing cars have triumphed in thousands of racing competitions, giving a high prestige to the Italian industry. Founded in 1926 at Bologna, Maserati originally belonged until 1947 to the brothers Alfieri, Bindo, Ernesto and Ettore Maserati. In that year an agreement was made with the Orsi industrial group. Nevertheless the technical management



PRODUCTION IN PROGRESS. In spite of financial difficulties, Maserati are still producing G.T., F1, and sports racing cars, the first and the last being in great demand in the U.S.A. Our photographs show the 2-litre sports cars under construction. On the right the chassis is being finished. On the left the body has been added and a mechanic is working on the cockpit.

THERE IS still a demand for the Formula 1 250F Maserati and work continues on the cars. Owners of these cars have considerable works support from a maintenance point of view although the firm are no longer participating in racing.

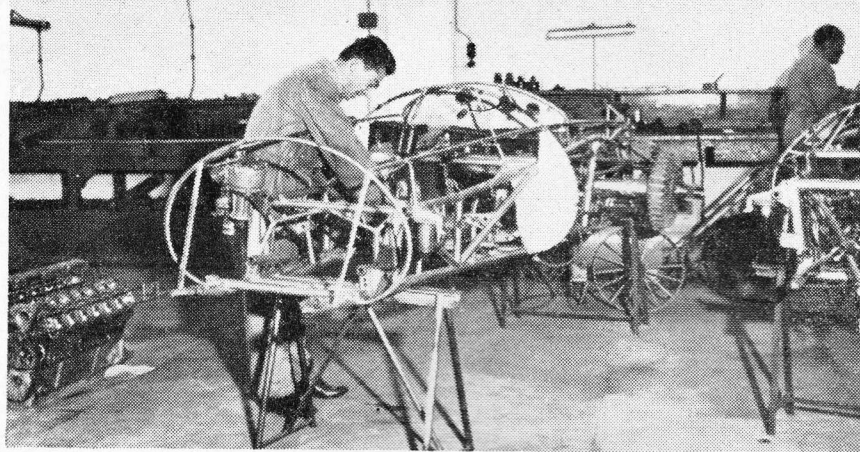
of the racing department remained with the Maserati brothers. In 1947 they decided to take over themselves the construction of racing cars. Since from 1937 their trade mark, the famous trident of Neptune, and the name "Maserati" became, by contract, the property of the Orsi group, Maserati were forced to give to their factory a new name: O.S.C.A.

All motor sporting enthusiasts are asking: "Why should such an illustrious firm be left in great difficulties? How can the fact be explained that the manufacturers of racing cars are so often obliged to struggle against economical difficulties?" Many people in Italy accuse the Government of indifference (in actual fact Maserati have never obtained any form of Government assistance) and are declaring that the Government should consider all Italian car racing victories as a matter of national prestige; others maintain that the difficulties are in part due to the rather old-fashioned methods of production, leading to heavy overhead costs in comparison with the amount of work produced. However, this is not strictly accurate.

The difficulties which Maserati encountered commenced in the post-war period, when the racing department began to absorb the major part of the profits realized with the sale of machine tools, and "Gran Turismo" and sports cars. One prototype of Formula 1 machine costs over 40 million Italian lire, and subsequent models about 14 million each. Over and above these are expenses for the maintenance of racing stables, engagement of drivers, overseas transport, repairs, projects and spare parts. A good idea of what motor racing costs is given when it is revealed that, in 12 months, Mr. Gianni Lancia spent 800 million Italian lire.

It was due to this enormous expenditure that Lancia faced a financial crisis, leading directly to the handing over of the racing cars to Enzo Ferrari.

However, in Modena, the loss caused to Maserati by racing activities was offset



by the publicity achieved for the "Trident". The liabilities of the car section were largely balanced by the profits of the neighbouring works: machine tools, industrial machinery, lathes and sparking plugs. This state of affairs did not, however, appeal to all the concern's executives. Chief designer Bellentani, for example, was extremely dissatisfied. He stated: "We are constructing racing cars for three months only and the rest of the year we dedicate ourselves to lathes: it will be very difficult to compete with Ferrari." Some years afterwards, Mr. Bellentani left his old firm and went to work for Ferrari. It was a great loss to Maserati. The 1½-litre V-6 engine designed by Bellentani for Ferrari proved to be one of the most successful power-units evolved for formula racing.

In the meantime, to complicate situations further, the conditions of the Italian market changed; preference for very fast cars tended to decrease: immediately after the war it was quite usual to see the *nouveau riche* and film stars in expensive high-performance machines. This phenomenon has today practically disappeared. Mass-produced cars seem to be preferred, and only a very few wealthy men seem disposed to defy the income tax authorities by purchasing very comfortable large American cars.

It is a fact that the U.S.A. is the biggest customer for the products of Ferrari and Maserati, but that market alone cannot justify production. In the Maserati works 8-10 "Gran Turismo" cars are constructed each month, to a maximum of 150 per year, most of them ordered by North America. These sales

are scarcely sufficient to cover the expenses of the racing department. During the past few years Maserati have lost money. Last year, for the first time since the war, Maserati succeeded in winning the World Championship. This caused great satisfaction to Mr. Adolfo Orsi who, since 1939 when he left Bindo Maserati and his brothers, had never succeeded in achieving this long-awaited desire. For many years the bitterness of defeat was increased for him by the success of Enzo Ferrari, whose factories were a few kilometres from that of Maserati.

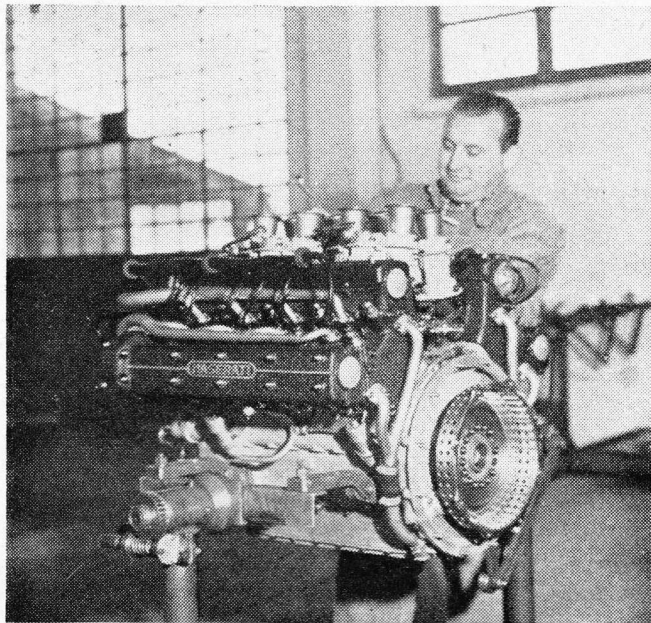
Nevertheless the capturing of the World Championship coincided with Maserati's worst economical period ever. Liquid funds were not available to pay out the suppliers, although large sums were outstanding from debtors. The most important credit of Maserati is towards the Italian Government. In 1954 in fact, Juan Peron, who through the friendliness of Fangio became a great admirer of Maserati, ordered from Mr. Adolfo Orsi industrial machinery to the value of about three million dollars. The payment, however, could not have been effected before 1957. This clause did not seem to worry Maserati overmuch; they signed the contract and started with the shipments to Argentina.

The defeat of the Argentine dictator two years ago did not seem to affect the fulfilment of the contract which had been confirmed again by the reconstructed Government.

Payments then started regularly last year by means of a supply of wheat to the Italian Government. The methods of Italian bureaucracy are only too well known: not even a part of the sum that the Government owes to Maserati, in exchange for Argentine wheat, has yet reached the firm.

The indebtedness of Maserati to their suppliers is very difficult to calculate. If in addition to the three million dollars accruing from the Argentine payments, the Spanish Government would pay the large sums due to Maserati for a supply of machines, over two milliard Italian lire would be available to settle outstanding bills. In order to face a very difficult situation, Maserati asked an Italian bank for a loan, which was refused.

This is the present economical and financial situation of Maserati; nevertheless, the withdrawal from racing competition announced in 1957 does not definitely close Maserati's chapter: the Modenese firm of the trident is still very much alive. Mechanical assistance to all owners of Maserati racing cars is assured and the production of the 3½-litre "Gran Turismo" is well under way.



★
FINISHED PRODUCT. The very fine 3.5-litre power unit which is installed in the beautiful 3,500 G.T. Maserati. This car, designed to compete with the Ferrari 250 model, should be well in the 160 m.p.h. class.

ALPINE conditions were experienced during the test of the Rover on the Continent. Here is the car on the Col de la Faucille. The car handled well on ice, and its considerable low-speed torque proved of great assistance.

in third gear on occasion. Only the "plain" first gear emits a hum, but as one habitually starts off in second, this is a matter of little moment.

On the open road, a silent cruising speed of 80 m.p.h. causes the kilometres to drop astern in a most effortless fashion. The fuel consumption remains up in the 20s as one covers the ground in this way. The Rover 90 is far from being a speed model, but I was never overtaken during the time in which I had it. On a long journey, the comfort of the seats, the efficiency of the heating and demisting, and the security conferred by the switch-controlled reserve petrol tap, are points that are greatly appreciated.

JOHN BOLSTER TESTS

The Rover 90

LAST year, I tested the Rover 105S, and was very impressed with it. I found that it was a 100 m.p.h. car with impeccable manners which was exceptionally well made and finished. Recently, I have given the Rover 90 a very prolonged test. During this period, I drove the car in England, used it for a spell in Paris, and also went across France into Switzerland under exceptionally severe winter weather conditions. Thus, the present test report is based on a very thorough knowledge of the car.

The Rover 90 is unusual in 1958 because it has separate chassis and body units. The frame is considerably dropped at its centre section, and is a rugged, box-section steel structure. In front, one finds independent suspension with very long torque arms which form, in effect, the rear half of the lower wishbones. The pivot points are virtually at the centre of the car in front, and beneath the gearbox behind. The springs are helical, the dampers telescopic, and there is a torsional anti-roll bar. The recirculating ball steering box operates through a three-piece track rod, and the front brakes are of the type in which the linings are always in light contact with the drums, requiring no adjustment throughout their life.

A conventional rear axle on semi-elliptic springs is driven by a divided propeller-shaft. The long-stroke six-cylinder engine has inclined exhaust valves in the iron block and push-rod operated inlet valves in the light alloy head. There is a single S.U. carburetter, compared with the twin instruments of the 105S. The compression ratio is also one unit lower than that of the faster model.

On taking my seat, I was at once impressed by the range of adjustment of that component. This is the only car which I have driven in the past few months on which I did not have to put the seat in the last notch of its slide. The doors swing wide, the floor level is low, and entry and exit are consequently easy. The engine starts at once, and a light comes on automatically if one forgets to close the choke when working temperature is reached.

COMPACT in its outside dimensions, the car is very roomy inside and is not so large as to be an embarrassment in heavy traffic.

The gearchange of the test car worked particularly well, and I have no criticism of its slightly unusual movement. There is not the surge of acceleration in third gear that one experiences with the 105S, but the performance is good for a roomy and substantially constructed saloon. A full 60 m.p.h. is available on third speed, which is a useful gear for overtaking. The overdrive is not a performance gear, but gives very effortless cruising on straight Continental highways.

Without doubt, the most outstanding feature of the Rover 90 is its smoothness and silence. Indeed, there is only one other British car which can compete with it in this respect, and that also, by coincidence, has a name beginning with an R, or two Rs to be precise. My French friends were absolutely charmed with this quality, for most Continental cars have very obtrusive engines by comparison. This remarkable smoothness of operation persists right up the revolution range. The gearbox is quiet, too, and one may, through forgetfulness, remain

For a normal saloon car, the cornering power is exceptionally high and the road-holding well above the average. It is possible to go through corners in a most enterprising fashion, and I "did" more than one sports car in this way. The servo brakes are well up to the speed and weight of the car, and inspire confidence. During freak weather conditions while climbing the Col de la Faucille, the brakes became reluctant to release due to ice formation on the pedal, master cylinder, or servo. The application of heat cured the trouble immediately, and the Rover Company are looking into the matter to avoid its recurrence under arctic conditions. The car handled particularly well on ice, but for pass-storming in deep snow I would prefer to use "winter grip" tyres, as the preponderance of weight on the front wheels tends to promote wheelspin when the car is lightly laden. The excellent low speed torque of the engine is particularly valuable under these hazardous conditions.

Although the Rover is particularly roomy inside, it is surprisingly compact



in overall dimensions. It is just that little bit narrower than most comparable cars, and this makes all the difference in traffic. A very large car puts one at a disadvantage in Paris, but the 90 was just small enough to be nippy, and had the edge on the French cars when the gendarme started the "race". The gear ratios are well chosen for acceleration, and the change is quick.

The overdrive has a manually operated switch, and also a kick-down switch on the accelerator. If one tries to change down to direct drive from overdrive, the change will not go through if the throttle is closed, but takes place at once if one accelerates a little. In the same way, the change up into overdrive cannot happen on full throttle. Thus, it is literally impossible to cause a jerk, but with proper use of the throttle the changes are instantaneous.

The detail work is very good, and an immense amount of thought has been devoted to the comfort of the driver and his passengers. Such things as the extra large and lockable dashboard locker and the headlamp switch on the steering column are a great convenience, and maintenance has also been reduced to the very minimum. The only grease nipples are on the universal joints, and the reservoirs for the king pins have to be filled only twice a year. The remaining steering joints are of the sealed, pre-

packed type, and the suspension pivots work on rubber.

The Rover 90 is a quality car which offers an extraordinary refinement of running to the connoisseur. Yet it is above all a hardworking and practical machine that needs less servicing and routine maintenance than almost any other car. At its price, it represents a transportation investment that is hard to beat.

SPECIFICATION AND PERFORMANCE DATA

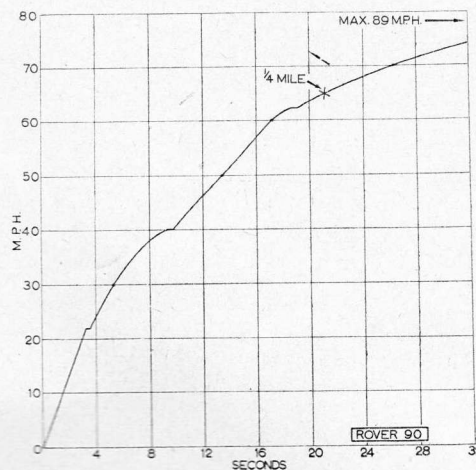
Car Tested: Rover 90 four-door saloon, price £1,499 17s. 0d. including P.T.

