

AUTOSPORT

MAY 23, 1958

1/6

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BRITAIN'S MOTOR SPORTING WEEKLY

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IN THIS ISSUE

MONACO GRAND PRIX — FULL REPORT AND PICTURES : SPA SPORTS CAR GRAND PRIX
THE NEW AUSTIN-HEALEY SPRITE : ASTON MARTIN O.C. DAVID BROWN TROPHY MEETING

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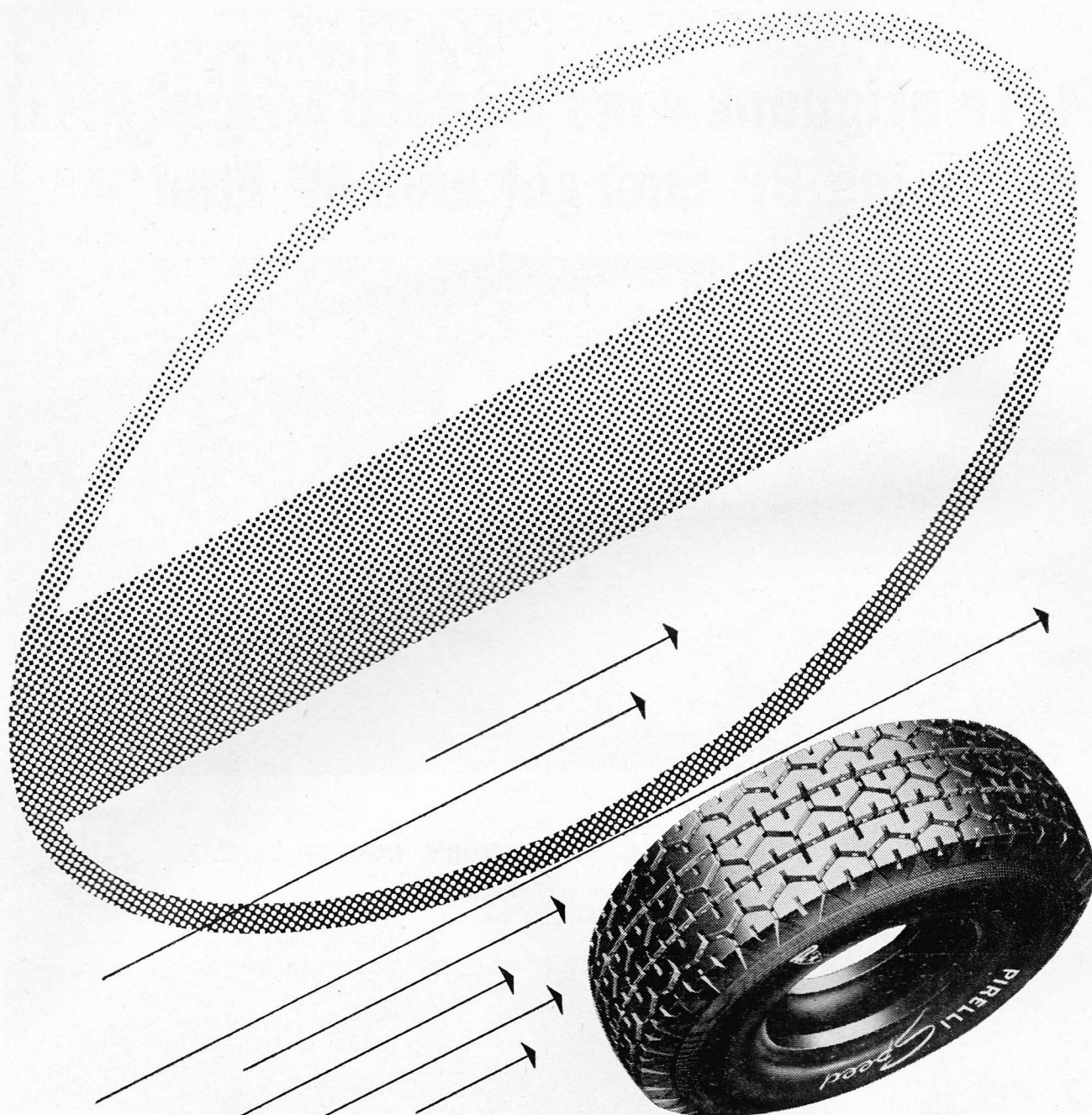
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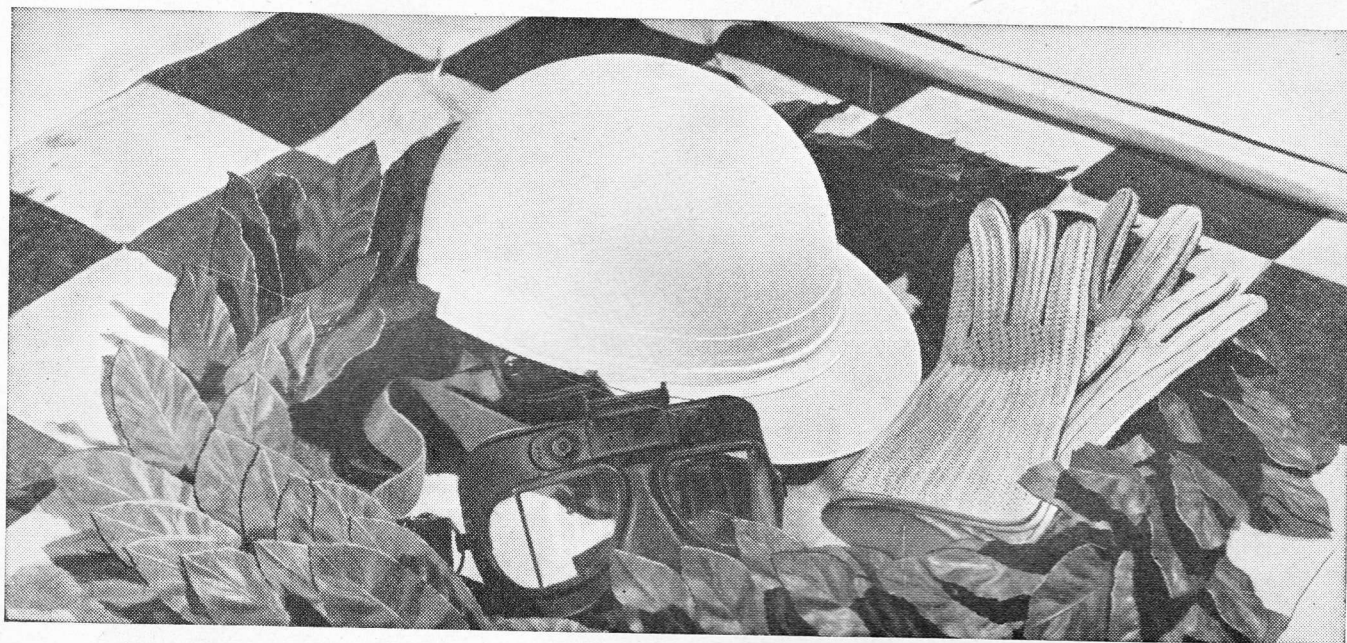
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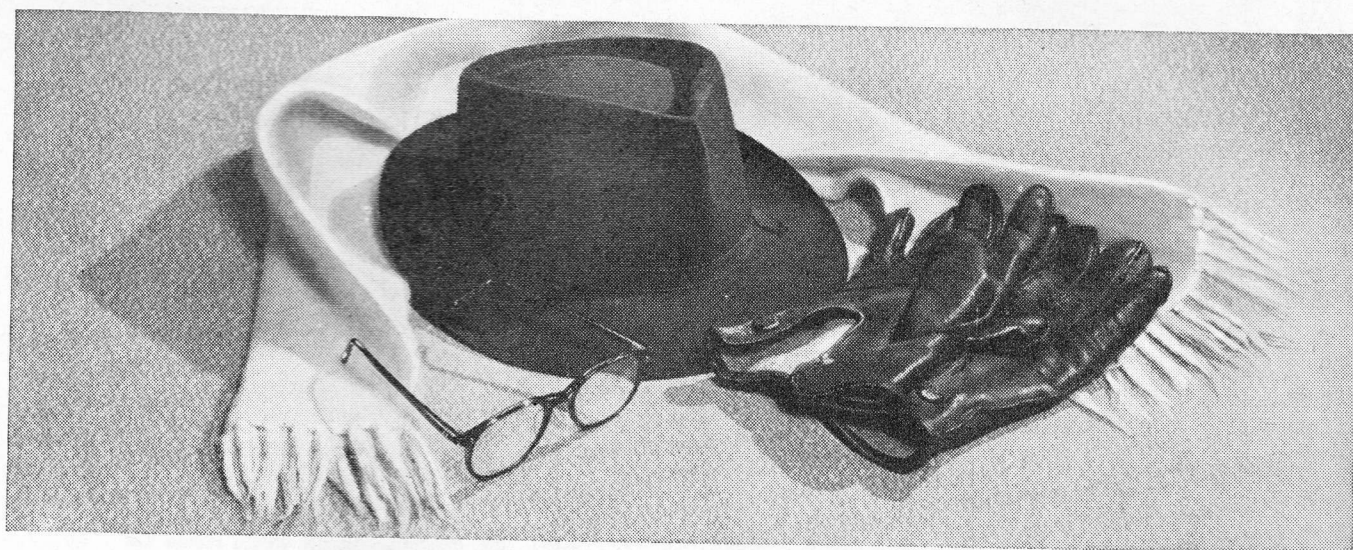
M. Trintignant wins Monaco Grand Prix using BP Energol and BP Fuel



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AUTOSPORT

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Vol. 16 No. 21

May 23, 1958

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EDITORIAL

THE GLOVES ARE OFF

WITH the Cooper's second successive *grande épreuve* victory, there must be plenty of head-scratching at Maranello, Acton and Bourne. This tiny machine has confounded all its critics by its amazing success in competition with full-scale, and vastly more expensive, Grand Prix machinery. It has sent the name of Alf Francis resounding round the world, and has forced that unassuming gentleman Mr. R. R. C. Walker to become something of a public figure—a role he never intended to adopt. As a purely private venture the results obtained by the Walker stable are nothing short of astonishing, and must also give great satisfaction to the Coopers—even although their official works cars have had to play second fiddle to the Francis-tuned machines at Buenos Aires, Aintree and now Monaco. It should inspire great confidence in the general design of the car, and also in the efficient Coventry-Climax power-unit. It now remains to be seen what will happen in the remaining Grands Prix. Vanwall, Ferrari and B.R.M. are obviously capable of much higher speeds than are either Cooper or Lotus. Zandvoort on Whit Monday should be interesting, as the circuit does not place too high a premium on maximum speed, but rather on handling, braking and acceleration. The bigger cars must accept the challenge, but even so, there must be a certain amount of disquiet. However, as Mr. Vandervell said after Monaco—"What does it matter—the red cars were beaten!"

STARTING MONEY

SEVERAL drivers are of the opinion that, in British races at least, starting money should be paid on a sliding scale according to lap times in practice. Undoubtedly this is an interesting suggestion, worthy of consideration by promoters who would then know exactly what the entry was going to cost them. It would make for the sort of healthy competition that produces good racing; drivers would know precisely what a race could bring them, and it would act as a deterrent to half-hearted effort. Naturally there could be a minimum sum guaranteed, but in order to make it worthwhile, good practice times would be essential.

OUR COVER PICTURE

HIGH SPEED traffic jam for the 16 contestants in the Grand Prix de Monaco as the field arrives at the Gasometer Corner, first turn after the start. Roy Salvadori (Cooper, No. 18) arrives first at very high speed and goes very wide, taking in part of the main road to Nice, while behind him Jean Behra (B.R.M.) leads the pack through on a more usual line. The rest found it necessary to take strong avoiding action, so tight was the jam, and Lewis-Evans and Moss (Vanwalls) shunted, while Tony Brooks braked very hard to avoid running into Behra's car. Hawthorn's Ferrari, too, came out of the fray with a dented tail.



Flagged to Victory!

MONACO G.P.

1ST

COOPER-CLIMAX

M. Trintignant

also

4th J. Brabham - COOPER-CLIMAX

5th H. Shell - - - B.R.M.

6th C. Allison - - - LOTUS

all relying on

LUCAS

MAGNETOS

(Results subject to official confirmation)





★

Entry List

★

OF outstanding interest at the Vintage S.C.C. Seaman Trophy race, to be held at Oulton Park, near Tarporley, Cheshire, on 28th June, will be two entries of pre-war Mercedes. One is a V-12 3-litre, developing 485 b.h.p., of the type which was driven by the late Dick Seaman, from whom the race takes its name, and which won the 1938 German G.P. The other is the Type W125, a straight-eight 5.6-litre machine developing 646 b.h.p.—probably the most powerful racing car ever constructed. This

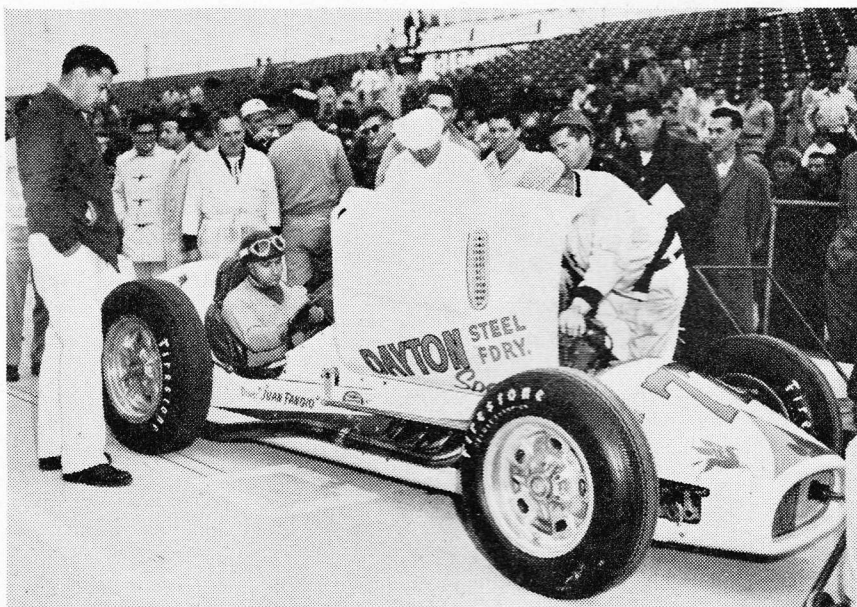
At a sprint meeting held at Knokke on 27th April, Pierre Berchem broke the Belgian national record for the standing kilometre in the 1½-litre class with his new Lotus Fifteen. He also established fastest time of the day despite some very spirited competition from six Ferraris (one a 4.1) and three Porsches. At the end of the day's proceedings, Pierre Berchem was found to have covered the kilometre in 26.02 secs.—thus breaking the national record and recording B.T.D.

LATEST news of the Monza "500" on 29th June is that Stirling has agreed to drive a 4.2 single-seater Maserati, known as the El Dorado Special. Carroll Shelby will probably be in an "Offy"; Harry Shell will also drive—maybe one of the two special Ferraris. The A.C. of Milano and the A.C. of Italy hope that the 1958 event will be the fastest race ever run.

MUCH surprise occurred in France when it was learned that Maurice Trintignant, in the Rob Walker Cooper, had not received an invitation to Zandvoort, for Whit Monday's Grand Prix. After he won the Monaco race, surprise changed to annoyance. However, that master of diplomacy, Piet Nortier, smoothed things over, and announced that Trintignant would definitely be a starter.

Zandvoort sees a follow-on of last Sunday's battle, the main contenders being unchanged. It is hoped that at least one of the Lotuses will have the new 2.2 Climax engine, as used in Brabham's Cooper. Vanwalls may be modified slightly at the front end: so far, the petrol injection engines have been satisfactory. B.R.M. must still be worried about brakes, in view of Behra's recent experiences.

On this circuit, the sheer power of the Ferraris may prove to be a deciding factor—particularly with Hawthorn driving better than ever before.



"ROOKIE" at Indianapolis: Juan Fangio recently went through the preliminary "driver's test", preparatory to his first appearance in the "Five Century Grind" on 30th May. In the Dayton Steel Foundry Special, he lapped at the prescribed 125-130 m.p.h. speeds necessary before he can attempt to qualify for the starting grid. However, it seems doubtful whether he will ever race, due to difficulties which have arisen in connection with fuel contracts.

WHITSUN FARE

It's Bank Holiday time again, and the coming long week-end sees a really full list of spectating engagements for the enthusiast, whatever your taste may be. We can offer you club racing, sprints, hill-climbs, an international rally, three national race meetings and, of course, the next in the series of *grandes épreuves*.

However, let's maintain a logical order and start with Saturday. There's a chance here for the Northern enthusiast to have a day out at a meeting on the new 100 m.p.h. and over circuit at Full Sutton, near York. This is being run by the B.R.S.C.C., racing starts at 2 p.m. and some really fast motoring is practically guaranteed.

Sunday sees the start of the first of the week-end's international events, with a two-day sports car event at Montlhéry, near Paris. At home, we have a sprint at Snetterton, near Thetford, Norfolk, organized by the Romford Enthusiasts' C.C., and also a hill-climb run by the 250 M.R.C. at the Stapleford venue, near Chigwell, Essex.

Whit Monday is the busiest day of the lot, and your only difficulty here is not what to see but where to see it! Pride of place must go, naturally, to the Dutch Grand Prix at Zandvoort, where the top-line circus does battle once more.

Those of us who stay at home, however, have the choice of no less than three national race meetings, all on the one day and conveniently scattered about the country. Starting from the Midlands and working south, we have what promises to be an excellent day's racing at Mallory Park, organized by the Nottingham S.C.C. There is a very full entry for the AUTOSPORT Series-Production Sports Car Championship event including Ian Walker's Lotus Elite, the astonishing Turners, a host of Elva Couriers and a couple of Berkeley 500s, with a supporting chorus of the more usual types. There is also a 10-lap handicap race for Berkeleys on their own, plus other sports car and 500 c.c. events.

At Goodwood, where the B.A.R.C. is running another national event, top interest goes to a scratch race for historic racing cars, which has entries from the E.R.A. team (Bill Moss, Douglas Hull, P. Waller, G. Chapman, M. L. Brewer and S. Day). H. C. Spero and J. R. Hayward are driving blown

Maseratis, and C. K. W. Schellenberg has entered the Barnato-Hassan. There are also Ecurie T.N.C. Amilcar entries, with Bugattis and Alfa Romeos. There are also races for production sports cars, "marque" sports cars, production saloon cars and a sports car handicap.

