

# AUTOSPORT

JUNE 6, 1958

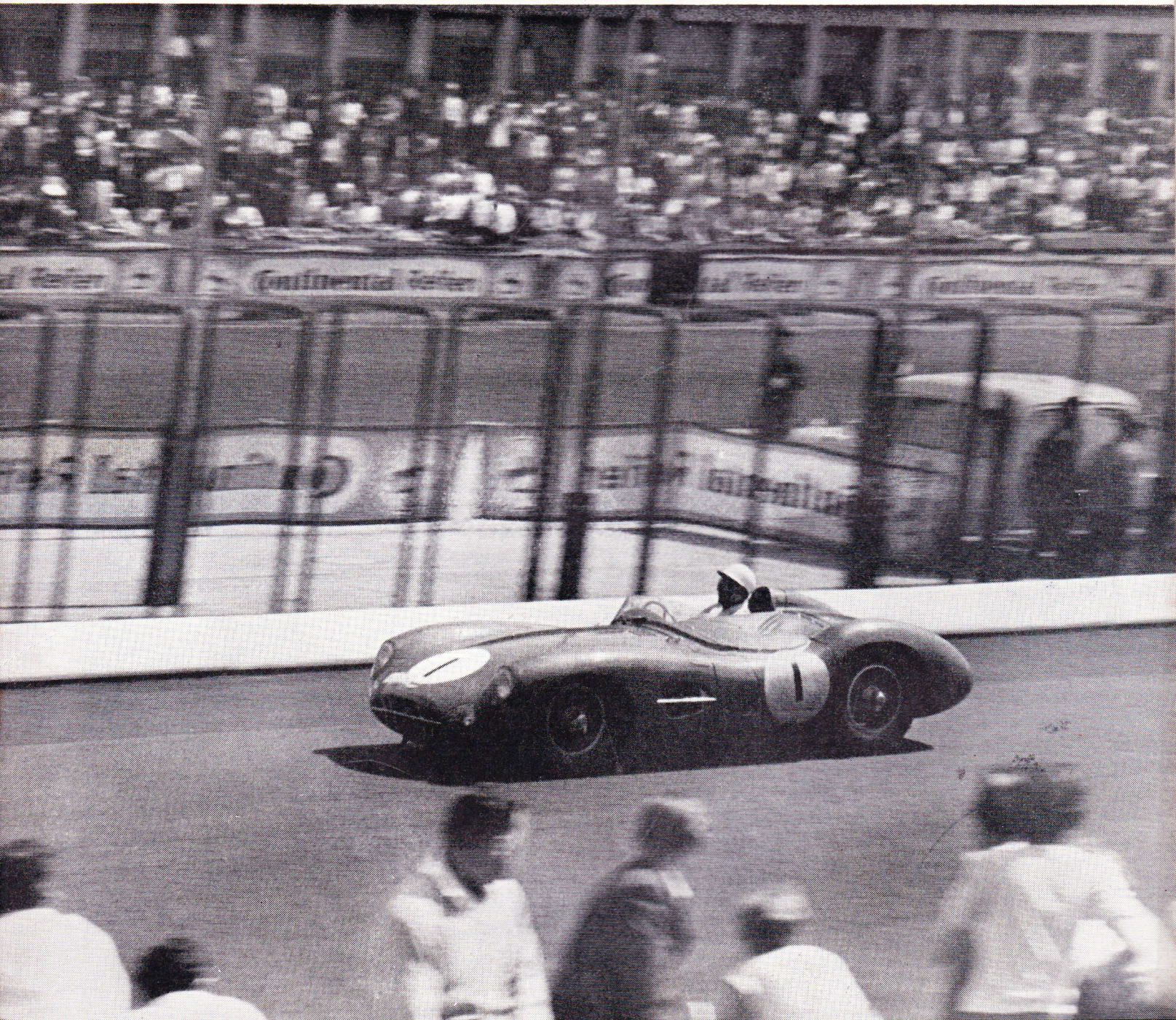
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EVERY FRIDAY

Vol. 16 No. 23

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

ASTON MARTIN WIN AGAIN IN 1,000 KMS. — FULL REPORT AND PICTURES

INDIANAPOLIS 500-MILES RACE : JOHN BOLSTER TESTS THE VOLVO AMAZON



# That extra satisfaction!

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## **NURBURGRING**

**(1,000 Kilometres)**

# **1<sup>ST</sup>**

# **ASTON MARTIN**

**S. MOSS & J. BRABHAM**

**NEW RACE RECORD  
84.26 M.P.H.**

*also*

**FASTEST AND RECORD LAP  
87.55 M.P.H.**

*relying on*

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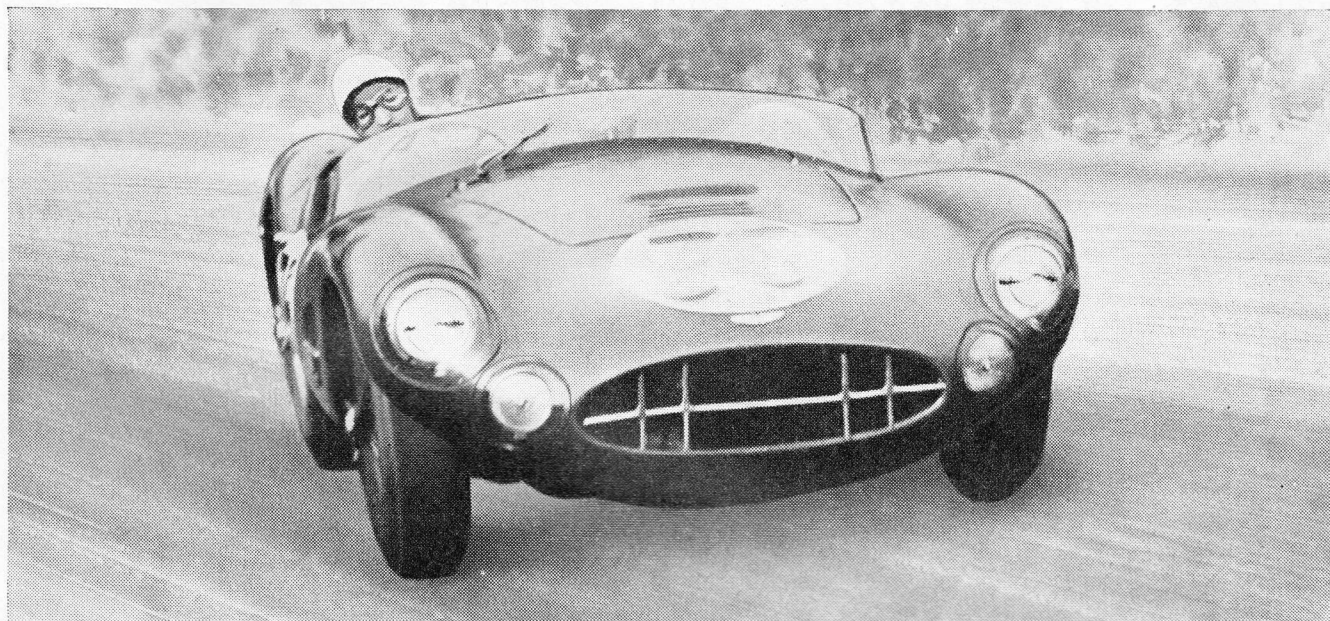
**ENGLAND**





ANOTHER VICTORY FOR BP

# Aston Martin wins at Nurburgring using BP Energol Motor Oil



*Photograph by courtesy of "The Autocar"*

Nurburgring 1000 km. sports car race

**1st DAVID BROWN ASTON MARTIN — Stirling Moss and co-driver**

*at record speed of 84.26 m.p.h. and breaking sports car  
lap record at 87.55 m.p.h.*



*(Subject to official confirmation)*



**You too can use BP Products in your car**

**DRIVE IN WHERE YOU SEE THE BP SIGN**

THE BP SHIELD IS THE SYMBOL OF THE BRITISH PETROLEUM COMPANY LIMITED





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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 16 No. 23

June 6, 1958

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## EDITORIAL

### THE WEARIN' O' THE GREEN

FOR the third successive week AUTOSPORT proudly dons a cover of British Racing Green, on this occasion in tribute to the great victory achieved last Sunday in the Nürburgring 1,000 kilometres race, by Stirling Moss and Jack Brabham in their DBR1 Aston Martin. Thus, for the second year running, a David Brown entry has taken premier honours in the German classic, a feat which makes up for the disappointments at Sebring and in Sicily. The opposition was extremely strong, including as it did the most powerful team that Scuderia Ferrari could field, as well as the Porsches—eminently suited to the Eifel circuit—and the Jaguars of Ecurie Ecosse. In just over a fortnight's time the Le Mans 24 Hours Race will be fought out, and it is no secret that Feltham is going all out to score its first victory on the Sarthe circuit. Despite the wonderful history of Aston Martin at Le Mans, the marque has never succeeded in securing the "Grand Prix d'Endurance". This year, Reg Parnell and his men can afford to be more confident than ever before; they realize that their first job is to outpace the very rapid Ferraris, and the ultra-reliable Jaguars of the Scottish stable which have won the "Vingt-quatre Heures" for the past two years. However, the limitation to 3 litres in World Sports Car Championship events has not troubled Aston Martin overmuch, as the latest cars are simply a development of the older DB3S model of similar capacity. In racing his cars, Mr. David Brown has followed the pattern set by Jaguar and Mercedes-Benz, whose sales were bolstered up tremendously as a result of racing successes. Feltham is now experiencing the greatest-ever demand for its normal production models, discerning buyers recognizing the qualities which only race-bred machines can possess. In truth, the British motor industry owes a great deal to Sir William Lyons, Mr. David Brown, Mr. Tony Vandervell, Mr. Colin Chapman and Mr. John Cooper, for the highest-ever prestige that Great Britain has achieved in automobile engineering! It is not only in sports car and formula racing that the cars built in this country are prominent. In the sphere of International rallies, another valuable outlet for prestige through publicity, the names of Triumph and Sunbeam occur with increasing regularity, "works" entrants of both marques being in the running for the European Touring Championship and the Ladies' Championship. As AUTOSPORT has remarked before—"these are indeed changed days"; it is not coincidental that these successes should also see an appreciable bound in export sales!

### OUR COVER PICTURE

**VICTORIOUS AGAIN**—For the second successive year Aston Martin has notched a convincing win in the gruelling 1,000 kilometres race at the Nürburgring, this time with Stirling Moss and Jack Brabham at the wheel. This shot by Francis Penn shows Moss at speed as he flashes down the return road behind the pits, shaping up for the North Turn. At the end of the race he led the Mike Hawthorn/Peter Collins Ferrari by some four minutes and led the race continuously except for a brief three laps.





# NURBURGRING

1st. JUNE 1958

*For the second year in succession!*

## 1,000 km SPORTS CAR RACE

# 1st ASTON MARTIN

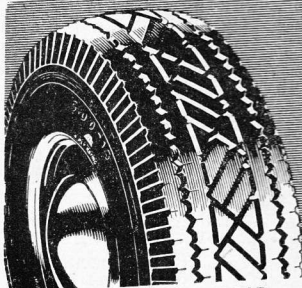
Record average speed 84.26 m.p.h. New lap record 87.55 m.p.h.

(Subject to  
official confirmation)

## won on



**H.M. RIBBED**  
Maintains even wear and silence with  
all forms of modern suspension.



**H.M. CENTRE GRIP**  
Gives extra traction and super grip  
under all conditions.

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to-day's *leading* tyres

*On your car—fit the  
Avon 'H.M.' for Higher Mileage*

*In 'AIRSEAL' (needs no tube),  
or REGULAR construction*



**TREVOR TAYLOR** is currently leading in the 1958 Formula 3 Championship.

**JACK FAIRMAN** is going to Monza next Wednesday for tests of the new Ecurie Ecosse single-seater.

**THIS** week's green cover is the third in three consecutive issues, the first time in the history of AUTOSPORT that this has occurred.

**IN** the World Drivers' Championship table published in last week's issue, Harry Shell (Maserati/B.R.M.) should have been shown as third with nine points (sixth Argentine, one; fifth Monaco, two; second Zandvoort, six; total, nine).

**AGAIN** donning sackcloth, Brian Naylor crashed with his Cooper at Aintree, and not his J.B.W.-Maserati as stated last week.

**JUAN MANUEL FANGIO** may, after all, drive in the G.P. d'Europe at Spa; possibly the new Maserati with which Masten Gregory's name has been coupled.

**REGULATIONS** are obtainable from the B.R.D.C., 9 Down Street, W.1, for the sports car race, touring car race and 500 c.c. event on 19th July—British Grand Prix day. Entries close on 27th June and regs. may be obtained by application in writing, stating which set is required.

**ANNIE SOISBAULT** and Lise Renaud (Triumph) now lead the Ladies' Touring Championship with 13 points and 12 points respectively, after their success in the German rally.

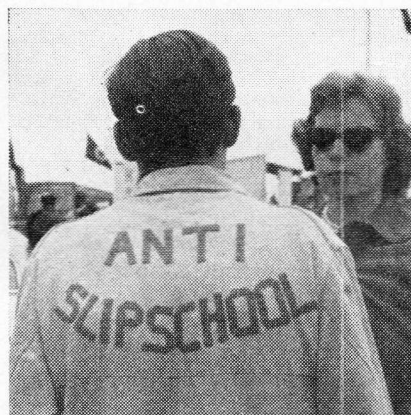
**THE** Speedwell Austin-Healey Sprite, which collected quite a crowd in the Goodwood paddock on Whit Monday, is undergoing development testing and has been entered for the Alpine Rally in July, when it will be driven by John Sprinzel and Willy Cave. Sprinzel and Lutz Arnstein will also drive a Speedwell Austin A35 in the Rally of the Midnight Sun.



"Well, obviously this one is back in normal service. . . ."

## PIT and PADDOCK

DON'T TURN ROUND!



**PADDOCK** sidelight at Zandvoort: The "Anti-Slip School", run by racing driver Rob Slotemaker, teaches ordinary drivers how to control their cars on greasy roads, or on snow and ice.

**ALTERATION** in the results of the production saloon car race at Goodwood on Whit Monday: second place in the 1,100 c.c. class goes to J. M. Sparrowe (DKW) and not F. W. Marriott (Morris) after all.

**KEITH HALL**, who crashed during practice at Crystal Palace before the Whit Monday meeting, is in Beckenham Hospital with a chipped spine and several broken ribs. He will be pleased to see any of his friends there.

**JOHN WEBB PRESS SERVICES, LTD.**, who handle public relations for Brands Hatch and many racing drivers, have moved house and their new address is Silver City House, 62 Brompton Road, S.W.3 (KENSINGTON 4567).

**IN** addition to the fund raised by the Snetterton M.R.C. to provide a memorial to Archie Scott-Brown, another has been opened under the auspices of the B.R.D.C. It is intended that the proceeds of the fund be used to endow a bed in Adderbrooks Hospital, Cambridge, or such larger project as funds will allow. In addition to contributions, it is intended to prepare and publish a book on Archie and his career, the entire profit from which will go to the fund. A body of trustees has been formed, including Earl Howe, Brian Lister, R. Gibson Jarvie, A. A. Salmon, R. R. Tanner and John Eason Gibson.

### LOTUS IN SPAIN

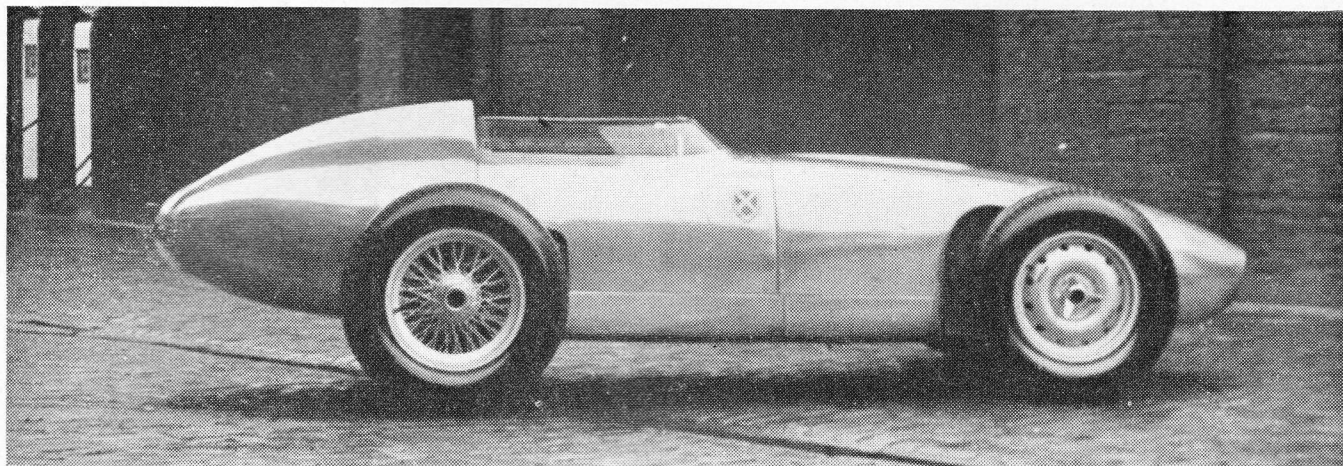
**A** LOTUS ELEVEN Le Mans, against strong opposition which included five Porsche Carreras and seven Veloces, won the first Sports Car Grand Prix in Madrid on the Casa del Campo circuit on Sunday, 25th May. This is believed to be the first race appearance in Spain of a Lotus, and it is certainly the first time this car had been handled by the driver, Don Rudolfo Bay.

The Lotus, owned by Jack van Vlymen of London, arrived in time for Bay to put in three practice drives before the race. During the 110 kilometres of this Appendix J race, he set up a record lap for the circuit of 1 min. 59.4 secs. Each lap is 3.45 kilometres.

**CUSTOMER** at Les Leston's racing service "mobile shop" is Brian Naylor, who went along while the van was at Snetterton on Sunday.







### AN ECURIE ECOSSE SINGLE-SEATER

DETAILS have just been announced of the exciting off-set single-seater specially produced by Ecurie Ecosse for the forthcoming 500 Miles Race at Monza. The chassis is based on a Lister, considerably modified by "Wilkie" Wilkinson and David Murray's technicians. The de Dion tube has been strengthened, and a larger-diameter centre pin has been fitted to retain the sliding block. This should nullify the extra strains produced by the acute banking of the speed circuit.