Engine: Six cylinders 73.025 mm. x 105 mm. (2,638 c.c.). Overhead inlet valves in light alloy head. Inclined side exhaust valves in cast iron block. 93 b.h.p. at 4,500 r.p.m. 7.5 to 1 compression ratio. SU carburetter. Lucas coil and distributor.

Transmission: Single 9 ins. dry plate clutch. Four-speed gearbox with synchromesh on upper three gears and central lever. Laycock-de Normanville overdrive with manual or semi-automatic engagement. Ratios 3.34 (overdrive), 4.30, 5.92, 8.78, and 14.5 to 1. Divided propeller shaft with rubber mounted central steady bearing. Spiral bevel rear axle.

Chassis: Box section chassis frame. Independent front suspension by extra long lower and shorter upper arms, with torque taken by long radius arms to chassis cross-member beneath gearbox. Helical springs with torsional anti-roll bar. Recirculating ball-type steering box with three-piece track rod. Rear axle on semi-elliptic springs. Telescopic dampers all round. Girling hydraulic brakes with vacuum servo and right-hand lever. Bolt-on wheels, fitted 6.00-15 ins. tubeless tyres.

Equipment: 12-volt lighting and starting. Speedometer, ammeter, temperature, fuel and oil level



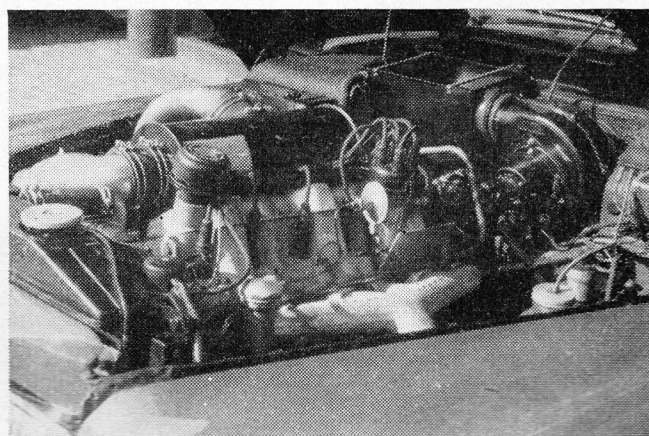
Acceleration Graph

gauges. Electric clock. Windscreen washers and self-parking wipers. Flashing indicators. Electrically operated reserve petrol tap. Radio (extra). **Dimensions:** Wheelbase, 9 ft. 3 ins.; track, front 4 ft. 4 ins., rear 4 ft. 3½ ins.; overall length, 14 ft. 10½ ins.; width, 5 ft. 5½ ins. Turning circle, 37 ft. Weight, 29 cwt.

Performance: Maximum speed 89 m.p.h. (overdrive), 88 m.p.h. (direct top). Speeds in gears, 3rd 62 m.p.h., 2nd 40 m.p.h., 1st 22 m.p.h. Standing quarter-mile 21.1 secs. Acceleration: 0-30 m.p.h. 5.4 secs., 0-50 m.p.h. 13.7 secs., 0-60 m.p.h. 17.4 secs., 0-70 m.p.h. 26.4 secs.

Fuel Consumption: 23 m.p.g.

ACCESS to a well-appointed interior is made easy by large, wide-swinging doors and a low-level floor.



ENGINE, a long-stroke, six-cylinder unit, has inclined side exhaust valves and push-rod operated overhead inlet valves. A single carburetter is employed.



CALTEX ECONOMY TEST

THE five-day Caltex Economy Test, which started in Brussels and finished in Copenhagen, was won by Maurice Gatsonides and his wife in a Citroën ID 19. Although the results were worked out on a ton/km. basis, the actual consumption for Gato's car was 45.5 m.p.g. The total distance was 1,370 miles, including mountainous roads, in the Ardennes and the Eifel, one 80-mile road section with a high average on the Dutch motor road from Arnhem to The Hague and an acceleration test on the Zandvoort Circuit.

Results

1. M. Gatsonides/Mrs. Gatsonides (Citroën ID 19); 2. H. M. J. Boury/W. Fick (Renault Frégate); 3. H. Kreisel/A. Berts (Renault Frégate); 4. A-W. Mantzel (Saab 93); 5. H. H. Hartmann (Borgward). **Class Winner:** A-W. Mantzel (Saab 93); M. J. v. Westeinde (Dauphine); H. J. Viehmyer/H. Wolff (Fiat 1100 TV); H. H. Hartmann (Borgward); M. Gatsonides/Mrs. Gatsonides (Citroën); R. Rottbol-Orum/S. Andersen (Austin A15); K. Rasmussen/Mrs. I. Rasmussen (Karmann Ghia VW).

MIXED GRID: Start of the over 1,600 c.c. AUTOSPORT race, showing the eventual winner, W. E. Wilks (Frazer-Nash)—extreme right—Dickie Stoop (Sebring F.N.) and sundry A.C.s, Triumphs, Austin-Healeys and Frazer-Nashes.

Till half-distance (5 laps) Graham in the Innes Ireland car held off Raby; till then he had been driving magnificently, but when the Elva edged past he appeared to lose heart, and dropped farther and farther back. M. Taylor and Jones tried their utmost to get to grips with the silver Elva, but to no purpose. Keith Hall's winning speed was 82.4 m.p.h., with a fastest lap of 85.87 m.p.h.

J. Goddard-Watts seized the engine of his hot-sounding silver Berkeley, leaving Alan Stross in R. A. Jameson's

A BRIGHT MALLORY MEETING

Turner, Frazer-Nash and Lotus Elite Victories in "Autosport" Championship—The Irrepressible Scott-Brown and his Lister

LAST Sunday the B.R.S.C.C. went to the attractive Mallory Park circuit for their National meeting which comprised events for sports cars, saloons and F3 machines. It was a programme full of variety, with Archie Scott-Brown (Lister-Jaguar) as the star attraction, recording yet another victory for the Cambridge concern.

In the AUTOSPORT Series-Production Sports Car Championship events, Ian Walker's Lotus Elite repeated its Silverstone victory of the day before and, in the larger class, one of the surprising veteran Frazer-Nashes defeated its A.C.-Bristol, Austin-Healey and Triumph rivals. The Wolverhampton-built Turners dominated the small-capacity class.

Harold Grace escaped with bruises after his 1.5 Riley overturned in the saloon car race for the B.R.S.C.C. Championship. John Sprinzel's success in the "tiddler" category with his red A35 "Sprinzelwagen" puts him in the lead for this contest.

The programme opened with a 10-lapper for saloons up to 1,200 c.c., with Sprinzel dictating the course of events, followed by G. C. Shepherd (A35), Bob Gerard (A35), F. W. Marriott (Morris 1000) and John Dalton (A35)—the B.M.C. products outpacing those of Fiat and Ford manufacture. At Shaw's Corner there was plenty of hectic motor-ing, much of it on two wheels, as determined drivers flung their little buzz-boxes round the hairpin. Towards the end, Shepherd closed up on the "Sprinzelwagen", but the red car took the chequered flag.

Next came the F3 class, with Burgoyne's Kieft-Alphour sole representative of the multi-cylinder brigade. From the start Tom Taylor (Beart-Cooper) took the lead, hotly pursued by P. Robinson (Cooper), J. Pitcher (Cooper-Petty), Don Truman (Cooper) and G. M. Jones (Cooper). On the first lap G. Gartside

attempted "wall of death" tactics at Shaw's, his Cooper finishing perched up on the retaining barrier. Behind Taylor, a fierce battle developed, with Pitcher and Robinson going at it hammer and tongs. Truman went off-course on lap

By GREGOR GRANT

Photography by Francis Penn

4, and W. G. Harris closed up on the leaders with his Flather-Norton, having N. T. Bradley (Cooper) in constant attendance. Taylor eventually won from Pitcher by 18.8 secs., at the respectable average speed of 81.07 m.p.h.

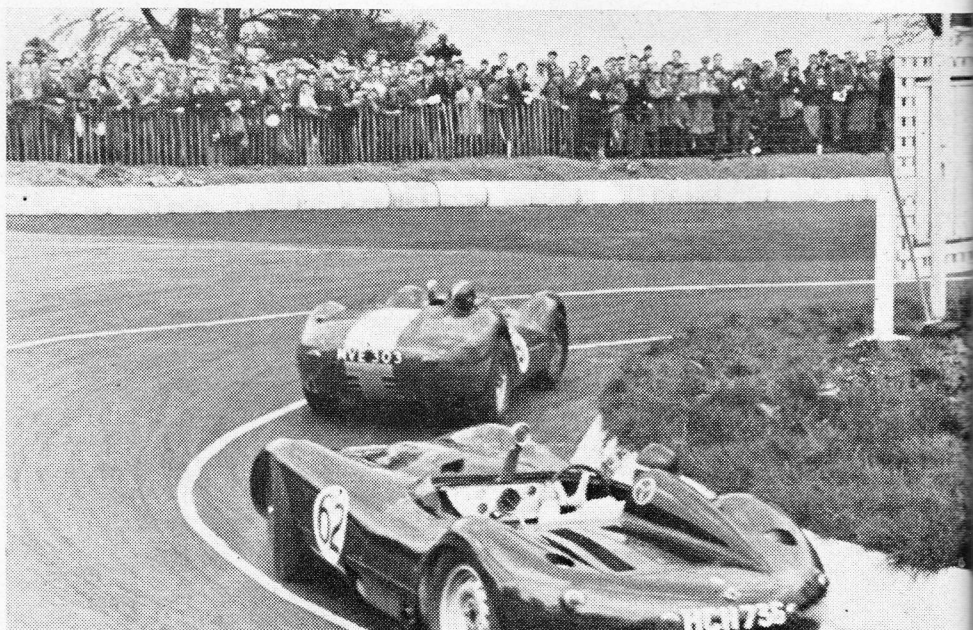
The very thrilling 1,200 c.c. sports car event showed the complete mastery of Keith Hall (Lotus) on this type of circuit. No one could get near him. However, the fight for second place produced one of the best scraps of the afternoon, as Ian Raby (Elva), who had started on the back row of the grid, streaked through the field to challenge D. Graham (Lotus), Jimmy Blumer (Lotus) and D. J. Brough (Lotus).

car to carry the two-stroke flag against the Turners in the first event for the AUTOSPORT Championship. Ian Walker, whose Elite was sole starter in the 1,300 c.c. class, was moved up to run with the 1,600 c.c. machines.

Carefully watched by Colin Chapman, the beautiful light green Elite proceeded to run away with the race, and prove that Chapman's startling new design has everything a G.T. car should possess. Road-holding extraordinary, effortless speed and tremendously powerful brakes, gave Walker a delightful ride. Yet one could not help admiring the efforts of K. W. MacKenzie (M.G.A) to keep up with the Hornsey car: he gradually drew away from J. Hayles's red "A"-type. Tom Barnard's Elva Courier melted a plug, whilst David Dixon (M.G.A) had an exciting time holding off J. P. Baldam's fast blue Turner which, on several occasions, passed the Abingdon machine.

Now came the second saloon car race, with those immaculate Equipe Endeavour 3.4 Jaguars of Tom Sopwith and Sir Gawaine Baillie setting the pace. Harold Grace's 1.5 Riley jumped out of gear,

PURSUIT: Bruce Halford chasing Archie Scott-Brown (both in Lister-Jaguars) into Shaw's Corner during the over 1,200 c.c. sports car race, which was won by Scott-Brown.

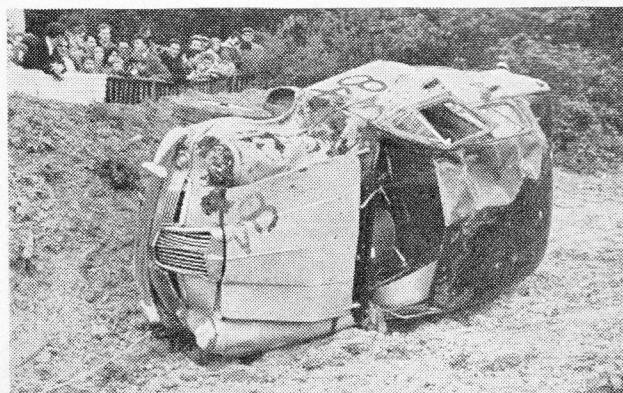


TIDDLER TRIO: John Sprinzel leading other A35s driven by G. C. Shepherd and Bob Gerard at Shaw's Corner in the up to 1,200 c.c. saloon car race.

causing Grace to overshoot at the end of Stebbe Straight and take to the grass, causing the car to somersault into the bank protecting spectators. Grace crept out of the wreckage, shaken and badly bruised!

Whilst Sopwith and Baillie continued to swap the leadership, Uren (Zephyr) and Sears (Austin) battled behind, the Ford just having it on acceleration. Les Leston (1.5 Riley) smartly nipped past a slightly astonished Tom Bridger (Borgward) to lead the 1,600 c.c. class. Near the end Sopwith had a blow-out and motored off-course with a front tyre in ribbons, leaving Baillie with an easy victory. Sears tried all he knew, but just failed to take the Zephyr, whilst Leston held off the Borgward right to the chequered flag.

The second 1,200 c.c. sports car race produced a stirring tussle featuring Tom



RILEY THAT DIDN'T: (Above) The wreckage of Harold Grace's car which crashed at the Lake Esses.

RILEY THAT DID: (Left) Les Leston (1.5) keeping ahead of Tom Bridger's Borgward to win the 1,600 c.c. saloon class.

Dickson, Peter Ashdown and Innes Ireland (Lotuses), run at a much higher pace than the earlier event. However, to the great glee of the spectators, Chris Summers in the very ordinary-looking "750" formula-based Arden-Climax cheekily held off a gaggle of Lotuses comprising Westcott, Swanton, Hicks and Bramley. The little blue car displayed remarkable roadholding, and it was not until half-distance that Westcott managed to push ahead: not so the others, who had a fine view of that stumpy little tail. Ireland, who had started from back of the grid, harried Ashdown who, in turn, began to close on Dickson; but the Scotsman pressed on, and finally crossed the line 2.2 secs. in front of the Team Lotus driver who, incidentally, was wearing the new-type crash helmet of Leston-cum-Space Man pattern.

Archie Scott-Brown soon got into his stride in the over 1,200 c.c. sports-car race, but was shadowed by Bruce Halford in another Lister. Bruce appeared to leave his braking later than anyone else, and invariably caught up Scott-Brown on the bends. Afterwards he told me that it was not from choice—his foot was down amongst the front suspension trying to stop! John Dalton (DB3S) held third place—but only just—

from the enterprising John Wagstaff in a 1½-litre Lotus-Climax, who drove really well behind his more experienced rival. Anyway Archie went on to win, having one moment when he streaked past three Frazer-Nashes at once, and possibly scared the drivers stiff. His winning speed of 85.01 m.p.h. was fastest of the day, as was his 86.48 m.p.h. lap.