Main event at the Crystal Palace B.A.R.C. meeting is for Formula 2 cars, and among the entries are Les Leston and Ivor Bueb (Coopers), Jim Russell, Tom Bridger, Tony Marsh and George Wicken (Coopers), while also Cooper-mounted are the promising New Zealanders, Bruce McLaren and Sid Jensen. Carroll Shelby is also entered to drive Alan Brown's Cooper in this race. Other events will be for Formula 3 and sports cars.

Finally, for rally enthusiasts, the R.S.A.C. International Scottish rally starts on Monday, carrying on throughout the week.

WORLD DRIVERS' CHAMPIONSHIP

	Pts.
1. Musso (Ferrari)	12
2. Trintignant (Cooper)	8
Moss (Cooper)	8
4. Hawthorn (Ferrari)	5
5. Fangio (Maserati)	4
Collins (Ferrari)	4
7. Brabham (Cooper)	3
8. Behra (Maserati)	2
9. Shell (B.R.M.)	1

The Cooper Car Co., Ltd., leads in the Manufacturers' Section.

DON'T ALL RUSH!

It seems that Graham Warner's flourishing London car showrooms known as the Chequered Flag will never be short of staff, for he has recently instituted a scheme whereby all employees of the firm will have opportunities of learning to race. A few days ago we went down to Brands Hatch for the inaugural session with the Chequered Flag racing stable, which comprises a new Lotus-Climax, the Lotus-Ford which John Lawry drove so effectively last season, the ex-Flockhart Mille Miglia Austin-Healey 100S and the ex-Percy Crabb Tojeiro-Bristol. The four cars are uniformly finished in a smart black and white paint job.

Graham Warner believes that a first-hand knowledge of basic racing technique and car preparation will help his staff in giving better service to the customers. It is intended that each employee will have expert instruction and those showing useful potential will go on to compete in actual races. The instructors at present include Jack Fairman, Percy Crabb and Alan Foster.

ARCHIE SCOTT-BROWN



THE entire world of motoring sport mourns the loss of that courageous little driver, Archie Scott-Brown. He held a special place in the hearts of enthusiasts, not only because of his likeable personality, but for his exceptional skill in handling very fast cars. Much has been made of his so-called physical disability, but so far as Archie was concerned, this did not exist. In respect of controlling a motor-car, Archie Scott-Brown was in the top-bracket, as his many victories conclusively proved.

Starting his racing career in 1950 with a TD M.G., Archie soon made his presence felt. However it was his association with Brian Lister which brought his name to the fore, first with the Lister-M.G., then the Lister-Bristol to be followed by the Maserati-powered car and finally the powerful Lister-Jaguar. Undoubtedly it was the uncanny skill of Scott-Brown which put that machine on the map, his experiences being incorporated in the production machines. He was no mean Grand Prix driver either, as his exploits with the Connaught showed.

At one time he was refused a full competitions licence on the grounds of disability and I am always proud to think that AUTOSPORT took up the cudgels on his behalf, and, with the intervention of the late Dr. Benjafield, convinced the R.A.C. that a full competitions licence should be issued. Archie's reply was to win the British Empire Trophy—a feat which speedily silenced his critics, and one which he repeated with the bigger car. Possessed of a pawky Scots sense of humour, Archie was very popular with his fellow-drivers. Juan Manuel Fangio reckoned him to be a phenomenal pilot, with almost uncanny car-control. It was sad that he should lose his life on foreign soil in the car he helped to create, but it was Archie's ambition to reach the top and racing abroad was necessary to fulfil that ambition. It is also tragic to learn that the accident occurred at the precise spot where Dick Seaman lost his life.

I am sure that every reader will join with me in expressing their deepest sympathy to Mr. and Mrs. Scott-Brown, his parents, and to his great friend Brian Lister on the passing of one of the grandest little sportsmen who ever donned a crash-helmet.

GREGOR GRANT.



★
FIRST OUTING in one of the cars of the Chequered Flag racing stable. Twenty-one-year-old advertising assistant Valerie Johnston is taken on a few quick "demonstration" laps in a Lotus, driven by Jack Fairman.
★

GREGORY WINS AT SPA

British 1, 2, 3 victory marred by the tragic death of Archie Scott-Brown in Belgian Sports Car Grand Prix

FRANCORCHAMPS last Sunday was almost like a British Colony, there were so many entrants from over the Channel, and had it not been for the fatal accident to that most likeable of drivers, Archie Scott-Brown, most of them would have returned feeling elated. Belgian National in status the meeting may have been, but the entry was truly International.

To the driver making his first appearance, what a truly formidable circuit Spa appears! Up hill and down dale, sweeping through series after series of fast bends, many of them among the typical wooded Ardennes scenery, it is indeed a circuit which requires the most from a driver. The sweep down and up through Eau Rouge, the corner at Burnenville which tightens up, the long downhill sweep through the bend past Malledy to Stavelot, where the houses seem to jut out into the road, that fast uphill stretch after Stavelot corner where one loses count of the bends and finally the hairpin at La Source before the pits—any one seems equally awe inspiring.

Friday dawned wet but mild, and the majority of entrants elected to practise. Times were on the whole slowish, but as the track dried out—how quickly it does!—speeds became higher, and it appeared that Paul Frère and Gendebien, respectively in DBR2 Aston and Equipe Belge Ferrari Testa Rossa, would all but equal the meteoric times that Archie Scott-Brown and Masten Gregory in their Lister-Jaguars were putting up. Bruce Halford's Lister seemed to be suffering from over-gearing and Maurice Charles only got his D-type once round the track before he lost all his oil pressure. In the Gran Turismo classes, bebies of Ferrari 250 GT Europas and Alfa Sprint Veloces dived merrily among the A.C.-Bristols and Porsches, and finally da Silva Ramos proved the faster of the former, and Leikens's A.C.-Bristol pipped Jim Clark's 1600S Porsche for fastest in the up to 2-litre class.

Saturday was dry and this suited the Listers and didn't the Astons. Busy scenes in garages all round the district seemed to have varying different effects, but Ecurie Ecosse in Malmedy were busy fitting various mods. to the Lister, while Ivor Bueb manufactured a modified seat to hold his bulk in the Le Mans-winning D-type, and Jack Fairman looked content with life. Efforts in the Aston pit must have been less successful, and Maurice Charles still hadn't contrived to borrow anyone's bearings. Being a public road, everyone who could spare the time seemed to be having little private practice sessions, scaring the wits out of the gendarmerie and local peasantry. Archie was off first when the appointed hour came, and Masten was in soon for a change of wheels, but it was Wilkie Wilkinson who finally held out the board marked 4 mins, 11 secs. (he was wearing a grin like a Cheshire cat at the discomfiture of the Lister pit-staff) and the yellow and green car managed 4 mins, 14 secs. The Astons were disappointingly slow, but at one point in practice the day before, Gendebien, Frère, Gregory and

Scott-Brown had all been out together, and one wondered whether, as they passed and repassed each other, the DBR2s were just taking it easily and hoping the Listers would blow themselves up.

In the other classes there was also plenty of excitement, and in fact, the Paddock was just like Silverstone as every second pit spoke English. Ean Whiteaway seemed to have the edge on Mike Anthony in their A.C.-Bristols (the classes were for G.T. Special cars and hoods-off seemed to be the order of the day). The Porsches were not so impressive on the dry, and the two Carrera-Speedsters (one with a four-inch drain-pipe sticking out of the back and obviously a thinly disguised Spyder) were little faster than the 1600S coupé of Nockin. Sutcliffe's Le Mans Replica Frazer-Nash was third fastest, and Leikens blew up his A.C., as did Runte his Carrera coupé (a mechanic having left a cloth in the intake to the cooling fan). However, the latter begged a lift to Duisburg and collected his other Carrera, from which the engine was duly removed; da Silva Ramos was still unbeatable in his Ferrari Europa, as was Catulle in his Sprint Veloce Alfa. The only lady competitor overdid it on the hill after the pits and disappeared down the banking in her Renault Dauphine until a suitable number of willing pushers had run across the track to push her back again.

The track was wet when the 10-lap Grand Prix for "Grand Tourisme Speciales" up to 2 litres started, and with A.C. and Frazer-Nash sharing the first two rows with an Alfa, things looked rosy for Britain. There must have been nearly a dozen Alfa Romeo Sprint Veloces among the Porsches and Renault Alpines making up the remainder of the field. The cars were split into up to 1,300 and 1,300 to 2,000 c.c. classes, so, although all were running together, they were for different awards. As the flag fell, Mike Anthony and the Belgian, Catulle, drew well away from the field, both in their respective classes and in the race as a whole. Whiteaway, second in the 2-litre class, was all but 4 mins. behind at the end of the race, and enjoying a grand dice behind him were Nockin (Porsche), Jones (A.C.-Bristol), Seidel (Alfa), Jim Clark (Porsche 1600S) and another Alfa, Clark leading in the wet, but losing ground as the roads dried, the Sprint Veloces making up on the straight what they lost on the corners, and it was not until near the end that Jones finally managed to pass Clark into fourth place behind Nockin, who had had a better grid position. Behind them the remaining Porsches (including the Spyder-engined Carrera) dived with Sutcliffe's Nash and gaggles of TR2s and TR3s enjoyed themselves.

As four o'clock drew near, excitement grew and when the flag fell Scott-Brown and Gregory soon drew away from the field on the drier roads, passing and repassing each other continuously and enjoying a monumental dice. Frère and Shelby were keeping a watching brief

with Gendebien, and Ivor Bueb was motoring the 3.8 D-type very rapidly. Spa is a long circuit and it can very often be wet at Stavelot and dry at La Source or vice-versa, and there had been a slight shower when Archie shot round the bend at the Club House and lost it; trying not to spin with Gregory on his heels he touched the edge and swerved into the field, the car bursting into flames. Although a gendarme pulled him free he was badly burned and subsequently died in hospital.

Gregory went on to win with a commanding lead over Paul Frère, but farther back all was not so well, for the original entry of five Listers, four Testa Rossa Ferraris, two DBR2 Astons, three D-type Jaguars and four 2-litre Maseratis (two of them works-entered and driven by Bordoni and Negri) was thinning out. Gendebien retired with gearbox trouble, which also plagued Bruce Halford's Lister, Whitehead stopped for a short time at the pits, Jack Fairman was trying out the 3-litre engine for Le Mans and managed to finish without valve trouble, albeit a lap behind and Jim Clark drove a neat and steady race (this was his first National or International meeting) and backed up his fifth place in the Border Reivers' Porsche with an eighth in the team's D-type Jaguar. In the 2 to 3½-litre G.T. class, run concurrently, da Silva Ramos managed to beat Wolfgang Seidel, both in Ferrari Europas.

IAN SCOTT-WATSON.

Results

Sports Cars: 1, M. Gregory (Lister-Jaguar); 2, P. Frère (Aston Martin); 3, C. Shelby (Aston Martin); 4, I. Bueb (Jaguar 3.8); 5, Bianchi (Ferrari); 6, Roussele (Lister-Jaguar); 7, J. Fairman (Jaguar 3-litre); 8, J. Clark (Jaguar 3.4); 9, P. Whitehead (Lister-Jaguar); Betchem (Lotus 15).

Gran Turismo Special Cars, 2,000-3,500 c.c.: 1, da Silva Ramos (Ferrari); 2, W. Seidel (Ferrari); 1,300-2,000 c.c.: 1, M. Anthony (A.C.-Bristol); 2, E. Whiteaway (A.C.-Bristol); 3, Nockin (Porsche); 4, Jones (A.C.-Bristol); 5, J. Clark (Porsche 1600S).
Up to 1,300 c.c.: 1, Catulle (Alfa Romeo).

EXCURSION TO MONZA . . .

AN air excursion to the 500 Miles of Monza is being arranged by K. W. Hole, 10 Minories, London, E.C.2. Leaving on the night of 28th June, by Viscount, passengers will return on the night of 29th. There is room for 30 more at a cost of £38, which includes a seat in the grandstand, coaches to and from the airports, etc.

. . . AND TWO TO LE MANS

A TOUR (by air) is being arranged by the Epping Forest Motorsport Association to visit the Le Mans 24 Hours race, and there are still a few seats left. The return fare is £16 10s. per person, including admission to the circuit, or 20 gns. with a grandstand seat opposite the pits. Both prices include a visit to Paris. The tour leaves on Friday night, 20th June and returns early Monday morning, 23rd. Arrangements can be made for travelling on Saturday morning and/or Sunday night. For details, write to the Secretary at 203 High Road, Loughton, Essex.

About 12 seats are available on another air excursion to Le Mans, leaving on the Saturday morning and returning Sunday evening, at a cost of £10 per head. Details from Tim Headley, c/o Lloyds, London, E.C.3.



AUTOSPORT, MAY 23, 1958

LOADED—A jubilant Maurice Trintignant on his "tour d'honneur" after his wonderful victory in the Monaco Grand Prix.

suspension and the latest gearbox with ZF gears; it had the 1.960 c.c. engine, as had the ex-Moss, Argentina-winning car to be driven by Ron Flockhart as only two B.R.M.s were to start.

All four Ferraris had de Dion rear axles. The Emery/Ecclestone stable brought over a pair of Syracuse Connaughts (drivers Paul Emery and Bruce Kessler). The Lotuses of Graham Hill and Cliff Allison were identical: several Maseratis, and a couple of sports Oscas made up the 29 entries, of which only the fastest 16 could qualify.

Naturally this turned the training

TRINTIGNANT—GIANT KILLER

Rob Walker's Cooper-Climax wins Monaco G.P. at Record Speed—Vain Chase by Musso and Collins (Ferraris)—Race led in early stages by Behra (B.R.M.), Hawthorn (Ferrari) and Moss (Vanwall)—Lap record by Hawthorn

THE 16th Grand Prix of Monaco was won by Maurice Trintignant in the Ecurie R. R. C. Walker Cooper-Climax, prepared by Alf Francis. Trintignant gave a demonstration* of high-speed regularity on this course of a thousand corners which produced a new race record, beating his own record established in 1955 with a Ferrari.

It was a race of shocks! Jean Behra (B.R.M.) took the lead, challenged by the Vanwalls of Tony Brooks and Stirling Moss, and Mike Hawthorn's Ferrari. After 22 laps Brooks retired, whilst Moss and Hawthorn battled for second place. On the 27th lap, Behra stopped with brake troubles, and Hawthorn led the race pursued by Moss. Lap 32, and Moss had overtaken the Ferrari, only to fall out five laps later with valve trouble. This put Trintignant's tiny Cooper into second place, ahead of the Ferraris of Musso and Collins.

As Hawthorn tore round, driving on top of his form, it looked as if the red cars would once again emerge victorious in a *grande épreuve*! One little blue car against the powerful quartette of the "Prancing Horse". Yet as Hawthorn widened the gap between his car and those of Musso and Collins, the Frenchman was never losing a second. Thus when Hawthorn's run ended abruptly with a broken fuel pump drive, Trintignant was over 40 secs. ahead of Musso—with 53 laps to go.

On paper it looked as though the powerful Ferraris would remorselessly cut down that lead—but although Musso and Collins almost did their top, the little Frenchman held out to the end—lapping with almost uncanny consistence, always knowing precisely how much he was in advance of the Roman.

The British triumph was completed by Jack Brabham's fourth place in the 2.2

Cooper-Climax, Shell's fifth position in a B.R.M., and Allison's game effort with the Lotus which resulted in sixth place. Only six cars finished out of 16 starters, and Mike Hawthorn had the satisfaction of setting up a new record for the Monaco circuit.

* * *
PHIL and I flew over with Colin and Hazel Chapman, and John Cooper. Later we collected Cooper's new 2.2-litre engine from Nice airport, and transported it to Roquebrune in a 2CV

By GREGOR GRANT

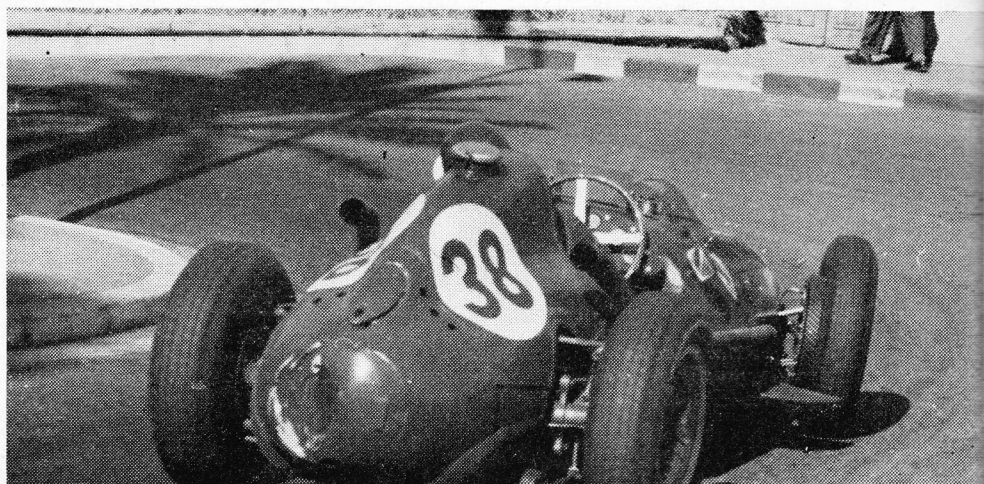
Photography by GEORGE PHILLIPS

Citroën where it (the engine, not the "deux CV") was installed in Brabham's car. Salvadori had a 2-litre engine.

The Vanwalls had new-type cast-alloy wheels, the rear being "knock-off", and the front ones secured by eight small-diameter bolts. All three had the "Monaco anti-shunt" nose. Tony Vandervell had wretched luck when an air-freighter crashed near Paris, with a new Vanwall engine aboard—complete with the much-prized Bosch fuel-injection pump. The Rob Walker Cooper, destined for Trintignant, was a new machine, fitted with helical spring

sessions into a sort of minor Grand Prix, with everyone eager to qualify. Topping the first session were Jean Behra (B.R.M.), and Tony Brooks (Vanwall), each with 1 min. 40.8 secs. Next came Trintignant (Cooper) with 1 min. 42.2 secs., then Brabham (Cooper)—1 min. 42.5 secs. Moss tried unsuccessfully with Vanwall No. 28, then took out Brooks's car and returned 1 min. 42.4 secs.—but this did not qualify him as the rules stipulated it must be done on the car entered in the programme against the driver's number. Hawthorn did 1 min. 42.9 secs., Von Trips and Collins 1 min. 45 secs., Musso returned 1 min. 45.4 secs. Sole Maserati to get in the first 16 was that of Bonnier. Hill's Lotus achieved 1 min. 45 secs., but Allison had trouble. Louis Chiron appeared in Testut's Maserati, but could only do 1 min. 57.2 secs.