Stronger wishbones and suspension arms are provided, and adjustable friction-type dampers supplement telescopic hydraulic units. Helical springs are used all round, with strengthened anchoring points. A stabilizing bar is fitted at the front.

The Jaguar 3.8-litre power unit is partially off-set to the nearside; in the cockpit are situated the oil reservoir for the dry-sump lubrication system, a small battery and the petrol pumps. The "Wilkie"-tuned engine gives 300 b.h.p. with three Weber d/c carburettors.

Special Dunlop 17 ins. wheels are used on the front, and 18 ins. on the rear: tyre sizes are 17 x 7.00 and 18 x 7.00 respectively. The Dunlop brakes are extra light, and no servo motor is used.

Transmission is via a standard D-type Jaguar gearbox and racing-type clutch. A 30-gallon aluminium alloy petrol tank is provided: lightweight radiator, oil-cooler-cum-filter are features of the very workmanlike machine which weighs 15 cwt. (dry).

Steering arms and king-pins have been specially fabricated, and modifications have been made to the rack-and-pinion steering units as used on the Lister-Jaguar sports car.

## SPORTS NEWS

### THE "AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

IAN WALKER (Lotus Elite), by his class win at Snetterton, still has a three points lead over J. P. Baldam (Turner), who, in turn, has a four point advantage over his team-mate Gilbert. For once, Walker did not collect a bonus point for fastest road speed, this honour going to Dick Protheroe (Austin-Healey) who has now jumped to fourth place, eight points behind the leader.

The Turners have shown amazing consistency: not a single one has ever retired in any of the AUTOSPORT races, finishing 1-2-3 (and even 1-2-3-4 at Mallory), out-pacing the Berkeleys. It will be interesting to see how they fare against the Austin-Healey Sprites, which for some time were "X" in the entry list. The Wolverhampton marque easily leads the Team Trophy. Here is the position at the top of the table:—

#### Provisional Placings

1. Ian Walker (Lotus Elite) ...	35*
2. J. P. Baldam (Turner) ...	32
3. B. A. M. Gilbert (Turner) ...	28
4. D. J. Protheroe (Austin-Healey) ...	27*
5. A. J. Nurse (Turner) ...	26
6. K. W. MacKenzie (M.G.A.) ...	24
7. C. R. Hanson (Austin-Healey) ...	22
E. N. Whiteaway (Ace-Bristol) ...	22

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

#### Class leaders

Up to 1,000 c.c.: J. P. Baldam (Turner).
1,001-1,300 c.c.: Ian Walker (Lotus Elite).
1,301-1,600 c.c.: K. W. MacKenzie (M.G.A.).
1,601-3,500 c.c.: D. J. Protheroe (Austin-Healey).

The Turners lead the Team Trophy with a total of 86 points.

STIRLING MOSS's Zandvoort lap record is now officially stated to be 1 min. 37.6 secs., 154.659 k.p.h. (96.10 m.p.h.). These figures were not issued when we went to press.

### TOUR DE FRANCE

#### Starting Date Changed to 14th September

OWING to the fact that the T.T. will be held at Goodwood on 13th September, it would have prevented several prominent drivers from taking part. As a result the organizers have altered the dates from 14th-21st September, giving time for T.T. competitors to reach Nice by air after the race.

### NEW F2 CAR FOR BRANDS

NEW runner in the Formula 2 category which will make its debut at Brands Hatch on Sunday is the Fry-Climax, which has been developed by David Fry. Powered by a twin-o.h.c. Coventry Climax "1500" engine, the car is similar in appearance to the Cooper but the driver is seated much farther forward. It is of monocoque construction, has rubber suspension and weighs 8 cwt.

It has been extensively tested at Silverstone by Michael Parkes, who will drive it on Sunday.

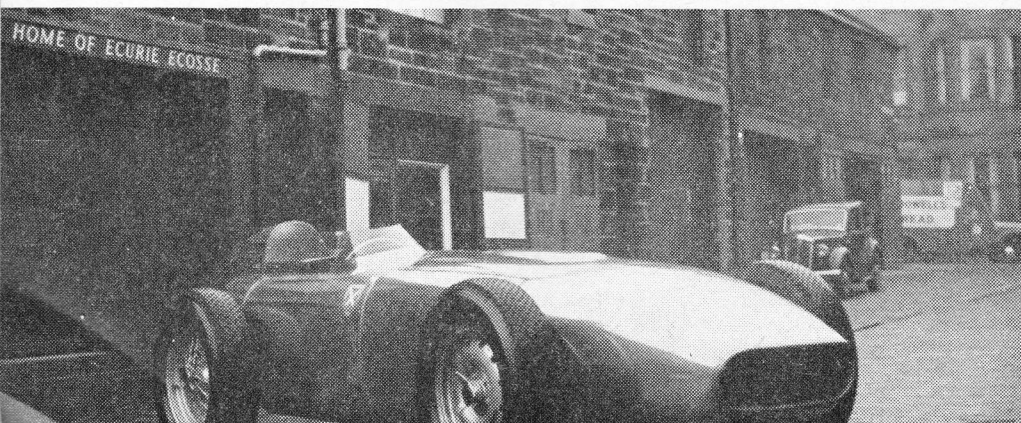
### MONOPOSTO REGISTER

THE Monoposto Register, the body formed to run a new class of single-seater racing cars, has now completed preparation of its prospectus, and already well over 100 copies have been sent out. Many well-known racing drivers have indicated their interest in the Formula, in addition to a large number of drivers well-known in club competition circles.

There is no entry fee for membership of the Register, but there is an annual subscription of 30s. Secretary is Ken Rees, 62 Gloucester Gardens, Cockfosters, Herts, and the treasurer is Frank Tiedeman, 46a (rear) Station Road, North Harrow, Middlesex. Anyone communicating with either of these officers is asked to enclose a stamped, self-addressed envelope.

M. B. W.

*SLEEK LINES (top) are of the new Ecurie Ecosse single-seater which should be a strong contender at Monza. On the left is a three-quarter view of the low-built car. It is likely that the car will be raced with the polished aluminium finish shown.*





## FORMULA 2 BATTLE ROYAL FOR BRANDS HATCH

A TREMENDOUS struggle is anticipated in the two 10-lap Formula 2 races included in the programme of the British Racing and Sports Car Club's national race meeting to be held at Brands Hatch this Sunday, 8th June.

George Wicken, so long a Brands Hatch favourite, who put up such a tremendous fight against the young New Zealander, Bruce McLaren, at the last Brands Hatch meeting, will be there again with the added incentive of a score to settle. Ian Burgess, who won at Crystal Palace on Whit Monday, will be driving the car that he drove then and the British Racing Partnership, run by Ken Gregory and Alf Moss, have entered their Cooper to be driven by either Tom Bridger, or, if he returns to this country in time, Stuart Lewis-Evans. Les Leston will be driving John Fisher's new Formula 2 Lotus and another similar car will be driven by Dennis Taylor. Other nominations for this event include Michael Parkes in the new Fry Climax, Alan Mackay, Dickie Stoop and, from Portugal, Ferrari exponent Luis Monterio. The race qualifies for *The Autocar* Formula 2 Championship.

So many entries have been received in the series-production sports car class for the AUTOSPORT Championship that two races have had to be included in the programme, up to and over 1,600 c.c. Ian Walker, who at present leads the Championship, will be driving his Lotus Elite and another Elite will be driven by John Lawry. Elva Couriers have been entered by Tom Barnard and Peter Gammon. The phenomenally successful team of Turner 950s will be there to be driven by Austin Nurse, J. P. Baldam and B. A. M. Gilbert. In the bigger class no fewer than four Frazer-Nashes are down to run to be driven by Peter Sutcliffe, Mike Bond, John Dashwood and Dickie Stoop. Opposition for these four will be provided by the Rudd Racing Team of A.C.-Bristols, two Austin-Healey 100Ss and David Shale's Austin-Healey 100-Six.

The Formula 3 races have attracted a fine entry and those entered include Trevor Taylor with the very fast Beart-Cooper, Tom Bridger in the Lancefield-prepared petrol-engined Cooper-Norton which went so well at Crystal Palace, Gordon Jones, Don Parker and Ian Raby driving the Albert Zains fuel-injected Flash-Special. Another close race is promised in the 1,100 c.c. event where for once the Elvas will compete on equal terms numerically with the Lotuses. A full works team from Elvas is entered, the drivers being Ian Raby, Robbie Mackenzie-Low, John Brown and John Muirhead, with privately entered cars in the hands of Mike McKee and Chris Bristow. Leading the Lotus brigade will be Les Leston in the John Fisher car and Keith Greene driving the Gilby Engineering entry.

The programme is completed with two events for the National Saloon Car championship and notable entries are Tommy Sopwith and Sir Gawaine Baillie in the 3.4 Jaguars, Jack Sears (Austin A105), Jeff Uren (Ford Zephyr), John Sprinzel (Austin A35), Alan Foster (M.G. Magnette), and an interesting new-

comer in the form of a Skoda driven by Alan Adler.

The meeting is timed to start at 1.30 p.m.

### ENTRIES

#### Race 1. Formula 2

Count S. Ouvaroff (Cooper); C. T. Atkins (driver: I. Burgess) (Cooper); D. Fry (driver: M. J. Parkes) (Fry); G. Wicken (Cooper); Kiwi Equipé (driver: R. W. Thackwell) (Cooper); R. L. Moore (Cooper); British Racing Partnership (driver: T. Bridger or S. Lewis-Evans) (Cooper); A. Mackay (Cooper); J. Fisher (driver: L. Leston) (Lotus); N. Barclay (Cooper); R. H. H. Parnell (Cooper); J. D. Lewis (Cooper); D. Taylor (Lotus); J. R. Stoop (Cooper); L. Monteiro (Cooper); S. H. Jensen (Cooper); B. McLaren (Cooper).

#### Race 2. Senior Formula 3

Ace Garage, Rotherham (driver: T. Taylor) (Beart-Cooper); G. M. Jones (Cooper-Norton); A. T. Skelton (Martin-Norton); Lea's Garages (Wrangle) Ltd. (driver: J. Pitcher) (Cooper Petty Norton); K. M. Livingstone (Martin Norton); Bradstock Motors, Ltd. (driver: I. E. Raby) (Flash Special); D. Parker (Cooper-Norton); Ecurie Heyward (driver: C. W. A. Heyward) (C.H.S.-Norton); R. Bayton (Kieft-Norton); P. Robinson (Cooper-Norton); T. Bridger (Cooper-Norton).

#### Race 3. Junior Formula 3

Bradstock Motors, Ltd. (driver: F. Jacks) (Flash Special); G. Pearce (Staride-Norton); J. Marshall (Staride-Norton); J. Mew (Cooper-J.A.P.); J. P. Cavill (Cooper-Norton); A. E. Prince (Cooper-Norton); J. Forster (Parker-Norton); J. Buckland (Cooper-Norton); J. Menzies (Petty-Norton); P. A. Desoutter (Cooper-J.A.P.); Ecurie Hayward (driver: B. A. Heyward) (Comet-Norton); A. J. C. Newton (Cooper-Norton); M. G. Thomas (Mackson-Norton); B. J. Rowsell (B.J.R.-J.A.P.); R. H. Ham (Cooper-Norton); C. Scott-MacArthur (Saxon-Norton); D. A. S. Colvin (J.B.S.-Norton); R. F. Mayne (Cooper-Norton); D. A. S. Cotter (Luna-J.A.P.); F. C. Finucane (Cooper-Norton); G. A. Henrotte (driver: R. Jaques) (Ettorne-Norton).

#### Race 4. Sports not exceeding 1,100 c.c.

D. F. Iszatt (Lotus); Elva Racing Team (drivers: R. Mackenzie-Low, I. E. Raby, J. Brown, J. Muirhead) (Elvas); M. McKee (Elva); G. M. Jones (Lotus); P. J. Arundell (Lotus); R. N. Prior (Lotus); H. J. Fredman (Lotus); M. Clarke (Lotus); T. H. Shaddick (Elva); J. Fisher (driver: L. Leston) (Lotus); Gilby Engineering Co., Ltd. (driver: K. A. Greene) (Lotus); Bradstock Motors, Ltd. (driver: C. Bristow) (Hume-Elva); Chequered Flag Stable (driver: A. T. Foster) (Lotus).

#### Race 5. Saloon Car Race

Speedwell Stable (driver: J. Sprinzel) (Austin A35); G. C. Shepherd (Austin A35); F. W. Marriott (Morris 1000); W. H. Ellis (Fiat 1100TV); R. C. Ritchie (Fiat 1100); I. Metcalf (driver: A. J. Adler) (Skoda); Bray Motors, Ltd. (driver: L. A. Adams) (Austin A35); J. Davy, Ltd. (driver: J. Webb) (M.G. Magnette); M. B. Everley (Hillman Minx); D. Harris (Borgward); Metcalf and Mundy, Ltd. (driver: T. Bridger) (Borgward); H. R. Vincent (Wolsley 1500); R. W. Jacobs (driver: A. T. Foster) (M.G. Magnette); J. M. Uren (Ford Zephyr); J. G. Sears (Austin A105); Equipé Endeavour (drivers: T. E. B. Sopwith, Sir G. Baillie) (Jaguar 3.4s).

#### Race 6. Series Production Sports Cars

J. I. Goddard Watts (Berkeley); R. A. Jameson (Berkeley); N. W. Graham (Berkeley); A. J. Nurse (Turner 950); J. P. Baldam (Turner 950); B. A. M. Gilbert (Turner 950); I. Walker (Lotus Elite); Arden Racing & Sports Cars, Ltd. (driver: J. Lawry) (Lotus Elite); C. P. Tooley (M.G.A.); J. A. P. Trafford (M.G.A.); K. W. Mackenzie (M.G.A.); Ecurie Chiltern (drivers: J. Hayles, M. E. S. Bond) (M.G.A.S.); T. Barnard (Elva Courier); R. Butler (driver: D. A. Wilcocks) (M.G.A.); P. D. Gammon (Elva Courier); F. Warrell (A.C.-Bristol); Rudd Racing (drivers: E. N. Whiteaway, M. P. Anthony, H. R. Jones) (A.C.-Bristols); Team Triple S (driver: M. I. S. Bond) (Frazer-Nash); Ecurie Chiltern (driver: M. I. S. Bond) (Frazer-Nash); J. Dashwood (Frazer-Nash); J. R. Stoop (Frazer-Nash); Ecurie Nonsense (driver: J. A. G. Ewer) (Triumph TR2); D. S. Shale (Austin-Healey 100 Six); R. Protheroe (Austin-Healey 100S); Chequered Flag Stable (driver: P. R. Crabb) (Austin-Healey 100S).

### Results

#### General Classification

1. Storez/Tremble (Porsche)\* 0.
2. M. and Mme. Trautmann (Citroën)\* 100.
3. Druguet/Henrioud (Panhard)\* 102.
4. Pinyon/Boitier (Panhard), 200.
5. Cotton/Leclerc (Mercedes)\* 500.
6. Miguet/Bret (Peugeot 403)\* 700.
7. Vanson/Lecailler (DKW), 900.
8. Mlle. Bouchet/Mlle. Rigoulet (Simca), 1,200.
9. Guiraud/Charaux (Peugeot 203), 2,000.
10. Thorer/Cornu (Triumph TR3), 2,200.
11. Tramzal/Munger (DKW), 3,502.
12. Scemama/Joly (Alfa Romeo), 5,900.

\* Class winners.

### GRAND PRIX D'EUROPE

FOURTH round in the World Championship takes place on 15th June on the magnificent Spa-Francorchamps circuit. There will be full representation from Vanwall, Ferrari, B.R.M., Cooper and Lotus, with several independent Maseratis of which one may be the very latest short-chassis model, said to be going to be driven by Masten Gregory.

The race will be run over 24 laps of the 14.12 kms. circuit, but although this gives a distance of 338.88 kms. (300 kms. minimum for a G.P.), there is some doubt whether or not the "two hours" clause will be observed. There is some ambiguity as to the duration being two hours minimum or 300 kms., or two hours and 300 kms. It is therefore possible that the distance may be extended, as over-120 m.p.h. laps are expected.

#### Probable Entries

Vanwall: Moss, Brooks, Lewis-Evans.  
B.R.M.: Behra, Shell, Flockhart (or Trintignant).  
Cooper: Brabham, Salvadori, X.  
Lotus: Hill, Allison.  
Ferrari: Collins, Hawthorn, Musso, von Trips (or Frère).  
Maserati: Godia, Gould, Scarlatti, Gregory, Bonnier.

### B.R.M.s FOR RHEIMS

THREE B.R.M.s are engaged for the Grand Prix de l'A.C.F. at Rheims on 6th July: drivers, Jean Behra, Harry Shell and Ron Flockhart.

## THE MONT BLANC-ISERAN RALLY

### Storez/Tremble (Porsche) Sole Non-Penalized Finishers in Very Tough Event

CLAUDE STOREZ, accompanied on this occasion by Gerard Tremble, drove his Porsche Carrera to victory in last week-end's Rally Mont Blanc-Iseran, organized by the A.C. de Mont Blanc—easily the most difficult of the series. Storez was the only competitor to clock in at Annecy with no penalty marks, the runners-up being M. and Mme. Trautmann (Citroën ID19) with 100 penalty points—or one minute!

Storez was never in any difficulties with the tight time schedules on the very arduous sections: the entire rally is a series of special stages. René Colton (Mercedes-Benz) lost time on the infamous St. Pierre d'Entremont section from Chignin by suffering a puncture; he was three minutes late at the control.

Annie Soisbault/Lise Renaud (Triumph TR3) had the "Coupe des Dames" in their pockets, when they crashed into a vineyard in avoiding a non-competing car which was being driven on the wrong side of the road. This gave the "Coupe des Dames" to Claudine Bouchet/Jacqueline Rigoulet (Simca Aronde); Mlle. Bouchet is getting married on 28th June to Vanson, whose DKW won the under-1,000 c.c. touring category.