To round up a fine day of motor racing came the second of the AUTOSPORT races. Much to everyone's surprise, the allegedly obsolescent Frazer-Nashes set the pace, headed by Wilks and Stoop. Dickie went out with mechanical bothers, leaving Wilks and Dashwood in the lead. The latter's Frazer-Nash was overtaken by C. R. Hanson's well-driven and fast Austin-Healey, with Whiteaway and Levy leading the A.C. Bristols. The unfortunate David Shale stopped twice to fix a loose bonnet, wondering what next Dame Fortune will have in store for him.

Don Levy fell back when his dampers ceased to function, and Whiteaway began to harass Dashwood. Wilks, driving a beautifully judged race, was in a winning mood with the rare-sounding old 'Nash, and Hanson could not gain an inch. Rain spattered down briefly, and there were several involuntary waltzes at Shaw's. Whiteaway eventually passed

Dashwood to take third place, and Michael Bond (Frazer-Nash) securely filled fifth position ahead of Syd Hurrell's white TR3.

The strangely old-fashioned T.T. Replica of Wilks's, sounding healthy to the end, went on to win, followed by Hanson, Whiteaway and Dashwood in that order.

Altogether a smartly run meeting, made even more interesting for spectators by the commentaries of John Bolster and Austin May. The widening of the road past Shaw's Corner is a decided improvement, and now permits of some crafty passing at that former bottle-neck.

Results "Autosport" Series-Production Sports Car Championship, Qualifying Heats (18 laps)

Up to 1,000 c.c.: 1, J. P. Baldam (Turner), 21 m. 25.8 s., 68.04 m.p.h.; 2, Austin Nurse (Turner), 17 laps; 3, B. A. M. Gilbert (Turner), 17; 4, Bob Gerard (Turner), 17; 5, Alan Stross (Berkeley "500"), 15. **Fastest lap:** Baldam, 1 m. 10 s., 69.43 m.p.h.

Up to 1,600 c.c.: 1, Ian Walker (Lotus Elite), 20 m. 27 s., 71.29 m.p.h.; 2, K. W. MacKenzie (M.G.A.), 17 laps; 3, R. Vincent (M.G.A.), 17 laps; 4, R. Vincent (M.G.A.), 17 laps; 5, D. G. Dixon (M.G.A.), 17. **Fastest lap:** Walker, 1 m. 5.4 s., 74.31 m.p.h.

1,600 c.c.-3,500 c.c.: 1, W. E. Wilks (Frazer-Nash), 19 m. 37 s., 74.32 m.p.h.; 2, C. R. Hanson

(Continued on page 626)



MAIDSTONE & MID-KENT AT SILVERSTONE

Good Entry and Exciting Racing for "Autosport" Championship Event

AFTER a temporary eclipse by the International Trophy meeting on the Grand Prix course, the Silverstone club circuit came back into its own last Saturday with an excellent 10-race fixture promoted by the Maidstone and Mid-Kent Motor Club under a National British permit. The rain which the official forecasters gloomily predicted failed to materialize and, although there was a fairly strong wind which kept the temperature down, conditions generally could have been a whole lot worse, while the organization, once the meeting got under way, was calmly efficient except for one dreadful interlude during the fourth race. An ambulance carrying the unfortunate Alex McMillan, who was rather badly mauled and shocked when the clutch and/or gearbox of his Lotus burst at Copse Corner, was somehow allowed to go careering about the track with no supervision and no flag signals to the other competitors until, at the last moment, the commentator managed to jerk the flag marshals into action as it drove the wrong way round Woodcote into the teeth of the oncoming pack.

Although a casual glance at the lap charts might suggest that the racing was rather dull and uninteresting, nothing could, in fact, be further from the truth. Taking it by and large the competition was extremely keen and, except for the first race, clean. This opening event, however, was the blot on an otherwise unsullied escutcheon, and was too full of incident for comfort. At the fall of the flag one driver saw fit to indulge in the most disgusting exhibition of dangerous, gratuitous carving up that we have seen for a long time and it was a pity that it escaped the notice of those in authority. For the general benefit of the sport this type of driving should be stamped out with the utmost vigour; it must be realized that the methods of the stock-car track have no place on the orthodox racing circuit and, if there are those who are sufficiently irresponsible to jeopardize the lives of themselves and others in a misguided attempt to demonstrate their superiority, they should be finally and

By David Pritchard

Photography by George Phillips

irrevocably removed from the scene of decent competition. When the dust had cleared it transpired that Robert Hudson in the Team Triple "S" Lotus had hit the earth bank guarding the Motor bridge, bending the chassis of the car considerably; whether or not this had any connection with the thrusting tactics employed by another driver it was not possible to say. Then, as the cars came into Woodcote for the first time with Tony Marsh holding a precarious lead from Alex McMillan, there was the

SERIES - PRODUCTION SPORTS CARS: (Top) Dickie Stoop (Frazer-Nash), winner of the over 1,600 c.c. AUTOSPORT race, leading Dick Protheroe (Austin-Healey) and a couple of A.C.-Bristols at Copse.

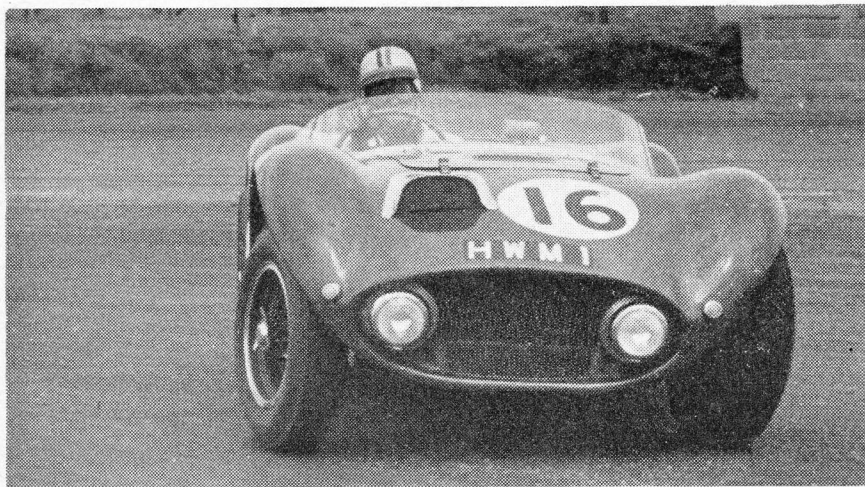
★

FIRST APPEARANCE (below) of the Lotus Elite brought victory in the hands of Ian Walker. It is seen here at the start of the up to 1,600 c.c. AUTOSPORT event, accelerating with K. W. MacKenzie's M.G.A.

ominous scrunch of rending metal and the belly of a car was seen in mid-air; A. V. Hegbourne had somehow got out of control at the entrance to the corner and somersaulted over the wire fence into the outfield, fortunately with no greater personal injury than a cut eye. On the next lap Bruno Ferrari came through in the lead, followed by Dickens, Marsh and McMillan. By the fourth lap Ferrari had dropped to fourth place, behind Dickens, McMillan and Marsh and ahead of Brough in a Team Sapphire Lotus; at the same time the Williamson-Fry-Parkes blown Ford-Lotus and Brierley's Victoria-Climax, both of which cars had a day of misfortune, came into the paddock to retire. On the next lap Chris Summers spun the Arden at Woodcote trying to take another competitor on the outside and Dickens appeared with his crash-hat off, apparently indicating retirement, but nevertheless, as far as one could see, spun. On the eighth lap Tony Marsh once more established himself in the lead from McMillan, Brough and Douglas Graham but, on the last corner, Peter Lumsden made a superhuman effort and snatched fourth place from Graham.

The first heat for the 500s followed





REMARKABLE UNDERSTEER (left) was displayed by John Bekaert's H.W.M., winner of the big sports car race. In order to overcome it, he had to employ an extreme power-sliding technique!

★

HEAVENLY TWINS (below) were the Turners of Austen Nurse and B. A. M. Gilbert in the up to 1,600 c.c. AUTOSPORT event. At times they were side by side, the drivers chatting to each other on the straights.

DÉBUT of Ian Walker's Lotus Elite (below, left) delighted everyone, beginning what is hoped to be a career of successful competition history.

ANOTHER NEWCOMER was (bottom) Tom Barnard's Elva Courier, seen here being pursued by the "Blue Bombshell" Turner driven by James Baldam.

and Proctor, driving very fast, took the lead from Pitcher, George Symonds and Don Truman who had started from the back row of the grid. By the fourth lap Truman was in third place and Proctor had an apparently commanding lead but two laps later Pitcher appeared first. Nothing daunted, Proctor closed right up on him and was obviously waiting for the right moment to make his bid, which he did on the last corner but, unfortunately, the thing got away from him and Pitcher crossed the line triumphant while Truman slipped through into second place.

The race for the 750 and 1,172 Formulae cars contained many old favourites, among them Lola, with a blue nose instead of a red one, entered by Peter Gammon and driven by Alan Wer-shat. None of these changes appeared to affect the wonderful little car adversely



Formule-Libre and, as foreshadowed, was a far better race than the lap chart would suggest. John Bekaert in the H.W.M.-Jaguar, after a beautiful start, held an unassailable lead throughout but terrified pretty nearly everyone at the circuit except himself! After little more than three laps it was evident that there was no shoulder left on his nearside front tyre though the rear end was still sticking to the track like a limpet; the result, of course, was that virtually nothing would persuade the car to deviate from the straight line. All credit to John for his immediate appraisal of the situation and his efforts to readjust his line through the corners to cope with this unprecedented degree of understeer but he carried out the whole exercise at unabated speed, while scrutineers,

(Continued on page 628)

since, in the capable hands of her new conductor, she was fifth on the first lap, third on the second lap, second on the sixth lap and comfortably in the lead thereafter. The Waddup Special, in the hands of its constructor, fought a race-long duel with Turvey's Lotus which, two laps from the end, gyrated very gently into the ditch at Woodcote but reversed out immediately and continued in third place; behind this little lot Staples brought his Ecurie Gnats Lotus home in a steady fourth place. In the 750 section the competition was less keen, J. G. Currie winning comfortably from L. G. Hockney, with the rest nowhere.

The fourth race was a 20-lapper for what might be termed sports-cars-to-



MORNING STAR: Last car to leave the start, just after 7 a.m., was the eventual winner, Ferrari No. 106. Here Musso is filmed as he sets off, by teammate Mike Hawthorn.

FERRARI tightened their grasp on the World Sports Car Championship last Sunday by taking first and third places in the 42nd Targa Florio. Luigi Musso and Olivier Gendebien drove a 3-litre V-12 car to victory in this gruelling 600-mile battle over tortuous Sicilian mountain roads under a blazing sun, but the big surprise was Jean Behra's amazing drive in a 1½-litre Porsche Spyder. He took second place with his co-driver, Scarlatti, less than six minutes behind the winner, in the last miles just getting ahead of Mike Hawthorn who, with Wolfgang von Trips, finished third in another V-12 Ferrari. Britain's solitary entry, the Moss/Brooks Aston Martin, broke down with transmission failure after four of the 14 laps, but before retirement, Moss twice broke his own lap record, set up in the Mercedes-Benz 300SLR in 1956, and made fastest lap of the race.



Ferraris Dominate the 42nd Targa Florio

*Musso/Gendebien (V-12 3-litre Ferrari) Win Sicilian Classic—
Behra/Scarlatti (Porsche) Second and Ferraris Third and
Fourth—Sole Aston Martin Retires After Moss Breaks Lap Record*

ONE of the great classics of racing history, the Targa Florio was first held in 1906, and with only minor breaks for the odd war or two, has been held annually in one form or another every year since that date, the 1958 Targa being the 42nd in the series. In the best traditions of Italian racing, it is held over what are normally public roads, and as last year road-racing was banned in Italy, following the Mille Miglia tragedy, the 1957 event was a kind of regularity trial, won by a Fiat 600, and only staged to maintain the continuity of the series. This year, however, it returned to its full glory as one of the most gruelling of road races.

The roads are closed on the day of

Story and Pictures by
STUART SEAGER

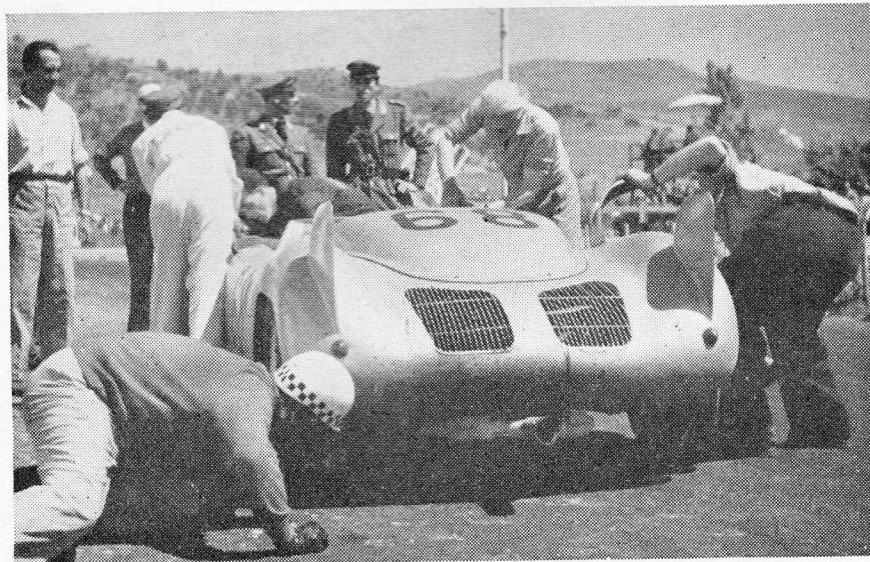
the race only, and therefore there is no official practice at all. Naturally this results in the somewhat hazardous occurrence of unofficial practice while normal traffic is also using the circuit. Some used their race cars, but most saved them for the race itself, and "practised" in borrowed or hired saloons; Tony Brooks reckoned that he had been round the circuit in various vehicles about 16 times—more than the

race itself. Reg Parnell had brought two Astons: a new DBR-1 3-litre and a 3.9 for practising in. Stirling took his wife for a run in the country in the practice car and turned in a lap time very close to his lap record in the 300SLR in 1956! Katie is said to have enjoyed the experience!

Unfortunately, during one of these "practice sessions" an Italian private entrant, Stepanian, went off the road in trying to avoid a lorry, and died from his injuries.