It was up at crack of dawn for Friday's practice: the B.R.M.s did not appear, and Flockhart was out in the second Rob Walker Cooper. Brooks was in brilliant form, returning the remarkable time of 1 min. 39.8 secs. Brabham, Trintignant and Salvadori were all round the 1 min. 41 secs. mark, and Scarlatti looked as if he might qualify a second Maserati. Maria-Teresa de Fillippis went quite well in her Maserati.



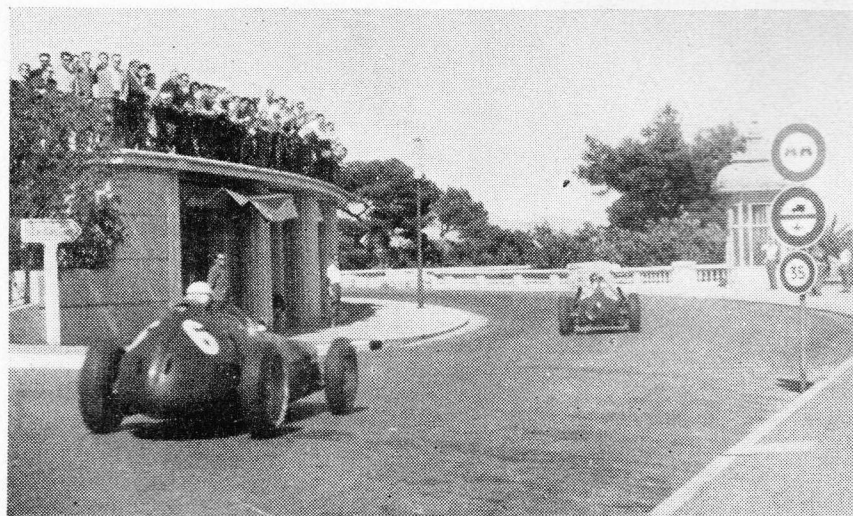
TOP FORM was shown by Mike Hawthorn whose Ferrari was eliminated with petrol pump failure. He is seen here at the Station hairpin—note dented tail.



PURSUIT (above) of Tony Brooks (Vanwall) by Mike Hawthorn (Ferrari), as they roar up towards the Casino.

BOURNE LEADS: (Right) Jean Behra (B.R.M.), who led the race for 27 laps, chased by Hawthorn's Ferrari.

However, the sensation was that Stirling Moss had not, by the end of the practice session, actually qualified. During the afternoon there was heavy rain, and there must have been anxious moments in the Vanwall camp regarding the weather for Saturday afternoon's final training period. They need not have worried; using his own engine in another chassis, Moss did 1 min. 42.3 secs. Hawthorn, Collins and Musso returned 1 min. 42.7 secs., 1 min. 42.7 secs. and 1 min. 42.8 secs. respectively. Miss Filippis's Maserati blew up and deposited oil on the circuit, causing several cars to do waltzing acts. Peter Collins arrived at the Mirabeau Hotel backwards, as did Piotti (Osca). Behra



MIKE IN FRONT—as Behra's brakes begin to fail, the Ferrari sweeps into the lead—soon to be challenged by Moss's Vanwall. Both cars were eventually retired. The traffic signs indicate "no overtaking" and a 35 k.p.h. speed limit!

clouded the wall at Tobacconists's Kiosk. Flockhart tried hard, but just failed to qualify.

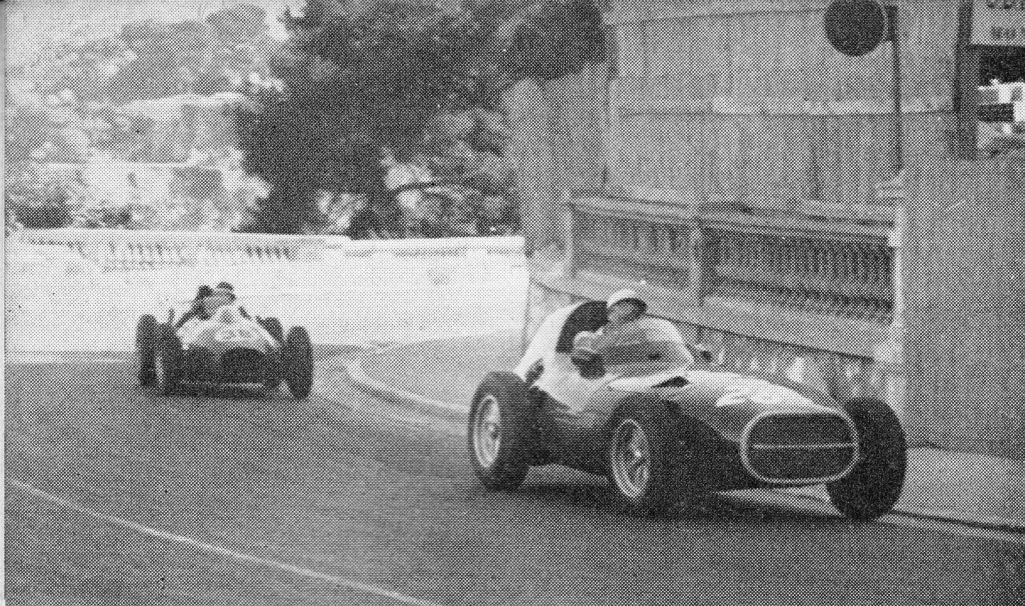
Thus for Sunday's great race there were no less than 10 British cars, and nine British drivers. To the 16, Ferrari contributed four machines, and Maserati two. Also, in the first three rows of the grid, Hawthorn's Ferrari (row three) was the sole interloper. It was no wonder that hopes ran high in British camps, although no one took the Ferrari menace lightly. Hawthorn was obviously saving something up for the day, and he had strong backing from his three teammates. Vanwalls had a slight scare when Moss went early to bed, complaining of a stomach upset, but he was O.K. on Sunday morning. Lewis-Evans wanted to fit the 1957 wire wheels to his car, but all three appeared with the new alloy ones. I must say that the turn out of the stable is really an object lesson, as was the wonderful finish on Trintignant's Cooper.

Came race day and brilliant sunshine; Monte Carlo was *en fête* for probably the most open race for years. From early morning crowds poured into the Principality, filling the restaurants and

cafes. From an early hour the circuit was closed to traffic, and adjoining streets were choc a bloc with parked cars. The traffic stream grew in intensity, joined by buses from every conceivable part of the Riviera. GB plates were everywhere, but it must have been most disconcerting to the members of the U.S.A. Triumph Rally that their schedule did not allow them to stay for the race.

Starting Grid

Brabham (Cooper)	Behra (B.R.M.)	Brooks (Vanwall)
1 m. 41 s.	1 m. 40.8 s.	1 m. 39.8 s.
Trintignant (Cooper)	Lewis-Evans (Vanwall)	Hawthorn (Ferrari)
1 m. 41.1 s.	1 m. 41.8 s.	1 m. 41.5 s.
Mosso (Ferrari)	Collins (Ferrari)	Von Trips (Ferrari)
1 m. 42.6 s.	1 m. 42.4 s.	1 m. 43.7 s.
Allison (Lotus)	Shell (B.R.M.)	Scarlatti (Maserati)
1 m. 44.6 s.	1 m. 43.8 s.	1 m. 44.7 s.
Hill (Lotus)	Bonnier (Maserati)	
1 m. 45 s.	1 m. 45 s.	



STIRLING LEADS: (Above) Moss (Vanwall) and Hawthorn (Ferrari) during their all-too-brief duel for the leadership and (right) with both Brooks and Lewis-Evans abandoned, Moss is the sole hope of the Acton team.

Just before zero hour Prince Rainier and Princess Grace arrived, driving round the circuit in an open American Ford. Scores of gaily coloured balloons were released. Great crowds were everywhere, hotel balconies being a popular vantage point, whilst behind Gasometer Hairpin it was a seething mass of humanity. At last the Royal Couple took their place in the box beside the Heracles Tribune, and the cars were in their places on the starting grid. As the time of the depart grew near, almost a Le Mans hush descended on the waiting crowds. Then suddenly engines broke into life, and a crescendo of noise echoed through the streets.



OUT ON HIS OWN, after the retirement of Moss and Hawthorn, Trintignant finds himself 42 seconds ahead of Musso (Ferrari).

Down went the flag, and with madly scrubbing tyres, the 16 contestants surged towards Gasometer Corner, with Salvadori's Cooper arriving first at a very high rate of knots. The car went wide, taking in part of the main Nice road, whilst a confused jumble of green, blue and red cars took avoiding action. Lewis-Evans shunted Moss's car, whilst Brooks had to stand on everything to avoid running

into Behra's B.R.M. Someone hit Hawthorn's Ferrari a sizeable whack on the tail, but somehow or other the traffic jam sorted itself out and it was Behra who emerged first from the fray, roaring towards Ste Devote with the pack on his heels, led by Brooks's Vanwall. Brabham, Trintignant, Moss, Lewis-Evans and Shell all hurtled up the steep hill, before there was a sign of a red car—

but Hawthorn was in a great hurry, and it wouldn't be long before the Ferrari was amongst the British cars. Moss took Brabham, just as Hawthorn whipped past both Lewis-Evans and Harry Shell. As the cars appeared out of the tunnel towards the chicane, Behra had Brooks on the tail of the dark-green B.R.M., followed by Moss, Brabham and Trintignant. To British eyes it was a brave sight, with the Coopers looking absurdly tiny in comparison with their 2½-litre rivals. Behra's standing lap occupied 1 min. 51.6 secs.

The Lotuses, running with full tanks for the first time, lagged behind a trifle, but both Hill and Allison looked perfectly composed. Salvadori was early in trouble, losing about three laps before the car began to sound normal again.

Behra was driving magnificently, the B.R.M. as steady as a rock. Moss was holding off Brabham's 2.2 Cooper, but Hawthorn was rapidly closing up on Trintignant. On lap three, the Ferrari snapped ahead of the Frenchman into the Gasometer Hairpin, and took Brabham into Ste Devote. Up the hill to the Casino the red V-6 displayed tremendous power, gaining on the two Vanwalls all the way.

This was real motor racing; four of the world's top drivers going at it with all they had, trailed by the remarkable little Coopers of Brabham and Trintignant. Shell's B.R.M. had dropped back behind the Ferraris of Musso, Collins and Von Trips, but ahead of Bonnier's Maserati. Scarlatti was sandwiched between the little Lotuses.

Lap times began to come down as the struggle in front went on. Moss, in his efforts to keep ahead of Hawthorn, came down to 1 min. 42.7 secs., which was almost immediately equalled by Mike. Brooks knocked off another 1/10th sec., but Behra took 3/10ths off that, raising the race speed after 10 laps to 110.568 k.p.h. Lewis-Evans arrived with his front wheels wobbling, to retire at the pits with defective steering. It was noted that when mechanics went to push the car, the front brakes appeared to be locked on.

Moss had waved Mike on, and the Ferrari was after Brooks. Behra held his advantage, even slightly increasing his lead. Behind—and not very far at

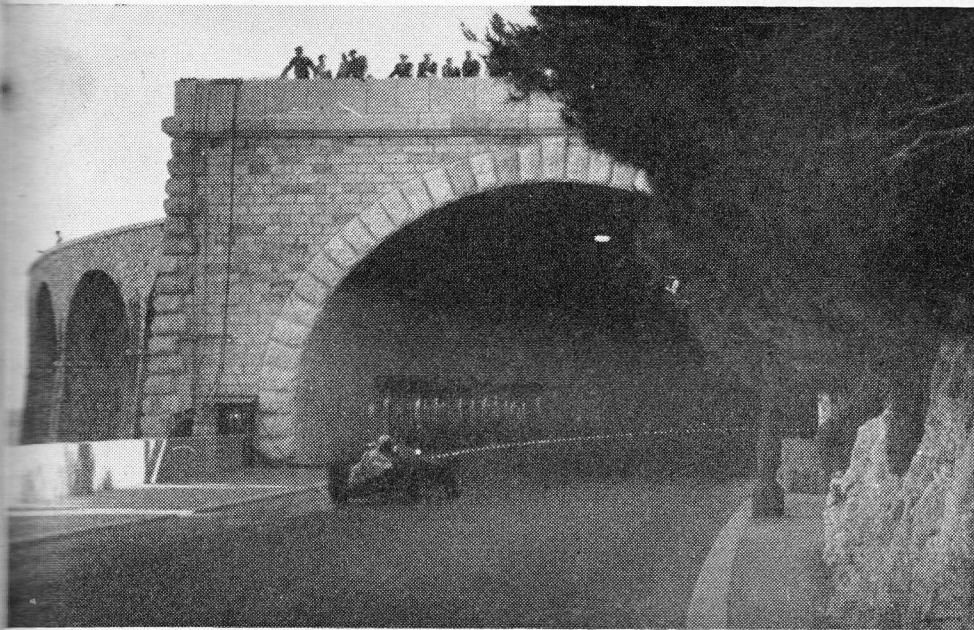
that—the Coopers were waiting to pounce should anything happen to the leaders.

The pace was fast and furious; Mike was doing his best trying to pass Brooks, even to the extent of an exaggerated and decidedly pseudo piece of fist-shaking as they howled past the pits. Moss decided to join the party—and so did Trintignant, the little blue car actually beginning to close up on the Vanwall. Behra increased his lead, but Brooks gallantly hung on as the eager Hawthorn sought to get to grips with the Bourne machine. This was the "Farnham Flyer" we all know, the certain menace to the green cars.

On lap 18 Hawthorn went in front of Brooks, but as Tony went past there was an ominous rattle from the engine.



FERRARI CHASE: (Above) Peter Collins passes his team-mate Hawthorn's abandoned car near the entrance to the tunnel.



FERRARI CHASE (continued)—Musso (Ferrari) entering the brightly lit tunnel, with its illuminated kerb, whitewashed walls and row of arc-lamps.

DEUX LITRES: (Right) Cliff Allison's Lotus being overtaken by Trintignant's Cooper at Station Hairpin.

Apparently it became progressively worse and not wishing to risk wrecking the motor, Brooks quickly cut the switch. Investigating, he found that a sparking plug had actually unscrewed itself and lay on the rocker covers. He replaced it, but when he went to attempt to start by moving backwards slightly, officials pointed out that it was contrary to regulations, and he was forced to abandon.

By 20 laps Behra was 5 secs. in front of Hawthorn, but thereafter the Ferrari drew closer and closer. Both Brooks and Behra had broken Fangio's official lap record of 1 min. 42.4 secs., the Frenchman doing 1 min. 41.8 secs. on his 15th lap. The Cooper challenge was weakened when Brabham stopped at his pit to fix an anti-roll bar which had come adrift. Behra's brakes seemed to be weakening, and on his 27th lap Hawthorn swept into the lead, and the unlucky little Frenchman stopped to investigate. It was definitely brakes. Pluckily he went out again after adjustment, but it was no use, and once again that Achilles heel played up.



As Behra was having his troubles, Scarlatti was having even more. Passing the Press Tribune the ex-works Maserati's engine exploded, casting pieces of metal everywhere. It was halted at Ste Devote, where it remained as a hazard to others till mechanics could haul it on to the pavement.

Fate struck at the other B.R.M., for Shell had a carburettor suddenly flood, thoroughly wetting a couple of sparking

plugs. He could barely make it up to the Casino, but eventually managed to reach his pits where the trouble was rectified. In front the Hawthorn-Moss duel was on in earnest, and Musso and Collins apparently could do little about third man Trintignant. Allison's Lotus was now in seventh position, behind Von Trips and ahead of Bonnier.

Behra's lap record had been equalled by Hawthorn, but the Frenchman set up new figures of 1 min. 41.4 secs. Mike's lead over Stirling was a slender one; the position at 30 laps was:—

1. Hawthorn (Ferrari), 51 m. 52.8 s.
2. Moss (Vanwall), 51 m. 54.9 s.
3. Trintignant (Cooper), 52 m. 01.3 s.
4. Musso (Ferrari), 52 m. 24.1 s.
5. Collins (Ferrari), 52 m. 40.8 s.
6. Von Trips (Ferrari), 53 m. 01.4 s.
7. Shell (B.R.M.), 53 m. 26.4 s.
8. Allison (Lotus), 53 m. 40 s.
9. Bonnier (Maserati), 1 lap.
10. Hill (Lotus), 1 lap.
11. Brabham (Cooper), 1 lap.
12. Behra (B.R.M.), 2 laps.
13. Salvadori (Cooper), 4 laps.

Moss now decided that it was time to put his Vanwall in the lead, and went in front of the Ferrari on lap 32. Allison's exhaust pipe was seen to be trailing, and he had to stop on his 36th lap to have the rear portion removed. This was really hard luck!

Just as Vanwall hopes were being raised, Moss drew in at the pits with his engine on three cylinders. After mechanics had worked on it, they found that a cam

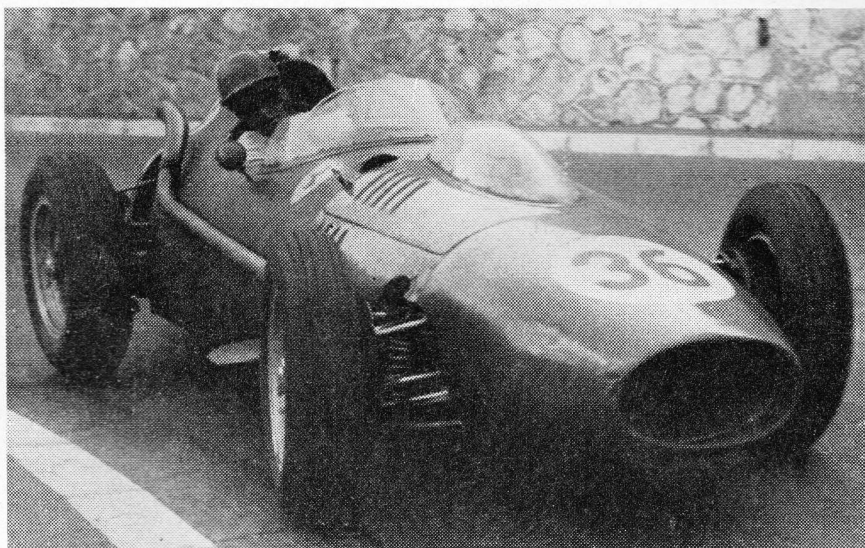


CLOSE COMPANY—but not on the same lap (above) Brabham's 2.2-litre Cooper, and the eventual winner coming out of the corner at the tobacconist's kiosk.

VISAGE NOIR: (Right) Harry Shell (B.R.M.) resembles one of a troupe of Kentucky minstrels as he enters the Station hairpin.

follower had fractured, so out went the surviving Vanwall. Mike had been pushing Stirling hard. The latter set up a new circuit record of 1 min. 40.8 secs. on his 35th lap, but next time round Hawthorn had reduced this by $\frac{1}{2}$ sec.