On the La Forclaz hill-climb (4.6 kms.) Storez made best time with 4 mins. 18.3 secs., 0.9 secs. faster than Cotton's 300SL. The leaders were:—

1. Storez/Tremble (Porsche), 4 m. 18.3 s.
2. Cotton/Leclerc (Mercedes), 4 m. 19.2 s.
3. Balas (Denzel), 4 m. 28 s.
4. Gacon/Borsa (Alfa Romeo), 4 m. 28.1 s.
5. Annie Soisbault/Lise Renaud (Triumph TR3), 4 m. 34.4 s.
6. De Lageneeste (Peugeot 403), 4 m. 46 s.
7. Druguet/Henrioud (DB), 4 m. 49.3 s.
8. Bernard/Dulac (Panhard), 4 m. 50.1 s.



*TULIP-TIME BACKGROUND for the Volvo Amazon, photographed by George Phillips between Zandvoort and Noordwijk, during John Bolster's road-test of this interesting Swedish car.*

ing arms and a Panhard rod, and the springs are again helical. There are telescopic dampers all round, and the brakes are by Girling, with two leading shoes in front.

When one sits in the Amazon, one finds that the seat is comfortable and has ample adjustment. The handbrake lever is situated horizontally to the left of the seat (L.H.D.), and has a guard to avoid accidental release of the pawl. The controls are all well placed, and the gear lever is spring loaded towards the third and top speed position, to avoid careless

**JOHN BOLSTER  
TESTS**

# The Volvo Amazon

THE Swedish Volvo car has recently had a run of competition successes, culminating in its outright victory in the Tulip Rally. The Editor, who was a competitor in that event, was greatly impressed with the sheer performance of the machine, and also with its roadholding. When a foreign marque visibly outperforms our own entries, it is obviously essential to find the reason why, and so I was instructed to proceed urgently to Holland, where the concessionaires were willing to place a car at my disposal.

The Volvo comes in two basic forms, the PV444 and the Amazon, and both types may have a normal or a tuned engine. The PV444, being a two-door saloon, is a little lighter than the Amazon, and is accordingly most often used for rallies. However, the four-door Amazon is the latest model, and is much more attractive for normal use. I therefore elected to test this car with the sports B16B engine installed.

It is somewhat difficult to classify the Volvo, because its price has not yet been quoted in this country, and could in any case be artificially inflated by import duties. Perhaps the best idea may be obtained by some comparisons of prices

in Switzerland, where there is a "free" market. There, the normal Amazon costs 10,750 Swiss Francs, and the Amazon S, as tested, 11,650 Francs. In the same sort of price bracket are the Sunbeam Rapier at 11,990 Francs, the Borgward Isabella TS at 11,850 Francs, the Renault Frégate at 11,500 Francs, the Ford Zephyr at 10,750 Francs, and the M.G. Magnette at 12,950 Francs.

The Amazon S is a big, sturdy five-seater saloon of pleasing appearance. It has a "square" four-cylinder engine of 1,582 c.c., with pushrod-operated overhead valves and two large SU carburetors, which develops 88 b.h.p. (S.A.E. method) on a compression ratio of 8.2 to 1. It is in unit with a four-speed gearbox with central control and synchromesh on all gears, including bottom. The propeller shaft is in two parts, with a central steady bearing.

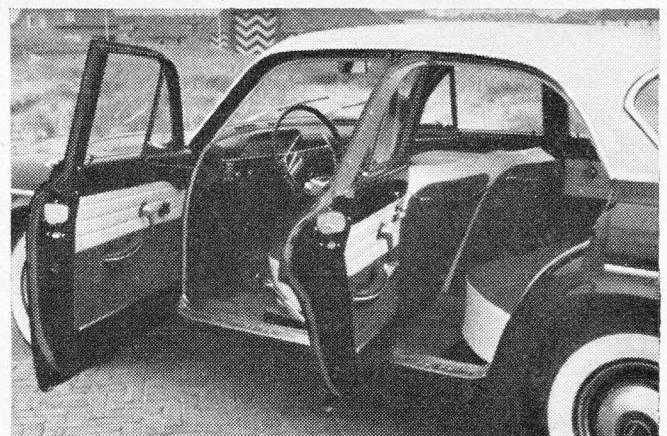
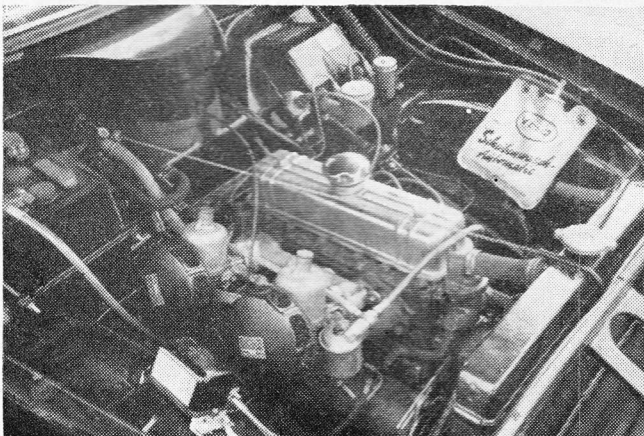
The four-door body is roomy, and has a large luggage boot. The independent front suspension has forged wishbones and helical springs, and the torsional anti-roll bar is of unusually large diameter. A Z.F. steering box operates through a three-piece track rod. Behind, the hypoid rear axle is located by trail-

engagement of the synchronized first gear at high speeds.

Immense trouble has been taken in the interest of safety. The steering wheel is dished and has no projecting central boss. The dashboard really is protected by complete and very soft rubber cushions. Best of all, the anti-dazzle visors above the screen are of very thick and soft rubber construction, thus forming safety buffers for the driver's head and that of his passenger. The fronts of the doors also carry buffers, but all this protection is worked into the neat and functional décor, and is not very noticeable. Seat belts may be ordered with the car.

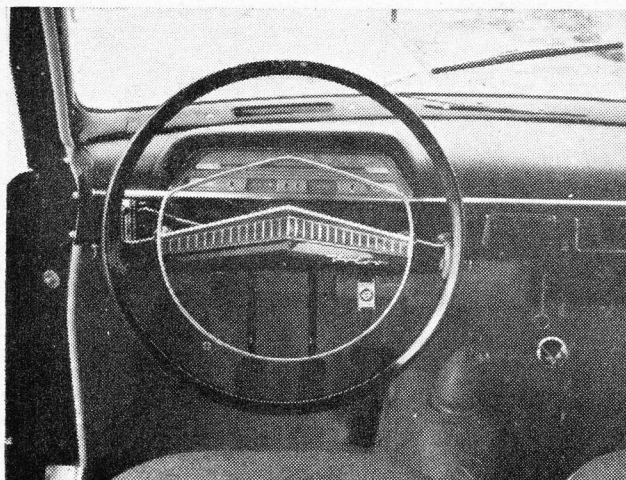
On moving off gently, the Volvo impresses as being remarkably smooth and silent for a "four". The gearchange is light and quick, and the synchromesh is absolutely positive. There is never any difficulty in engaging a gear at rest, and the gearbox is commendably unobtrusive.

Driven hard, the car remains mechanically quiet, except for a slight "hardening" of the engine note. At high revolutions, there is some carburettor power roar from the SUs, as is usually



**POTENT POWER UNIT:** (Left) The tuned version of the Amazon engine, the B16B, gives 88 b.h.p. at 5,500 r.p.m. Bolster was impressed by the smoothness of the unit. The nicely tailored interior is well illustrated in this photograph (right). The seats are extremely comfortable and have ample adjustment.





★  
**DRIVING COMPARTMENT.** All the controls on the Amazon are conveniently placed. In the interests of safety the steering wheel is dished, the dashboard is protected all the way across by a rubber cushion and the anti-dazzle vizors are of thick rubber construction.  
 ★

the case when only pancake filters are fitted. This is quite a large car, which weighs over 22 cwt., yet its acceleration is obviously much above the average, which is at first difficult to understand.

There are several reasons for this exceptional performance. The engine, in spite of its straightforward design, gives a lot of power for its size. More important, it develops a very high torque in the middle ranges, and in this respect it is quite outstanding. This lively unit is backed up by a gearbox that has its ratios very well chosen, and its capacity for high revolutions allows the car to exceed 30 m.p.h. on first speed. This gear is therefore of use on sharp corners, and its synchromesh renders it readily available at all times.

Second gear will encompass 50 m.p.h., and 80 m.p.h. may be passed on third speed. There is a fair gap between these two ratios, and it pays to go up to 5,500 r.p.m. before changing up to third, otherwise the remarkable acceleration will flag for a second or so. Third is very close to top, and here we come to another important point, for an axle ratio has been chosen that permits peak revolutions to be attained on top speed. The acceleration from 80 to 90 m.p.h. is reminiscent of a much larger car.

Anybody who has seen the Volvo in action must have remarked on its cornering ability. This I expected, but I was not prepared for the comfort of the ride. The fairly elaborate geometry of the rear suspension does pay dividends, and none of the many vices of the semi-elliptic layout are possessed by this helically sprung axle. The full power of the engine can be applied from a standstill, without any sign of wheel bouncing, and the absence of wheelspin on wet roads is most marked. The cornering power is remarkable for a saloon, and there is very little roll indeed.

The comfort approaches that of a really good all-independent design, even on Dutch cobblestones. Full independence is necessary for very light fast cars, but for a machine of this weight it is evidently not indispensable. The steering is quite remarkably light, but the brakes, being fitted with hard, anti-fade linings, need firm though not excessive pressure for an emergency stop. The speedometer resembles a thermometer, with a red column creeping across its horizontal scale, but it is very easy to read. A six-volt Bosch lighting system

is fitted, and gives a good driving light for high-speed motoring at night.

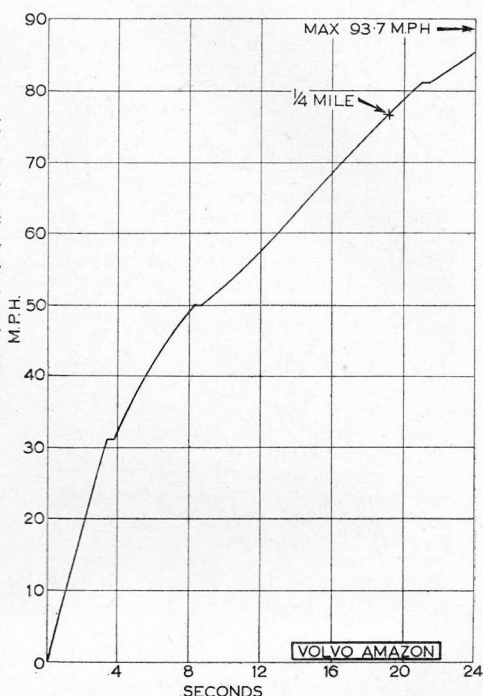
It is a curious thing that, although many British and German components are employed in this car, there is nothing to suggest that it is a "component job". It is, indeed, a functional and good-looking car which appeals to the enthusiast by reason of the excellence of its detail work, and although it is much more accessible than is usual these days, it is specifically designed to require the minimum of maintenance.

In brief, my road test has revealed that the Volvo is an exceptionally well-made car, but that there is nothing revolutionary about it. Its roadholding and suspension are of a very high standard, and its engine does seem to have more "punch" than other comparable units. Perhaps the gearbox is the best feature of this very good car, but it is in the comfort of its seats, the correct location of the controls, and all the hundreds of little practical touches, that it excels. As the Amazon is also economical, it must be regarded as a very desirable motor car.

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Volvo Amazon S 4-door saloon. Price: see text.

**Engine:** Four cylinders 79.37 mm. x 80 mm. (1,580 c.c.). Pushrod operated overhead valves, 8.2 to 1 compression ratio, 88 b.h.p. at 5,500



#### Acceleration Graph

r.p.m. Twin SU semi-downdraught carburettors. Bosch coil and distributor.

**Transmission:** Single day-plate clutch. Four-speed gearbox with synchromesh on all gears and central lever, ratios 4.56, 5.97, 9.94, and 15.53 to 1. Open divided propeller shaft with central steady bearing. Hypoid rear axle.

**Chassis:** Combined body and chassis. Independent front suspension by wishbones and helical springs, with torsional anti-roll bar. Z.F. cam and roller steering with three-piece track rod. Rigid rear axle on trailing arms with Panhard rod and helical springs. Telescopic dampers all round. Girling hydraulic brakes. Bolt-on disc wheels, fitted 5.90-15 ins. tyres.

**Equipment:** 6-volt lighting and starting. Speedometer with trip recorder, fuel and temperature gauges, clock, cigar lighter, heater and demister, two-speed windscreen wiper and washer, radiator blind.

**Dimensions:** Wheelbase, 8 ft. 6½ ins.; track, 4 ft. 3½ ins.; overall length, 14 ft. 11 ins.; width, 5 ft. 3½ ins.; turning circle, 32 ft. 6 ins. Weight, 22 cwt. 1 qr.

**Performance:** Maximum speed, 93.7 m.p.h. Speeds in gears, 3rd 81 m.p.h., 2nd 50 m.p.h., 1st 31 m.p.h. Standing quarter-mile 19.2 secs. Acceleration 0-30 m.p.h. 3.2 secs., 0-50 m.p.h. 8.2 secs., 0-60 m.p.h. 12.8 secs., 0-70 m.p.h. 16.4 secs.

**Fuel Consumption:** 25 m.p.g. (approx.).

#### The Regularity of Trintignant—Monaco Time Sheets Reveal Remarkable Consistency of Winner

THE official time sheets of the Monaco Grand Prix just released by the A.C. of Monaco, show the remarkable consistency of Maurice Trintignant (Cooper). Of the 100 laps completed, the Frenchman did 13 outside Fangio's 1957 record of 1 min. 44.1 secs. His best was 1 min. 40.9 secs., and 46 laps were completed between 1 min. 42 secs. and 1 min. 43 secs.—not more than one second variation. When Musso (Ferrari) was speeding up near the end, Trintignant was just 0.3 sec. slower than Hawthorn's new record.

First driver to set up a new lap record was Mike Hawthorn (Ferrari), whose fifth lap was achieved in 1 min. 43.7 secs. The progressive laps are shown in the accompanying table, as are the best times recorded by each competitor during the race. It will be noted that only four of the 16 starters failed to beat the 1957 record.

#### Record Lap—Progression (Old Record, Fangio (Maserati) 1 m. 44.1 s.)

Lap	Time
5. Hawthorn (Ferrari)	1 m. 43.7 s.
8. Hawthorn (Ferrari)	1 m. 43.1 s.
10. Behra (B.R.M.)	1 m. 42.7 s.
12. Trintignant (Cooper)	1 m. 42.2 s.
15. Behra (B.R.M.)	1 m. 41.8 s.
31. Moss (Vanwall)	1 m. 41.7 s.
35. Moss (Vanwall)	1 m. 40.8 s.
36. Hawthorn (Ferrari)	1 m. 40.6 s.

#### Fastest Laps

Lap	Time
36. Hawthorn (Ferrari)	1 m. 40.6 s.
35. Moss (Vanwall)	1 m. 40.8 s.
91. Trintignant (Cooper)	1 m. 40.9 s.
84. Collins (Ferrari)	1 m. 41.1 s.
77. Musso (Ferrari)	1 m. 41.6 s.
15. Behra (B.R.M.)	1 m. 41.8 s.
16. Brooks (Vanwall)	1 m. 42.4 s.
71. Brabham (Cooper)	1 m. 42.5 s.
11. Von Trips (Ferrari)	1 m. 42.9 s.
38. Salvadori (Cooper)	1 m. 42.9 s.
46. Allison (Lotus)	1 m. 43.9 s.
57. Shell (B.R.M.)	1 m. 44.1 s.
59. Hill (Lotus)	1 m. 44.5 s.
61. Bonnier (Maserati)	1 m. 45.0 s.
8. Lewis-Evans (Vanwall)	1 m. 45.1 s.
23. Scarlatti (Maserati)	1 m. 45.4 s.



LIKE 200 successive throws of the dice, the laps of the Indianapolis 500-mile race were rolled, with *fast-slow . . . fail-finish . . . life-death*, the product of chance more than plan.

Death was the variable that impressed today.

It is with sincere regret that we inform you that Pat O'Connor was injured fatally in the first lap accident.

Thus, in its dreadfully impersonal way, did the Press-box teletype spell out the news that U.S. racing had lost one of its best drivers; one of its finest men. On the first lap in the north-east turn, the third one at Indianapolis, after a terribly mismanaged start, someone got cross-wise. In the mêlée that ensued 11 cars were damaged and O'Connor's overturned and burned.

Pat started his fifth consecutive 500-mile race with 1,920 competitive Speedway miles under his belt, plus many

so compact that the only possible way to contrive a smaller unit would be to grow smaller drivers.

Qualifications this year were particularly hectic. Contrary to many predictions, including mine, plenty of cars this year could better the 142 m.p.h. mark and several early May favourites, including former winner Troy Ruttman, 11-time starter Freddie Agabashian, and Juan Manuel Fangio were amongst those who tried for the field without success.

Slowest qualifier who made the field was Mike Magill in the Dayton Steel Foundry Special at 142.276 m.p.h. This was the car in which Fangio passed his driver's test and had intended to attempt qualification. The car's performance in the race could not be fairly judged since it was involved in the first lap tangle up, and was forced to spend almost half an hour in the pits thereafter, never really

## Indianapolis... The Chance For Glory

Jimmy Bryan Wins 500-Miles Race for Second Time—Eleven Cars Involved in First-Lap Crash — Pat O'Connor Killed

By SKIP LANGE

thousands more on the Indianapolis track as chief Firestone test driver. He started on pole position last year with a 143.948 m.p.h. qualification speed, and this year was in the middle of the second row of three with a neat 144.823 m.p.h.

But racing lost much more than a skilled driver.

Pat O'Connor was there when the High School sports editor wanted to interview a *real* race driver. Pat was there when Governors needed hands to shake and kids wanted autographs. Pat made so many public appearances on behalf of racing public relations that it is hard to imagine when he had time to get in a car. The Sports Car Club of America ran a small club race on 4th May in Indianapolis and Pat appeared to run a special match race against one of the S.C.C.A. amateurs. In a borrowed Corvette Pat made the organizers feel that he had enjoyed himself thoroughly, as indeed he probably had, and paid tribute to all the amateur sports car drivers in a very well-spoken speech over the P.A. system. For all these favours Pat received not one thing in return, except the deepest respect and appreciation from those he had favoured . . . and this was no small group.