Ferrari had tackled this year's Targa in a most determined manner, with four 3-litre V12 cars. Crews were not settled until the last minute, but eventually became Collins/Hill, Hawthorn/von Trips, Munaron/Seidel and Musso/Gendebien. The latter car, instead of having six twin-choke Weber carburettors like the others, had what can only be described as a single 12-choke instrument!

The only other works-entered cars were the two Porsches: one a new Spyder, with little square fins, first seen at Sebring, and driven by Jean Behra and Scarlatti; and the other, more orthodox one, by Scarlatti and Barth. Originally Maglioli was to drive this car, but it appears that he is still not fit enough to race. The sole M.G.A., entered by Fondi, did not start and the 1,500 c.c. sports category was made up by three Oscas, one to be driven by Colin Davis and Alessandro de Tomaso. The 1,100 c.c. sports class was composed of Oscas and a couple of very hot Fiat 1100 saloons, while the 2-litre sports



PERSONAL CHECK for tyre wear. Before taking over the new Porsche Spyder from Scarlatti at a refuelling pit-stop, Jean Behra gets down to some scrutineering on his own account.

"UNCLE REG" Parnell climbs out of the DBR1 Aston Martin after bringing it up to the start in the early Sunday morning sunshine. However, the Aston was eliminated by transmission trouble early in the race.

class consisted of various privately entered Maseratis and Ferraris.

In the Grand Touring category, the 1,300 c.c. class was, of course, almost entirely populated by Alfa Giuliettas—some of them with the Zagato body which is even lower and sleeker than the standard one. The one exception was an outclassed Fiat 1100 TV. The sole entry in the 1,600 c.c. class was von Hanstein's Porsche Carrera, the 2,600 c.c. class was occupied by various Fiat and Lancia coupés, and three Ferraris and two Mercedes 300SLs disputed the 3-litre class. However, the chief interest, of course, centred around the works gladiators in the 3-litre and 1½-litre sports categories.

The course itself is quite unique. It runs for 44½ miles from the coast near Palermo into the centre of the island and back again in a tortuous loop with countless hairpin bends. Sicily is both mountainous and sparsely populated, and therefore has not bothered to any great extent with highways. The roadway is rarely more than 20 ft. wide, often less, and the surface over much of its length is inferior to that on most British country lanes. It had been roughly patched here and there just previous to the race, but when, with two other journalists, I covered a lap of the circuit on the Saturday in a borrowed Fiat 1100, we had a very rough ride indeed: the drivers in the race were obviously going to take a pounding, and equally obviously, a sports-racing car would have to be very tough indeed to stand nearly 620 miles of this torture.

The actual distance was 1,008 km.—14 laps of a 72 km. circuit. There is only one undulating straight of some three miles along the coast road; as for the rest there are very few "fast" bends, but just an endless succession of mountain corners, with steep gradients as well. The sky was permanently cloudless, there was only the slightest breeze, and the heat—to a Londoner!—was intense, once the sun had risen.

This latter clause is important, for the



race began at 6.30 a.m.! Our special bus left Palermo, some 40 miles from the Tribunes, at 4 a.m., when the sky was just beginning to glow and it was actually cool enough to call for a jacket. At 5.30 a.m. there was feverish activity in the pit area, filling the tanks and marshalling the cars in numerical order (even numbers only) on the approach to the stands.

It was obviously impracticable to start 41 cars all together on such a narrow road, so they were flagged off at 40-sec. intervals—and here our trouble started, for the cars were thus not racing each other, but the clock! The slowest cars started first and, in fact, the ultimate winner was the last one to set off, just over half an hour after the first. Boffa's 2-litre Maserati broke a drive shaft on the line and was pushed sadly away.

First car to complete lap 1, in 50 mins. 30 secs., was Taormina's Alfa, which had been the second one to start, and the others began to come through more or less in battle order. Behra was well placed, and Collins came thundering through, scrambling past an obstructing Fiat by using the verge just past the stands. Musso passed us and von Trips

stormed through with the nearside front wing already badly crunched—apparently he had caught his foot momentarily under the brake pedal on the approach to a corner, and clouted a bridge parapet.

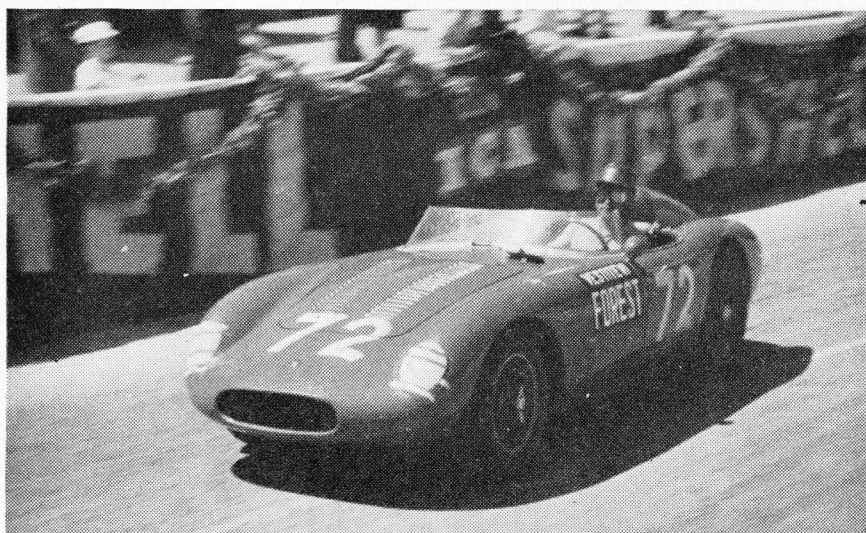
Where was Moss? Later numbers passed the timing box, but the solitary green car did not arrive—until suddenly, horn blasting, Moss appeared and pulled straight off, up the ramp to the pits. He climbed out and removed his crash-hat: was this the end of our hopes? His first lap had been an unlucky one. In passing a slower car he had clipped a marker stone, with which most of the roads were perilously lined, and had to change a wheel at the base Astons had established in the mountains. Then serious vibration set in and on arrival at the pits it was found that the crankshaft damper had fractured. Feverish work in the Aston pit continued for nearly half an hour while wheels were changed and the broken damper dispensed with, and then Moss re-entered the chase, desperately behind time.

Musso, in the works Ferrari, had recorded fastest standing lap in 43 mins. 56 secs., with Collins next, in 44 mins. 7 secs.—and amazingly, Cagianca, in a little 1½-litre Osca, third (46 mins. 15 secs.) and Colin Davis, in a similar car, fourth with 46 mins. 20 secs.

Behra had been in fifth position, but von Trips increased speed on the second lap and (on time) passed him. Colin Davis, driving very well indeed, took third place from Cagianca and set off after Collins. However, on the third lap he left the road briefly and sustained some damage which probably caused his subsequent retirement later on in that lap, with loss of oil pressure.

Behra now increased speed and gained on Cagianca, and at the end of the third lap, the position was Musso, Collins, von Trips, Behra and Cagianca.

Moss now began to make up time in



IMPRESSIVE was the performance of two privately entered 1,500 c.c. Oscas. Colin Davis retired one after two laps, but the Cagianca/Bordoni car (pictured) finished fifth in general classification.



LOCAL ENTHUSIASM for local driver Montabano, as he heads his Fiat 8V into the mountains. Away from the tribunes, crowd control was almost non-existent.

Photo: Edward Eves

earnest and proceeded to break his own lap record twice, first in 42 mins. 19.6 secs. (old record, 43 mins. 7.0 secs.) and on the fourth lap, 42 mins. 17.5 secs., 63.33 m.p.h. This sensational performance brought him up to eighth place overall, the general classification at the end of the fourth lap being: Musso, Collins, von Trips (Ferraris), Behra (Porsche), Cabianca (Osca), Munaron (Ferrari), Scarlatti (Porsche) and Moss (Aston Martin).

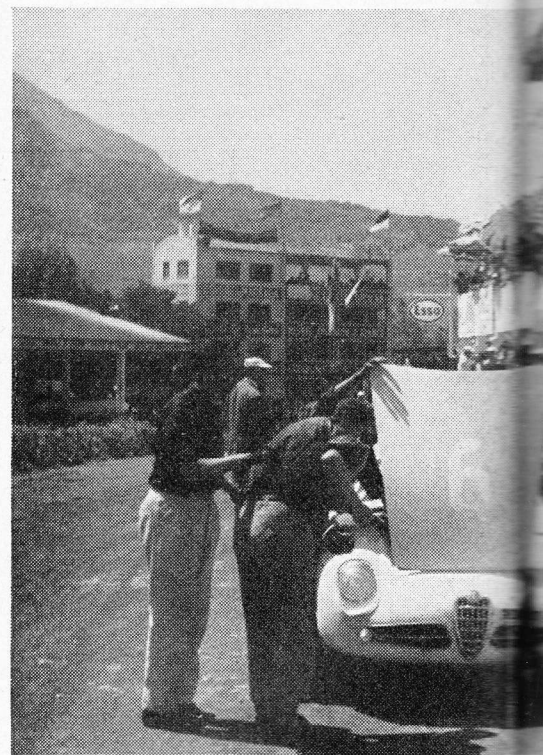
As the end of the fourth hour approached, the first routine pit-stops were made, for refuelling and driver changes. Collins had already handed over to Phil Hill, and Scarlatti to Barth, and now Musso handed over to Gendebien, von Trips to Hawthorn and Munaron to Seidel. Behra increased his lead over Cabianca.

Mosso was now due to complete his fifth lap, but the minutes ticked on and he did not appear. Once again our spirits fell, and it soon became evident that he was not going to appear at all. The gearbox of the Aston had failed and Britain's sole hope in this World Championship race was gone. Tony Brooks, for all his 16 laps practice, did not get a drive at all.

The Ferraris continued to charge dominantly around the mountains, but now Behra was really showing his mettle and at the end of the fifth lap he moved into third place ahead of Hawthorn and then into second spot, ahead of Phil

Hill, before stopping to hand over to Scarlatti, the car dropping back to third place again. Phil Hill had been delayed out on the circuit by a collision with a mountain, which damaged both nearside wheels. He put the spare on the rear and drove to the pits on a flat front tyre where, after things were put in order, Collins took over again.

By about half-distance in this punishing race the road surface had begun to break up, and loose gravel added to the natural hazards of the course. At the end of the eighth lap the order was

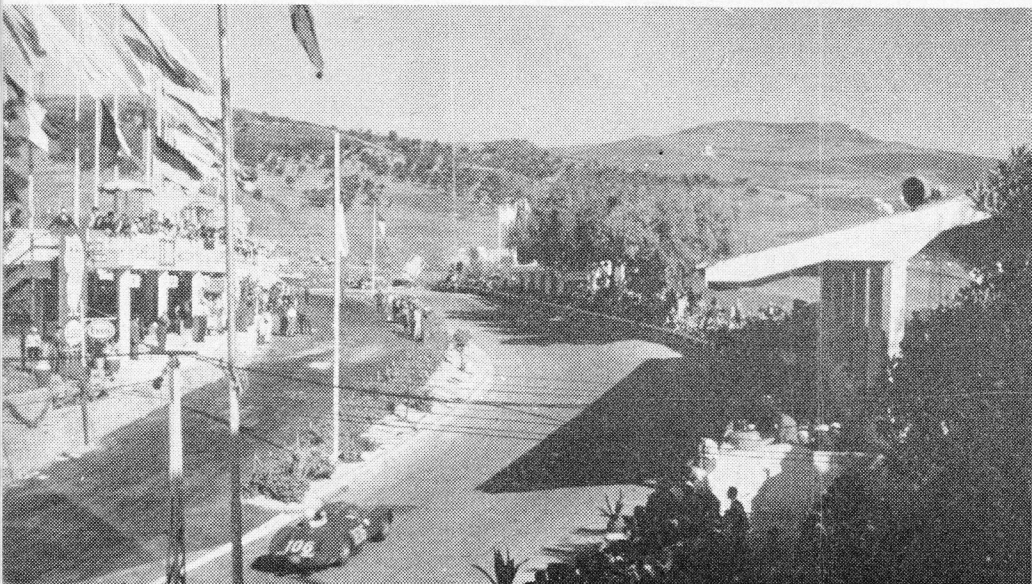


NO RESTRICTIONS were made on the number of spectators. Here the Toselli/Filippa staff gets ready.



CRUNCHED by von Trips on its first lap, this Ferrari (above) seemed none the worse mechanically and was driven to third place. Here Hawthorn is at the wheel.

ON THE WAY to victory (left) is Musso, seen passing the ramp up to the pits.



Results

1. L. Musso/O. Gendebien (Ferrari), 10 h. 37 m. 58.1 s., 94.801 k.p.h., 58.78 m.p.h.; 2. J. Behra/L. Scarlatti (Porsche), 10 h. 43 m. 37.9 s.; 3. J. M. Hawthorn/W. von Trips (Ferrari), 10 h. 44 m. 29.3 s.; 4. P. Collins/P. Hill (Ferrari), 11 h. 10 m. 1.4 s.; 5. Cabianca/Bordoni (Osca), 11 h. 25 m. 35.7 s.; 6. H. von Hanstein/Pucci (Porsche Carrera), 11 h. 34 m. 4.6 s.; 7. Todaro/— (Alfa Romeo Giulietta), 12 h. 8 m. 39.4 s.; 8. Abbate/Balzarini (Alfa Romeo Giulietta), 12 h. 10 m. 2.5 s.



mechanics who could work on a car in the pits.
mark on their Alfa Giulietta Zagato.



SUNSHINE was the order of the day, and the heat had its effect on drivers, cars and the road surface. Here Cavaliere's much-modified Fiat 1100, which was second in the 1,100 c.c. sports class, approaches the tribunes.

Musso/Gendebien (with a seven minute lead), Hawthorn/von Trips, Behra/Scarlati, Munaron/Seidel, Collins/Hill, Cagianca/Bordoni and Scarlati/Barth: Ferrari, Ferrari, Porsche, Ferrari, Osca, Porsche.

Musso continued in an apparently unassailable lead until the end of the 11th lap, when he came galloping into the pits with no brakes at all! Waving both arms desperately above his head, he overshot the pit by about 50 yards, while his retinue of Ferrari mechanics ran like fury after him to pull him back—a full-

scale Italian comic opera! It appears that he had lost all his brake fluid, but upon replenishment a cure was somehow effected, and Gendebien took over and continued, before anyone had caught him up! Behra was quite noticeably closing up on the Hawthorn/von Trips car at this stage; a difficulty in this race is letting a driver know what is going on and Hawthorn was not aware of his peril until it was really too late. By the time the pit has worked out the relative positions of two cars at the end of one lap, and passed the news on to him at the end of the next one, the situation is 45 miles more advanced and may have changed dramatically. The driver, of course, has no idea where he is in the race, and is quite likely to be out of sight of his nearest opponent, which tends to take the incentive out of a duel!