Von Trips, whose engine sounded rough, was well behind Musso and Collins. Bonnier was going really well, now in sixth place, ahead of Graham Hill (Lotus) or, according to the announcer, Gram 'eel (Lotousse)! The Trintignant Cooper was steadily drawing away from Musso's Ferrari. With the elimination of Moss, "Petoulet" alone



PRESSING-ON: Peter Collins (Ferrari) during the later stages of the race when the "Prancing Horse" staged an all-out effort to catch the flying Cooper.

stood between the Ferraris and 1-2-3-4. He lay 13 secs. behind Hawthorn, scarcely varying each lap. However, with the red cars in such a favourable position, few had much hope of the little Cooper being able to catch Hawthorn.

Then, real sensation! On the 46th lap, Hawthorn went through with his engine cutting out, and he did not appear again. The petrol pump had ceased to

function, due, it was found afterwards, to the split-pin having become detached on the driving shaft. It was a disappointed Mike who set off for the pits; he really was convinced that it was to be his day.

So with the retirement of the leader, that marvellously consistent Frenchman in his little dark-blue car was out in front, with a substantial lead over the

AUTOSPORT, MAY 23, 1958

Ferraris of Musso and Collins. Von Trips fell back after a pit stop to examine his car following an off-road excursion at Beaux Arts. Allison was another who did not keep to the circuit, having smacked the straw bales at Massenet Corner.

From a spectacle point of view, the race had lost its focal interest with the abandonment of Behra, Brooks, Moss and Hawthorn. However, there was plenty of drama in the coming pursuit of Trintignant by Musso and Collins. What must have upset the Ferrari pit was how Maurice had managed to get so far in front; yet it was plain to see that when he was in second place, he was not losing a single bit of ground to Hawthorn. Therefore, when Mike disappeared, the Cooper had 42 secs. lead, with 52 laps

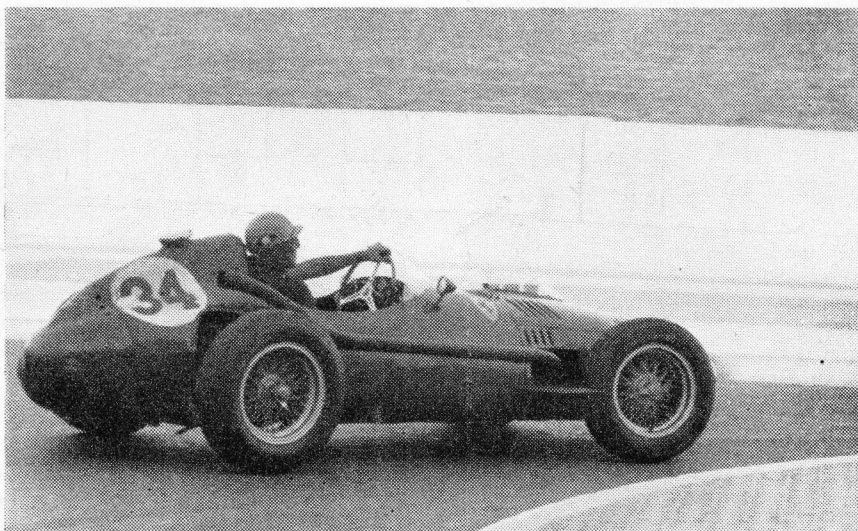
to go. It was obvious, therefore, that it was the task of Musso to whittle down that lead, supported by Collins. Rob Walker's pit had other ideas. As Musso speeded up, so did Trintignant, and there was always that gap of about 40 secs. between them. The Frenchman was driving with great skill, never taking the slightest risk and always knowing precisely where he lay in respect of the Ferraris.

The unlucky Salvadori, who had plugged on after his early pit stop, now began to have gearbox troubles, and finally retired after completing 56 laps. Brabham, two laps behind Trintignant, lay in seventh place. The Lotus camp were delighted to find Graham Hill in sixth place behind Bonnier and Von Trips with his sick-sounding motor.

With 60 laps gone, Musso's task was to get back a second a lap from Trintignant. The actual race position was:—

1. Trintignant, 1 h. 43 m. 20.8 s.
2. Musso, 1 h. 44 m. 00.7 s.
3. Collins, 1 h. 44 m. 24.4 s.
4. Von Trips, 1 lap.
5. Bonnier, 2 laps.
6. Hill, 2 laps.
7. Brabham, 2 laps.
8. Allison, 7 laps.
9. Shell, 7 laps.

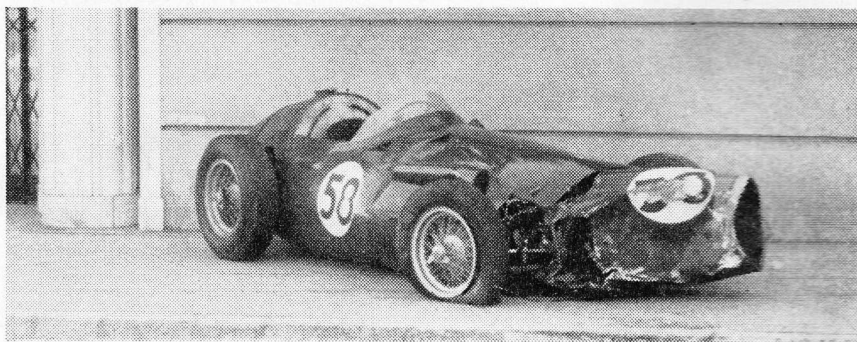
All eyes were on that tiny blue machine defying the mighty Scuderia Ferrari. This was Maurice Trintignant's finest hour; the situation was so dramatic that the vast crowd was strangely quiet. Everyone with a stop-watch clocked the interval between the two cars. Trintignant, relaxed as ever, was in complete contrast to the Ferrari drivers who were



urging on their cars to even greater speeds. It must have been frustrating for Musso to find that these 40 or so secs. always lay between him and the Cooper.

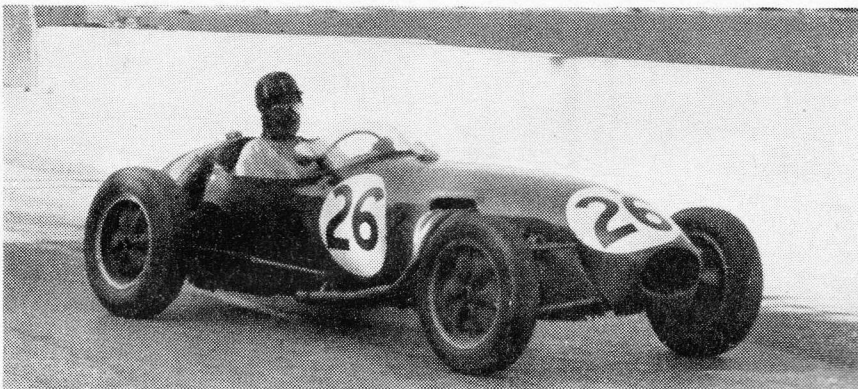
Thirty laps to go and the position was: Trintignant, 2 hrs. 0 min. 30.9 secs.; Musso, 2 hrs. 1 min. 14.8 secs.; Collins, 2 hrs. 1 min. 48.4 secs. It was now time for the final effort, and the Ferrari pit started hanging out every conceivable sign. In Rob Walker's pit, a simple board was displayed as Trintignant went by, acknowledging every single signal.

Behind the field thinned out even



ABANDONED: (Above) Bonnier's battered Maserati on the pavement near the Hotel de Paris.

LOTUS: (Left) Graham Hill whose engine seized when he was in sixth place.



more as Graham Hill's engine seized and he spun at Portier. Bonnier, coming up to the Casino, hit the pavement and burst two tyres, his Maserati finishing up against a wall. Harry Shell continued to circulate, his face blacker than a Zulu warrior. Brabham had stayed with Trintignant for many laps; in fact, there was a near thing in front of the pits when the leader went to overtake, and Brabham did not give him enough room, not aware that he was so close.

Musso was doing everything he knew, but the fact remained that the little blue car was still running well within its capabilities. Twenty laps to go, and the difference was down to 31.5 secs. Ten laps left, and it was 26 secs. For those last 10 laps it must have felt like an age for Trintignant's supporters. Von Trips

VICTORY SCENE — featuring Prince Rainier and Princess Grace of Monaco and the winner, Maurice Trintignant.

CLOSING-UP on Trintignant—but not enough. Musso (left) swings his Ferrari on to the sea-front.

Results

1. Maurice Trintignant (1.9 Cooper-Climax), 2 h. 52 m. 27.9 s., 109.413 k.p.h. (66.19 m.p.h.). New race record.
2. Luigi Musso (2.5 Ferrari), 2 h. 52 m. 48.1 s.
3. Peter Collins (2.5 Ferrari), 2 h. 53 m. 06.7 s.
4. Jack Brabham (2.2 Cooper-Climax), 97 laps.
5. Harry Shell (2.5 B.R.M.), 91 laps.
6. Cliff Allison (1.9 Lotus-Climax), 87 laps.

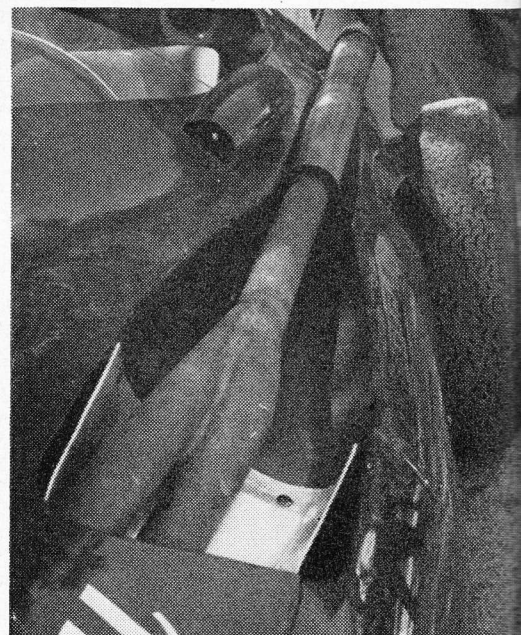
Fastest lap: Mike Hawthorn (Ferrari), 1 m. 40.6 s., 112.547 k.p.h. (69.94 m.p.h.). New circuit record.

Retirements: Lewis-Evans (Vanwall), 12 laps, steering; Brooks (Vanwall), 22 laps, detached sparking plug; Scarlatti (Maserati), 27 laps, engine; Behra (B.R.M.), 30 laps, brakes; Moss (Vanwall), 38 laps, engine; Hawthorn (Ferrari), 47 laps, petrol pump; Salvadori (Cooper), 56 laps, gearbox; Hill (Lotus), 70 laps, engine; Bonnier (Maserati), 72 laps, accident; Von Trips (Ferrari), 91 laps, engine.

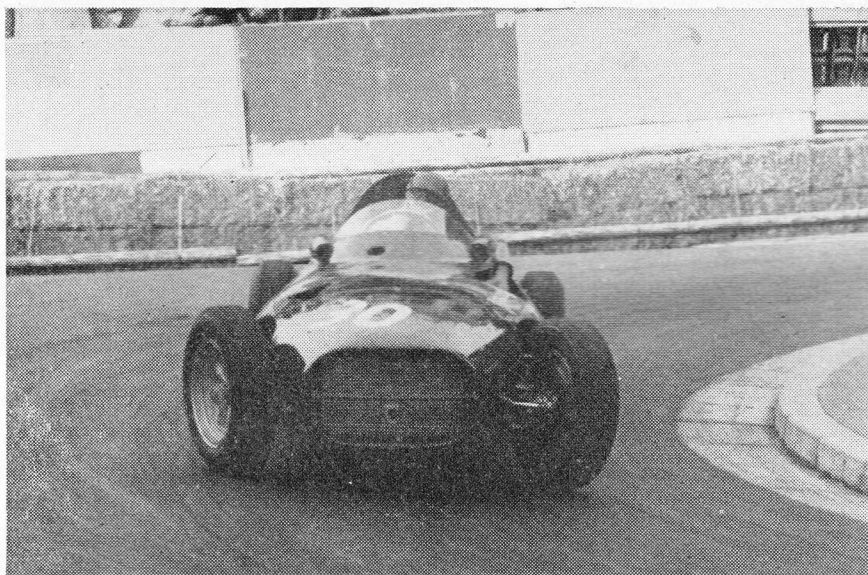




ALF: (Above) The man who made it possible: Alf Francis sits in the Rob Walker Cooper, the latest type of machine with helical springs and revised gearbox.



NEW on this year's Vanwalls is this extractor-pattern exhaust system, pictured above.

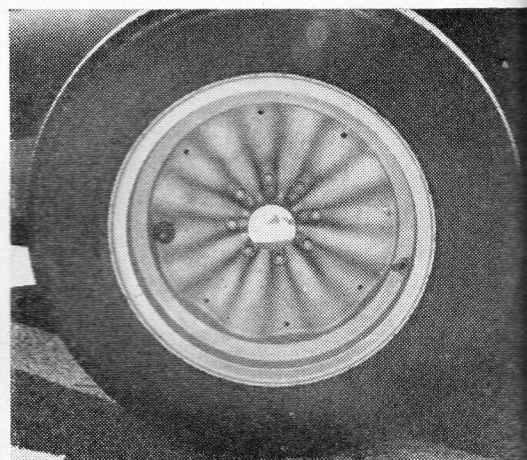


IN ACTION: A fine action picture of Tony Brooks (above) as he swings the Vanwall, with its Monaco "shunt-proof" nose, round Station Corner. Above (right) is a close-up shot of the new eight-stud light alloy front wheels, the "knock-on" pattern wire wheels being retained at the back of the Vanwalls. All three cars appeared for the race with these new wheels, though Lewis-Evans wanted to revert to 1957 pattern wire ones. All three cars had the "Monaco nose".

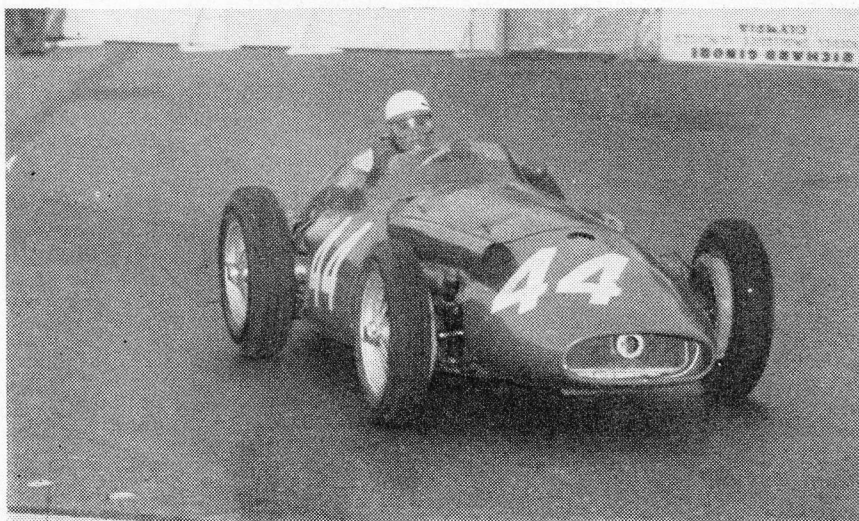
which had tickled the fancy of a record crowd; everyone loves a giant-killer, and Maurice Trintignant had certainly earned that title.

MONACO MUSINGS: There was plenty of social life during G.P. week, with parties given by M. et Mme. Louis Chiron, M. et Mme. Bernard Cahier, Lady Macklin, Mr. and Mrs. David Brown on board their yacht, and, of

(Continued on page 665)



MARIA-TERESA de FILIPPIS (below) seen in her Maserati during practice, just before the engine blew up.



UNADORNED and simple lines make the Sprite an attractive proposition, particularly at its very competitive price of less than £700 in this country.

**Long-rumoured
and long-awaited—
at last B.M.C.'s
"baby" sports car
is announced**



**JOHN BOLSTER
TRIES THE**

Austin-Healey Sprite

GREAT BRITAIN has an enviable reputation for the production of medium-sized sports cars, at prices which represent good value for money. Nevertheless, though most of these cars sell very well on the export market, they are, perhaps, a little too pricey, both to buy and to run, for our own younger citizens. In the past, we have had several small sports cars from which to choose, but lately they all seem to have "grown up".

It is thus of the greatest possible interest that a really small Austin-Healey is to be offered at a refreshingly modest price. The use of a moderately tuned B.M.C. engine, which is in effect a twin-carburettor A35 or Minor 1000 unit, guarantees reliable and economical running. The delectable four-speed gearbox that goes with this power plant is, of course, a natural for sports car use.

In spite of its moderate engine size, the Sprite has a favourable power:weight

ratio, for it is considerably lighter than the saloons which this engine normally propels. Yet, the body is comfortably equipped for touring, and has more luggage space than some larger sports cars provide. Some weight-saving is achieved, and also an increase in rigidity, by providing access to the boot only from the inside of the car.

I was lucky enough to be able to put the Sprite through its paces some three months ago. This privilege was accorded because Roy Salvadori and I had been asked to perform in a short film about the new sports model. At first, we both found the appearance rather odd, principally because of the unusually sited headlamps. However, as familiarity bred respect, we had to admit that the designer had achieved a practical and individual type of styling.

The small size of the body does not prevent the driver and passenger from

having ample room, and the hood and sidescreens give good protection. Naturally, existing components are used as far as possible, but a very important exception is the rear suspension. Here, the axle is carried on quarter-elliptic springs and radius arms. This results in a useful reduction of unsprung weight compared with the traditional semi-elliptics, and of course the torque is better resisted.

I was able to test the car at Silverstone under all conditions from fairly dry to atrociously wet. I was also allowed to take it on the road, though the furore it created in a public house car park was a little embarrassing. My first impression concerned the remarkable quietness of the Sprite. Even with the hood up, one could converse in a normal tone of voice, and I am so glad that the tradition of noisy sports cars is at last on the wane.

The engine is not highly tuned, though the enthusiastic owner has numerous "conversions" at his disposal. However, in standard form the unit will achieve really phenomenal revolutions—I took the needle of the rev. counter far past the 6,000 r.p.m. maximum reading. There was not the slightest sign of valve bounce, even under this treatment, and the smoothness was remarkable.