It seems fashionable today to hide the fact that men die in race cars. But today we lost a good man. I want you to know it.

### Bryan Returns the "Flying Splinter" to Victory Lane

The only evidence that the proceedings today were not purely the product of chance was the victory of Jimmy Bryan, the cigar-chewing "cowboy" who drove the same car in which Sam Hanks won last year. Bryan, last year's winner at Monza, has also won the national point championship of this country in 1954, 1956 and 1957. The car, built by chief mechanic George Salih, is powered by a Meyer-Drake engine (the Offy) laid flat on its side. Drive shaft runs along the driver's left side, and the whole thing is

being returned to full performance condition.

### Setting the Stage

The "500" does it up right. Magically, 30th May is almost invariably warm and sunny, and this day was no exception. The huge stands fairly gleamed in new paint, the flags of all nations flew from behind the pits, and from 4 a.m. until race time the crowd of about 200,000 souls poured through the gates of this 515-acre racing arena.

TV's casual morning man, Dave Garroway, was on hand to do his morn-



Pat O'Connor

ing show from the track, with a series of spots hitting the air between 6 and 9 a.m. Garroway leaned on cars, engines, drivers and movie actress Shirley McLaine (here to kiss the winner) in a manner calculated to give early risers the impression that the whole thing was one big yawn. Trapped car crews, marooned in their garages behind mountains of TV cable and script cards, knew better.

Cars were lined up in the pit lane again this year prior to the start. New last year, the pit lane is a wide concrete apron, separated from the track by a concrete wall and a 15-foot wide strip of grass, the whole thing extending for about two-thirds the length of the main straight.

From this single file start, the cars were to stream out of the pit lane behind the pace car, form into their proper rows of three as determined by qualifying times, and blast off in perfect formation on the second time over the start line.

This procedure was tried first last year after 40 years of successful starts from a track grid plus one pace lap. Since the new procedure had produced a crash on the first lap last year, it could be considered well tested.

### The Start

From the single file start, the field was supposed to cross the line with the first three rows positioned like this:—

Dick Rathmann	Ed Elisian	Jimmy Reece
Bob Veith	Pat O'Connor	Johnnie Parsons
Jimmy Bryan	Johnny Boyd	Tony Bettenhausen

Eight more rows of cars followed.

Last year's winner, Sam Hanks, now Director of Racing for the Speedway and retired as a driver, drove the Pontiac pace car on to the track as the final bomb sounded, and all cars streamed out on cue.

Now what is this? As Bill Cheesbourg, last in line in the number 54 Novi clears the pit lane and speeds toward his appointed spot in the procession he is almost overrun by the first row of cars. Rathmann, Elisian and Reece. Nowhere to be seen is the pace car and the rest of the pack.

The first row simply couldn't, or wouldn't contain themselves and were, within one lap, a half-lap ahead of the rest of the cars. All was consternation. Here, we suddenly realized, was the first row, now waiting for the pack to catch up . . . while about a mile and a quarter back was the pack and pace car waiting for the first row to come around and catch up.

Suddenly attention was called to a very dangerous and confusing question. Who was starting the race? Was it the man in the pace car or the man with the flag at the starting line?

Here was the time for decision. None was made. At this high point of indecision and confusion on the part of drivers and officials one man could have stopped the cars, regrouped them, and restarted safely. It would have been a tremendous personal responsibility for the starter to assume, but to exercise responsible judgment was the only reason those flags were put in his hands.

What *did* happen was that Hanks, seeing no sign of decision from the starter, assumed unto himself the responsibility for setting the pack free without the first row in attendance. Obviously reasoning that the front row had violated instructions by jumping in front of him, Hanks sped for the pit lane as he completed his fourth turn of the course. This was the signal for the start and the pack tore down the straight only to be greeted by the yellow flag of the starter. *Hold it! Keep cruising!*

Meantime, feeling mighty lonely out there, the front row had finally decided to speed up and catch the pack and assume their position.

As the pack again swept out of the



last turn above the starting line, still at cruising speed, Rathmann, Elisian and Reece were still out of sight, but evidently coming on strong. As the cars bore down on the starting line this trio, the front row, suddenly appeared and screeched into and through their positions as the starter simultaneously dropped the green starting flag.

To emphasize the confusion that existed, Sam Hanks, having run the length of the pit lane after his unsuccessful effort to get the race started was now moving back on to the course at the point where the pit lane exits into the first turn. Hanks evidently intended to pick up his charges and try again . . . and was narrowly missed when the cars burst down upon him.

As the green flag waved, I'm sure the yellow caution light was still on in the first turn. It is inconceivable that the drivers could feel any assurance that they were, actually, started. A race track is no place for confusion.

If it had ever been off, the yellow caution light was on again almost immediately. Entering the north-east turn, number three, on the first lap 11 cars were involved in a mass crash.

Evidently Ed Elisian spun first, but it will take movies, still undeveloped, to prove this. Bob Vieth, out of the race first because of the crash, said, "Rathmann lost it, Reece got sideways, and O'Connor went upside down. I don't know what else happened." Rathmann was not hurt seriously and said, "Elisian spun and I hit him. Someone went over the wall. My car split in two. It was a mess. That's all I remember."

On the first lap Pat O'Connor was killed, Jerry Unser was injured although it is believed not seriously, eight cars including pre-race favourites Rathmann's and Elisian's were damaged too badly to continue, and three more cars continued but with serious disablement.

### The Race

It was 18 laps and 25 mins. from the official start and almost immediate pile up until the course was cleared and racing again began. The order at that time was Bettenhausen, Sachs, Bryan, Boyd and Ward. Cruising under the yellow flag the average speed was 107.972 m.p.h.

A terrific dice now developed between Bryan, Sachs and Bettenhausen. On lap 19 it was Bettenhausen, on 21; Sachs, on 25; Bryan . . . and on lap 27, rookie George Amick made it a foursome. The cars were all lapping now at near 143 m.p.h. and the race speed rose to 125.076 m.p.h. at 50 laps, the quarter mark.

From this point Bryan bucked the odds successfully, while the law of averages continued to take its toll. At 150 miles Sachs was out with undefined mechanical bothers, Johnny Thompson in the new independent front suspension Kurtiss was out with suspension problems due to his brush with trouble on the first lap, Roger Ward simply stalled and coasted off the course, A. J. Foyt spun and was out and Bob Christie tapped the wall hard enough to damage his car severely though not bruising himself.

At the halfway point Bryan had been leading for the preceding 36 laps, pocketing a \$200 bonus each trip around in front, and had picked the speed up from the early low to a respectable race average of 131.236 m.p.h. Bettenhausen was

second, Boyd was third, followed by Jim Rathmann (Dick's brother) and George Amick.

Bryan pit-stopped on his 105th lap for 29 secs., relinquishing the lead to Bettenhausen. Tony held it again and for the last time for just two laps at which point he too was forced to the pits for fuel and tyres. Johnny Boyd in the Bowes Seal Fast Special took over the lead on lap 108.

It was obvious that no pit stops for mechanical adjustment would be possible for the winners. Among the leaders the longest stops were under 40 secs. . . . just long enough for four tyres and fuel. Perhaps this type of pit stop is more highly perfected at the "500" than anywhere else in the racing world. For example, in three different stops, Bryan spent only 91 secs. total in the pits during the entire 500 miles.

On lap 136 Bryan took over the first place firmly as Boyd made a pit stop. At this point both had one stop left, but Bryan had nearly lapped Boyd as Boyd cleared the pits from his stop.

With Bryan in some control, attention shifted to the climb through the ranks of George Amick. Adding a splendid drive to good timing of short pit stops, Amick had moved into second spot at the three-quarter mark. The average speed for the race had climbed to 133.380 m.p.h. and the order was Bryan, Amick, Boyd, Bettenhausen, Jim Rathmann.

It remained for Jim Rathmann to give the home stretch crowd their tensest moment. On his 160th lap Rathmann

headed toward his pits much too fast. Braking hard, he spun his car within the pit lane. Rathmann steered. Looking back over his shoulder he very decidedly influenced the course of his travel, and having executed a 360 degree turn, proceeded out and around the track to try again. This time he stopped.

As the race drew toward a close, Bryan had about 50 secs. lead on Amick, who had most of a lap on Boyd. Bryan was lapping at just under 139 m.p.h. Amick was working at 142 m.p.h. laps, with one at 144 m.p.h., but the distance was too great.

At the chequered flag Bryan threw both hands into the air . . . high . . . and batted toward that first turn with the steering wheel untouched! He did not actually carry this technique into the turn itself, however.

Bryan's speed for the 500 miles was 133.791 m.p.h. Amick had narrowed his lead to 27.6 secs. at the finish to take a well-earned second. Close together and about a lap behind Amick were Johnny Boyd, Tony Bettenhausen and Jim Rathmann. Finishing out the first 10 in order were Reece, Freeland, Larson, Johnson and Cheesbourg.

Bryan's race was hard-driven, well-driven and well-managed from the pits. His car is much improved from last year; much stronger and more stable, and he will definitely be a man to watch again at Monza.

As for the race itself, if there was anything gained, we hope it was a lesson for the future. There was much lost.

### INTERNATIONAL GERMAN RALLY (15th-17th May)

#### Results

#### General Classification

1. Consten/Hebert (Alfa Romeo), 0 penalties.
  2. Riess/Wencher (Alfa Romeo), 0.
  3. Andersson/Videll (Volvo), 0.
  4. Walter/Strahle (Porsche), 0.
  5. Meier/von Schroeder (Auto Union "1000"), 0.
  6. Eickelmann/Kühne (Auto Union "1000"), 1.
  7. Müller/Chavy (3.4 Jaguar), 1.46.
  8. Courtois/Martin (Triumph TR3), 2.36.
  9. Holder/Klinken (Mercedes 180D), 2.95.
  10. Ballisat/Roberts (Triumph TR3), 3.
- Coupe des Dames: Annie Soisbault/Lise Renaud (Triumph TR3).
- Prix des Nations: Germany.
- Club Team Award: A.C. de Mainz.
- Manufacturers' Team Prize: Auto Union.

#### Class Winners

Grand Touring. Up to 1,300 c.c.: Consten/Hebert (Alfa Romeo). Up to 1,600 c.c.: Walter/Strahle (Porsche). 1,601-2,000 c.c.: 1. Courtois/Martin (Triumph TR3); 2. Ballisat/Roberts (Triumph TR3). Above 2,000 c.c.: Comte de Maubou/G. Brulé (BMW 507).

Touring Cars. Up to 1,000 c.c.: Meier/von Schroeder (Auto Union). Up to 1,300 c.c.: Riess/Wencher (Alfa Romeo). Up to 1,600 c.c.: Andersson/Videll (Volvo). Over 1,600 c.c.: Müller/Chavy (3.4 Jaguar).

Starters, 68; Retirements, 23.

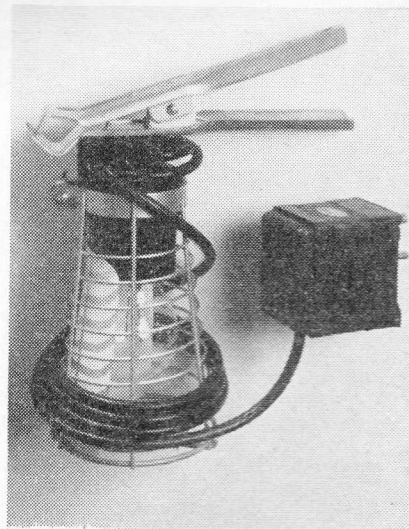
### COUPE DES ALPES

DUE to an error in the English text of the 1958 "Coupe des Alpes" Regulations, some confusion has arisen on the question of timings and dates for *SCRUTINY and SEALING of CARS, PRIOR to the START*. This will take place at allotted times to each entrant, during the following period:—

From Friday, 4th July, at 14.00 hrs.

Up to Monday, 7th July, at 10.00 hrs.

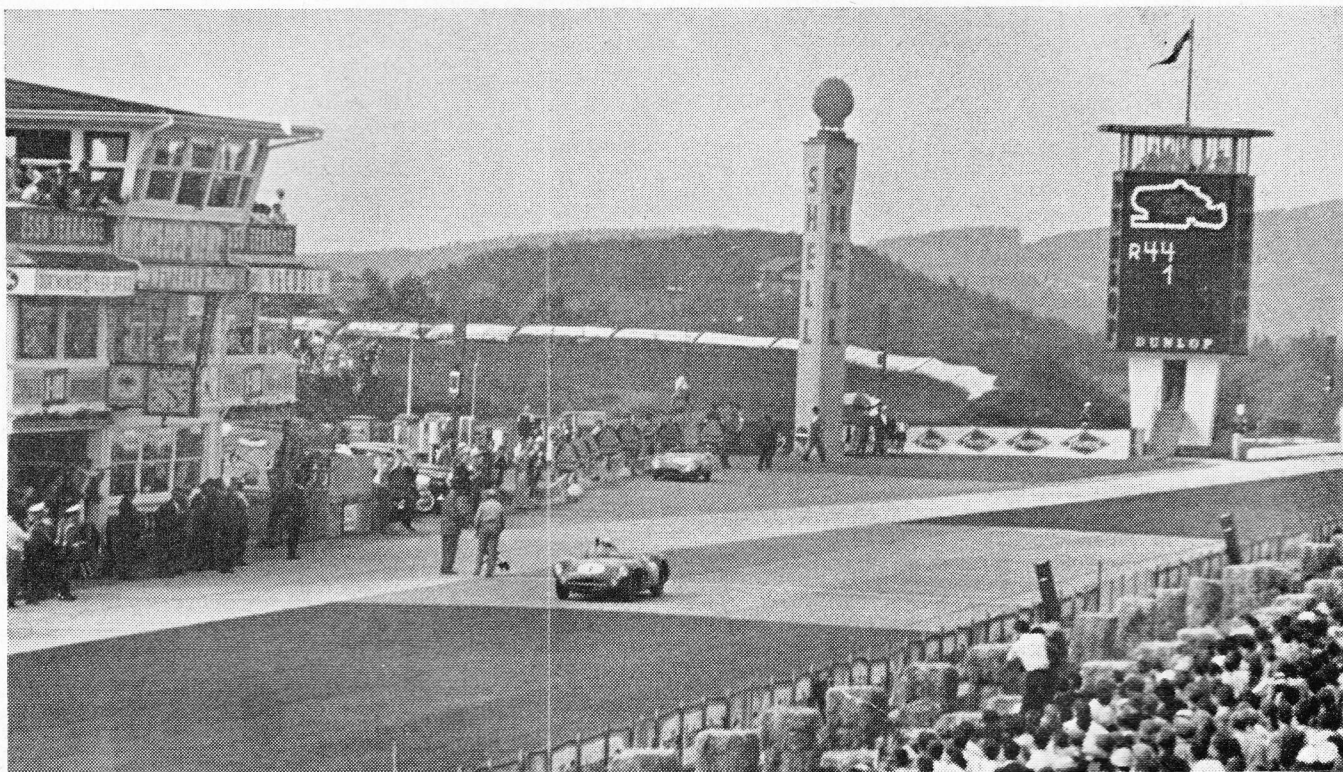
Entries close at single fees on 15th June next, and at extra fees on 23rd June next.



*SAFETY in the use of portable electrical equipment, for example garage inspection lamps, is greatly enhanced if the operating voltage can be reduced to a low figure. The Dohm Group, of 167 Victoria Street, London, S.W.1, are marketing these compact transformer plugs (seen attached to a lamp) which reduce 240 volts to 25. The plugs are priced at £3 9s. 6d. for 25 watt rating and £3 14s. 6d. for 40 watt.*

IN Paris, the famous Quai de Javel, where Citroën cars are made, has been renamed the Quai André Citroën. In Stuttgart, the road up to the Porsche works has for long been called the Porschesstrasse. In Coventry, Jaguar Cars, Ltd., were recently ordered to remove the board that directs one to the factory!





IT'S THAT CAR AGAIN! Stirling Moss takes the flag in the DBR1 after 44 exhausting laps of the 'Ring. Of the four 1,000 km. races the Feltham cars have won two. No doubt next year they will be out for the hat-trick!

# Astons Again at the Nürburgring

*Moss (Aston Martin) Wins A.D.A.C. 1,000 Km. Race at Nürburgring—  
Ferraris 2-3-4-5—Fine Performance by Gregory (Ecurie Ecosse Jaguar)*

REPEATING their dramatic victory of last year, Aston Martin gained the third round of the World Sports Car Championship last Sunday, when Stirling Moss, backed up by Jack Brabham, won brilliantly the A.D.A.C. 1,000 km. race at the Nürburgring. Although he drove 36 of the 44 laps on this gruelling circuit himself, Stirling was able to ease up in the closing stages and still finish nearly four

By STUART SEAGER  
Photography by Francis Penn

minutes ahead of the Hawthorn/Collins Ferrari, which took second place. In the process, the green car twice broke the sports car lap record and set up a record race average into the bargain. The complete works team of V-12 Ferraris took

second, third, fourth and fifth places in the 3-litre class, in an impressive display of reliability; the Whitehead brothers' comparatively aged DB3S Aston was a fine sixth and the Fairman/Lawrence Ecurie Ecosse Jaguar seventh.

In the 1,500 c.c. sports-racing class, Porsches took first, second and fourth places, third spot being taken by the fleet new Osca of Jon Fast and John Campbell-Jones.

Practice—a vital necessity for those who had not driven previously on this tortuous, 14-mile mountain circuit—took place all day Thursday and Friday, and on Saturday morning. It was notable for the number of Porsches which took to the country, the two most spectacular incidents happening on Thursday. Scarlatti went out in one of the works cars, and on his first lap turned in a time of 10 mins. 25.8 secs; however, next time round, at Fuchsröhre, he left black marks all over the road, ending up in the ditch, with a very bent car, but only slight injury. The "hot" engine out of the wreckage was transplanted to another car for the race. Luckiest of all was a Carrera driver, whose car went through

"THIS IS THE WAY WE'LL DO IT, JACK." A practice shot of the winners, with Jack Brabham listening attentively to Stirling who is undoubtedly discussing tactics for the race.