Anyway, it was the 13th lap that proved unlucky for Hawthorn, with Behra 35 seconds ahead at the end of it. The order then was Musso/Gendebien, Behra/Scarlati, Hawthorn/von Trips, Munaron/Seidel, Collins/Hill, Scarlati/Barth, Cagianca/Bordoni. And so it continued to the end—except that the Munaron/Seidel car blew up just 5 km. from the finish, losing them their fourth place.

However, although the winners had taken the flag (after the second man,

(Continued on page 630)



REMARKABLE was the performance of von Hanstein's Porsche Carrera, which at one stage was lapping as quickly as Scarlati in the works Spyder.

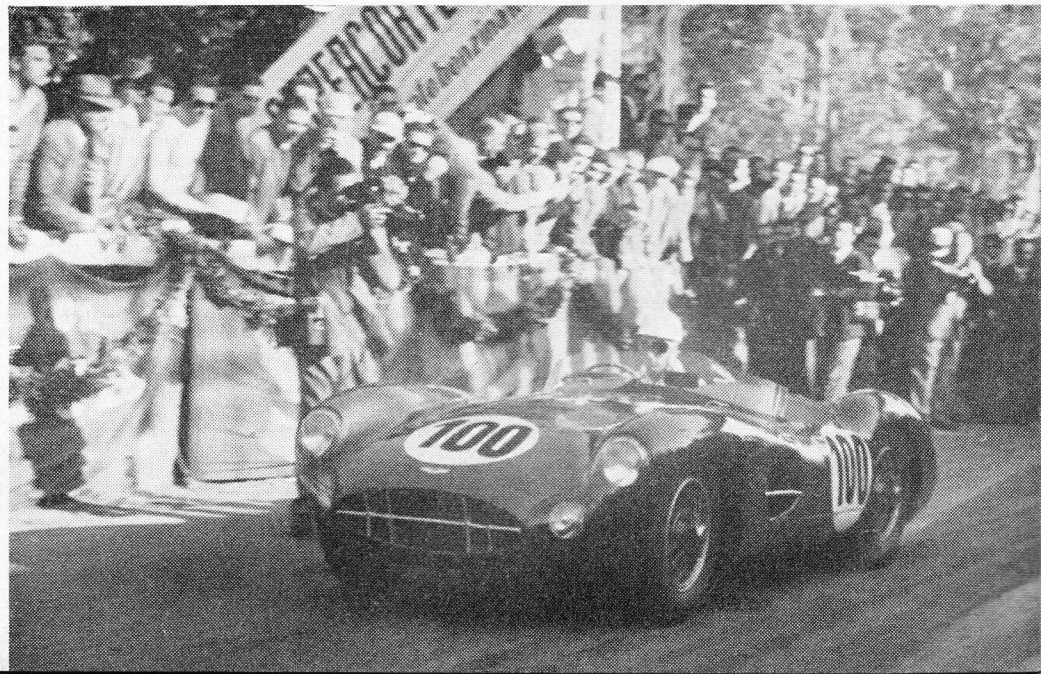
ILL-FATED was the sole Aston Martin, seen leaving the start with Moss at the wheel. Before retiring he twice broke his own lap record.

Results

Fastest lap: S. Moss (Aston Martin), 42 m. 17.5 s., 102.147 k.p.h., 63.33 m.p.h.

Grand Touring Cars up to 1,300 c.c.: Abbate/Balzarini (Alfa Romeo Giulietta); Up to 1,600 c.c.: von Hanstein/Pucci (Porsche Carrera); Up to 2,600 c.c.: Vaccarella/Giacona (Lancia Aurelia); Over 2,600 c.c.: Ferraro/Ippocrate (Ferrari).

Sports Cars and Special Touring and G.T. Cars, up to 1,100 c.c.: Di Silvo/Minecci (Fiat-Raor); 1,100-1,500 c.c.: Behra/Scarlati (Porsche); 1,501-2,000 c.c.: Cammarata/Tramontana (Ferrari); 2,001-3,000 c.c.: Musso/Gendebien (Ferrari).





SURPRISE PACKET (above) was the Elva-Climax driven by Ian Raby, runner-up to Keith Hall's Lotus in the up to 1,200 c.c. sports car race.

★

FAST VETERAN: (Right) W. E. Wilks, whose "Replica" Frazer-Nash won the over 1,600 c.c. AUTOSPORT race.

Mallory—continued

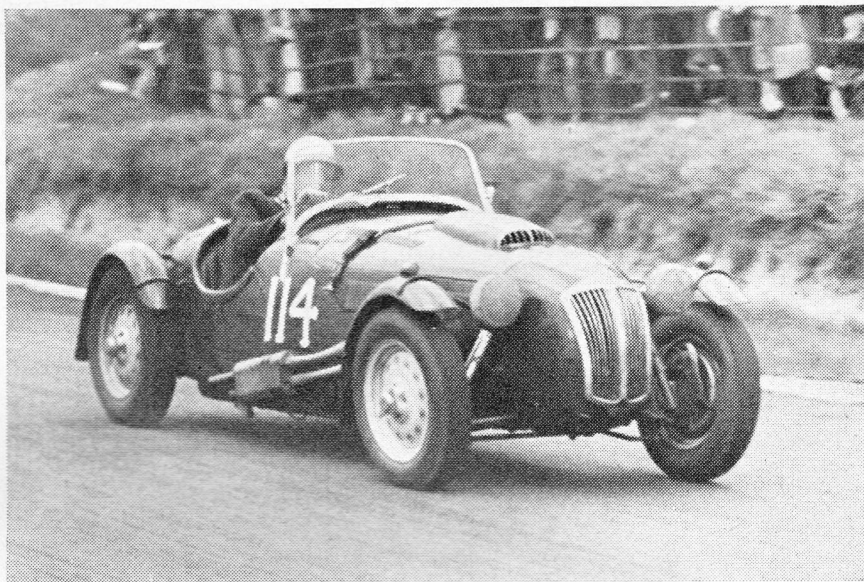
(Austin-Healey), 19 m. 45 s.; 3, E. N. Whiteaway (A.C.-Bristol), 19 m. 52 s.; 4, J. Dashwood (Frazer-Nash), 19 m. 54.2 s.; 5, M. Bond (Frazer-Nash), 17 laps; 6, S. H. Hurrell (Triumph TR3), 17. **Fastest lap:** Wilks and Whiteaway, 1 m. 4.4 s., 75.47 m.p.h.

Sports Cars

Up to 1,200 c.c.: (A) 1, Keith Hall (Lotus), 9 m. 48.8 s., 82.4 m.p.h.; 2, Ian Raby (Elva), 10 m. 3 s.; 3, M. Taylor (Lotus), 10 m. 6.4 s.; 4, G. M. Jones (Lotus), 10 m. 6.8 s. **Fastest lap:** Hall, 56.6 s., 85.87 m.p.h.

(B) 1, Tom Dickson (Lotus), 9 m. 36.4 s., 84.31 m.p.h.; 2, Peter Ashdown (Lotus), 9 m. 38.6 s.; 3, Innes Ireland (Lotus), 9 m. 41.8 s.; 4, Jack Westcott (Lotus), 10 m. 9.6 s. **Fastest lap:** Ashdown, 56.4 s., 86.17 m.p.h.

Over 1,200 c.c.: 1, Archie Scott-Brown (3.4 Lister-Jaguar), 11 m. 26 s., 86.01 m.p.h.; 2, Bruce Halford (3.4 Lister-Jaguar), 11 m. 28.4 s.;



3, John Dalton (Aston Martin DB3S), 12 m. 6.6 s.; 4, John Wagstaff (Lotus), 12 m. 8.4 s. **Fastest lap:** Scott-Brown, 56.2 s., 86.48 m.p.h.

Saloon Cars (10 laps)

(B.R.S.C.C. Championship)

Up to 1,200 c.c.: 1, John Sprinzel (Austin A35), 12 m. 10.4 s., 66.54 m.p.h.; 2, G. C. Shepherd (Austin A35), 12 m. 10.8 s.; 3, Bob Gerard (Austin A35), 12 m. 30 s.; 4, F. W. Marriott (Morris 1000), 12 m. 42.4 s. **Fastest lap:** Shepherd, 1 m. 11.6 s., 67.88 m.p.h.

Up to 1,600 c.c.: 1, Les Leston (1.5 Riley), 11 m. 53.4 s., 68.12 m.p.h.; 2, Tom Bridger (Borgward), 11 m. 55.6 s.; 3, H. Brierley (Sunbeam Rapier); 4, A. Senior (Austin A55). **Fastest lap:** Bridger, 1 m. 9.6 s., 69.83 m.p.h.

1,601 c.c.-2,700 c.c.: 1, J. M. Uren (Ford Zephyr), 11 m. 43.2 s., 69.11 m.p.h.; 2, Jack Sears (Austin A105), 11 m. 44.4 s.; 3, Ian Walker (Austin A105), 11 m. 52.4 s.; 4, Edgar Wadsworth (Healey), 12 m. 1.6 s. **Fastest lap:** Sears, 1 m. 9.2 s., 70.23 m.p.h.

Over 2,700 c.c.: 1, Sir Gawaine Baillie (3.4 Jaguar), 11 m. 24.4 s., 71.1 m.p.h. **Fastest lap:** Tom Sopwith (Jaguar), 1 m. 5.4 s., 74.31 m.p.h.

Formula 3

(15 laps)

1, Tom Taylor (Beart-Cooper), 14 m. 59.2 s., 81.07 m.p.h.; 2, J. Pitcher (Cooper), 15 m. 18 s.; 3, Phil Robinson (Cooper), 15 m. 21.8 s.; 4, Gordon Jones (Cooper), 15 m. 24.4 s. **Fastest lap:** Taylor, 58.6 s., 82.94 m.p.h.

TAUNTON M.C. DRIVING TESTS

THE Taunton Motor Club held another enterprising event on Sunday, 4th May—the annual driving tests, at Middleway Camp, Taunton. Five tests, devised with tortuous and fiendish cunning, were laid out during a long and interesting afternoon on the vast expanse of an army barrack square. This sacred ground resounded to the howls of tortured Dunlops, and the astronomical revs of well-punished engines, instead of the more normal vocal efforts of the sergeant-major!

An entry of over 80 varied types, described by commentator Derek Jones as "the cream of the country" (and, incidentally, by one cynical onlooker, after a bad session of drum-bashing, as the "clotted-cream"!) showed on the whole a very high standard of driving. Competitors were despatched through the tests with great rapidity, and the large crowd had something to watch more or less continuously from 2.30 p.m. until dusk.

Top marks of the day went to Peter Morgan, driving a Ford-engined works

Morgan, who put up an immaculate performance in every test. Some mighty dicing went on among the TR2s, notably by George Brown, T. D. Warren and W. B. Holland. Among the smaller saloons, the three Ford Anglias of the Hagley & District Club were outstanding, being hurled around fearlessly, and getting a surprising amount of wheel-spin for such small cars. Driven by H. Foster, B. Smith and J. Dorsett, they well deserved their victory in the team award. Special mention, too, of D. Hockey, who has only one arm, but drove his M.G. faster than many of those present.

Peter Cooper made B.T.D. in practically everything in his Special, and also drove a Ford Popular in pretty striking fashion. A vintage atmosphere was upheld by P. Langdon's Aston Martin, and the evergreen and very potent M.G. of A. W. Morrish.

All the tests were pretty exacting, but the final one, for a special award, was the *piece de resistance*. Four garages, one in each corner of the barrack square, had to be visited, and the victims had to return to the centre to circle a pylon.

As the square was very large, distance from garage to pylon was considerable, and folk arrived at the turning point at a great rate of knots. There was much wheel-lifting among the saloons, until Peter Cooper lifted his to such an extent that gravity took charge. After the car had been placed back on its wheels, he was heard to remark "that ought to slow them up a bit" (which it did!).

The sports cars were driven hard, and some pretty work of spinning on the handbrake was seen, while the rubber dust rose in clouds. The crowd loved it, and the victims seemed to be enjoying themselves as well!

Results

Best Performance: P. H. G. Morgan (1172 Morgan).

Class Awards: P. H. Read (1,489 M.G.); P. J. Macdonald (1,489 M.G.); H. Foster (1,172 Ford Anglia); J. Dorsett (1,172 Ford Anglia); H. Livingstone (1,991 TR2); T. D. Warren (1,991 TR2); W. W. Wallis (Vauxhall saloon); W. Penhale (Jaguar 3.4); P. G. Cooper (1,172 Ford Spl.); J. Buncombe (1,172 Dellow). **Team Award:** Hagley & District M.C. (H. Foster, B. Smith, J. Dorsett on Ford Anglias). **Ladies' Award:** Mrs. P. Livingstone (1,991 Morgan). **Fastest in Special Test:** P. G. Cooper (1,172 Ford Spl.).

A. HOLLISTER.

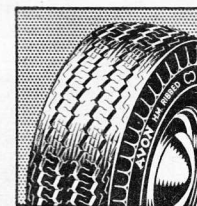


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A.C. versus AUSTIN-HEALEY: Don ("Spaceman") Levy and A. G. M. Kellett, duelling at Beckett's in the over 1,600 c.c. AUTOSPORT event.

Maidstone and Mid-Kent—continued

stewards, mechanics, managers, reporters, spectators and female admirers were shouting and signalling at him: "For-Pete's - sake - slow - down - you - beggar - you - can - push - it - home - and-win!" As can well be imagined, the episode of the uncontrolled ambulance coinciding with all this did not make for an atmosphere of calm. However, our racing-cyclist champion Reg Harris drove Johnny Broadhead's D-type Jaguar steadily and well into an unchallenged second place while a race-long struggle for the next places was waged between the Lotuses of Lumsden, Utley, Marsh, Graham and Mayman, with Peter Mould's Cooper-Jaguar thrown in for good measure.

The second heat for the 500s was comparatively tame, Proctor winning in a canter from Bradley and Bell with the excitement provided by Andrew Liddle, who worked his way up and snatched fourth place right on the line.