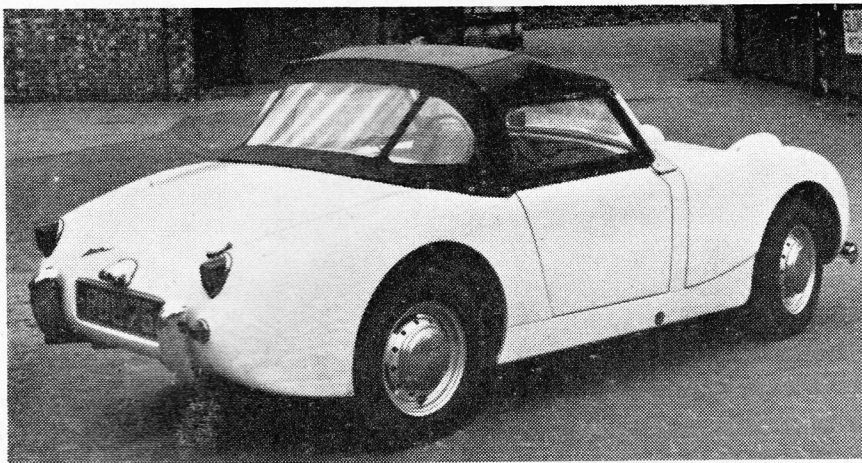
As I expected, the four-speed gearbox proved ideal for fast driving. Third speed is high enough for fast corners or overtaking, and second is a useful traffic gear. The short, central lever is nicely placed, and in fact the driving position is first class. The steering is "quicker" than that of most production cars, in the interest of rapid skid correction. One perhaps tends to oversteer the car at first for this reason, particularly on a narrow, bumpy road. However, the effect soon wears off with practice.

The roadholding is good, and the general controllability on wet roads is excellent. The behaviour of the rear axle is far better under these conditions than that of a conventional semi-elliptic



★

HEAD-ON view of the Sprite is dominated by the relatively large (although actually standard size) headlamps which are raised above the general body line. The whole of the bonnet and front wings opens in one piece for access to the engine and front suspension.



HOOD is shapely when erected and visibility to the rear is good. The sidescreens are of flexible material and do not have opening panels.

rear end. On a streaming wet Silverstone, I was able to enjoy driving the Sprite at my personal limit, and also to watch Roy Salvadori behaving like a Grand Prix driver in a jolly great hurry. We were both impressed with our experiences.

Silverstone is neither flat enough nor sufficiently straight for the taking of accurate performance figures. However, I would guess that a maximum speed in the close neighbourhood of 80 m.p.h. would be forthcoming. The brakes are well able to cope with the light weight, and I hope that the inherent safety of the little machine will persuade the insurance companies to charge a moderate premium. The ride is by no means hard by sports car standards, and there is very little roll.

The Austin-Healey Sprite is not intended for the man who wants a near-racing car—his needs can be met elsewhere. For the enthusiast who requires a lively small open sports car at a moderate price, which is sufficiently "civilized" for the journey to the office or the evening dress occasion, the Sprite is just the job. It is also ideal as a "second car" for the big car owner, and I predict an overwhelming demand for it.

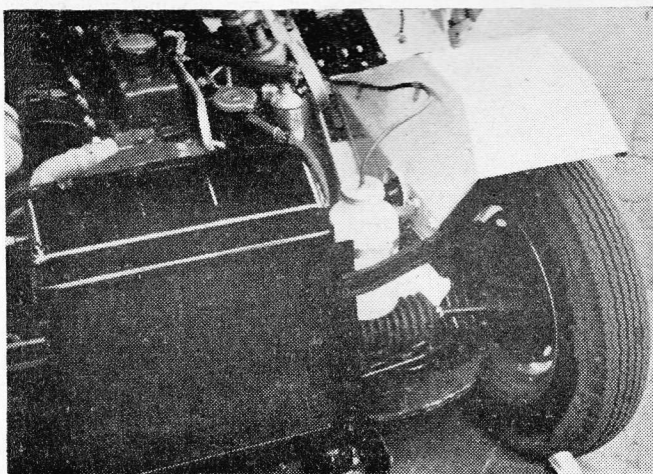
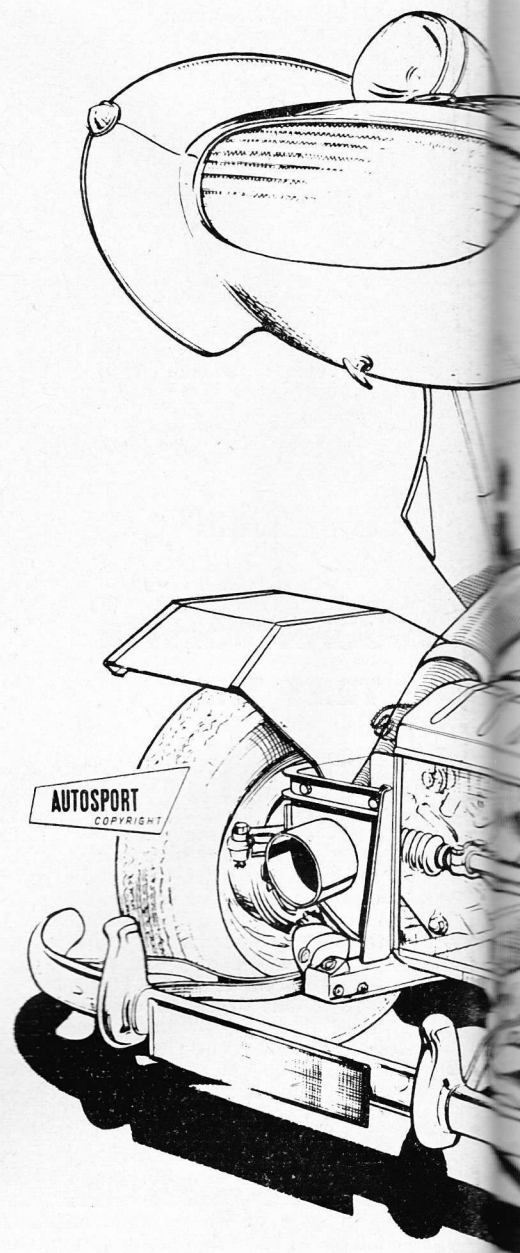
Specification

The power unit is a tuned version of the A35 engine, fitted with twin SU carburettors, and stronger valve springs; compression ratio is 8.3 to 1. Mechanical specification includes a four-speed gearbox, independent front wheel suspension by wishbones and helical springs, quarter elliptic spring at rear with trailing arms (giving a low unsprung weight). A hypoid three-quarter-floating rear axle, ratio 4.22 to 1, provides overall gear ratios of: First 15.31, second 10.02, third 5.96, and top 4.22 with 19.68 reverse. Steering is by rack-and-pinion, with 2½ turns from lock to lock. Tyres are 5.20 x 13 in., tubeless. The Sprite has a two-seater body with all-weather equipment in the form of sidescreens and a detachable P.V.C.-coated hood.

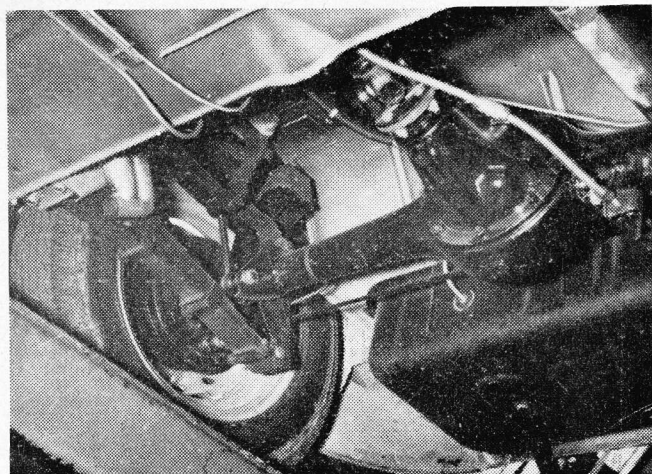
For ease of maintenance, the entire front of the body is hinged from the scuttle giving access to engine, suspension and steering units.

A range of extra equipment is available including heater and demister, windscreen washer, rev. counter, tonneau cover and laminated windscreen.

The car will sell in Great Britain for £445 plus £223 17s. purchase tax.

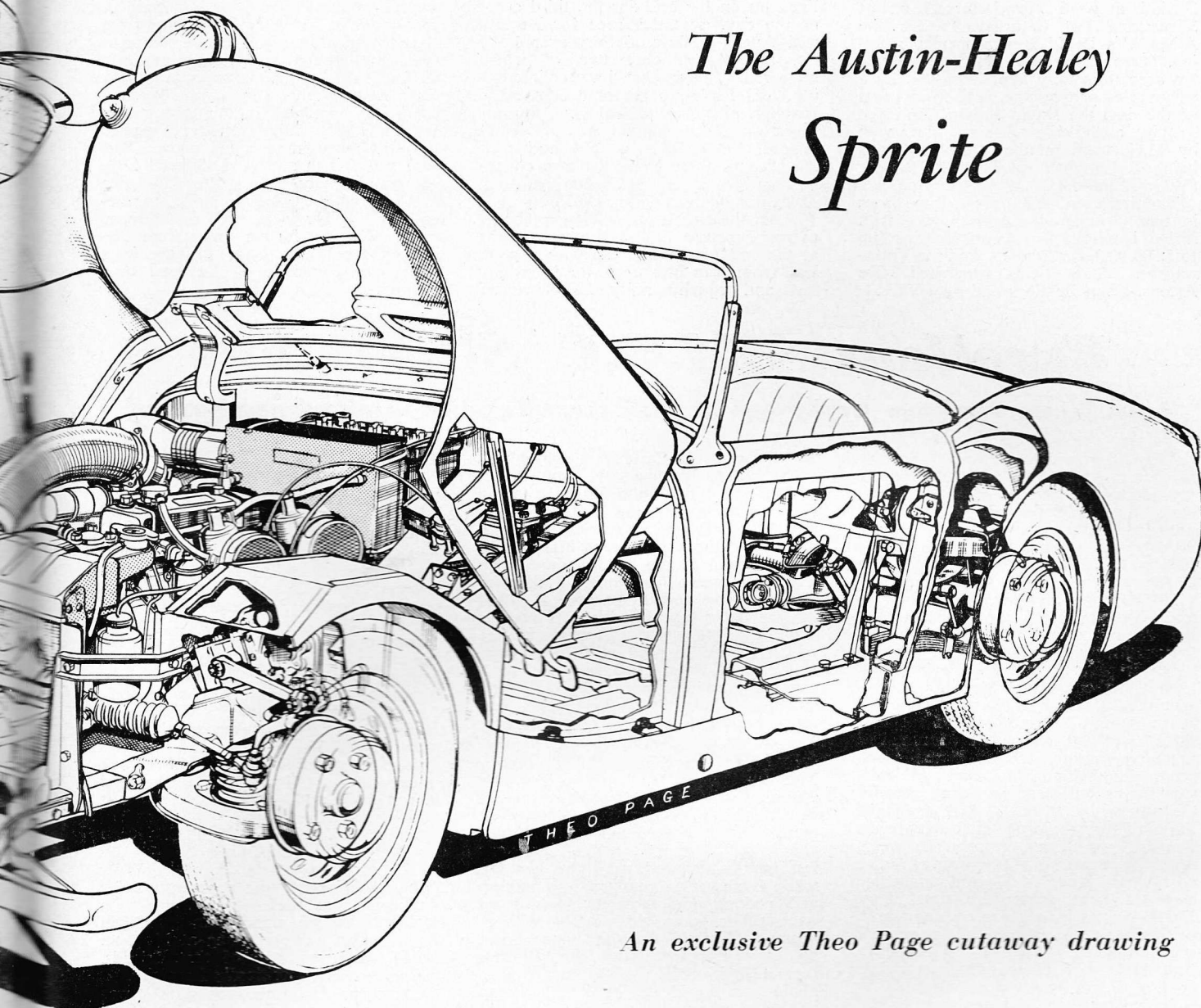


FRONT SUSPENSION is by helical springs and pressed steel wishbones, whilst the steering is by rack and pinion.

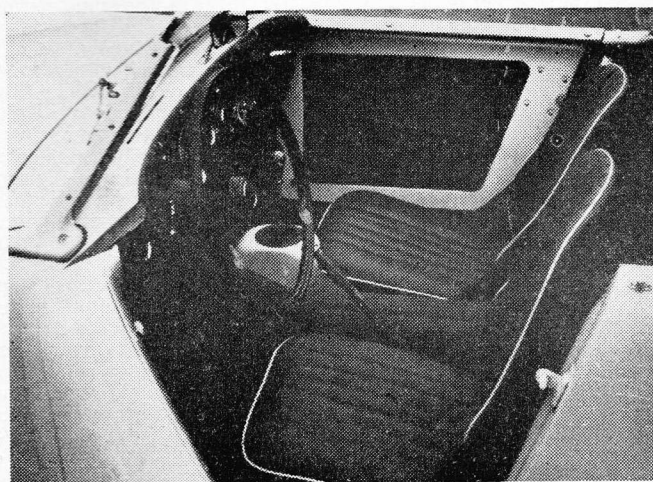


REAR AXLE is conventionally rigid, although quarter-elliptic springs are employed in conjunction with radius arms.

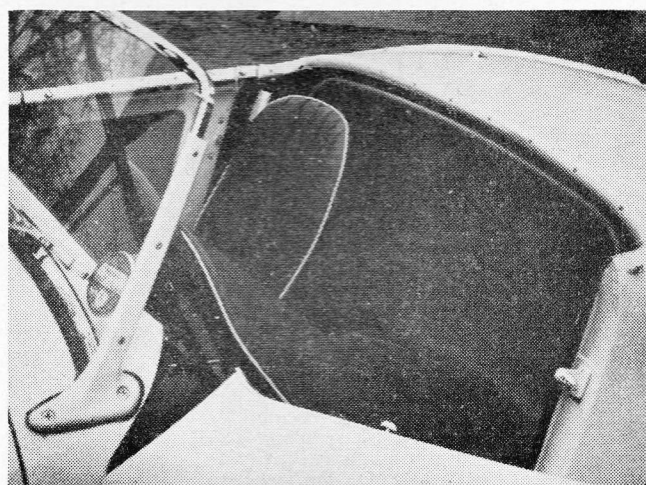
The Austin-Healey Sprite



An exclusive Theo Page cutaway drawing



COCKPIT, left-hand drive example, is well laid out. Bucket seats are well-shaped and the gear lever is close to hand.



STORAGE space for spare wheel, hood, and baggage is accessible from behind the seats. There is no external lid.

IN spite of overcast skies and a biting wind a good crowd turned up at Silverstone last Saturday to see the A.M.O.C.'s David Brown Trophy meeting. There was some excellent racing and the spectators were kept interested by a very varied programme. The main event of the day, the David Brown Challenge Trophy, a 200-mile relay race, was won by M.G. team number 15, the drivers being T. Entwistle (M.G.A.), J. Hacking (M.G. TF) and J. Trafford (M.G.A.).

The first event was, in fact, three races in one. A five-lap scratch race with sealed handicap for Aston Martins (up to 1,500 c.c.), for Bentleys and for Volkswagens. The field comprised five Astons, seven Bentleys and nine VWs.

Excellent A.M.O.C. Silverstone

David Brown Challenge Trophy won by M.G. team (Entwistle, Trafford and Hacking)

From the grid start M. J. Bradley (4½ Bentley) leapt into the lead from the second row and the rest of the pack followed up into Copse with the Bentleys, not surprisingly, surging past the Astons. As they came round at the end of the first lap G. G. McDonald was in the lead in his 4½ from G. H. G. Burton, also 4½. Third was Bradley, fourth Pounds and fifth Morris (6½-litre). The first of the Astons was Elwell-Smith in the famous International L.M.2. Behind him were Mason and McKenzie (Bentleys) and then McNab-Meredith (Ulster Aston), Wadsworth (VW) and Young (Le Mans Aston). Lap two and the first three were the same but Morris had passed Pounds and McNab-Meredith was now eighth, behind Elwell-Smith. Wadsworth was still leading the VWs and the rest of the Astons. At the end of the third tour the order of the first eight was unchanged, but Young (Le Mans Aston) had passed Wadsworth. Burton now closed upon McDonald and there began a fierce scrap for first place. Elwell-Smith's helmet was coming adrift, being almost on his neck, but he pressed on, undaunted. Burton just failed to beat McDonald to the chequered flag, coming round Woodcote in a wonderful slide and crossing the line almost on the grass. Bradley was third and Morris fourth. Elwell-Smith won the Aston race, followed by McNab-Meredith and Young, and first of the VWs was Wadsworth with M. J. Griffin second and R. E. Snow third.

Next event on the programme was again a five-lap scratch race, for M.G. cars. There was a lot of creeping at the start, but everyone got away and Wing-Cdr. Mackenzie (M.G.A.) was the leader at the end of the first lap with J. A. Cornish (M.G. TC) and J. P. Hacking (TF) second and third. Second time round, however, and Mackenzie was missing and C. Shove (M.G.A.) was in front, closely followed by Cornish and Tomei in his famous TD. Lap four saw Tomei gain a lead which he was to keep to the end. Shove wasn't able to and fell back while Hacking visited the pits and lost his second place to Beedie, who was having a grand scrap with Chris Tooley (both M.G.As). On the last lap Tooley passed him and so they finished, Tomei beating all the M.G.As handsomely.

After a brief interval the cars were lined up on the grid for the third event of the day, a scratch race for Healeys and Austin-Healeys, Astons over 1,500 c.c. and A.C.s, only two of which appeared. This produced a very interesting field made up of three Silverstone Healeys, nine Austin-Healeys of various types, an Aceca and an Ace and eight Astons, three DB2s, a 2/4 and four 3Ss, two of these being the rare coupés of Jean Bloxam and M. B. Baring. John Dalton had the ex-works DB3S.

From the start Dalton left everybody, as was expected, and came past the pits at the end of the first lap with a good lead from Jean Bloxam in the incredibly fast and equally noisy DB3S coupé.

Third was B. L. Carlaw (Austin-Healey 100S), but on lap two I. H. Smith (Ace) had passed him. John Dalton, having built up a commanding lead, eased up, but still continued to go very fast and maintained the gap between himself and Jean Bloxam in the DB3S coupé, who was by no means dawdling. Talking to husband Roy before the race I gather the car could lap even faster if Jeannie were a bigger girl. Apparently the brakes on the 3S need a lot of pressure from a hefty foot and feet just don't come any smaller than Jean's! This handicap notwithstanding, she was lapping consistently at around the 1 min. 15 secs. mark.

By lap three Dalton had lapped McEwen (Healey Silverstone). Portman was now fourth in the old DB3S in front of Carlaw and Shale (Austin-Healeys). Smith was still third and quite a way ahead of Portman. The positions remained unchanged until the last lap when Carlaw was involved in a mix-up at Woodcote and smote the bank in no uncertain manner, fortunately without injury to himself. Dalton came home an easy winner, with Jean Bloxam second, Smith third and Portman fourth. Shale won the Healey race with Sutton and Mackay second and third.