**PRESSING ON.** Peter Collins is seen here in the Ferrari he shared with Mike Hawthorn, rushing through the South Turn. They finished second.

the hedge and rolled several times. He clambered out of the wreck almost unhurt, and just as he was clear it burst into flames and was completely gutted!

Quickest on Thursday, in fine, dry weather, was Jean Behra (Porsche), in 10 mins. 10.9 secs., Hawthorn being next fastest, in 10 mins. 15.3 secs. Friday's practice was cut short by pouring rain in the afternoon, but before then, Hawthorn (Ferrari), Moss (Aston Martin) and Musso (Ferrari) recorded almost identical times of just over 9 mins. 45 secs., von Trips (Ferrari) and Brooks (Aston Martin) also getting under 10 minutes.

On Saturday morning, the sun shone again and six drivers all broke 10 minutes, ultimate quickest being Hawthorn, with 9 mins. 43.4 secs., and Moss, with 9 mins. 45.6 secs. Behra, with the 1,500 c.c. Porsche, clocked 9 mins. 57 secs., to top the 1½-litre class.

After all the Ferrari works drivers had tried each other's motor cars, they settled on the following pairing: Hawthorn/Collins, Musso/Hill, Seidel/Munaron and von Trips/Gendebien. The three Ecurie Ecosse Jaguars were to be driven by Bueb/Sanderson, Gregory/Flockhart and Fairman/Lawrence. Works Aston Martins were to be crewed by Moss/Brabham, Brooks/Lewis-Evans and Salvadori/Shelby. The Whitehead brothers had their DB3S and there were sundry private Ferraris. In the 1½-litre class, there were three works



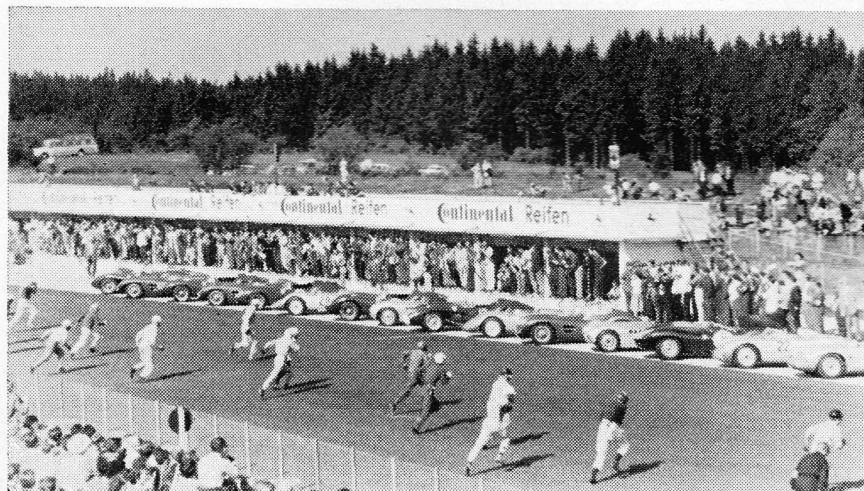
in colourful profusion, the advertising balloons swung at their moorings, vendors shouted their wares, and even the jack-booted, black-holstered *Polizei* seemed almost to be enjoying the scene as the cars streamed up out of the tunnel from the paddock, to line up in multi-coloured *echelon*, for the traditional Le Mans-type start. Motors were warmed thunderously and then silenced, and as the last minutes were counted off over the loudspeakers the drivers took up their positions opposite their cars—the last to do so being the blasé “big-timers” towards the head of the line! As the last couple of seconds—*zwei!—eins!*—were snapped out, those nonchalant

figures were already sprinting like mad across the track, and true to form, Moss was the first away, by a substantial margin!

He howled off into the South Turn, and by the time he had doubled back behind the pits, he was a good 100 yards in the lead. Brooks followed him into the North Turn, with Shell (Porsche) next, then Salvadori (Aston Martin) and Hawthorn (Ferrari). Left behind on the grid were two Lotus drivers—John Horridge, in the car he was sharing with Walter Monaco, and Bill Frost, whose co-driver was Bob Hicks. Horridge got away fairly quickly, but Frost stayed for another couple of minutes struggling with the positive stop gear-change on the brand-new Lotus 15, eventually getting away hesitantly in a gear that was certainly not first!

Silence descended for a while in the pit area. Ten minutes after the start the howl of an approaching car increased in volume and Moss roared past the stands, having completed his initial lap in 10 mins. 2 secs.—over 11 seconds ahead of second man Hawthorn! One second behind Mike came Tony Brooks followed by von Trips (Ferrari), Salvadori, Behra (Porsche), Willi Mairesse in the yellow Belgian Ferrari, Musso and Shell. Some way down in the field, Fairman came in to have some plug trouble quickly attended to. Frost, too, made

**THEY'RE OFF**—and about half a second before the flag actually fell! As the cars get away, Moss and Brooks are already out of sight, on their way down to the South Turn.



Porsches: Behra/Barth, Frère/Shell and von Frankenberg/de Beaufort. Two of the new Rennsport Borgwards were crewed by Herrmann/Bonnier and Jüttner/Schulze, plus another driven by Cabianna/Mahle. Lotuses were to be driven by Frost/Hicks, Blumer/Power, Piper/Greene and Horridge/Monaco. There were also three classes of G.T. cars, but as there were no British entries (apart from the Carnegie/Hayles M.G.A which non-started due to a split tank) we will pass over them and concentrate on the “racers”.

All the evidence pointed to the prospect of a hot, sunny day for the race. It was due to commence at 9 a.m. and the stands began to fill early. Flags flew





a protracted pit stop to try to sort the gearbox out again.

On his second tour, Moss shattered his own lap record, set up last year in a Maserati in 9 mins. 49.9 secs. The new figure was 9 mins. 47.0 secs., and he had increased his lead over Hawthorn to 14 secs. However, third man Brooks was missing—and in third place now was von Trips. Salvadori, too, was not amongst the leaders any more and there were long faces in the Aston pit. Behra was lying fourth, Musso fifth, Gregory sixth and Harry Shell seventh. Then Graham Whitehead came through in 11th place, making spinning signs with a forefinger and pointing behind him. Sure enough, in 14th spot was Brooks, trying hard to make up lost ground. He had spun at the right-hander before the Karussel—and incidentally an exhaust blow-back as he came to rest seared the paint from the offside of the cockpit.

Third time round, and Moss's lead had extended to 21.2 secs. and the lap record had been lowered further, to 9 mins. 43



★  
**UNLUCKY ASTONS.** Roy Salvadori (above) having made a fine start was forced to retire on lap 2 with gear selector trouble. Tony Brooks (left) had the misfortune to tangle with some of the slower saloons, when trying to catch von Trips for third place. He spun off and had to retire with two laps to go.

★

Around this time Jimmy Blumer experienced a quite incredible accident at the Karussel. As he braked hard to dive into the 30 deg. concrete "groove" on this famous left-hander, his nearside front brake locked and threw him into the bank on the inside, the Lotus immediately turning over and coming to rest with Jimmy underneath—right in the middle of the banking! Completely trapped, he flailed around for the switch to turn off the furiously ticking petrol pump, whilst waiting for the next car to arrive round the blind corner and shunt him! (Quote: "My past life went before me, but there wasn't time to enjoy the best bits.") Fortunately the flag marshals were on the ball and slowed following cars sufficiently for them to dodge round him when they did arrive, and a horde of marshals and police lifted the Lotus up onto the grass, whereupon a relieved Blumer emerged, little the worse for his

secs. Hawthorn, in turn, was more than half a minute ahead of von Trips, and Behra almost another half-minute behind him. So the leaders were stringing out, while Moss galloped ahead of them all. Salvadori came in slowly: the gearbox selector mechanism was giving irremediable trouble and, after a short conference, the car was relegated to the "dead" park. Fairman came in again: plugs were still being troublesome and Jack dropped to 26th place overall. On this same lap Behra broke the 1,500 c.c. sports car lap record with a tour in 10 mins. 06 secs.

At the end of the third lap, Moss had already begun to weave between the backmarkers; his lead was some 28 secs. and by the fifth lap, just an hour after the start of the race, the order was Moss, Hawthorn, von Trips, Behra, Musso, Gregory and Brooks, the latter having swept up from 14th to seventh place in two laps! Brooks continued to close on Gregory and just after the end of the eighth lap he passed him as they went into the South Turn.

**JAGUAR v. PORSCHE.** Jack Fairman in the Ecurie Ecosse D-type leads Edgar Barth in the incredible 1½-litre Porsche. In the hands of Barth and Behra this little bomb held third place overall for several laps until it was forced out with valve trouble.

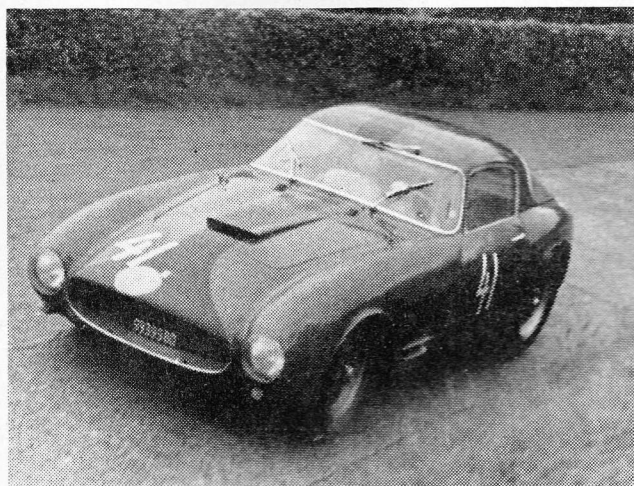
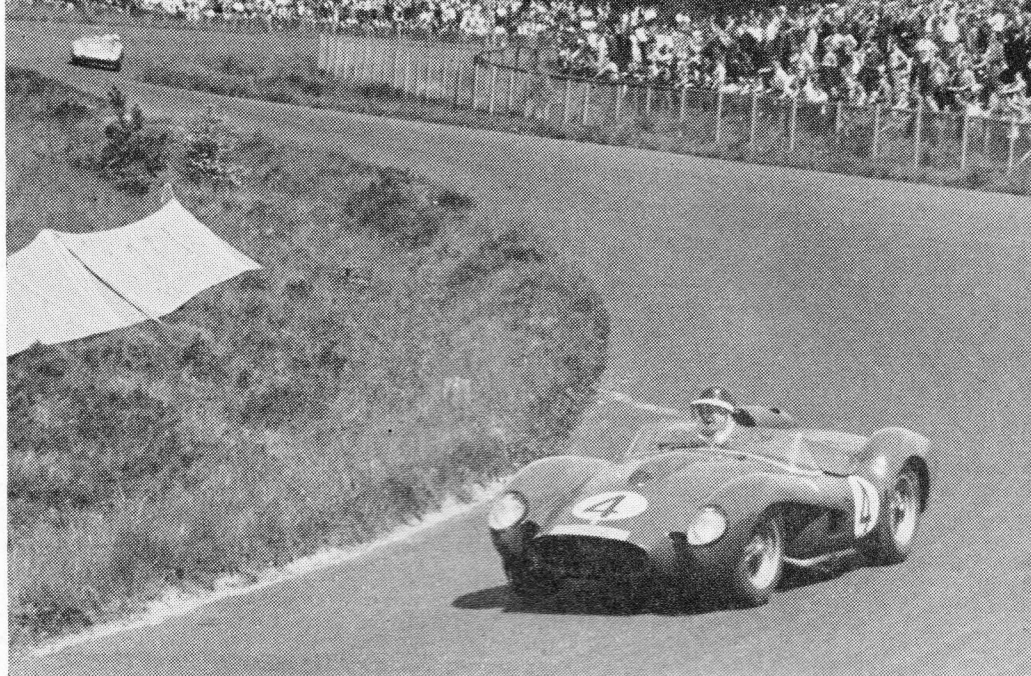




experience! The car only suffered body damage.

At 10 laps, the routine pit stops began, and the first was of course Moss. He handed over to Brabham in what must be one of the slickest driver changes ever; the car did not actually stop rolling as Stirling leapt out one side and Jack jumped in the other. Including the stop, I made that lap take but 10 mins. 7.8 secs. Masten Gregory came in immediately after with a crunched nearside front wing; the wheel was changed as a precaution and hammers got to work, to make safe the damage before he set off again.

Brabham's standing lap took 10 mins. 20 secs. and Hawthorn took advantage of Jack's comparative unfamiliarity with the car and the circuit to close right up on him by the end of lap 11. As they roared past the stands, Mike went ahead into the lead at the quarter distance. At the end of the 12th lap Hawthorn was over half a minute ahead and after the 14th lap, Brabham came in again. This was according to plan: it gave



★  
**FERRARIS BOTH.** Mike Hawthorn (above) in the works car in which he and Collins finished second, drives through the South Turn. On the left is the G.T. Ferrari of the Belgians Dernier and Buerlys at the Karussel. They won the 3-litre Grand Touring class.

Lawrence took over after a refuel and change of rear wheels, but driver comfort was taken to extremes in the case of Ecosse car No. 9, for when Masten Gregory came in to the pits, he lifted out the complete seat, and Flockhart put in one of his own of an entirely different shape!

Frost had at last retired his Lotus, after a rear suspension radius arm had broken.

At 18 laps the position was Moss (1 min. 20 secs. in the lead), Hawthorn, Barth, von Trips, Hill, Brooks. On the 19th lap the amazing little Porsche appeared, misfiring, after von Trips's Ferrari had thundered through. After protracted inspections through the tiny trapdoors that are normally considered adequate for maintenance work on these remarkably reliable little cars, Porsche No. 20 was retired. The cause was the fracture of a valvespring cap ("For want of a nail . . ." etc.). Next to cause alarm was Phil Hill, who was overdue and then appeared with an odd-coloured wheel on the offside rear, having had to change it out on the circuit. This raised a point of some discussion in the Ferrari pit as to whether he should perhaps have driven in slowly on the flat as Hawthorn had done; as Hill was five miles farther from base at the time of his deflation, the debate continues.

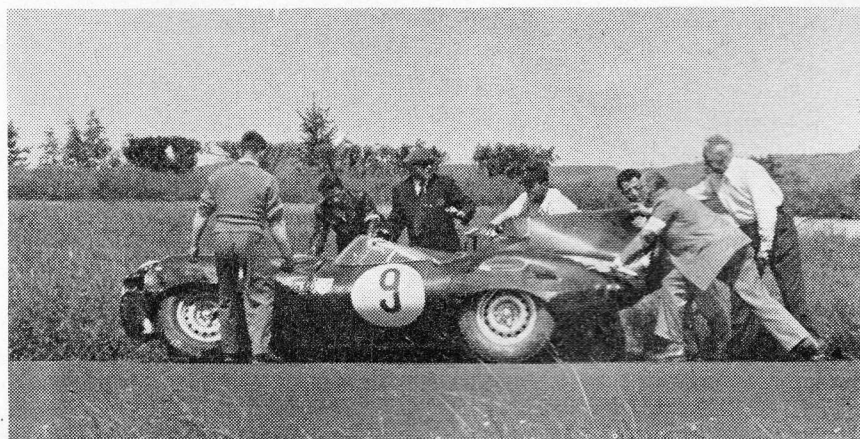
Moss continued to extend his lead. At 18 laps it was about 1 min. 14 secs.;

Stirling a short breather and the pit crew an opportunity to check tyre wear; the car was refuelled, all four wheels changed and Stirling set off again in just a minute and a half.

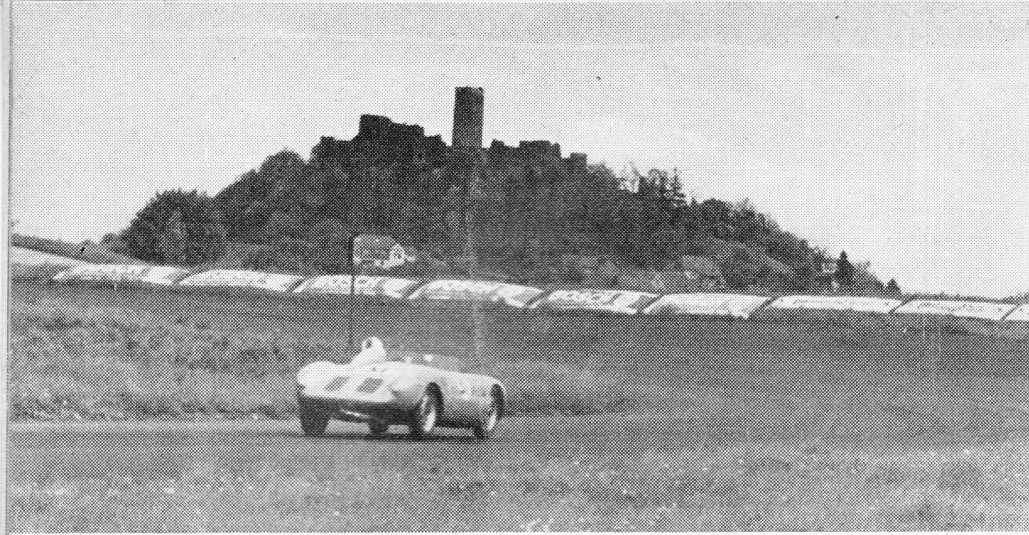
Pit activity now became fast and furious. Seidel came in, refuelled and handed over to Gino Munaron. Next time round—and Hawthorn was missing! 10 mins. 10 secs. passed and more—and at last he appeared, slowly, with the nearside rear tyre in shreds and the surrounding bodywork burnt black by the flailing cords. The wheel was quickly changed, but as Collins prepared to jump in and take over, Moss roared past—in the lead once more! Von Trips had also passed before he got away and at the end of 15 laps the order was Moss, von Trips, Collins, Brooks, Musso. Behra, leading the 1500s, came in to cheers from the crowd for a fine effort, and Barth took over the tiny silver Porsche with its little square tail-fins. Harry Shell handed his Porsche over to Paul Frère and Peter Whitehead took over from Graham.

**JAGGED JAG.** Masten Gregory's battered Ecurie Ecosse D-type is pushed off the track at the North Turn on lap 30. A brake locked as he went into the turn and he spun off. At that time he was in sixth position.