The next race was the AUTOSPORT Series-Production Sports Car Championship event, run in two parts. The first consisted of cars in Classes A, B and C, Ian Walker's glorious Lotus-Elite being the only runner in Class B and therefore racing against the Class C machinery. This did not worry it one whit, as the only problem in the race was how many times it would lap what other car. As it happened, the only driver to escape this insult was Wing Commander Mackenzie in the first of the many M.G.As. John Hayles, now running with a standard cylinder head as called for in the regulations, worked up from fifth place on the opening lap to third, ahead of Chris Tooley in the hardtop version, on lap six where he remained to the end. Dr. Trafford and Tom Entwistle had a most exciting duel throughout the race but stayed in that order. In the small class the Turners somewhat naturally dominated the Berkeley 500s, but Peter Baldam's blue car was surprisingly much faster than the green ones of Barry Gilbert and Austen Nurse, which, nevertheless, were not loitering about during their enjoyment of a tremendous scrap in which they were never separated by more than a few feet. The second part of the race

was for cars in Class D and a great battle was anticipated between Dickie Stoop's veteran Frazer-Nash and Dick Protheroe's Austin-Healey. On the sixth lap, however, the Austin-Healey went sick and retired, leaving Stoop out on his own. Dick Hanson brought his Austin-Healey up into a very creditable second place and Whiteaway forced his Ace-Bristol past Michael Bond's Le Mans Rep. Frazer-Nash to become third, but Stoop's lead was secure.

These two AUTOSPORT Championship races were notable for being the only occasions during the meeting when grid positions were determined by practice times, which surely is the obvious and best method.

The Formula 2 race had a very depleted field, only five cars coming to the line. This was soon reduced by one when Tony Marsh's car turned sour after four laps. From there on there were two match races in progress, Tim Parnell and Dickie Stoop battling in the rear while George Wicken was frantically tearing after Bruce McLaren, who was really showing how he came to be selected from the whole of New Zealand for a sponsored season over here. Just when this was getting interesting, George found himself with no ratios at all and that was that.

Race eight was for 1½-litre sports cars, and very frightening for the first half. Michael Taylor, Lumsden and Brough had a three-cornered fight to see who could force inside whom at Woodcote and the grass was taking a terrible beating. The pace was too hot to last and at half distance there was drama somewhere on the far side which left Taylor on his own, to be followed quietly home by Douglas Graham and Jack Westcott.

The 500 final was a wonderful race. As expected, Pitcher, Proctor and Truman got involved with one another from the start, but poor Proctor had his car go sick on him almost at once. George Symonds, who was next up, suffered the same fate at half distance and, a lap later, there was more drama at Woodcote when Bell's car tossed a wheel away as a result of a sheared drive-shaft. Don Truman studied his man as he and Pitcher raced round, never farther apart than the length of a piece of string; on

the last lap but one he made his effort at Woodcote and sneaked through on the inside of Pitcher to take a lead which he held for the whole lap and then—he braked too early for the same corner and lost the race on the line!

The last race was a repeat dose for the *Formule Libre* sporting machinery and once more John Bekaert got away to a lovely start to lead throughout. He had by now changed over his front wheels and blown their tyres up harder, which helped for a time; however, when the familiar symptoms started to show again he actually took notice of his pit signals and contented himself with a half-minute lead, to everybody's relief. In second place this time came Michael Taylor in the Lotus and the main race was for third spot which Lionel Mayman wrested from Reg Harris. Peter Mould had really got the big Cooper going well when, on the last lap, the rear axle let go and he coasted to the line overwhelmed by the pack. An imposing array of silverware was distributed immediately as a fitting close to a fine meeting.

Results

Sports Cars up to 1½-litres: 1, A. E. Marsh (Lotus), 77.68 m.p.h.; 2, A. McMillan (Lotus); 3, D. J. Brough (Lotus).

Formula 3 (Heat 1): 1, J. Pitcher (Cooper), 75.61 m.p.h.; 2, D. Truman (Cooper); 3, P. R. Proctor, 750 Formula: 1, J. G. Currie (Austin), 60.86 m.p.h.; 2, L. G. Hockney (Austin); 3, J. R. D. Heseltine (Vanford II).

1172 Formula: 1, A. R. Wershat (Lola), 70.70 m.p.h.; 2, G. L. F. Waddup (Waddup Spl.); 3, J. Turvey (Lotus).

Sports Cars, unclassified: 1, J. Bekaert (H.W.M.-Jaguar), 79.20 m.p.h.; 2, R. H. Harris (Jaguar "D"); 3, P. J. S. Lumsden (Lotus).

Formula 3 (Heat 2): 1, P. R. Proctor (Cooper), 74.91 m.p.h.; 2, N. T. Bradley (Cooper); 3, R. A. R. Bell (Cooper).

"Autosport" Series-Production Sports Car Championship. Class A: 1, J. P. Baldam (Turner), 62.49 m.p.h.; 2, B. A. M. Gilbert (Turner); 3, A. J. Nurse (Turner). Class C: 1, I. Walker (Lotus Elite), 70.30 m.p.h.; 2, K. W. Mackenzie (M.G.A.); 3, D. J. Hayles (M.G.A.). Class D: 1, J. R. Stoop (Frazer-Nash), 72.82 m.p.h.; 2, C. R. Hanson (Austin-Healey); 3, E. Whiteaway (A.C.-Bristol).

Formula 2: 1, B. McLaren (Cooper), 83.20 m.p.h.; 2, T. Parnell (Cooper); 3, J. R. Stoop (Cooper).

Sports Cars up to 1½-litre: 1, M. Taylor (Lotus), 77.89 m.p.h.; 2, D. Graham (Lotus); 3, J. Westcott (Lotus).

Formula 3 (Final): 1, J. Pitcher (Cooper), 75.80 m.p.h.; 2, D. Truman (Cooper); 3, N. T. Bradley (Cooper).

Sports Cars, unclassified: 1, J. Bekaert (H.W.M.-Jaguar), 80.22 m.p.h.; 2, M. Taylor (Lotus); 3, L. Mayman (Lotus).

"SEVEN DALES RALLY"

MICHAEL SUTCLIFFE, winner of the 1958 Highland Rally, won the "Seven Dales Rally" organized by the De Lacy Motor Club of Pontefract on 10th-11th May by being the only competitor to return a clean sheet on the 280-mile road section. His nearest rival, his team mate, J. Howard, who drove, like Sutcliffe, a Morris Minor 1000, was three marks down.

The rally attracted entries from all over the north from points as widely separated as Lancashire, Hull and Darlington. Forty-six cars started from the De Lacy club's excellent headquarters and club house at Ferrybridge and made their way through two easy sections northwards before the special navigation section.

Seven Dales Trophy (best performance): M. Sutcliffe (Morris Minor 1000). (Navigator, P. Crabtree). **Opposite Class Award:** Miss D. Tobin (Triumph TR3A). (Navigator, P. Craven). **Best Novice:** H. W. Last (Standard Vanguard Sportsman). **Best De Lacy Member:** H. J. O'Connor-Rorke (Ford Anglia). **Class Awards:** J. Howard (Morris Minor 1000); F. Smith (Morris Minor 1000); M. Grass (Wolseley 4/44); B. W. Moss (Riley 1.5). **Team Award:** Sutcliffe and Howard.

Valve Springs...

effect on performance

Engine speeds

Engine speeds in excess of 4,000 r.p.m. are common in modern cars. At this speed a valve opens and closes approximately 2,000 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

Valve Temperature

The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

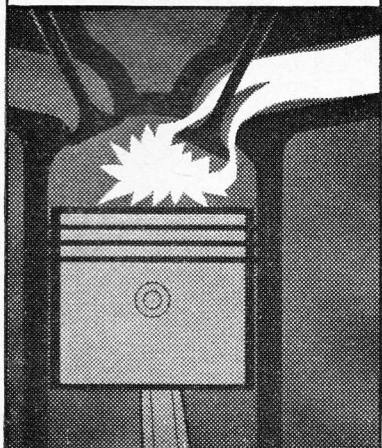
Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce

At *high* revs. a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force exerted by the

spring and so permits valve bounce at *lower* revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at *all* engine speeds. Thus poor performance and high petrol consumption can be caused by weak or worn valve springs.

Hot exhaust gases escaping



Badly burnt exhaust valve

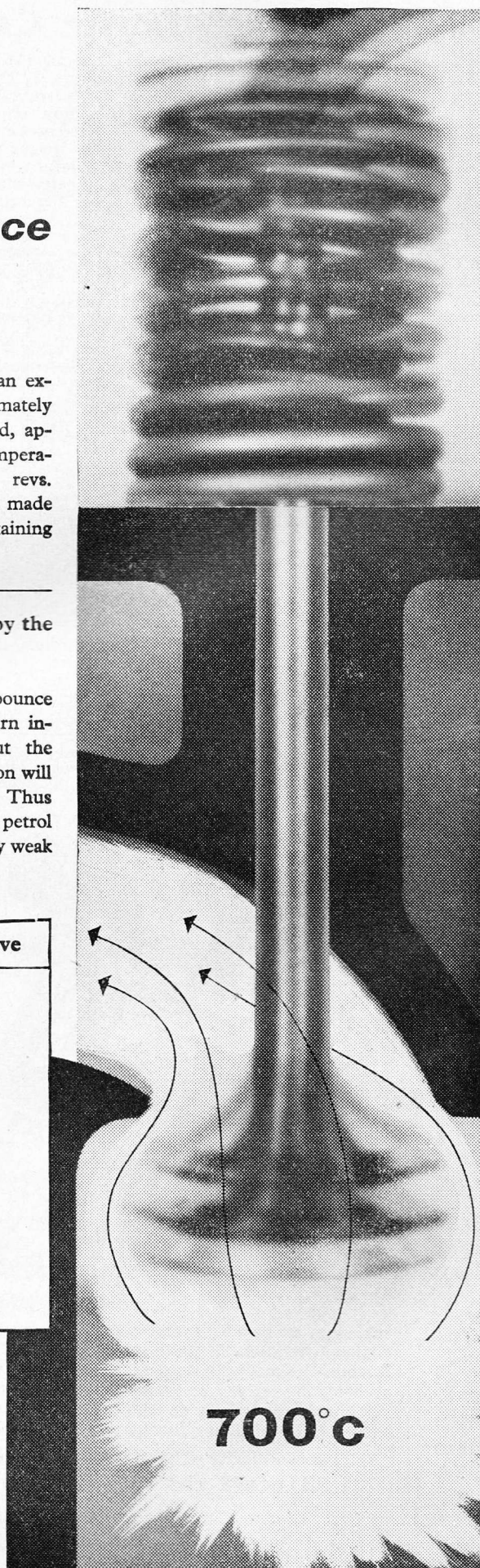


For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to specify Terrys, the most efficient and reliable valve springs made.

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West Hants & Dorset C.C. Autocross

THE West Hants & Dorset Car Club held another of its popular autocross meetings on Sunday, 27th April. A new venue was used, as the usual circuit at Roke Farm was "down to grass". The grounds of Lytchett Manor, near Poole, proved an ideal setting, both scenically and strategically. Cars ran in pairs, but with 30 secs. in between, for safety reasons, and covered three laps.

There was quite a ding-dong scrap for B.T.D., which finally went to J. R. Burry, whose home-built Ford-based Lilfo got down to 2 mins. 23.5 secs., knocking six seconds off his first run. Peter Cooper, after a one-handed first run (coping with a faulty ignition switch) on his Ford Special, did a fast and furious 24.4 secs., while Bob Standbridge, who usually provides some rapid fare with his A.C. Ace, did 25.8 secs. L. J. Parvin, a newcomer to this sort of thing, drove the G.B. Special, one-time property of Ron Blake, and did a very smart 2 mins. 26.4 secs. The rest of the varied pack, M.G.As, TR2s, Aces, etc., averaged about 2 mins. 28 secs.

Among the saloons, a desperate battle was fought between a gaggle of Volkswagens, with L. C. Manifold coming out on top with 2 mins. 33 secs. Tom Pascoe's white Porsche scored a class win, beating 17-year-old I. R. Hunter, who handled a Borgward saloon with considerable aplomb. Foreign competition cleaned up the remaining closed classes, Jeff Sparrowe's D.K.W. doing

2 mins. 24.6 secs. and H. Rose's Lancia 2 mins. 32.9 secs.

An interesting feature was the demonstration run by H. Rose of the ex-Clement Le Mans Bentley, one of the few remaining examples left in this country, which delighted all vintage enthusiasts with a run in the 2 mins. 44 secs. bracket.

A. HOLLISTER.

Provisional Results

Class Awards: J. M. Sparrowe (850 c.c. DKW), 2 m. 34.6 s.; R. J. Waters (850 c.c. Renault), 2 m. 35.4 s.; L. C. Manifold (1,172 c.c. Volkswagen), 2 m. 33.0 s.; R. E. Snow (1,172 c.c. Volkswagen), 2 m. 34.3 s.; J. H. Whitmore (1,172 c.c. Volkswagen), 2 m. 35.4 s.; T. Pascoe (Porsche), 2 m. 34.5 s.; I. R. Hunter (1,493 c.c. Borgward), 2 m. 37.3 s.; H. Rose (2,541 Lancia), 2 m. 32.9 s.; L. J. Parvin (1,098 GB Spl.), 2 m. 26.4 s.; P. G. Cooper (1,172 Ford Spl.), 2 m. 24.4 s.; G. N. Dear (1,489 M.G.), 2 m. 28.4 s.; R. P. Standbridge (1,991 A.C.), 2 m. 25.8 s.; J. R. Cleaver (1,991 A.C.), 2 m. 28.5 s.; E. M. Rogers (1,991 Morgan), 2 m. 30.5 s.

Best Time of the Day: J. R. Burry (1,172 Lilfo Spl.), 2 m. 23.5 s. **Best Lady Driver:** Mrs. R. P. Standbridge (1,991 A.C.), 2 m. 34.4 s. **Team Award:** G. N. Dear, J. M. Burry, P. G. Cooper.