Next on the list was a five-lap scratch race for Lotuses. M. J. Parkes (Lotus XI) led from start to finish, but was challenged in the last two laps by P. Riley (Lotus XI).

At the end of the first lap Parkes led from Ferrari (Mk. XI) and Riley with Mitford fourth in a Mark X. Last and apparently happy to be so, for he held that position to the end, was J. S. Leighton in a Mark XI, who toured round as if he were running the car in. Perhaps he was, for he made no effort whatsoever to better his position. The positions remained the same until lap four when Riley passed Ferrari and began to challenge Parkes, but to no avail. Parkes crossed the line an unflinching victor with Riley second and Ferrari third.

The race for Jaguar cars produced every type of post-war model except the D-type. Mk. VIIs, Mk. VIIs, XK 120s, 140s, 150s and C-types, we had the lot, and a very impressive field they made too! Unfortunately John Bekaert was a non-starter in his H.W.M. A pity this

for he is very interesting to watch. As a result of this Gillie Tyrer had it all his own way in his C-type, leading from start to finish. On the first lap Barrett-Greene (C-type) managed to get past him on the inside at Becketts, but as they came past the pits at the end of the first lap Tyrer was back in the lead. Lap two and Mike Salmon (C-type) passed Barrett-Greene into second place. Sargent was fourth and A. J. Sidwell fifth, going splendidly in an XK 120. For the rest of the race the positions remained as they were. Barrett-Greene managed to get farther away from Sargent (C-type) and Tyrer (driving in a lounge suit) maintained his lead over Salmon.

THE DAVID BROWN CHALLENGE TROPHY

NOW we come to the main event of the day, the David Brown Challenge Trophy. This is a relay challenge cup presented to the A.M.O.C. by the Patron "to foster friendly rivalry between owners of the sporting marques". A very fine entry was received for this 140-lap, 225-mile race, no fewer than 21 teams appearing in front of the pits for the start. There were Astons, Jaguars, Lotuses, Bentleys, Austin-Healeys, Triumphs, Morgans, M.G.s galore, Austins, Frazer-Nashes, VWs and Healeys. For the timekeepers this race must be the *bête noire* to end all *bêtes noires*. How they kept track of everyone is beyond me. However they managed it somehow and the results were out within about five minutes of the end of the race. Well done, A.M.O.C. Keep up the good work!

The race was started by John Wyer (who, incidentally, was apparently quite confident that the Astons would win at Spa! Umm.), standing in for David Brown, who was spectating at Monaco. Make what you like of that, friends. Sizing up the opposition? I wonder.

From the Le Mans type start it was John Dalton who leapt into the lead after a magnificent start. Duncan Hamilton (D-type) was for some reason nearly last away and it was obvious that the fur would now begin to fly. It did. At the end of lap one he was second, behind Dalton! M. Reid (M.G.A.) of M.G. team number 14 came into the pits for his compulsory plug change and was quickly away again. Hamilton was coming through Woodcote in his usual vicious slide to everyone's huge delight. McKenzie (3-litre Bentley) of Bentley team number six made his pit stop, as did North of the TR team. Next in was Hamilton for a not so snappy stop. McKenzie was "doing a Hamilton" round Woodcote and both Duncan and Barrett-Greene (C-type) in Jaguar team number two were going great guns, Hamilton passing Dalton after his pit stop. But Barrett-Greene was in trouble, with smoke pouring from his car.

Dalton now made his pit stop, and a very fast one too. Gibson in the Frazer-Nash also paid a visit seemingly in trouble. George Burton was now in the

(Continued on page 660)

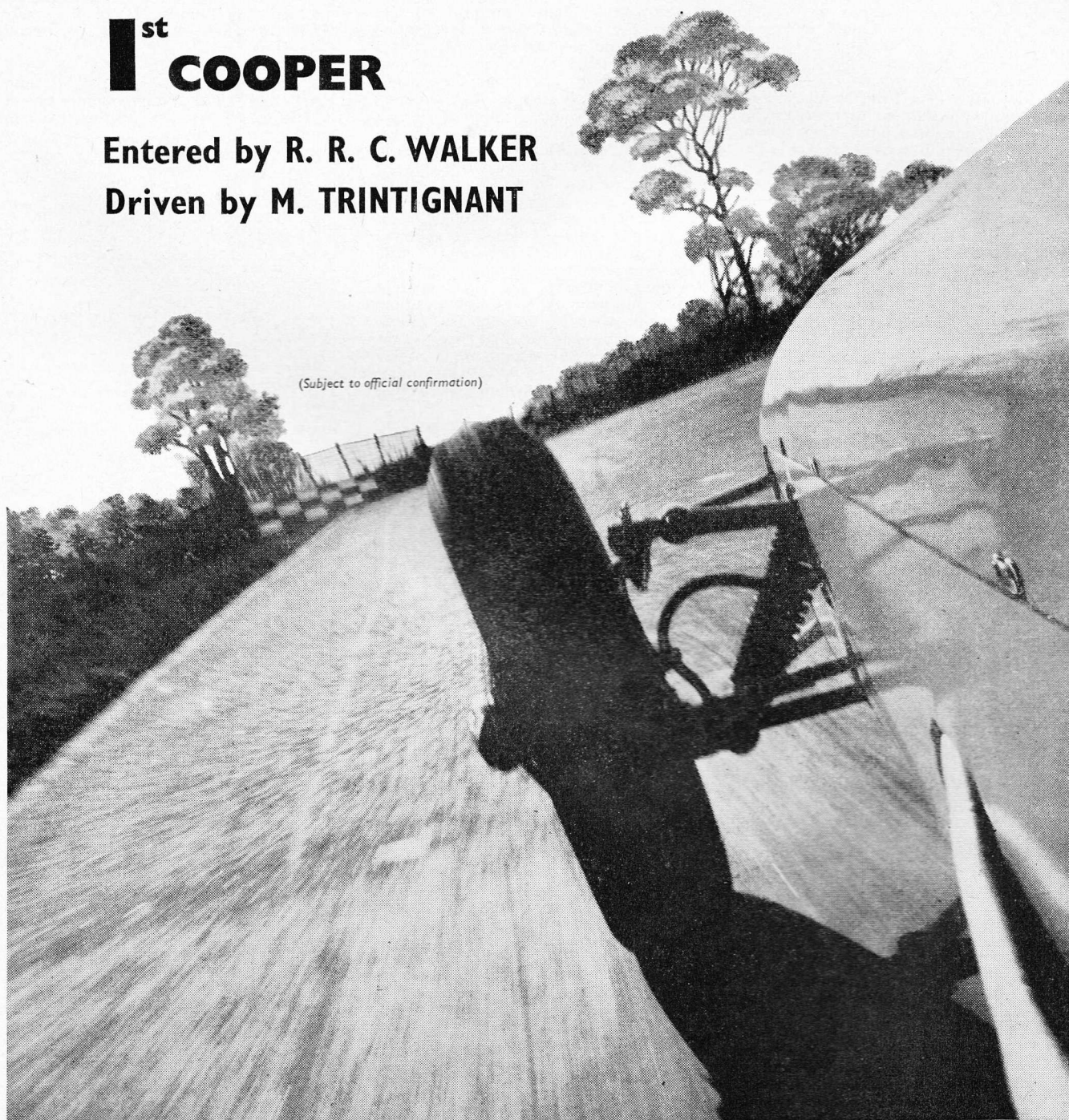
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MONACO GRAND PRIX

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Driven by M. TRINTIGNANT



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Silverstone—continued

fray with his 4½-litre Bentley and going very fast indeed. These old cars are a really wonderful sight and can deal severely with many cars of post-war design. Hamilton made another pit stop but was back in the race in about 10 secs.

Drivers were changing everywhere now and were madly collecting sashes and dashing up the pits to their respective mounts. Hitches (Lotus) and Bill Moss (M.G.A) got away nicely as did Jean Bloxam. It was now four o'clock and the leaders were M.G. team number 17 and Aston Martin team number 20, both on the same lap. The pits were alive with scampering men, some of them having about 40 or 50 yards to run to their cars, which meant a lot of breathless drivers on the circuit. Gillie Tyrer had now taken over from Hamilton for Jaguar team number one and was catching Jean Bloxam fast. Uren, number two for Jaguar team number five, left with bags of wheelspin in his 3.4.

Bill Moss made a quick pit stop to rectify a loose exhaust pipe and Tyrer (C-type) passed the Bloxam DB3S. The positions after one hour's racing were, first, team 20 (Aston) with 65 laps, second, team 17 (M.G.s), third, team 16 (Lotus). The old Astons were going beautifully and it looked as though the club might win this event for the second time. Mike Salmon in Jaguar team number one was circulating with his lights on, and Tyrer was in the pits with smoke pouring from the rear axle. A half-shaft had broken and he was out. So Sargent (C-type) now had to finish the race. Jean Bloxam passed the crippled Jaguar but was very shortly in the pits herself, the Aston having overheated and being now something akin to a pressure-cooker! Portman in the old type DB3S now went off to complete the race. Meanwhile Burton in his Bentley with the de Dion rear end was going very fast indeed and Portman was being tailed by Walker (Lotus XI) who had the legs of the Aston on braking but just could not get past. Chamberlain in Aston number 20b came in and Elwell-Smith took over. Walker managed to squeeze past

Portman and began to draw away from the Aston. Meredith in Morgan 10b spun at Becketts but continued on his way.

After 1½ hours' racing, Aston Martin team number 20 were still in the lead with 85 laps. Frazer-Nash team number 19 was second and M.G. team number 17 was third. Elwell-Smith's helmet was adrift again and he was called into his pit for a new one. Cox in the Silverstone Healey was running very consistently and without fireworks. Walker, having got well away from Portman, came into his pit and Bloor took the sash and was off. Poor Uren had a wheel collapse on his 3.4. He stopped just before Copse and proceeded to run round the circuit to the pits to enable his team to continue. A very sporting effort this and the crowd showed its appreciation by clapping heartily when he finally reached the pit. Hodson now took over. While this was going on Jean Bloxam reappeared in front of the pits with the DB3S but she was not needed. Portman continued until the end. Hacking (M.G. TF) of team 15 went gaily into the oil drums at Becketts but was able to continue after a quick pit stop. Looker (Morgan Plus 4) of team 10 was going round with headlamps blazing for no apparent reason, his team lying in fifth position, the order after 2½ hours being, Aston Martin team number 20 first, Lotus team number 16 second, M.G. team number 15 third, and M.G. team number 12 fourth. The Astons had covered 118 laps.

Portman made a two-minute pit stop and then continued on until the end. Upholding the leading Aston team's honour was Elwell-Smith going very gamely in L.M.2, but obviously having a very bumpy ride. A few laps from the end he came into the pits with under-bonnet bothers and this probably cost the team the race. Hard luck indeed. The M.G. team number 15 went into the lead and stayed there to the end. Hacking received the chequered flag, his splendid team having averaged 65.20 m.p.h. for the 225 miles. The Morgan team number 10 were second,

having gained three places in the final half hour or so and another M.G. team, number 12, was third. A triumph for Abingdon.

When all the cars were off the track the victorious team of Entwistle, Trafford and Hacking were presented with the trophy by David Brown's daughter Angela. Much champagne was poured into the cup and duly quaffed by the victors. Thus ended a very enjoyable day. The rain held off but most of the time there was a biting wind which doesn't make a journalist's task any easier. *Please, B.R.D.C., may we have a proper press box!* Mallory has one, so has Brands Hatch, so surely Great Britain's premier G.P. circuit should too.

Anyway, thank you, A.M.O.C., for a fine day's sport. Roll on the St. John Horsfall meeting! Perhaps someone will remember to pay the weather man in time!

CHRISTOPHER NIXON.

Results**Race 1**

Aston Martins, up to 1,500 c.c.: 1, D. Elwell-Smith (International), 61.77 m.p.h.; 2, R. F. McNab-Meredith (Ulster); 3, J. W. Young (Le Mans). **Bentleys:** 1, G. G. McDonald (4½-litre), 69.64 m.p.h.; 2, G. A. G. Burton (4½-litre); 3, M. J. Bradley (4½-litre). **Volkswagens:** 1, E. B. Wadsworth, 57.09 m.p.h.; 2, M. J. Griffin; 3, R. E. Snow.

Race 2

M. G. Cars: 1, K. P. Tomei (M.G. TD), 65.42 m.p.h.; 2, C. P. Tooley (M.G.A); 3, G. Beedie (M.G. TC).

Race 3

Healeys and Austin-Healeys: 1, D. Shale (A.-H. 100/Six), 70.36 m.p.h.; 2, J. Sutton (A.-H. 100/M); 3, D. J. Mackay (A.-H. 100). **Aston Martins, over 1,500 c.c.:** 1, J. Dalton (DB3S), 77.51 m.p.h.; 2, Mrs. J. Bloxam (DB3S); 3, E. H. B. Portman (DB3S). **A.C.s:** 1, I. H. Smith (Ace), 71.86 m.p.h.; 2, R. A. Brightman (Aceca).

Race 4

Lotus Cars: 1, M. J. Parkes (Lotus XI), 74.94 m.p.h.; 2, P. Riley (Lotus XI); 3, B. Ferrari (Lotus XI).

Race 5

Jaguar Cars: 1, G. Tyrer (C-type), 76.69 m.p.h.; 2, M. Salmon (C-type); 3, A. C. Barrett-Greene (C-type).

Race 6**The David Brown Challenge Cup**

1, M.G. Team No. 15, T. Entwistle (M.G.A), J. Trafford (M.G.A), J. Hacking (TF), 140 laps in 2 h. 54 m. 36.4 s. (65.20 m.p.h.); 2, **Morgan Team No. 10**, J. Brown (Plus 4), R. Meredith (Plus 4), J. Looker (Plus 4); 3, **M.G. Team No. 12**, C. Shore (A-type), P. Tomei (TD), S. Cobban (A-type).

A Full Day's Racing at Brands Hatch

Brilliant performances in F.2 races by Bruce McLaren (Cooper)

IN spite of the rival attractions of Monaco and Spa there were still enough racing motorists left on this side of the Channel to make an interesting B.R.S.C.C. meeting at Brands Hatch on Sunday, nine scheduled races and an extra unscheduled one making up the programme.

First race was a 10-lapper for series-production sports cars conforming to the AUTOSPORT championship regulations, although not a qualifying event. This was notable for the first appearance at Branch Hatch of Ian Walker's perfectly delightful Lotus Elite, which had such a successful first outing the previous week-end. Also new to the Kent circuit was T. Barnard's Elva Courier.

Walker occupied pole position for the start, but was beaten into Paddock Bend by W. E. Wilks's splendid old Frazer-Nash which soon pulled out a commanding lead. Barnard's Elva was not at all well, and pulled on to the grass to retire after a couple of laps, while the

Elite—surprisingly—dropped farther and farther back. On the second lap he was dislodged by Percy Crabb in the Chequered Flag Austin-Healey 100S and M. Bond's Frash. Wilks increased his lead in the way that is becoming a habit with him and, after three laps, had the length of the top straight between him and Bond, now in second place, which he had taken when Crabb spun on Druids. Walker, still in fourth place in the light green beauty, began to close up on Crabb and on lap six just managed to get past, but his lead was short-lived. He was faster through the corners, but the Austin-Healey seemed to have the edge on the straight; however, it seems that the Elite was firing on only three cylinders and this suggests a terrifying velocity when all four are going well! On lap nine, however, Crabb slowed noticeably and Walker went through to third place while the Austin-Healey retired. Walker was still not satisfied, though, and tried very hard to catch

Bond on the remaining lap. Unfortunately he, too, spun on Clearways and had to be content with third position. Wilks, after holding an unchallenged lead, simply sailed home to win at 65.67 m.p.h. Bond was second, having made fastest lap at 67.43 m.p.h.

Event two was the junior Formula 3 race, which was largely conspicuous for the large number of casualties. At the end of the race the infield looked as it used to look in the old days, with abandoned cars all over the place. J. Menzies (Petty-Norton) was the winner after leading for most of the race at an average speed of 67.03 m.p.h. Second place went to J. R. Lewis (Cooper-Norton) after R. Jaques (Flash Spl.) had retired while holding that position, albeit with a smoking engine for most of the race. He shared fastest lap with Menzies, however, at 69.10 m.p.h.

Third event was the first of the Formula 2 events, and a very good and very fast race it was, too. Pole position was occupied by the New Zealander Bruce McLaren (Cooper), while also on the front row was the Brands Hatch expert

(Continued on page 662)

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Brands Hatch—continued

George Wicken. Challengers to the Cooper might were Dennis Taylor's Lotus, sporting a high tail, and Alan Stacey in a Smith, which looked rather like a Lotus without the high tail. With me?

Wicken made a very poor start, almost stalling his engine, and set off right at the back of the field. At the other end, Ken Tyrrell, in Alan Brown's Cooper, had taken an immediate lead with McLaren in second place and catching him. Tony Marsh, who had blown up his Cooper's double-knocker engine and installed a single-o.h.c. unit instead, turned out to be the only one so equipped but nevertheless motored along very steadily. George Wicken was not a bit happy at the tail end, however, and in five laps gained five places, which just goes to show.

McLaren, anxious to show why he'd come to Britain's sunny clime, was steadily gaining on Tyrrell, and on lap six passed him on Druids to pull out a convincing lead, which he held to the end. Wicken was still determined to take something home, however, and finding himself in fifth place with two laps to go proceeded to do something about it. Next time round he gained two places and moved into second spot on the last tour, to finish six seconds behind McLaren, who had more than demonstrated his competence to win at 72.99 m.p.h. Our George, however, equalled the lap record at a resounding 75.41 m.p.h.

The sports-racing machinery had a go in the next race, with 10 laps for cars up to 1,100 c.c. Alan Stacey (Lotus) led from the start and never put a wheel wrong to win at 73.18 m.p.h., also setting new figures for the class lap record at 74.40 m.p.h. He crossed the line 15 seconds ahead of Innes Ireland (Lotus), who moved into second place on the first lap, lost it to Peter Ashdown (Lotus) on lap two and regained it on lap five. There was a moment of drama on the second lap when Keith Greene (Lotus) approached Bottom Bend at high speed and apparently suffered a sudden and complete brake failure, for he made no attempt to negotiate the bend and shot on to the grass at undiminished speed. Yes, he retired!

The first of the two saloon car races which followed was a rather dull affair for the tiddlers. Naturally, it was dominated by John Sprinzel's scarlet A35, who took a lead from the start and was followed by G. C. Shepherd (A35), F. W. Marriott (Minor 1000) and P. D. Shanks (A35), all at more or less equal intervals. Sprinzel was never caught and won easily at 59.23 m.p.h., also setting fastest lap at 60.32 m.p.h. Towards the end of the 10-lap race Shanks began to catch Marriott's Morris but on the ninth lap rolled it at Druids. He was unhurt, however, and at the end of the race the car was pushed back onto its wheels and he drove it back to the paddock with modified bodywork to match the modified motor.