Lap 16 and Moss had a lead of over 35 secs. Stuart Lewis-Evans stood ready on the pit counter, waiting for Brooks and carrying a shaped seat pad to make up for Tony's extra inch or so of leg length. They changed; Phil Hill replaced Musso, John Fast brought in his sleek little Osca and John Campbell-Jones took over, de Beaufort took over from von Frankenberg in another works Porsche, and Gendebien took over from von Trips. Soon afterwards Jack Fairman brought in Jaguar No. 10 and John







### Results

1, Stirling Moss/Jack Brabham (Aston Martin), 44 laps, 7 h. 23 m. 33 s. (84.26 m.p.h.); 2, Mike Hawthorn/Peter Collins (Ferrari), 44 laps, 7 h. 27 m. 17 s.; 3, Graf von Trips/Olivier Gendebien (Ferrari), 44 laps, 7 h. 33 m. 15 s.; 4, Luigi Musso/Phil Hill (Ferrari), 43 laps, 7 h. 28 m. 16 s.; 5, Wolfgang Seidel/Gino Munaron (Ferrari), 42 laps, 7 h. 25 m. 29 s.; 6, Graham Whitehead/Peter Whitehead (Aston Martin), 42 laps, 7 h. 34 m. 11 s.; 7, Jack Fairman/Jock Lawrence (Jaguar), 41 laps, 7 h. 26 m. 18 s.; 8, Gotfrid Köchert/Erwin Bauer (Ferrari), 41 laps, 7 h. 23 m. 52 s.; 9, Curt Lincoln/Kernänen (Ferrari), 40 laps, 7 h. 30 m. 45 s.; 10, Herbert Linge/Walfried Winkler (Porsche), 39 laps, 7 h. 31 m. 48 s. **Fastest lap:** Moss (Aston Martin), 9 m. 43 s. (87.55 m.p.h.).

### Sports Cars up to 1,500 c.c.

1, R. von Frankenberg/Graf de Beaufort/Edgar Barth (Porsche), 44 laps, 7 h. 46 m. 58 s. (128.9 k.p.h.); 2, Paul Frère/Harry Shell (Porsche), 44 laps, 7 h. 54 m. 43 s.; 3, Jon Fast/John Campbell-Jones (Osca), 42 laps, 7 h. 52 m. 58 s.; 4, Harald von Sauken/Georg Bialas (Porsche), 38 laps, 7 h. 48 m. 36 s.; 5, David Piper/Keith Green (Lotus), 38 laps, 7 h. 56 m. 50 s. **Fastest lap:** Jean Behra/Edgar Barth (Porsche) 9 m. 54 s. (138.2 k.p.h.).

*IN THE HEAT OF THE AFTERNOON Moss rockets from under the bridge on the straight and goes on towards the pit area about a mile ahead.*



*THE NÜRBURG TOWER, from whence the course gets its name, can be seen in this picture (above) of the North Turn, with the Bunker/Schiller Porsche half-way round.*

### Gran Turismo Cars, up to 3,000 c.c.

1, Leon Dernier/Bucrllys (Ferrari), 42 laps, 8 h. 35 m. 42 s. (111.4 k.p.h.); 2, Armando Zampiero/Luigi Villott (Ferrari), 41 laps, 8 h. 31 m. 8 s.; 3, Lars Finnitä/Geibel (Ferrari), 41 laps, 8 h. 31 m. 15 s. **Fastest lap:** Picard (Ferrari), 11 m. 6 s. (123.4 k.p.h.).

### Gran Turismo Cars, up to 1,600 c.c.

1, P. E. Strähle/Hans Walter (Porsche), 44 laps, 8 h. 27 m. 43 s. (118.6 k.p.h.); 2, Fritz Hähl/Helmut Zick (Porsche), 43 laps, 8 h. 27 m. 44 s.; 3, Helmut Deutenberg/In der Elst (Porsche), 43 laps, 8 h. 28 m. 19 s.; 4, Dr. H. Busch/de Pucci (Porsche), 42 laps, 8 h. 26 m. 31 s.; 5, Bruno Runte/Hans Hartzheim (Porsche), 42 laps, 8 h. 32 m. 55 s. **Fastest lap:** Strähle (Porsche), 11 m. 7 s. (123 k.p.h.).

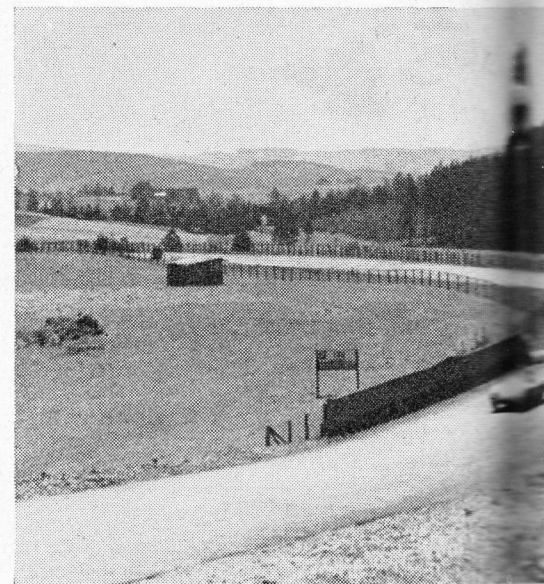
### Gran Turismo Cars, up to 1,300 c.c.

1, Marcel Stern/Paul Vogel (Alfa Romeo), 42 laps, 8 h. 31 m. 39 s. (112.4 k.p.h.); 2, M. Nogueira/Mario Cabral (Alfa Romeo), 42 laps, 8 h. 32 m. 22 s.; 3, Sepp Liebl/Schultze (Alfa Romeo), 42 laps, 8 h. 33 m. 2 s.; 4, Horstestier/Helmut Herpen (Alfa Romeo), 40 laps, 8 h. 25 m. 9 s.; 5, Kurt Ahrens/Richard Trenkel (Alfa Romeo), 40 laps, 8 h. 33 m. 59 s. **Fastest lap:** Liebl (Alfa Romeo), 11 m. 41 s. (117.1 k.p.h.).

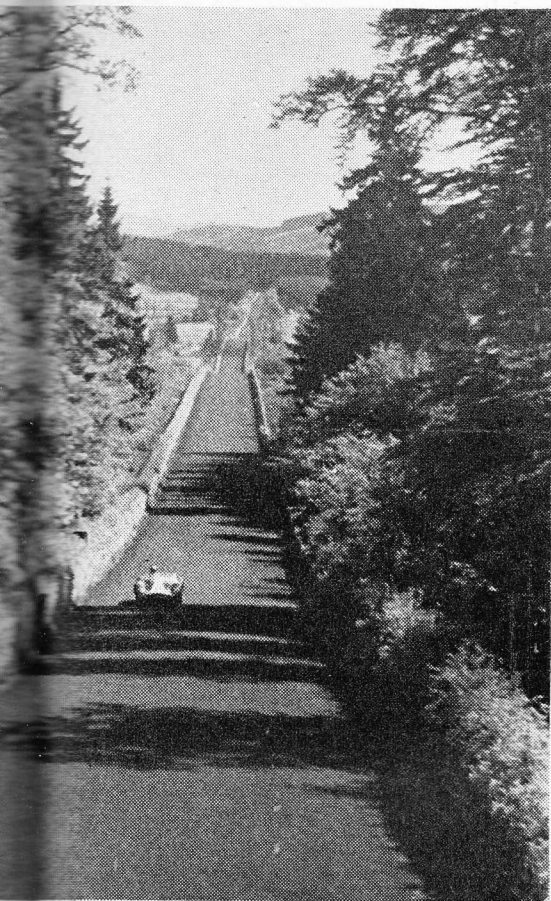
*THE STRAIGHT! Three miles of undulating road and the fastest part of the course. A lone, privately entered Ferrari rushes towards the bridge on which Francis Penn was standing.*

at 19 laps, 1 min. 20 secs.; at 21 laps, 1 min. 43 secs., and at half-distance—22 laps—2 mins. 14 secs. The race order was then Moss/Brabham, Hawthorn/Collins, von Trips/Gendebien, Brooks/Lewis-Evans, von Frankenberg/de Beaufort, Gregory/Flockhart, Seidel/Munaron, Musso/Hill, Frère/Shell.

On the 23rd lap, Moss handed over to Brabham, with 2 mins. 35 secs. in hand,



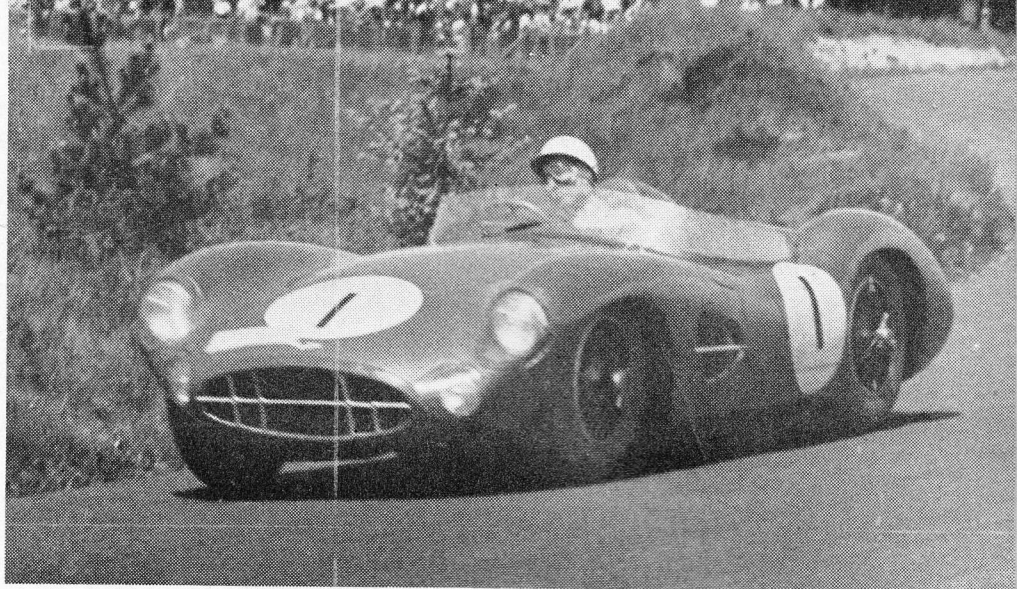




and took a five-lap rest, while Jack kept the green car out in front. At around 30 laps there was another frenzied session of pit-stops. Flockhart handed over to Gregory, Sanderson to Bueb, Lawrence to Fairman and Collins to Hawthorn. As the latter accelerated past the Aston pit, Mike gave what might be described as a jocular wave to Reg Parnell!

Gregory made a lap in 9 mins. 58 secs.

**UNLUCKY BORGWARDS.** *Hans Herrmann in one of the works cars approaching the Schwalbenschwanz. After running well both the cars were forced out with transmission trouble.*



**ON HIS WAY TO VICTORY.** *A fine shot of Stirling Moss in the Aston at the South Turn. The car led the race for 41 of the 44 laps, being headed for three laps only by Hawthorn's Ferrari, early in the race.*

with the Ecosse Jaguar just after taking over again: a speed that no Jaguar has previously attained on this circuit—but calamity struck at the start of the next lap, for as he went into the North Turn, a brake locked and he spun off, right in front of hordes of spectators! A wooden post, snapped off short, slashed into the seat-back just beside Masten's head, but out of this drama he escaped unhurt, although his most inspiring run was over.

Hawthorn set off determinedly after the flying Moss—so briskly that on the 34th lap he spun off into a shallow ditch, and had to spend some few furious minutes levering the car back into service with a handy baulk of timber. At about this time Harry Shell came in with the Porsche; apparently a quantity of petrol had overspilled into the body when refuelling and on up-gradients slopped back into the cockpit. A bucket of water was used to flush it out. . . .

John Horridge was at the pits for some time during this period, beating out the results of a spin with the Lotus.

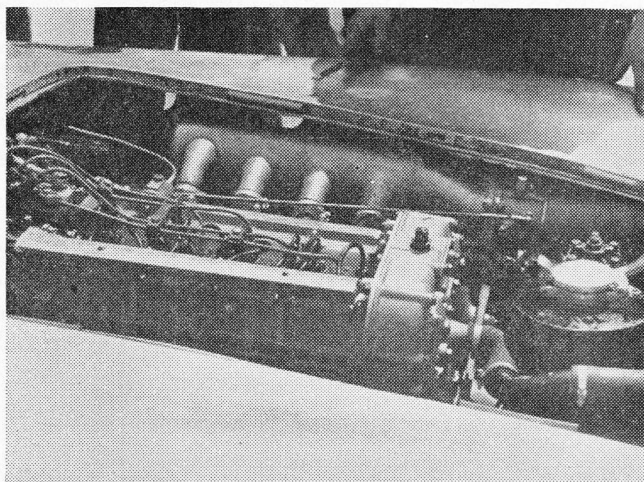
Hawthorn's spin gave Moss a comfortable lead and he was able to ease up noticeably in the closing laps. Von Trips lay third and Brooks fourth—with a chance of a third place, for he was steadily closing on the Ferrari. However, on the last lap but one, as Tony was scrambling through the straggling survivors of the small saloon classes, he tangled with one and went off the road—a heartbreaking disappointment, for the car, although only superficially bent, was unable to continue.

Moss took the flag nearly four minutes ahead of Hawthorn, and the other three cars in the Ferrari works team followed them home. The Whitehead brothers' DB3S went like the proverbial train to finish a highly creditable sixth while the Fairman/Lawrence Ecurie Ecosse Jaguar—the last survivor of the trio, for the Bueb/Sanderson car had retired with a blown core-plug—finished seventh. Eighth place was taken by the privately entered Ferrari of Köchert and Bauer, and there was a tragic end to their race, for Bauer did not see the chequered flag; during the subsequent lap, when he was

**SPLENDID EFFORT.** *Peter Whitehead urges the hard-worked DB3S through the Karussell. Driving with his brother Graham he finished sixth. Last year they were ninth in the same car.*







*RENNSPORT Borgward looked a strong contender for 1½-litre class honours, but transmission bothers put out the new works cars before many laps had run. This is the Herrmann/Bonnier car. The engine is a four-cylinder 2 o.h.c. unit and the rear suspension is de Dion.*

still "racing", he went off the road and received serious injuries from which he subsequently died in hospital.

Porsche took first, second and fourth places in the 1½-litre class, third spot being taken by the Osca of Sweden's Jon Fast and our own John Campbell-Jones, the car running most consistently throughout the race. Sole Lotus to finish was the Piper/Greene car, which completed the last three-quarters of a lap with the back axle floating unhappily, due to failure of the A-bracket mounting.

\* \* \*

#### Nürburg Notes

Ecurie Ecosse were pleased with the performance of their new 3-litre motors. The Gregory/Flockhart and Bueb/Sanderson engines were factory units, while the Fairman/Lawrence car had one of "Wilkie's own". This latter car was in fact the old 1956 machine with the separate headrest. . . . Porsche and Aston Martin were irked by the organizers' insistence on the use of their own brand of petrol, despite contracts with other companies and lack of experience with

that type of fuel. The gravity refuelling system was somewhat primitive, too, which accounts for a certain amount of overspilling that went on. . . . The dangerous speed differential between the small G.T. cars and the big *Rennsport-wagen* contributed to Tony Brooks's crash. Normally mild-tempered, he is reported to have actually sworn. . . . David Latchford and Eugene Hall drove the ex-Brandon Halseylec, now officially called a Cooper, but a split header tank caused too-frequent stops for water and they were not classified. . . . Stuart Lewis-Evans was taken sick during one of his stints. He manfully finished his session but could scarcely climb out of the car at the end of it. . . . Moss spun on one of the early laps, but recovered time so well that his pit time-keepers did not notice anything amiss. He also at one stage covered four successive laps in exactly 10 minutes each. . . . Aston pit-work was a joy to watch and Moss reckoned this a substantial factor contributing towards his win. . . . Stirling was absolutely exhausted at the end of his drive—surely the longest any

one driver has driven at the Ring.

**Tailpiece** . . . although it actually took place on the day before the race. On the Saturday afternoon, the Motor-Presse-Club ran a kind of driving test meeting for motor journalists only on the start area in front of the stands. Partly composed of "gymkhana" manoeuvres and partly a speed test or "slalom" between pylons, some 50 scribes of all nationalities took part. Tommy Wisdom borrowed Mike Hawthorn's 3.4 Jaguar, made best performance of the British contingent and was third best of the (ex-racing) experts. The writer drove a Series II Sunbeam Rapier and finished 11th in the all-comers class; it was all very informal and *everyone* won a prize (donated by various manufacturers)! Several of the drivers had an unofficial "go", Hawthorn—in a tiny Puch 500 minicar finishing second to Gendebien in a Porsche. Denis Jenkinson caused great delight by spinning his Porsche and scattering marker cans in all directions! The outright winner, Bonardelly, in an Alfa Giulietta, qualified for a three-weeks' cruise on an Esso Supertanker!

#### ALFA ROMEO GIULIETTA SPRINT VELOCE "ZAGATO"

THE coachbuilding firm of Zagato of Milan, which specialises in sports cars, has produced a new version of the Giulietta Sprint Veloce, giving it an extremely aerodynamic line yet maintaining all the interior space found in the normal version. This new car, lower and narrower than the previous one, is distinguished by the rounded "dome" of the grille.

As is shown in the photograph the headlights have been embodied and the rear "fins" have disappeared. The weight of the car has been reduced so that it weighs 800 kg. with full load of oil, water and petrol (80 litres). This car, with current sprint engine, should attain a speed of 205 kms/h. With an engine prepared by an expert—Conrero, for example—maximum speeds of 220 kms./h will be possible.

In spite of the much rounded line of the small grille, the builder has succeeded in maintaining the typical Alfa Romeo radiator cowling which was not found possible by the firm itself when presenting the "Special" in Turin.

GIANNI MARIN.