Targa Florio—continued

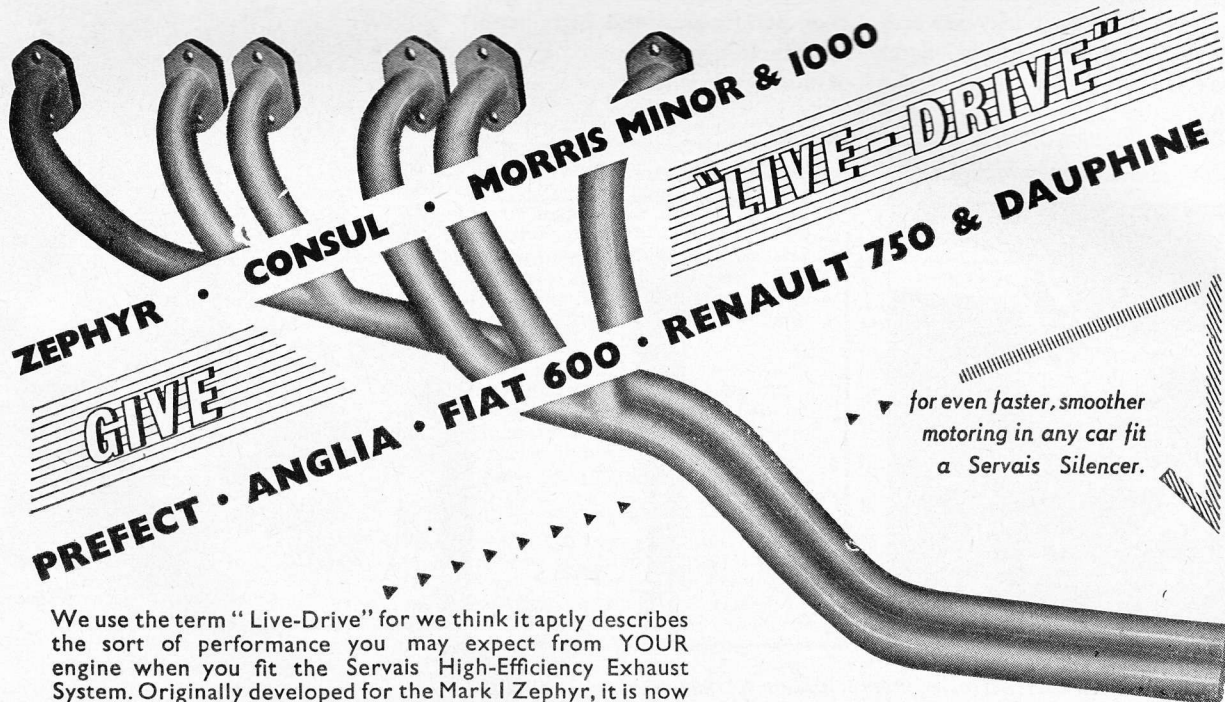
incidentally, just to confuse everyone), had been acclaimed by the crowd and been embraced by Miss Targa Florio (to roars of Latin approval), cars were still circulating for another two hours or so, for everyone had to complete his 14 laps, regardless, and darkness had fallen again before the last cars completed their ordeal.

So Ferrari now have a 10-point lead in the World Sports Car Championship.

Porsche being second and Lotus third. The failure of the Aston Martin was a great disappointment, although it does seem that to enter a single car in such a punishing race is somewhat of a gamble; however, the Nürburgring 1,000 km. race is on 1st June and a fuller entry there may held to redeem the situation.

Opinions vary considerably as to the value of the Targa Florio, and whether or not it really should be a championship qualifier. Some drivers regarded it as a challenge and revelled in its extreme rigours; others reckoned it was not motor racing at all. Certainly there is none of the high-speed cornering on which the true Grand Prix artist exercises his special skills, and organizationally it leaves quite a deal to be desired. Safety precautions were primitive and often illogical. It was an extremely difficult race to follow, for competitors, spectators and, not least, the poor chroniclers, particularly if their knowledge of Italian was not fluent. Press information was virtually non-existent and there was only the loudspeaker commentary to keep them posted, apart from a scoreboard which recorded elapsed time after each lap for each car. This tended to lag somewhat behind the race itself—particularly around lunchtime—and once the first car had actually won, the scoreboard staff went home! Still, this general laxness meant that there was none of the petty officialdom that sometimes makes the tasks of reporter or photographer difficult, and this, together with the Sicilian sunshine and general Italian *bonhomie*, provided a memorable day's motoring.

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CORRESPONDENCE

Le Mans Starts and Seat-Belts

MAY I make an appeal, through your columns, that the Le Mans type of start to saloon car races be discontinued?

The *Daily Express* meeting at Silverstone showed to thousands of spectators at the track, and to the millions of TV viewers, the consequences of rolling a closed car with the driver not held firmly into his seat by a safety harness, and this strapping-in is just not possible with a Le Mans start.

Our antics on the track should have proved to the enthusiast that we are by no means timid drivers, but some of us like the precaution of a seat-belt, including Tommy Sopwith, Geoff Uren and myself.

If the problem is the number of starters on a grid, then the organizers could easily arrange to let half the field away 20 or 30 seconds ahead of the rest. Grid starts, however over-populated, can never be as terrifying as when, say, an A35 gets away from the sprint first, only to be overwhelmed by the big boys in the mêlée of the first corner.

We do not wish to reduce the spectacular entertainment of production car racing, nor to make a harness compulsory, but those who wish to be strapped in should at least have the chance to do this *before* the flag falls.

LONDON, N.W.11.

JOHN SPRINZEL.

Motor Racing Commentaries Again

ON the occasion of the *Daily Express* Silverstone Meeting, I unfortunately stayed at home and listened to B.B.C. It is my opinion that from the wonderful job they did in '54-'55 they have reached a new low.

At 2 o'clock I turned the wireless on to hear someone talking about a "beautiful plum red 3.4 coming over the brow of the hill."

At 5 o'clock, as all the intervening period from 2.30 was taken by the greater interest of the Cup Final (100,000 at each place, mark you), I hear about the "pale green motor car of Lewis-Evans, which is obviously going very fast" being overtaken by Jim Russell's Cooper (this race is so interesting that most people leave when it starts).

At 5.45, at last, the big race is broadcast, but not for long, for we have the shipping forecast half-way through, so after listening to most of the news, we hear at 6.20 the result.

In addition to this, the complete lack of information on either the cars or the drivers, or how the rest of the field are getting on, amazes me. Only John Bolster seems to know what the game is about.

The order of interest to listeners must surely have been: the Formula 1 race, the big sports car race, and then the others. If they think that motor racing is only worth a small amount of time, let's have fewer commentaries on second class events and long and better-informed ones on the major ones, including all the Continental G.P.s.

Did the B.R.M. have a complete space frame? Have they returned to their tubular valves? How has the brake trouble been cured to the extent of out-braking the Ferrari? Far from "frightening himself" (B.B.C. quotation), didn't Masten Gregory have the situation well in hand, to have finished so well up?

BURFORD, OXON.

MICHAEL DENNY.

The F.I.A. and Motor Racing

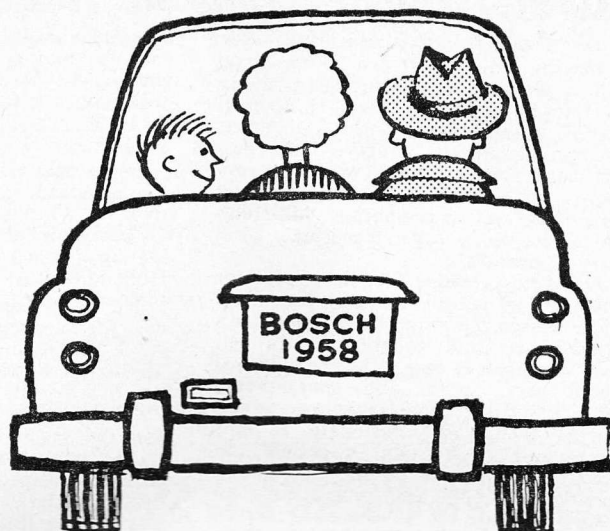
TWO points arise from two different articles by John Bolster in your 2nd May issue.

(1) Regarding the overhaul of the F.I.A. in view of the undue "say" allowed to non-motor racing countries, why not a new organization to be set up by the active countries (Great Britain, Italy, and probably U.S.A.), as the only countries at the moment actively building and racing first-line vehicles), to control Formula 1 racing. Then, as and when other countries become active once more, they could join the new organization (Autosport Federation?). After all, the F.I.A. will only control racing for so long presumably as the countries concerned choose to belong to it.

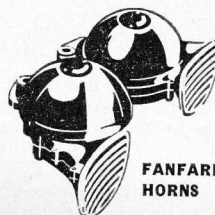
(2) A rather more frivolous comment. . . . In the article on the 5.2-litre Hispano-Suiza, John Bolster refers to the Hispano-engined aircraft of Guynemer's "espadrille". This must have been the origin of the "flying boot". An espadrille is a form of rope-soled sandal. The word should of course have been "escadrille"!

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Rivers-Fletcher wins at Harleyford

FOR an enjoyable day in which a little healthy motor sport can be combined with a pleasant family outing there can be few better places than Harleyford Manor, near Marlow, Bucks. That was the spot chosen on Sunday—under perfect conditions—by the North London E.C.C. and the Herts County A. and Ae.C. for a co-promotion hill-climb which received a quite staggeringly good entry of over 50.

This field provided first-class spectator interest, ranging from ultra-rapid machinery in the shape of N. Hillwood's Lister-Jaguar and going right through the list of sports cars, saloons, modified closed cars, sports and sports-racing vehicles and the usual variations on the Cooper theme that one finds at hill-climbs and speed trials. "Specials" interest was focused on D. W. Hale's remarkable G.N. Spl., comprising an absolutely bare G.N. chassis powered by two Ariel "Square-Four" motor-cycle engines giving it a total capacity of around two litres. Apart from four wheels, a steering wheel and a seat for the driver that was about all there was to it. Unfortunately, it appeared to be a trifle over-gear for the course and was not so startling as it otherwise might have been.

Fireworks came for the spectators, most of whom simply wallowed in the sun on the immaculate lawns leading to the edge of the river, in the racing car class, which managed to find the noisiest and the fastest machines all on its own. Quite the most noise was made by D. D. Render's white Austin Spl., looking very Brooklands in its single-seater finery. So far as speed was concerned, with David Good, at present occupying an enviable place in the hill-climb championship, and A. F. Rivers-Fletcher running together something was bound to happen.

Good managed to get inside 23 seconds on both runs, but he was not eligible for an award, being a late entry. Rivers-Fletcher, on the other hand, was in the running and recorded some very fast practice times. Unfortunately, however, he blew up his gearbox, so David Good sportingly offered to lend him his car.

However, Fortune hadn't finished at this point, and a contratemps on the second bend resulted in drastic modifications to the Good front suspension. So a sort of hybrid was built up, using bits of both cars to make one serviceable one! That this was entirely successful is borne out by Rivers-Fletcher's performance in making b.t.d. in a resounding 23.06 secs., while Good went up even faster, recording 22.49 secs. and 22.56 secs.

So far as the classes were concerned, the first one—for the smaller saloons—was a Volkswagen benefit, cars of this type taking the first three places in the hands of D. A. Davies (33.67 secs.), D. G. Spencer (34.25 secs.) and G. A. Briggs (34.34 secs.).

Among the larger saloons, A. F. Lefevre's Series 2 Rapier was invincible, being driven with great zest to become the only car to climb in under 30 secs. His time of 29.91 secs. was almost a second better than L. Smith, driving a similar car, managed in occupying second place.

The class for small modified saloons was slightly depleted when L. D. S.

Chapman rolled his A35 in the grand manner on the second bend. This left only J. R. D. Keseltine (Austin), who won with a best time of 30.39 secs., and P. F. Steiner (Fiat) who got up in 32.11 secs.

In the next class there was a very close finish indeed resulting in victory going to R. A. V. Staples (Lotus) in 27.05 secs. Close on his heels, however, came A. R. Darley (Lotus) in 27.14 secs. and J. Holland (Lotus) in 27.47 secs.

The 2-litre sports cars class was the cue for a simply splendid display by A. J. Blair, in a Morgan Plus Four. Tremendous verve and consummate skill got him to the top in a best time of 25.32 secs., easily the winner of his class and the fastest sports car of the day. In fact, racing cars apart, he was almost the only competitor who managed to get inside 26 secs., and a great many of the single-seater brigade failed to achieve this. Blair was well over a second ahead

of the class runner-up, A. Baker (TR2), who recorded 26.81 secs.

Among the big sports cars, N. Hillwood's Lister-Jaguar was strangely unimpressive and it is more than possible that the car was too much of a handful on the narrow road and tight turns of the course. Victory in this class went to J. Kendall's XK 140 in 25.74 secs.

My own post-vintage thoroughbred Lagonda ran in this class, but achieved only the distinction of being the *largest* car to climb the hill!

Behind Rivers-Fletcher, in the racing class, came D. D. Render's Austin Spl. in 26.25 secs. and the G.N. Spl. only fractionally slower in 26.43 secs.

MARTYN WATKINS.

Provisional Results

Best Time of Day: A. F. Rivers-Fletcher (Cooper 1100), 23.06 s. **Fastest Sports Car:** A. J. Blair (Morgan Plus Four), 25.32 s.

Class Winners: D. A. Davies (Volkswagen), 33.67 s.; A. F. Lefevre (Sunbeam Rapier), 29.91 s.; J. R. D. Keseltine (Austin), 30.39 s.; R. A. V. Staples (Lotus), 27.05 s.; A. J. Blair (Morgan Plus Four), 25.32 s.; J. Kendall (Jaguar XK 140), 25.74 s.; A. F. Rivers-Fletcher (Cooper 1100), 23.06 s.

RODERICK GRAY TRIAL DECIDED BY SPECIAL TEST

GIVEN the benefit of the finest trials country in the U.K., i.e., Gandale Moor, near Catterick, it was a pity that the Darlington and District Motor Club completely underestimated the potentiality of the modern trials special, which on bone hard ground, can literally climb anything! A fact that the club would have quickly found had a test car been utilized during the selection of hills to be used.

As it was, for a B.T.D.R.A. and Championship event, it left much to be desired, for out of eight sections used on the first circuit, only one, a steep descent on slippery grass into a filthy morass, bothered more than an average three per cent., and even the mudbath allowed two cleans in the persons of "Fur" Coates and T. A. Marshall, the latter having a no penalty run!

For the second tour, the mudbath was eliminated, and sections 1 to 6 slightly modified; again, to no avail! Marshall still clean and C. W. Pollard (now the possessor of Mike Cannon's own car), E. Jackson, R. Chappell and R. J. Wilson only a few marks behind.

In desperation, the powers to be hurriedly made lurid mods. to the last

two hills, and these worked! Section 15, a climb up the side of a rock-strewn hill, was circled and angled on to slippery grass. Marshall, as No. one, had had the advantage in the aforesaid mudbath, but now fell for it! He spun to a standstill in section 7, but in so doing opened up the climb because he literally burnt the grass down to bed-rock! Coates, in a flat-out attempt, was clean but hit a flag. Pollard, Chappell, Jackson and Wilson made no mistakes, all were clean, now only one mark behind Marshall!