The five-hundreds then came out again for the senior race. Tom Bridger's Cooper, running on petrol in preparation for next season, made a bad start and Trevor Taylor, in Francis Beart's car, had it all his own way, eventually winning by more than half a minute. Bridger, however, came quickly through the field and began to challenge Don

Parker, in second place, but there just weren't enough laps left and he finished third. One of our most polished F3 drivers, Tom Bridger has shown himself competent with F2 machinery as well as saloon car racing, and it cannot be long before someone gives him a drive in a grand prix car.

The second F2 race followed, with McLaren clearly out to win the pair of them on aggregate. At the drop of the flag he shot off the line to take an immediate lead, with Ken Tyrrell chasing hard but ineffectively in second place. Poor old George Wicken had made another bad start and was in seventh place at the end of the first lap. From then on, however, his progress was simply fantastic and he proceeded to gain a place on every lap—and this during a very fast race! By the time he had moved into second place, McLaren had the length of the top straight in hand, but Wicken set about chasing him too and began to close slightly. Again, however, the race was not long enough, and second place was all he could manage. McLaren, too, had seen him coming and piled on the pressure to such good effect that he, too, equalled Brabham's lap record of 75.41 m.p.h. as the fastest lap of the race, and won at 73.96 m.p.h.

This, of course, gave him the victory on aggregate of both races, with George Wicken second and R. L. Moore third.

Then out came the 1,100 c.c. sports cars again for another 10-lapper. M. Graham, in a Lotus entered by Innes Ireland, took the lead to start with, but M. Taylor dislodged him after a couple of laps and led thereafter, harried all the time by Graham who, in turn, was being pressed hard by M. Kingham (Lotus). Taylor gradually drew away, however, and looked all set for an easy win, but with a lap to go he was balked while lapping a tail-end and very nearly lost his lead. He held on, however, and crossed the line to win by little more than a length. Graham set fastest lap at 70.63 m.p.h.

Another processional race was that for the larger saloons, in which the 3.4 Jaguars of Tommy Sopwith and Sir Gawaine Baillie took the lead together and, clear away from the field, set about playing a jolly little game. Sopwith led for two laps, then it was Baillie's turn. Then Sopwith took over again—and so on, with the crowd loving it all. Behind them, Jack Sears (A105) and J. M. Uren (Zephyr) were having a royal dice for third place, the honours just going to Sears. Sopwith eventually led across the line, with Sir Gawaine, as usual, a length behind him, at an average speed of 61.44 m.p.h. He also made fastest lap at 64.70 m.p.h.

That should have been the last race according to the programme. However, because, presumably, Keith had had to retire so early in the 1,100 c.c. sports car race, Sid Greene put up a trophy for a five-lap invitation race in which Keith competed against Ashdown, Ireland, Gordon Jones, Kingham and Henry Taylor, all in Lotuses, and Robin Mackenzie-Low in an Elva. Peter Ashdown took an immediate lead and won very comfortably, with Mackenzie-Low in second spot for two laps, dropping to third behind Innes Ireland. Keith Greene started off in third place on the first lap, and fourth on the

second. On the fourth lap, however, he spun off on Kidney and finished in seventh place to win none of Dad's money at all!

MARTYN WATKINS.

Results**Event One****Series Production Sports Car Race**

1, W. E. Wilks (Frazer-Nash), 65.67 m.p.h.; 2, M. Bond (Cooper-Nash); 3, I. Walker (Lotus Elite). **Fastest lap:** Bond, 67.43 m.p.h.

Event Two**Junior F3 Race**

1, J. Menzies (Petty-Norton), 67.03 m.p.h.; 2, J. R. Lewis (Cooper-Norton); 3, P. Smith (Cooper-Norton). **Fastest lap:** R. Jacks (Flash Spl.), and Menzies, 69.10 m.p.h.

Event Three**Formula 2 Race**

1, B. McLaren (Cooper), 72.99 m.p.h.; 2, G. Wicken (Cooper); 3, K. Tyrrell (Cooper). **Fastest lap:** Wicken, 75.41 m.p.h. (equals F2 record).

Event Four**Sports Cars up to 1,100 c.c. (A)**

1, A. Stacey (Lotus), 73.18 m.p.h.; 2, I. Ireland (Lotus); 3, G. M. Jones (Lotus). **Fastest lap:** Stacey, 74.40 m.p.h. (new class record).

Event Five**Saloon Car Race (A)**

1, J. Sprinzel (Austin A35), 59.23 m.p.h.; 2, G. C. Shepherd (A35); 3, F. W. Marriott (Minor 1000). **Fastest lap:** Sprinzel, 60.32 m.p.h.

Event Six**Senior F3 Race**

1, T. Taylor (Beart-Cooper), 73.11 m.p.h.; 2, D. Parker (Cooper-Norton); 3, T. Bridger (Cooper-Norton). **Fastest lap:** Taylor, 74.40 m.p.h.

Event Seven**Formula 2 Race**

1, B. McLaren (Cooper), 73.96 m.p.h.; 2, G. Wicken (Cooper); 3, R. L. Moore (Cooper). **Fastest lap:** McLaren, 75.41 m.p.h. (equals F2 record).

F2 Race Aggregate Results

1, B. McLaren (Cooper), 73.48 m.p.h.; 2, G. Wicken (Cooper); 3, R. L. Moore (Cooper).

Event Eight**Sports Cars up to 1,100 c.c. (B)**

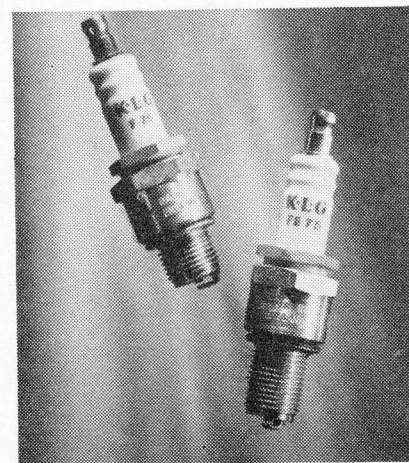
1, M. Taylor (Lotus), 69.10 m.p.h.; 2, M. D. G. Graham (Lotus); 3, M. Kingham (Lotus). **Fastest lap:** Graham, 70.63 m.p.h.

Event Nine**Saloon Car Race (B)**

Class B, 1,200-1,600 c.c.: 1, T. Bridger (Borgward); 2, A. T. Foster (Magneite); 3, M. B. Everley (Minx). **Class C, 1,600-2,700 c.c.:** 1, J. G. Sears (A105); 2, J. M. Uren (Zephyr); 3, D. Haynes (Zephyr). **Class D, over 2,700 c.c.:** 1, T. Sopwith (3.4 Jaguar); 2, Sir G. Baillie (3.4 Jaguar); 3, D. J. Uren (3.4 Jaguar). **General Classification:** 1, Sopwith, 61.44 m.p.h.; 2, Sir G. Baillie; 3, Uren. **Fastest lap:** Sopwith, 64.70 m.p.h.

Race Ten**Sid Greene Trophy Invitation Race**

1, Peter Ashdown (Lotus), 71.95 m.p.h.; 2, I. Ireland (Lotus); 3, R. MacKenzie-Low (Elva). **Fastest lap:** Ashdown, 74.40 m.p.h.



NEW PLUGS: Additions to the K.L.G. range are the F75 and FE75, designed to bridge the gap between standard and "hard" plugs. They will be of interest to the hard driver of a standard car.

CORRESPONDENCE

Racing Ethics

IT seems to me that during the course of the past year or two, there has been a considerable decline in the general standard of sportsmanship, and at the same time driving, to be seen at race meetings both national and international in this country. I feel that this state of affairs should not be allowed to continue.

Motor racing, like any other sport, is governed by regulations both written and unwritten, and while one has to admit that an unwritten law can be broken without the incurrence of any penalty, it hardly seems right that written regulations specifically laid down for the good conduct of race meetings, can equally easily be ignored. It has always been my understanding that the first driver to enter a corner should be allowed by other competitors to choose his own line. Furthermore, it is clearly laid down for each particular circuit that cars will normally overtake on a specific side depending, of course, on whether the race is to be run clockwise or anti-clockwise. For some reason neither the stewards nor the observers at races today seem to make any attempt to enforce these rules or to penalize competitors who flagrantly disobey them.

The result of this which is clearly to be seen, most particularly in 1,100 c.c. sports car events, is a type of racing which should be restricted to Wembley Stadium or the "Dodgems" at the local fairground.

While I quite admit that even the best driver probably has to drive on the "ragged edge" in order to win against cars of similar performance, I cannot see why this operation should be carried to the extremes of shunting other competitors, yet this practice seems to be increasingly common. I would think that any driver whose car touches another is proceeding beyond his capabilities.

The obvious way to put a stop to this would be to make sure that any car which rams another competitor on the circuit, be flagged in by the Clerk of the Course for a reprimand. This would ensure that a driver indulging in these tactics would have no prospect of being placed.

I would suggest here that a "no spinning" rule is of little or no assistance, as it is extremely difficult to decide whether a car has performed this manoeuvre intentionally or otherwise and whether in fact it was under control at the time or not.

I feel particularly strongly on this subject as my car was seriously damaged as a result of the deplorable exhibition of over-enthusiasm which was to be seen at the start of the first race at Silverstone on 10th May. The individual who shunted my own car into the bridge on that occasion came up with one or two remarks which I think are worthy of publication. First, however, I would like to mention that he made no attempt to apologize after the race and, in fact, never came to find out how much damage he had done.

This, I think, would have been the least that any driver who had caused what might have been an extremely serious accident, would have been expected to do.

When I eventually accosted this gentleman he remarked: (a) that he was a more experienced driver than I was (which is open to question); and (b) that it was necessary for him to pull out to pass the car in front. Apparently it did not matter to him that my car was already at his left and that consequently, when he pulled out and pushed my car off the circuit, there was no room for me to take any avoiding action. I was thus propelled into one of Silverstone's most substantial fixtures.

It is sad but true to say that the Hollywood-type motor racing which we used to pay 3s. 9d. to see from the stalls of the local cinema can now be viewed from the stands of the British motor racing circuits. Surely it is the responsibility of everyone who has the good of the sport at heart, to see that this is stopped before the motor racing fraternity receives unwelcome attentions from the Anti-Blood Sports League. Surely we have enough trouble with the Lord's Day Observance Society.

LEEDS.

R. A. HUDSON.

The Editor is not bound to be in agreement with opinions expressed by readers.



OVER TO John Arlott



An hour to go before my next commentary.
Time to enjoy a pipe of St. Bruno . . .

the only tobacco which really satisfies me.



St. Bruno has a very special flavour that I do enjoy. Yes, St. Bruno is a companionable tobacco . . . slow burning and satisfying.

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ST BRUNO

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4/6 an ounce

Club News

By MARTYN WATKINS

WHAT a motorsport fiesta there is this week-end, to be sure. So far as speed events are concerned, this is a clubman's week-end *par excellence*; you can race or watch at a different venue on every day from Saturday to Monday! If you happen to be staying at home, however, I fear you'll have a pretty thin time, for there is virtually little or no broadcasting or television concerning any of the meetings.

It really is a great pity that, in the present scheme of things, you can watch football on television until you can no longer stand the sight of anything round. But if motoring happens to be your sport, then you can sit in front of the set gasping, but to no avail. It happened with the Aintree "200": perhaps it was a little too much to expect "live" coverage, but it did not, apparently, rank as being of sufficient interest to warrant a mention in the TV news round-up programme that evening. At Silverstone, the International Trophy race was ignored in favour of a football match.

Who can blame the motorist for feeling sorry for himself, picked on by all sorts of authority for all sorts of things, restricted, controlled—and ignored in favour of hockey matches and so on. It's a hard life—but worth it, don't you think?

ALLARD O.C. are on the top of the pile this week, and they have their annual photographic rally on 1st June, starting at the Chequers Hotel, Slaugham, near Handcross, Sussex. Entries go to G. Victor, 12 Smithambottom Lane, Purley, Surrey. . . . **Cemian M.C.** tells me that there was an error in the results of the Knowland Trophy driving test meeting, held recently. Mr. Whiteman (Vanguard) was credited as being the winner of a couple of classes, Paul Steiner (Fiat) getting an award of merit, and this, they now find, should have been t'other way round. Sorry you've been troubled. . . . Regulations are now



LIKE IT? Perhaps the only wooden car in the country—yes, we mean it—this is powered by a modified Standard Ten unit and has a body of laminated plywood—built, presumably, on small-boat principles. Our photographer saw it at Snetterton during the Allard O.C. sprint recently.

available for the second **Sunbac** Mallory Park race meeting on 14th June, invited clubs being Bugatti O.C., Seven-Fifty M.C., Coventry and Warwickshire M.C., Hagley and D.L.C.C., Morgan 4/4 Club, B.R.S.C.C., Notts S.C.C., Midland M.E.C., Shenstone and D.C.C., Lancs and Cheshire C.C. and Jaguar D.C. Entries close on 4th June and secretary of the meeting is J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, War. . . . **Dublin University M.C. and L.C.C.** hold a hill-climb at Mount Venus, Rathfarnham, Dublin, on 31st May. . . . **250 M.R.C.** holds a race meeting at Snetterton on 3rd August and regs. will shortly be available from L. F. French, 30 Monks Avenue, New Barnet, Herts. Invited clubs include Seven-Fifty M.C., B.R.S.C.C., Club Lotus, Snetterton M.R.C., Thames Estuary A.C., West Essex C.C., North London E.C.C., B.A.R.C., M.G.C.C., Bugatti O.C., Nottingham S.C.C. and East Anglian M.C.

There may well be a separate classification for Berkeleys. . . . **Birmingham Y.C.M.C.** holds a closed rally on 14th-15th June, entries closing on 12th June and going to R. G. Elliott, 16 Fairmead Rise, Kings Norton, Birmingham 30. . . . Regulations are available for the **Bugatti O.C.** members' hill-climb at Prescott on 8th June—a closed event. Entries close on 29th May and go to W. Bancroft, 168-9 Aston Road, Birmingham 6. On 7th June there is another members' testing day on the hill starting at 11 a.m. . . . A long way ahead, but nevertheless inexorably on the way, is the **Pembroke-shire M.C.** hill-climb at Lydstep on 4th October, at which there will be the usual classes for racing, sports and saloon cars. . . . Supplementary regs. are available for the **Volkswagen O.C.** rally on 1st June, invited clubs being Aston Martin O.C., Anglia and Prefect O.C., Renault O.C., Singer O.C., Rochester, Chatham and D.C.C., Thames Estuary A.C. and Margate and D.C.C. Entries close on 25th May and go to R. L. Baxendale, 130 Highland Heath, London, S.W.15. . . . **Forces M.C.** has formed a branch in the north of Scotland, with headquarters at Elgin. The secretary is S/Lt. C. B. Sleight, R.N., of Camp House, Dunbar Street, Lossiemouth, Morayshire. . . . Regs. are available for **The Trio** race meeting at Brands Hatch on 29th June, the "trio" being **Club Lotus, Seven-Fifty M.C. and 250 M.R.C.** Entries close on 6th or 13th June and go to I. H. Smith, 347 Goswell Road, London, E.C.1. . . . **Chester M.C.** holds a sprint at Queensferry on 21st June, entries closing on 9th June and going to E. Damadian, Rose Dale, Marlborough Crescent, Grapenhall, Cheshire. It is a closed event to members of the Cheshire M.C. and Lancashire and Cheshire M.C. . . . **East Surrey M.C.** holds a simple afternoon rally on 8th June, no time schedules being included: this seems a very good way of getting round the obvious dangers that lie in daylight events. Entry forms and regs. are available from R. A. Cove, 53 Hayes Lane, Beckenham, Kent. . . . **Chiltern C.C.** holds a restricted touring rally on 8th June.

Coming Attractions

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

May 25th. Paris 1,000 Kms., Montlhéry (S).
Romford E.C.C. Sprint, Snetterton, near Thetford, Norfolk.
250 M.R.C. Sprint, Stapleford, near Chigwell, Essex. Start, 11 a.m.

May 26th. Dutch Grand Prix, Zandvoort.
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. Start, 2 p.m.
Nottingham S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics.

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

May 31st. Chichester M.C. Driving

Tests, Goodwood, near Chichester, Sussex.

June 1st. 1,000 Kms. Race, Nürburgring (S).

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

B.A.R.C. Hill-Climb, Firle, near Lewes, Sussex.

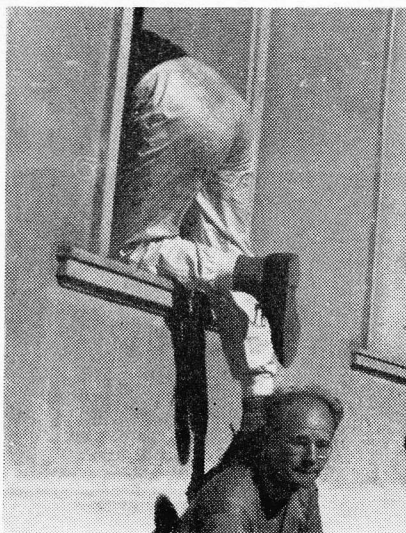
June 7th. Eight Clubs Race Meeting, Silverstone, near Towcester, Northants. Start, 11.30 a.m.

Lancs and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.

Midland A.C. National Hill-Climb, Shelsley Walsh, near Worcester. Start, 1 p.m.

June 8th. Delamarre-Debouteville Grand Prix, Rouen (S, T).

B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.
Inter-Varsity Speed Trials, Snetterton, near Thetford, Norfolk.