*SLEEKER even than the familiar Giulietta, is this new Zagato-bodied version.*



# Ferodo First

**Nürburgring 1000 km. Sports Car Race**

**1st David Brown ASTON-MARTIN**

*Stirling Moss & J. Brabham*

*(Subject to official confirmation)*



**fit**

**race-proved**

**FERODO**

**Disc Brake Pads**

**Anti-Fade Brake Linings**





## Records Go At Snetterton

*New Figures Set in 1100 c.c. Sports Car and F3 Class by Ireland and Russell*

A VARIED programme of six events for a very wide range of competition machinery indeed was laid before patrons of the Snetterton circuit on Sunday, when the Snetterton M.R.C. ran its Stanley Sears Trophy meeting under a national British permit. Much of the racing, however, developed into a series of processions—albeit very fast processions, and two lap records fell during the afternoon. New figures were set for the 1,100 c.c. sports car record by Innes Ireland (Lotus) who bettered his own existing time to record 1 min. 49.8 secs., a speed of 88.52 m.p.h., in the course of winning the race by a more than comfortable margin. In the F3 race, Jim Russell also broke his own record with a fastest lap in 1 min. 51.8 secs. (86.94 m.p.h.) and he, too, won the race by more than a quarter of a minute.

First event was a 10-lap race for the AUTOSPORT series-production sports car championship, run in four classes. For the first time Ian Walker's car was not the only Lotus Elite in the running, for John Lawry had his dark green version there. It was also, as a matter of interest, believed to be the first time Walker's Elite has been beaten since it entered competition this season!

When the cars lined up, it was Ian Walker who had pole position, Lawry's car being back in the third row. From the start, however, it was E. N. Whiteaway, representing Rudd Racing in an Ace-Bristol, who took the lead from J. Dashwood's Frazer-Nash and C. R. Hanson's Austin-Healey. This latter car bore a large red notice on the back claiming that it was "running-in", other drivers being urged to pass! However, few people believed this and of those who did only three managed to obey the exhortation!

Whiteaway held the lead for three laps, but working calmly and efficiently

through the field were Dick Protheroe (Austin-Healey) and Ian Walker (Elite), and on lap four Protheroe went ahead while Whiteaway dropped to third place behind Walker. The very fast Austin-Healey of Protheroe's, however, was not to be caught, and the car drew steadily ahead to win by nearly seven seconds. Lawry's Elite did not appear to be on top form and finished well down the field. David Dixon's M.G.A. too, did not seem well and, after a slow start, called at the pits after one lap, continuing after what seemed to be ignition adjustments, while Peter Gammon, class winner in the Elva Courier, though lapping steadily, repeatedly made "thumbs down" signals to his pit. The three Turners of Baldam, Gilbert and Nurse ran like watches to take first three places in the "babies" class.

Event two was a five-lap handicap for vintage cars, post-vintage thoroughbreds and historic racing cars, which drew a quite magnificent entry from the entire E.R.A. team (six cars), a 30/98 Vauxhall, Lagonda, Alfa Romeo and Alta. J. P. Morley's 8-litre Bentley, with much-altered bodywork, ran in com-

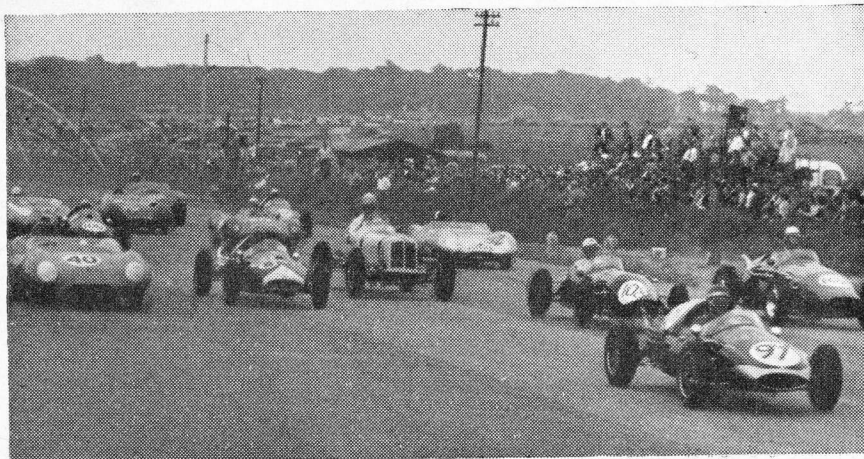
*START of the AUTOSPORT championship race, with Ian Walker's Lotus Elite (far side) fighting for the lead with R. A. Brightman (A.C. Aceca), J. Dashwood (Frazer-Nash) and E. N. Whiteaway (Ace-Bristol).*

pany with the 4½-litre cars of Bradley and Lawrence, while Kitchener ran the front-wheel-drive Alvis which won the 1½-litre class in the 1928 Le Mans race.

First away was Heap in the little blue Riley; as he came round at the end of his first lap Bill Moss, on scratch in "Remus", departed with much smoke from spinning wheels. On lap two it was Quartermaine's very nicely turned out Vauxhall in front, with M. J. Bradley's quick Bentley in hot pursuit. Then John Howell's four-litre, 16-cylinder Maserati took over, with at least 15 pots firing and with, apparently, only Bradley to worry about. However, working his way remorselessly through the field was one Douglas Hull, in Jeddere Fisher's two-litre E.R.A. and his rapid progress through the lap chart made the race one of the best of the day. Determination and great skill were justly rewarded, the E.R.A. flashing past the Maserati right on the line to win by no more than a couple of feet! Others were less lucky, however, the Lagonda of Lord Dunleath coming in after three laps and the enormous Bentley also after three. Incidentally, the 6½-litre Bentley is described as "The Big Bentley" on its instrument panel; what the 8-litre was called is beyond me! Bill Moss drove the better-known E.R.A. as well as ever and the car was on beautiful form, but five laps just weren't enough to overcome his handicap, and he managed only fourth place.

An eight-lapper for 1,100 c.c. sports cars followed, and here went the first of the lap records. Innes Ireland, in R. C. Robinson's Lotus, took an immediate lead from Les Leston (Lotus) and was simply never challenged. After some rapid motoring in which, as we have said, he broke his own record for the class, he crossed the line to win by nearly half-a-minute from Leston. The latter driver was never dislodged from second place, and he led J. J. Randall, in third place, by more than 15 seconds. Randall's Lotus had taken second place with two laps to go from Lionel Mayman (Lotus), who had just kept ahead of him after lying third most of the way. Then he spun on Paddock Bend, luckily seriously damaging neither himself nor

*(Continued on page 726)*



*LEAD at the start of the Formule Libre race is taken by Alan McKay (Cooper), followed by a widely assorted pack.*



*ST.*  
**DUNLOP**

**DUTCH**

**GRAND**

**PRIX**

**1st**

**Stirling Moss  
VANWALL**

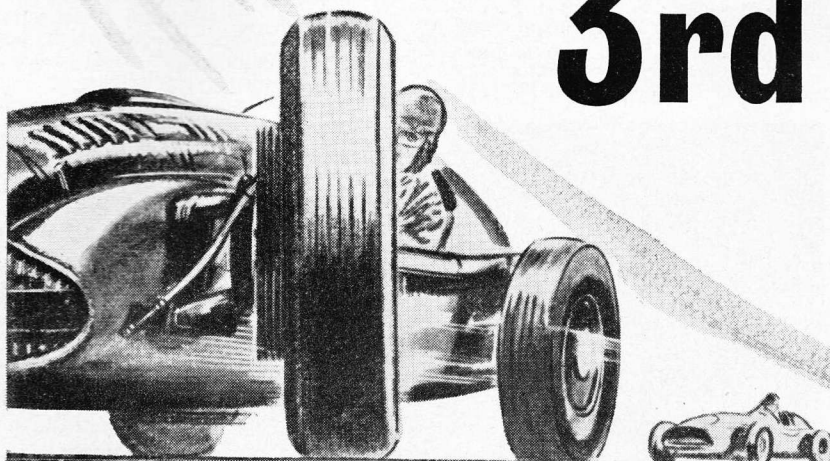
**2nd**

**H. Shell  
B·R·M**

**3rd**

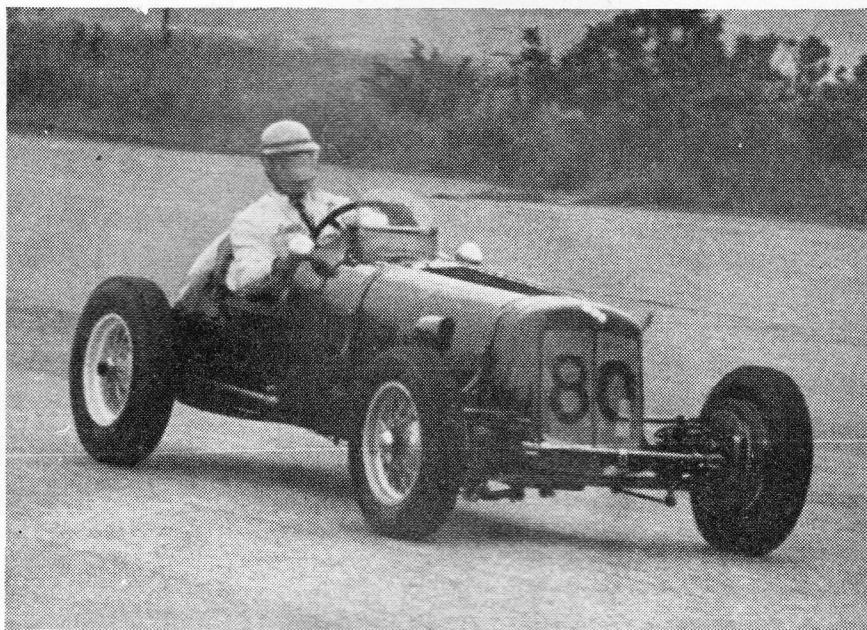
**J. Behra  
B·R·M**

(Subject to official confirmation)



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#### Snetterton—continued

the car. Ireland's winning average was 87.19 m.p.h.

Race four was an eight-lapper for sports cars running in two classes, 1,100-1,500 c.c. and 1,501-3,000 c.c. Victory overall went to Brian Naylor, who started from the back of the grid in his J.B.W.-Maserati, motored straight to the front and, at the end of the first lap, sat comfortably in the lead. Some 10 seconds ahead after three laps, he won at an average speed of 82.2 m.p.h. and finished nearly a minute ahead of his nearest class-mate and half-a-minute in front of the second man home in the race as a whole. This was Dick Protheroe again: third for four laps, he moved past Wagstaff's Lotus and led him home by some 33 seconds. Fastest lap of the race was made by Brian Naylor at 83.79 m.p.h.

Next came the 500 c.c. race, which was won by Jim Russell (Cooper) by 20 seconds from Tom Bridger (Cooper). Third place for most of the way was held by Don Parker (Cooper) but after six of the eight laps he disappeared from the proceedings and J. Pitcher (Cooper) eventually came in third, half-a-minute or so behind Bridger. Jim Russell made fastest lap, making a new record speed of 86.94 m.p.h.

Last race of the day was a 10-lap *Formule Libre* event, with a large field which ranged through the E.R.A. team, Richardson's F1 Connaught, a bunch of F2 Coopers, Lotuses in various forms, an odd-looking Lister-Jaguar and P. Mould's Cooper-Jaguar. This was by a long way the fastest race of the day and at the start it was Allen McKay's F2 Cooper which took the lead, closely followed by M. J. Neil (Cooper 1,750 c.c.) and the Connaught. Just to keep the thing varied, Les Leston's F2 Lotus sat in fourth spot. By lap 2 the Connaught had moved up thunderously into second place, but McKay showed no sign of

being caught, lapping in around 1 min. 47 secs. all the time at a speed of near enough 90 m.p.h.!

On lap five things changed around again, for the Connaught fell off the lap chart and Les Leston moved up into third place—some distance behind Neil, back in second position again, but a long way ahead of George Nixon (Cooper F2). Neil was clearly dissatisfied with the way things were going, and, to put them right, began to close up on McKay. With three laps to go only half-a-second separated them and on that same lap Neil got past. He held a precarious lead for the remaining couple of laps, gaining victory by little more than a length, while on the last lap, Nixon had passed Leston for third place. Neil and McKay shared fastest lap at 92.57 m.p.h., and the winning average was 90.55 m.p.h.

MARTYN WATKINS.

#### Results

**Series Production Sports Cars:** 1, R. Protheroe (Austin-Healey), 79.14 m.p.h.; 2, I. Walker (Lotus Elite); 3, E. N. Whiteaway (Acc-Bristol). **Fastest lap:** Protheroe, 82.9 m.p.h. **Up to 1,000 c.c.:** 1, J. P. Baldam (Turner), 69.45 m.p.h.; 2, B. A. M. Gilbert (Turner); 3, A. J. Nurse (Turner).

*FINE FORM* was shown by Douglas Hull in the Jeddere Fisher 2-litre E.R.A., which won the vintage and thoroughbred event by little more than two feet from John Howell's 16-cylinder Maserati.

**1,001-1,300 c.c.:** 1, I. Walker (Lotus Elite), 78.77 m.p.h.; 2, J. Lawry (Lotus Elite). **1,301-1,600 c.c.:** 1, P. D. Gammon (Elva Courier), 78.83 m.p.h.; 2, C. W. Mackenzie (M.G.A.); 3, C. W. Lawson (Porsche). **1,601-3,000 c.c.:** 1, R. Protheroe (Austin-Healey), 79.14 m.p.h.; 2, E. N. Whiteaway (A.C. Ace); 3, C. R. Hanson (Austin-Healey).

**Vintage and P.V.T. Cars and Historic Racing Cars:** 1, D. H. C. Hull (2-litre (s) E.R.A.), 83.3 m.p.h.; 2, J. Howell (4-litre Maserati); 3, M. J. Bradley (4½-litre Bentley). **Fastest lap:** W. F. Moss (1½-litre (s) E.R.A.), 86.02 m.p.h.

**Sports Cars up to 1,100 c.c.:** 1, I. Ireland (Lotus), 87.19 m.p.h.; 2, L. Leston (Lotus); 3, J. J. Randall (Lotus). **Fastest Lap:** Ireland, 88.52 m.p.h. (record).

**1,101-1,500 c.c.:** 1, B. Naylor (J.B.W.-Maserati), 82.2 m.p.h.; 2, J. Wagstaff (Lotus); 3, Dyll Pell (Tojeiro). **Fastest Lap:** Naylor, 83.79 m.p.h.

**1,501-3,000 c.c.:** 1, R. Protheroe (Austin-Healey), 80.15 m.p.h.; 2, M. Bond (Frazer-Nash); 3, I. H. S. Smith (A.C. Ace). **Fastest lap:** Protheroe, 81.41 m.p.h.

**Formula 3:** 1, J. Russell (Cooper), 84.82 m.p.h.; 2, T. Bridger (Cooper); 3, J. Pitcher (Cooper). **Fastest Lap:** Russell, 86.94 m.p.h. (record).

**Formule Libre:** 1, M. J. Neil (Cooper 1,750 c.c.), 90.55 m.p.h.; 2, A. McKay (Cooper F2); 3, G. Nixon (Cooper F2). **Fastest lap:** Neil and McKay, 92.57 m.p.h.

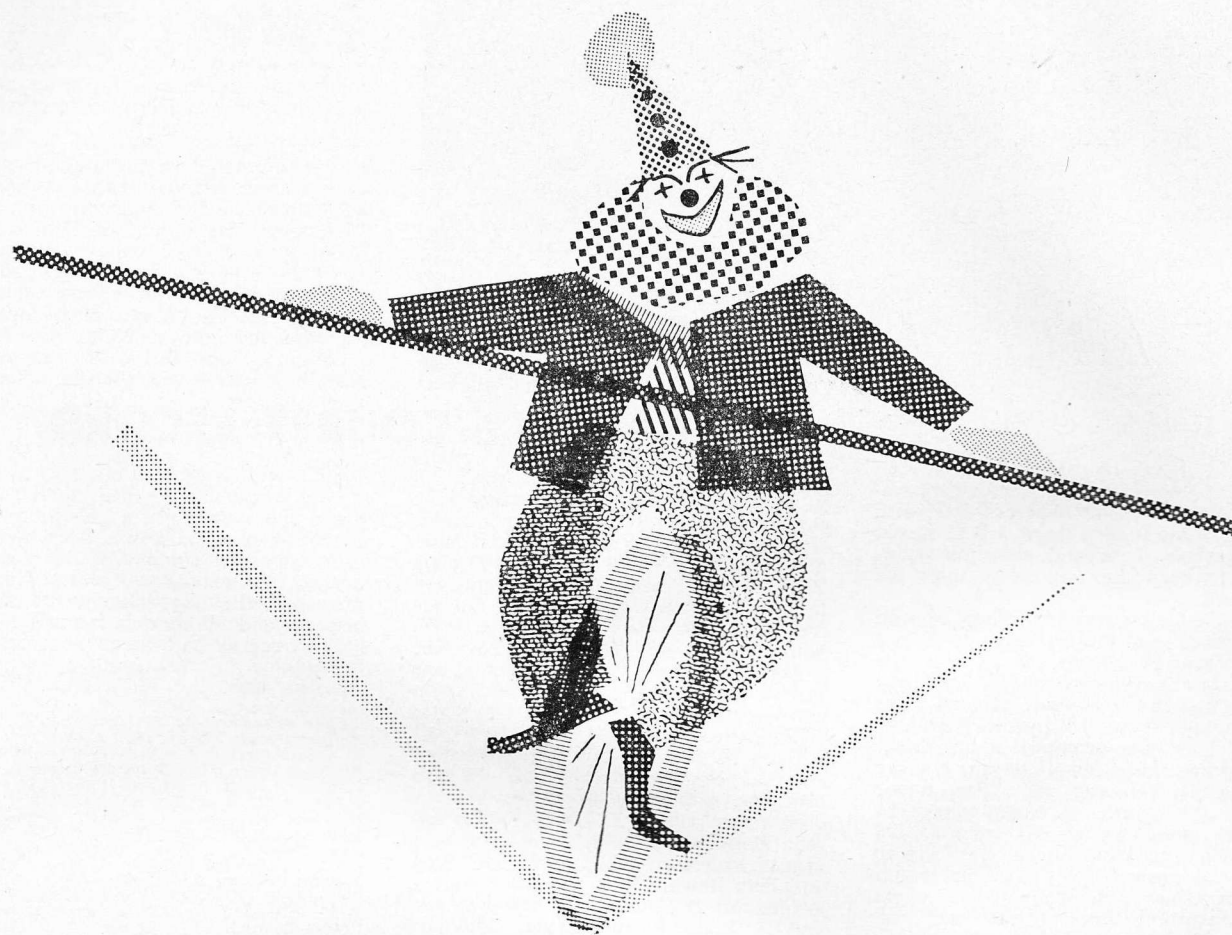
#### ULSTER COMMENTARY

MALCOLM TEMPLETON and his 1,100 c.c. Lotus-Climax continue to dominate Irish events, his latest success being at the Kirkistown meeting staged by the 500 Motor Racing Club of Ireland on 21st May. In winning the *Formule Libre* race, Templeton recorded one of the very few laps under 74 seconds which have been recorded since that day, several seasons ago, when the time-keepers credited Rex McCandless (McCandless-Norton) with a 74 sec. lap from what was virtually a standing start. Subsequent efforts to eclipse that figure have produced some hair-raising motor-ing, although eventually the record was reduced by one second. Templeton's latest lap was 73.6 secs. (74.35), recorded at a time when he was under considerable pressure in the race from John Pringle (1460 Cooper-Climax) and Bill Patterson in his 2.6 Austin-Healey-engined Bilmac Special which on this occasion, shorn of its usual blower, was really motoring very well.