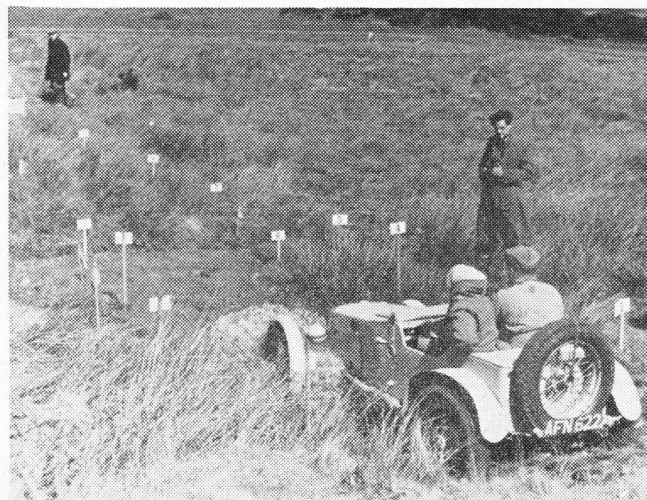
On to the last hill, which by now had as many kinks as a corkscrew! Marshall, Chappell, Jackson, Wilson and Coates got to five, Pollard, in a grand climb, reached to six. Now he and Marshall were level. This, rather unsatisfactorily, had to be decided on a long and very fast test, which, starting with 100 yds. downhill, ran left and then right with stop and restarts culminating in a long, steep climb some 200 yds. up a rocky ascent. Result, Pollard by some 6 secs., a well deserved win!

FRANCIS PENN.

Results

Roderick Gray Trophy: 1, C. W. Pollard (Cannon); 2, T. A. Marshall (Austin); 3, E. Jackson (Cannon); 4, N. H. Coates (N.H.C. II); 5, R. Chappell (S.C.S.); 6, R. J. Wilson (R.J.S.).

★
GOING UP. A competitor begins a climbing section in the recent Roderick Gray Trial. The car in the picture is not a Frazer-Nash! (see number plate).
★



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The number of school cars, which are efficiently maintained in top trim, has increased, and the plan is that members of the school team, selected from time to time according to their progress, will have the opportunity of driving in races not only at Snetterton, but on other circuits.

In addition to the chief instructor, Jim Russell, arrangements have been made this year for pupils to have benefit of instruction and advice from Ivor Bueb.

Says Brian Lister of Lister-Jaguar fame:—

I am very impressed by the school and the way it is run. After seeing some of the pupils in training and in action in their first race I shall certainly give one or two of them—and others who show promise—a trial in the Lister-Jaguar with a view to possible inclusion in our team.

Aspirants for places in the school should apply without delay. Membership fee is five guineas for one year commencing from the first lesson. A charge is made for each session and these run from 9 a.m. to 5 p.m. on either Saturday or Sunday. Pupils are trained in race-worthy sports and racing cars. From time to time a skid-pan—complete with car—is available for good measure.

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Club News

By MARTYN WATKINS

NAVIGATION classes are back again now that really serious rallying has sort of paused for a month or two. **Bolton-le-Moors C.C.**, who have already run a successful series of instruction classes, is planning to do the same thing this season, and, in fact, held its first "lesson" on Wednesday. Anyone interested—non-members being quite welcome—should get in touch with J. E. Bullough, Holly Mount, 60 Church Road, Smithills, Bolton, Lancs.

Another club that is doing something about catering for the real novice at rallying is the **Cavendish C.C.**, which recently ran a "beginners only" evening rally covering about 50 miles in the Macclesfield district. This, too, seems to have been a great success.

AN American gentleman who is the proud owner of an Invicta "Black Prince" wants, apparently, to get in touch with any other owners of this model, since he is finding the spares situation difficult. I understand from the Invicta section of the **V.S.C.C.** that there seems to be no organization for owners of this model and if anyone does know anything about them and would like to pass on his knowledge, then our American friend's address is Frank P. Bray, Messrs. Bray, Dufton, Meyer and Hughes, Court House, Salinas, California.

Now then, let's see what's going on these days. First on the list is the **B.R.S.C.C.'s** race meeting at the new 100 m.p.h. Yorkshire circuit at Full Sutton Aerodrome, near York, on 24th May. . . . **Leeds University U.M.C.** and **B.A.R.C.** (north-east) are jointly running a driving test meeting on Woodhouse Moor on 14th June, open to members of both clubs. Regs. are obtainable from D. J. Bedford, Leeds University Union, Leeds, 2. . . . Regs. are available for the Yorkshire centre of the **B.A.R.C.'s** Scarborough rally, invited clubs being the Airedale and Pennine M.C., Bolton-le-Moors C.C., Darlington and D.M.C., De Lacy M.C. of Pontefract, East Yorkshire M.C., Grimsby M.C., Huddersfield M.C., Ilkley and D.M.C., Lancashire A.C.,

(Continued on page 640)



VINTAGE headgear to match the occasion was worn by starter Francis Scott at the recent West Hants and Dorset C.C. autocross. The Bentley is a 1929 4½, one of the two team cars in the country, and was once owned by F. C. Clement.

Coming Attractions

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. Sports Car Races, Spa, Belgium.

B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 1.30 p.m.

Midlands M.E.C. Sprint, Mallory Park, near Hinckley, Leics. Start, 2 p.m.

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

May 24th. B.R.S.C.C. Race Meeting, Full Sutton, near York. Start, 2 p.m.

May 25th. Paris 1,000 kms. Monthéry.

Romford E.C.C. Sprint, Snetterton, near Thetford, Norfolk.

May 26th. Dutch Grand Prix, Zandvoort.

R.S.A.C. International Scottish Rally.

B.A.R.C. National Race Meeting, Goodwood, near Chichester, Sussex.

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

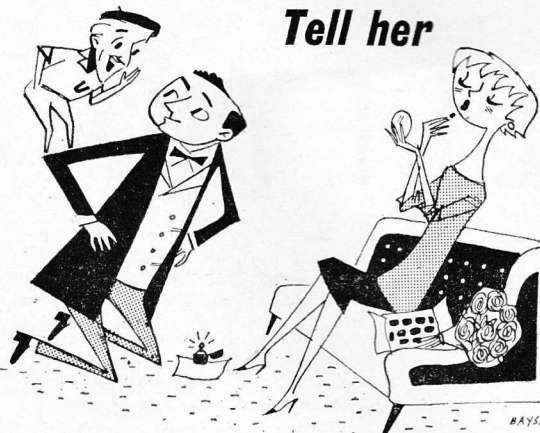
Nottingham S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics.

May 30th. Ninth Annual 500 Miles Race, Indianapolis, U.S.A.

June 1st. Nürburgring 1,000 Kilometres Race.

Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.

B.A.R.C. Hill-Climb, Firle, near Lewes, Sussex. Start, 1.30 p.m.



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(Continued overleaf)

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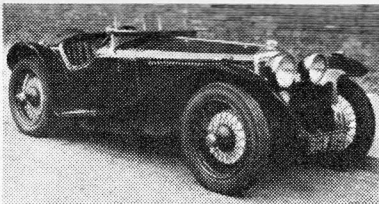
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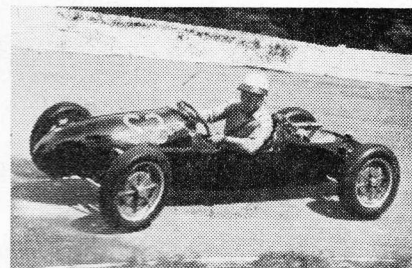
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Club News—continued

Lancs and Cheshire C.C., Leeds University M.C., M.G.C.C., Morley M.C., North Midland M.C., Sheffield and Hallamshire M.C., Sunbac, Yorkshire S.C.C. and York M.C. Entries close on 26th May—Whit Monday—and go to G. A. M. Baxter, 1 Park View Road, Heaton, Bradford, 9. . . . **B.A.R.C., East Yorks C.C.** and **Yorkshire S.C.C.** are jointly running an autocross event at Tibthorpe House, near Huggate, on 18th May at 2 p.m., a closed-to-clubs competition. . . . **Yorkshire S.C.C.** and **B.A.R.C.** are also combining for the E. A. Denny sporting rally on 15th June, entries going to R. J. Wilson, "Woodlands", Gildersome, near Leeds, by 12th June. The event is closed. . . . Still on the subject of the **B.A.R.C.**, this club has now taken over the Firlie hill-climb venue, near Lewes, Sussex, from the **Bentley D.C.** and is at present in the process of dozing and grading with a view to providing a better paddock area. . . . **C.S.M.A.** is holding its Curtis-Bennett rally on 23rd-24th May, a closed event open to both cars and motor-cycles. . . . **Chichester M.C.** holds a driving test meeting at the Goodwood circuit on 31st May. Invited clubs include **B.A.R.C.**, Guildford M.C., Sussex C. and M.C.C., Worthing M.C., Bognor Regis M.C., Southsea M.C., Gosport A.C., Haslemere M.C. and Horsham C.C. Entries close on 26th May and go to R. J. MacKay, Woodcote Cottage, Goodwood, near Chichester, Sussex. . . . **Hagley and D.L.C.C.** hold their 12th annual Welsh Twelve-Hour rally on 31st May-1st June, invited clubs being Herefordshire M.C., Lancs and Cheshire C.C., London M.C., M.G.C.C., Midlands M.E.C., North Staffs C.C., Sheffield and Hallamshire M.C., Shenstone C.C., Sun-

bac and Wolverhampton and South Staffs C.C. Entries close on 27th May and go to G. I. Tucker, 115 Bewdley Hill, Kidderminster, Worcs. . . . **North London E.C.C.** "Radcap Rally" takes place on 21st-22nd June this year and, it is hoped, will be observed by the **B.T.R.D.A.** for inclusion in the Silver Star competition. Regulations are available from G. Bance, 11 Bath Road, Reading, Berks, and a sporting membership of the N.L.E.C.C. is available at a nominal fee for non-members of invited clubs. . . . **Surrey Sporting M.C.** holds a mystery run on 15th June. A closed event, entries go to J. A. Greenhead, "Bridle Way", Silverlea Gardens, Horley, Surrey. . . . **Healey D.C./American D.C.** hold a joint driving test meeting near Denham on 1st June, another closed event. Tests begin at 11 a.m. and entries close on 23rd May, going to the secretary, Healey D.C., 8-10 North Audley Street, London, W.1. . . . **Falcon M.C.** speed trial, scheduled for 1st June, has been cancelled for the time being, and another date will be arranged in the future. On 1st June the club now holds a driving test meeting at Woolmer Green and an autocross at Walkern, near Stevenage, on 20th June. . . . **Brighton and Hove M.C.'s** "Brighton week-end" takes place on 7th-8th June, beginning with the Brighton "rally of the tests", involving a regularity test and hill tests in the morning and six tests on Brighton front in the afternoon. Invited clubs are T.E.A.C., London M.C., Hastings C.C., B.A.R.C., Southsea M.C., Horsham C.C., Worthing M.C., Surrey Sporting M.C., Circle C.C. and Tunbridge Wells M.C. On the Sunday, there is a *concours d'élégance* which may be entered as well or separately, but if you do 'em both

you have to use the same car. Entries for the rally close on 1st June, and for the concours on 2nd June, and go to E. W. Quero, 296-298 Madeira Drive Arches, Brighton 7. . . . **Birmingham Y.C.M.C.** hold a closed rally on 14th-15th June. Regs. are available from Peter Barwell, 12 Fox Hill, Birmingham 29. . . . **Mid-Thames C.C.** holds its spring rally on 31st May-1st June, invited clubs being American D.C., Brent Vale M.C., Brighton and Hove M.C., N.L.E.C.C., Fairey Aviation M.C. and C.C., Forces M.C., Surrey Sporting M.C., Harrow C.C., London M.C., Malden and D.M.C., Mid-Surrey A.C., C.S.M.A., Per Ardua M.C., Seven-Fifty M.C. and Weybridge M.S.C. Entries close on 23rd May and go to P. R. Welsh, 27 Devon Avenue, Twickenham, Middx.

LEICESTERSHIRE C.C.

THE Sturgess Trophy Trial run by the Leicestershire Car Club during the week-end attracted an excellent entry of 30, and these, together with some 20 marshals, had a really good day's motor-ing in the Cotswold area.

Within the first 30 miles K. Grainger (Popular) had trouble with a blocked petrol supply, and J. B. Williams (M.G.) with a faulty speedometer cable, but both effected temporary repairs and carried on undaunted. More trouble occurred during the afternoon when a marshal took up a wrong position, thus upsetting the competitors' calculations. This was rectified by the organizers.

Provisional Results

Sturgess Trophy: L. H. Pole (TR3).
First Class Awards: K. M. Law (TR3), R. J. Preston (Austin), T. B. Williams (Riley).
Novice Award: C. Abell (A55).
Navigators' Awards: E. D. Beaumont, J. M. Taylor, J. K. Jones, Mrs. T. B. Williams, and E. Abell.

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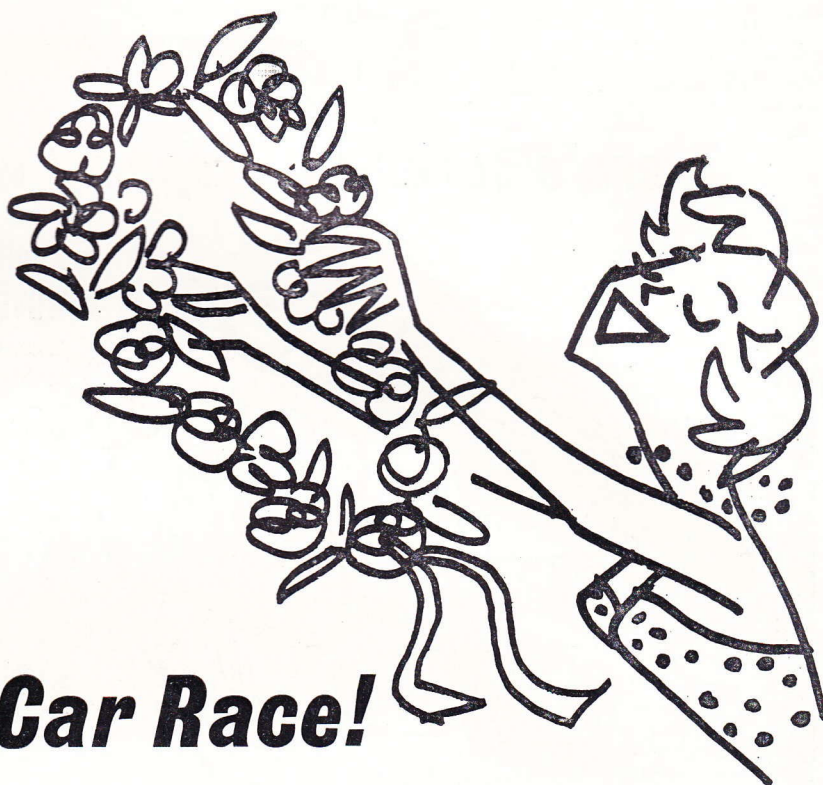
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