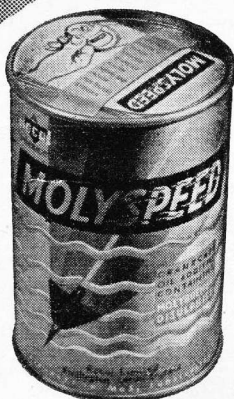
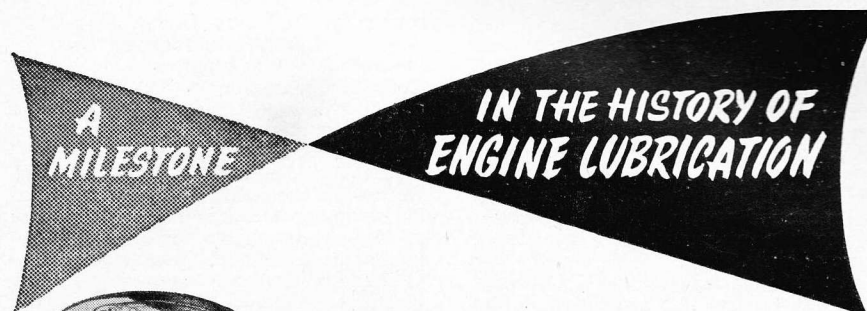
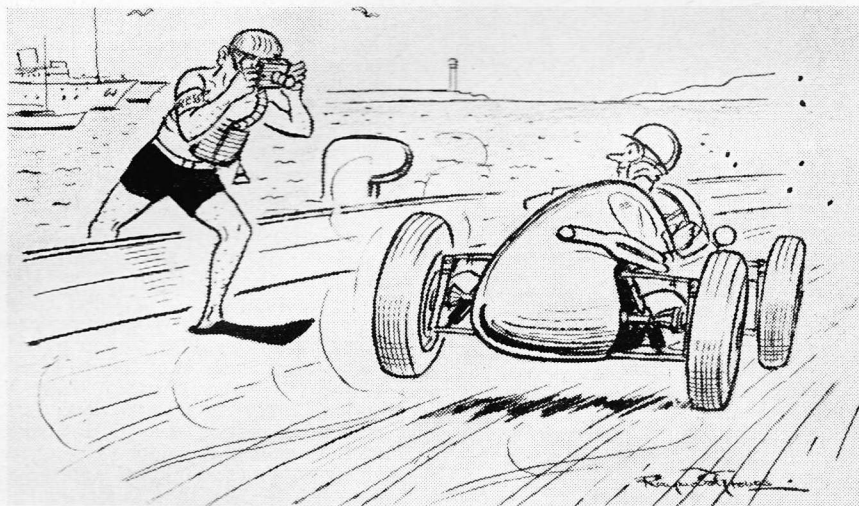
CAT BURGLAR: (Above)—No, it's Mike Hawthorn looking for a drink the hard way after his retirement from the race.

190 B.H.P. 2CV:
(Right) John Cooper
with the new 2.2-litre
Coventry-Climax en-
gine, picked up from
Nice airport in a
rented 2CV Citroën.



Monaco—continued

course, the A.C. de Monaco. . . . The new Austin-Healey Sprites attracted a great deal of attention. . . . Peter Collins used a Vespa "400" for transport; Horace Gould a Vespa scooter. . . . In charge of the Triumph U.S.A. Rally was ex-S.C.C.A. man, Dave Allen. Ken Richardson was there to supervise. . . . Combining business with pleasure were newly weds Rodney and Jean Walkerley. . . . "Gabby" Cesar's famous restaurant appeared to be race H.Q. . . . Tom Wisdom's shirt was known in the Hotel Metropole as a "chemise Targa Florio" (see AUTOSPORT, 17th May).



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National Welsh Festival Rally

Victory goes to P. P. Roberts/Miss V. Domleo

THE first "National" Welsh Festival Rally counting towards the B.T.R.D.A. Star, organized by the Association of Welsh Motor Clubs and sponsored by the *Liverpool Daily Post*, took place during the period 8th May to 11th May.

Drawing an entry of 60 plus, with starting controls at Llandudno, Bristol, Kenilworth and Cardiff, competitors, after some 150 miles of motoring including compulsory control points, converged on Llandrindod Wells from whence commenced the Rally "proper" on a common route.

The first night's drive saw crews travelling westwards over the desolate, twisting former coach road which crosses the mountains to Yspytty Ystwyth, a village near Aberystwyth, before turning eastwards over the hills to Hay-on-Wye, thence by map reference to Cardiff.

Here in the Welsh capital was staged the first test, a double forward and reverse to stop astride a line. Leaving Cardiff still under favourable weather conditions, the route lay across South Wales, where heavy rain began, making night navigation through little known Welsh villages not so easy, then northwards, almost entirely over semi second class roads to Capel Bangor, round Lake Vyrnwy to Bala, and down to Barmouth.

On arrival here, the check up revealed, "missing, late, re—or just plain tired", such names as B. V. Davidson (Morris), H. P. Fenton (Berkeley), G. J. Mabbs (Standard), J. R. Lloyd (Ford), T. S. Baker (Austin), F. Cookson (Vauxhall), P. L. Scragg (Morris), D. Seigle-Morris and J. P. Manassei on M.G.s, S. A. Coldham (A.C.), A. J. Chaston (Riley), J. A. Fleming (Triumph) and last, but not least, S. E. Mather (TR2) who should certainly have known better!

A quick "tot up" of marks gave the lead to D. H. Wilson-Spratt (TR2) or P. P. Roberts (Austin-Healey), who both successfully completed tests 2 and 3, run under brilliant sunshine on the Barmouth sea front. These comprised a "four garage" and a quick dash through alternate pylons.

Leaving Barmouth, the third section was routed through Bettws-y-Coed, Aberglaslyn, Criccieth into the Llyn peninsula, turning at Aberdaron to finish at Llanwnda.

Stage 4 which came next was, perhaps, the toughest; for those who have never visited the Island of Anglesey, it consists, almost entirely, apart from the very fine main roads, of literally hundreds and hundreds of small and narrow lanes which cross and intertwine; some of them go, well, perhaps no one quite knows! So! really tired drivers now faced a map reference section of 90 miles entirely within the Island boundary! Weather turned to torrential rain so "nuff said". However, all things come to an end—this did, at Bangor! From here on past the Swallow Falls, Llyn Aled, Yspytty Ifan, down to Cerrigy-Drudion, thence to Rhyl for breakfast by way of Llangollen and Ruabon. Then at last easy going to Colwyn Bay, by way of Llanrwst.

The weather at Colwyn Bay was foul, heavy non-stop rain and poor visibility which rather gave "the lie" to the programme's welcoming leader of "health, beauty and tranquillity is here" perhaps? but certainly not today!

Journey's End brought dismay stories of the "Great Welsh Rally" a few of which bear repetition: J. E. Edwards (VW) found himself in a water splash of considerable depth which completely covered the wings, filling the engine with water; removing the plugs, he wound it out! A. T. Fisher (Austin) holed his sump, repaired same with mud and chewing gum and carried on! H. P. Fenton (Berkeley) opened the door to check his whereabouts, "door fell off and driver fell out!" R. D. Tilley (Simca) no oil pressure at Llandrindod Wells, filled up with gear oil and finished! T. S. Baker (Austin) changed a radiator in Cardiff and then was the only driver on time in the "Tour d'Anglesey" and so on and so on!

Two-thirty p.m. Saturday, rain still pouring and visibility still bad, when competitors had to perform the last three tests, the first, straightforward acceleration around two pylons; the second, two circles around pylons, terminating with a reverse into a garage, and the last a figure of eight.

Fastest in the first test was J. C. Worswick (Anglia) in 12.3 secs., and in the other two, b.t.d. was made by B. W. Fursden (Dauphine) with runs in 42 and 39.8 secs. respectively.

The winners, P. P. Roberts and Miss V. Domleo (Austin-Healey), well deserved their victory for with a loss of 570.4 marks they were still 200 up on runner up, M. J. Harris (Morris 1000).

The Healey pair were well placed right through the event, and over the difficult navigation section in South Wales which caused 13 "mortalities" came through with the loss of only 10 marks. Where they did go astray was in Anglesey on the Friday night, when, late at one control, they were forced to by-pass another.

The event was tough, over 1,200 miles in length, and given more "big name" support should provide a useful addition to the "National" longer distance type of event.

FRANCIS PENN.

Results

Outright Winner: P. P. Roberts (Austin-Healey), 570.4 penalty points. **Category A (Production saloon cars):** M. J. Harris (Morris), 804.9. **Category B (Production sports or open cars):** G. W. Best (Triumph), 1,090.2.

Category A: Class 1.—1, B. W. Fursdon (Renault), 1,194.6; 2, R. D. Tilley (Simca), 1,231.4; 3, A. T. Fisher (Austin), 1,619.5. Class 2.—1, Dr. J. T. Spare (Singer), 1,817.3; 2, B. S. Harding (Morris), 2,528.3. Class 3.—1, J. Casewell (Austin), 1,580.8; 2, J. Reeves (Austin), 1,660.5; 3, E. R. Shillabeer (Jaguar), 1,721.5.

Category B: Class 1.—1, M. Kaye (Porsche), 4,842.7. Class 2.—1, R. D. Masters (Triumph), 1,217.7; 2, W. G. Cawsey (Triumph), 2,520.6.

Category C: Class 1.—1, G. Hammond (Ford), 2,985.2; 2, J. C. Worswick (Ford), 5,765.9. Class 2.—1, D. H. Wilson-Spratt (Triumph), 1,901.8.

Team Award: Hereford M.C. (P. Roberts, T. S. Baker and A. T. Fisher), 5,092 penalty points.

Llandudno Start Prize: J. A. Hall (Riley), 3,966.

Warrington Start Prize: E. Hodson (Jaguar), 4,414.2.

Kenilworth Start Prize: T. S. Baker (Austin), 2,902.1.

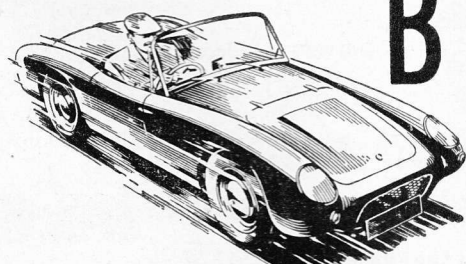
Bristol Start Prize: A. Piggott (Volkswagen), 2,063.2.

Cardiff Start Prize: A. L. Bennett (Morris), 2,017.

OXFORD M.C.

ON Sunday, 18th May, 21 competitors in the fourth Walter Rally covered 170 miles or thereabouts over and round the Berkshire Downs to a strict time schedule. Only four got lost, or, through delays or other reasons, retired. Colin Share, coming to the start, burned out his dynamo—returned home, fitted a spare and started about half an hour after the field—and came in on time! Outright winner for the Norman F. Jones Cup was J. M. Granville (Standard 8), navigator Derek Witts, with a total of 180 penalty points and a score of 14 in the special test to eliminate the tie.


The class for small cars was won by P. Stuck (Standard 8) and class B, for larger cars, by W. T. Alden (Hillman Minx). The novices' award went to E. C. Goodman (Triumph TR2).



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2.6 LITRE ASTON MARTIN racing engine, virtually new. Built for single-seater, raced once by R. Parnell. 11 to 1 compression, large ribbed electron sump, racing head, camshafts, polished crank and rods, lightened flywheel, Weber carbs., long and short inlet manifolds, £400. Eight new Borani 16 ins. wire wheels. £8 each. 1953 Aston Martin DB2, 29,000 miles. Electric blue with pale grey upholstery, unmarked. Michelin X, spotlamps, etc. Overhauled and immaculate. Not used in winter months. Taxed. £1,375. Purchase of 300SL only reason for regretted sale.—Lister, Listerdale, Rotherham.

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1954 AUSTIN-HEALEY, red, Le Mans mods., 29,000 mls., radio, htr., o'drive, Xs, new four-speed box, spots, grid, etc. No dealers. £670.—VALentine 5298.

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BENTLEY 3-litre Blue Label tourer, 1922, f.w.b., British Racing Green, excellent running order, specimen. Offered at £225.—Gordon, 29 Connaught Square, W.2. AMBassador 9440.

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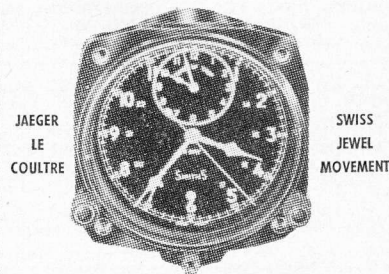
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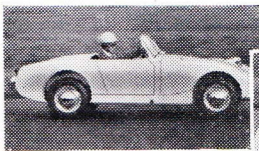
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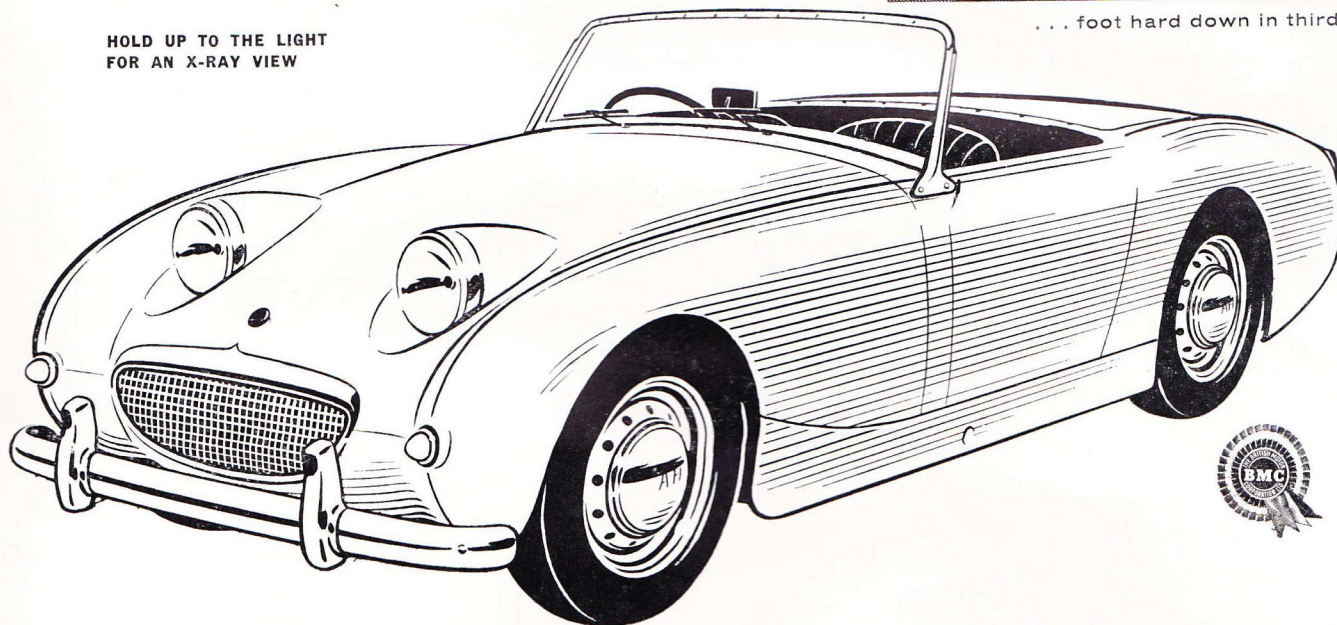


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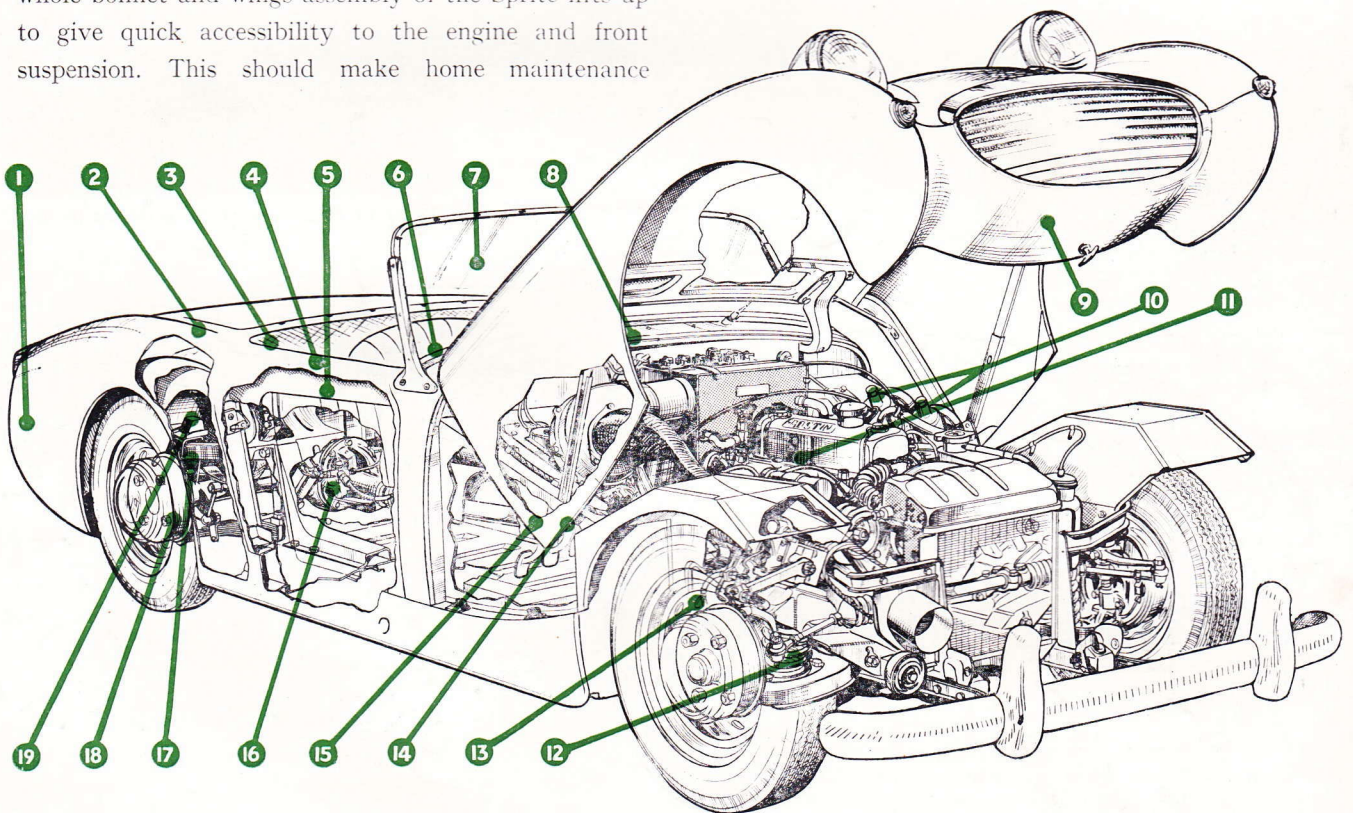
Hail to thee, blithe Sprite

New Austin Healey venture in a classic tradition

Since the end of the war, motoring editors' desks have been piled high with letters asking manufacturers to investigate the possibility of making a genuine touring car which could be sold at the price of a small saloon. These letters showed that the market was certainly there. And now comes the new Austin Healey Sprite, a car which is just the answer to the demands of the touring car enthusiast. The new Sprite is a very pretty little car, with a lot of clever ideas under its sleek body. Unitary construction is used, resulting in a great saving of weight and an overall smoothness of line to bring joy to the eyes of a connoisseur. And it's as practical as it is pretty. The whole bonnet and wings assembly of the Sprite lifts up to give quick accessibility to the engine and front suspension. This should make home maintenance

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