**BRIAN NAYLOR** and the J.B.W.-Maserati displayed winning ways once again by winning comfortably the 1,101-1,500 c.c. sports car event. He also made fastest lap.





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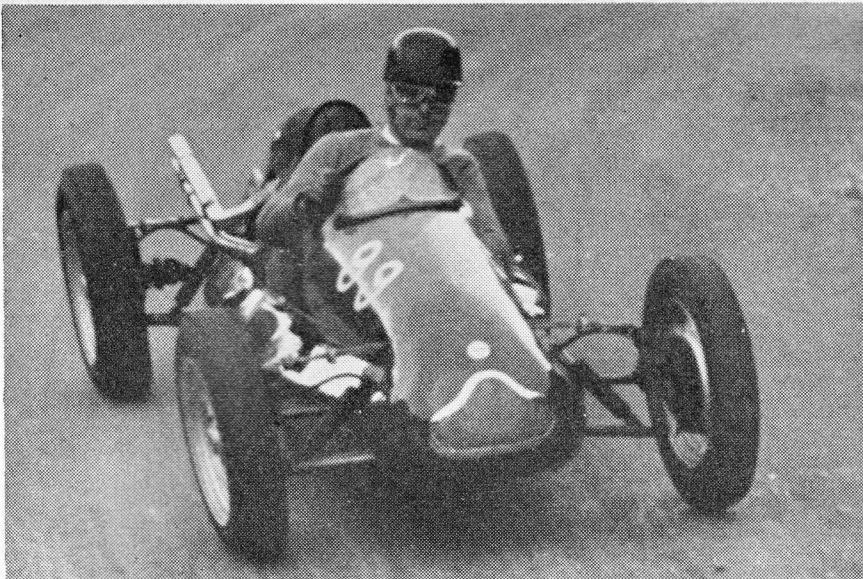
**ALWAYS ASK FOR**

# CASTROL

**BY NAME**







AUTOSPORT, JUNE 6, 1958

**FASTEST MAN:** David Roscoe is shown here on the last bend of the hill during his record-breaking climb. His throttle stuck wide open at this point which accounts for the worried look on his face!

two both entered in the class for racing cars of any capacity and Lewis managed to make third fastest time with 27.33 secs. Fastest was W. D. J. Roscoe (Cooper-J.A.P. s/c) whose car came apart on his first run, leaving a trail of bits up the hill. However, he put them all back in time for his second attempt and recorded the time of 26.71 secs, a new record for the hill, a brilliant effort. Next best was Rivers Fletcher (Cooper-

**SITUATED** in the delightful countryside of Sussex, Bo-Peep Hill, better known as Firle, is one of the most picturesque of motor sport venues. Weather permitting, any event held there is well worth a visit. Last Sunday the B.A.R.C. staged a hill-climb there and somehow managed to keep the rain away until the very end.

The first class was for saloon cars up to 1,300 c.c. and this brought out various A35s, Morrisies, VWs, an Anglia and Peter Coleby's Goggo coupé. This little bomb had two enormous exhaust pipes protruding about 18 inches from the rear. This once prompted a bus driver (remember those far-off days?) to lean out of his cab and ask "Ere, mate! what's the calibre of them cannons?" Unfortunately though his cannons did not help him very much. Best run in this class was F. W. Marriott in his Morris Minor. He made two excellent runs, recording times of 36.69 secs. and 37.08, both times being considerably under the class record of 40.08 secs. Other good climbs were made by Walton-Jones (previous record holder) and A. D. Sivyver.

Class B was for modified saloons up to 1,300 c.c. Fastest here was D. R. Milton (A35) whose best time was 34.88 secs. R. Shaw in a neat little Fiat Abarth went up in 35.75 secs. on his second run and D. Richmond (A35) was .05 sec. slower. An interesting duel in this class was between Mr. and Mrs. Havard in a Dauphine. Mrs. Havard was fastest on the first run with 40.90 secs. but on his second attempt her husband beat this with 40.04. Unfortunately for him though she beat that by almost a second on her next attempt! I wonder who drove home! In the class for saloons of 1,300-1,600 c.c. B. K. Fry in a Borgward T.S. took the honours with times of 36.27 and 36.80 secs. Second was C. Simson in the same car with 37.70 and 36.90 secs. and third was D. Rawson in a Rapier. The modified cars of the same class were, not surprisingly, quite a bit faster, A. Clark getting his VW up in 33.13 and 32.97 secs.

R. Cooper made two splendid runs in his Riley to win the class for cars of 2,000-2,600 c.c. He recorded 34.93 secs. on both attempts. How's that for consistency? Next was W. W. W. Paul (Zephyr) and third R. P. Heatley, also in a Zephyr. Class I for saloons over 2,600 c.c. had only two runners—M. Bull (Allard), who recorded 34.76 and 36.10 secs., and F. B. Birch (3.4 Jaguar), who just beat those times with a second run of 34.13 secs. The class for sports cars up to 1,600 c.c. brought out various M.G.s, an Austin, a Morgan and a Berkeley. W. E. Beedie was fastest here,

rocketing up the hill in his M.G. TC to record 31.07 and 30.79 secs. to beat the record of 31.91 secs. Tomei in his well-known TD was next best with 31.66 and 31.19 secs. In the 1,600-2,600 class W. E. Wilks (Frazer Nash) just managed to beat J. Anstis (Ace-Bristol). On the first run Anstis was faster than Wilks with 30.14 secs. Next time, however, Wilks recorded 29.25 secs. Poor Anstis missed a gear at the top of the hill on his second run and so failed to better Wilks's attempt.

Class M saw the big boys in action. A. M. Park in a 3-litre Tojeiro beat the record by over two seconds with a first run of 27.43 secs. Mike Salmon made two good runs in his C-type Jaguar to record 27.82 and 27.89 secs. and Jean Bloxam took the Aston up for a time of 29.22 secs. on her first run and 28.77 secs. on the second. This last time is now an absolute record for a lady driver. Well done, Jean. Mrs. Park also made two very good runs in her husband's Tojeiro recording 30.18 and 29.12 secs., the latter time beating the class record. Only three cars came to the line for the sports racing class up to 1,300 c.c. Poor J. J. Richards never reached the first bend and went back down the hill with what appeared to be a broken half-shaft. However, G. N. Coles (M.G.) made two very fine runs to record 32.81 and 32.78 secs. and J. Bedford in his supercharged M.G. recorded 32.83 and 32.88 secs. In the 1,300-2,000 c.c. sports racing class E. Lewis (Lotus) just managed to beat P. G. Fletcher (Lotus) by .02 sec. These

## NEW FIRLE COURSE RECORD

J.A.P.) with a best time of 27.01 secs.

And so the event ended, having taken place under very warm conditions with nary a drop of rain, but after the very last run was completed the heavens opened and soaked everyone. This did not spoil the day though, for it had been a good afternoon's sport and quite a few records had been broken.

CHRISTOPHER NIXON.

### Results

**Class A (saloons up to 1,300 c.c.):** 1, F. W. Marriott (Morris Minor), 36.69 s. (new record); 2, A. Walton-Jones (VW), 39.87 s.; 3, A. D. Sivyver (VW), 41.78 s. **Class B (modified saloons up to 1,300 c.c.):** 1, D. R. Milton (A35), 34.88 s. (new record); 2, R. Shaw (Fiat Abarth), 35.75 s.; 3, D. Richmond (A35), 35.80 s. **Class C (saloons, 1,300-1,600 c.c.):** 1, B. K. Fry (Borgward T.S.), 36.27 s. (new record); 2, C. Simson (Borgward T.S.), 36.90 s.; 3, D. Rawson (Rapier), 37.95 s. **Class D (modified saloons, 1,300-1,600 c.c.):** 1, A. Clark (VW), 32.97 s.; 2, W. R. Short (Minx), 37.24 s.; 3, B. Peters (Minx), 37.39 s. **Class G (saloons, 2,000-2,600 c.c.):** 1, R. Cooper (Riley), 34.93 s.; 2, W. W. W. Paul (Zephyr), 36.41 s.; 3, R. P. Heatley (Zephyr), 38.17 s. **Class I (saloons, over 2,600 c.c.):** 1, F. B. Birch (3.4 Jaguar), 34.13 s.; 2, M. Bull (Allard), 34.76 s. **Class K (sports cars up to 1,600 c.c.):** 1, W. E. Beedie (M.G. TC), 30.79 s. (new record); 2, K. P. Tomei (M.G. TD), 31.19 s.; 3, H. J. Targett (M.G.A.), 32.73 s. **Class L (sports cars, 1,600-2,600 c.c.):** 1, W. E. Wilks (Frazer-Nash), 29.25 s. (new record); 2, J. Anstis (Ace-Bristol), 30.14 s.; 3, D. L. Buss (TR2), 30.63 s. **Class M (sports cars over 2,600 c.c.):** 1, A. M. Park (Tojeiro), 27.43 s. (new record); 2, M. Salmon (C type Jaguar), 27.82 s.; 3, Mrs. J. Bloxam (Aston Martin), 28.77 s. (new ladies' course record). **Class N (sports-racing cars up to 1,300 c.c.):** 1, G. N. Coles (M.G.), 32.78 s.; 2, J. Bedford (M.G. s/c), 32.83 s. **Class O (sports-racing cars, 1,300-2,000 c.c.):** 1, E. Lewis (Lotus), 27.26 s. (new record); 2, P. G. Fletcher (Lotus-Climax), 27.28 s. **Class Q (racing cars, any capacity):** 1, W. D. J. Roscoe (Cooper-J.A.P. s/c), 26.71 s. (new course record); 2, Rivers Fletcher (Cooper-J.A.P.), 27.01 s.; 3, E. Lewis (Lotus), 27.33 s.

★

**FASTEST LADY:** Mrs. Jean Bloxam leans hard over as she urges her DB35 round the final bend to set up a new ladies' course record with a time of 28.77 secs.

★



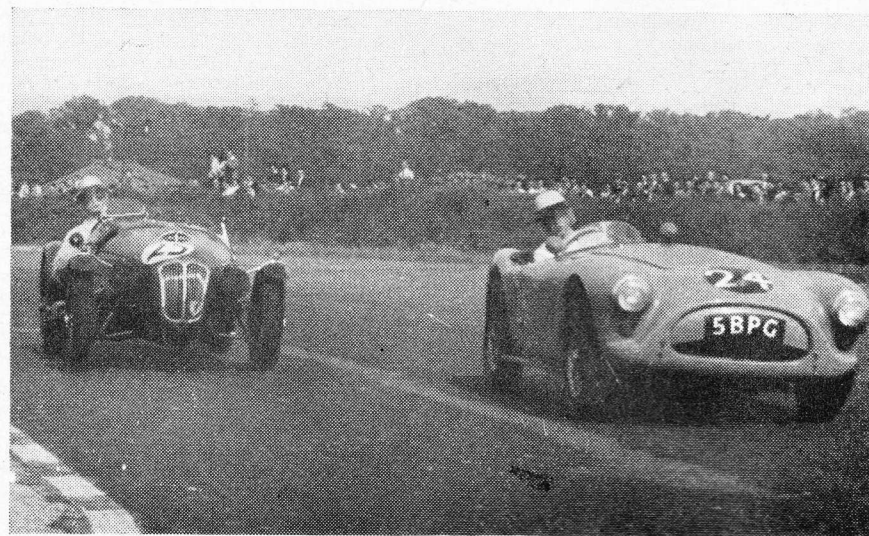


# Club News

By MARTYN WATKINS

ANOTHER note has just been received from the newly formed **Folkestone and East Kent C.C.** Apparently they have just received R.A.C. recognition and have a programme of events for this year which includes a rally every month, two gymkhana and barbecue dates, one speed event and a variety of treasure hunts and so forth. On the social side, they meet on each Wednesday evening—and that must be a record for frequency—with a well-planned programme. Within the next few weeks they will be opening a specials-builders' section, and have acquired a garage for this purpose. Secretary is L. Camplin, 6 Boscombe Road, Folkestone.

A NEW club I referred to recently has, apparently, just run its "Eleven plus" examination rally following an intensive course of navigation lectures given by David Donovan and Lloyd Roberts. The event was, by all accounts, a stiff 'un, and I gather that all competitors acquitted themselves more than well and the standard shown did, in fact, surprise the organizers! The club is the **Farnborough D.M.C.**, and for them, too, a full programme is planned, with one outside event every month, while "noggin and natter" is taboo as being unimaginative for the fortnightly meeting: in-



**CLUB DICING:** Ian Smith, in his Ace-Bristol, just leads P. H. Sutcliffe's Frazer-Nash during a hard-fought lap at Snetterton on Sunday. Here, the cars enter Coram Curve.

stead something of real interest will be arranged. Good for them.

TALKING of new things, I was able to have a run round Snetterton circuit in the new Austin-Healey Sprite on Sunday with Mr. M. S. Fenton, of Mann Egerton and Co., Norwich, as the good fairy. It really is a nice little car: there are very few vehicles of any kind of which one can give a sincere good opinion after

only three miles driving, but the Sprite is one of them. It handles very nicely indeed, and the engine is more than willing from every point of view. By the way, although I think I should find it a little cramped for rallying, I notice that Douglas Wilson-Spratt, secretary of the **S.O.D.C.** has just won a rally in one, while another did very well in the hands of Geoff Dear in a **West Hants and Dorset C.C.** driving test event, in spite of not being fully run-in.

## Coming Attractions

**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 G.P., Rouen (S, T).

B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.

Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Gloucestershire.

Inter-Varsity Speed Trials, Snetterton, near Thetford, Norfolk.

**June 14th.** B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex.

Sunbac Race Meeting, Mallory Park, near Hinckley, Leicestershire. Start, 1 p.m.

Leeds University U.M.C./B.A.R.C. Driving Tests, Woodhouse Moor, Yorkshire.

**June 15th.** Belgian and European Grand Prix, Spa.

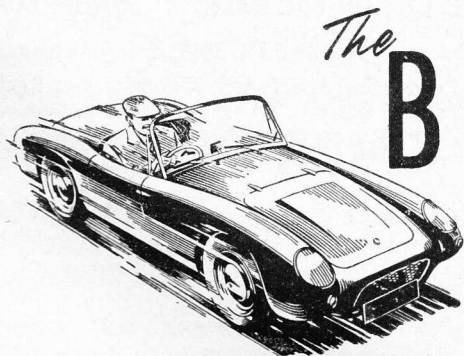
Thames Estuary A.C. Sprint, Brands Hatch, near Farningham, Kent. Start, 10 a.m.

**June 21st-22nd.** Le Mans 24-Hour Race.

**June 21st.** Midlands M.E.C. Race Meeting, Silverstone, near Towcester, Northants.

FINALLY, sack-cloth and ashes for one: the photograph I used last week which purported to show Jim Blumer did, in fact, portray Jim Clarke: the former, of course, was practising for his very fine drive at Chimay at the time. Sincere apologies to all concerned.

TOP of the pile this week is a note about the **North London E.C.C.** Radcap Rally on 21st-22nd June, a closed invitation event starting from Amptill, Beds. The event is being observed for future promotion to Silver Star status and regs. and entry forms are available from G. Bance, 11 Bath Road, Reading. . . . **Fiat 500/600** club holds a mystery run on 22nd June, starting at Maidenhead Thicket. . . . **Falcon M.C.** holds an observation rally on 15th June, starting from Woolmer Green, and on 20th July there is an autocross event at



# The BERKELEY



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Walkern. . . . **Mid-Thames C.C.** has a closed rally on 21st June, entries going to A. E. Hunt, 2 Norcutt Road, Twickenham, Middlesex. . . . **B.A.R.C.** holds its Eastbourne rally on 21st June, entries closing on 9th June and going to G. P. F. Sykes, B.A.R.C., 55 Park Lane, London, W.1. It is a closed event. . . . Supplementary regs. are available for the **Eastern Counties M.C.** national race meeting at Snetterton on 29th June, entries closing on 23rd June. Secretary of the meeting is T. L. V. Brown, Red House Farm, Dennington, Woodbridge, Suffolk, and there are races for the AUTOSPORT Championship, Triumph TR2 and TR3 cars and saloon cars, as well as the usual events. . . . **Jaguar D.C.** midsummer rally takes place on 8th June, starting from West Drayton, Middlesex, and concluding with driving tests at Heston. . . . London Group of the **Forces M.C.** holds the midsummer rally on 22nd June, a closed event of about 65 miles. Details are available from Major R. G. McCoy, 57 Dukes Avenue, New Malden, Surrey. . . . Regs. are available for the **Rest-and-be-Thankful** national hill-climb on 5th July, a championship event. Details are available from A. K. Stevenson, R.S.A.C., Blythswood Square, Glasgow, C.2, and entries close on 23rd June. . . . Future events for the **Margate and D.C.C.** include a closed driving test meeting on 22nd June, a closed rally on 12th October, and a restricted rally on 15th-16th November: that should be far enough ahead for anyone. . . . Regulations are available for the **Midlands M.E.C.** race meeting at Silverstone on

21st June, invited clubs being B.R.S.C.C., Bugatti O.C., Hagley and D.L.C.C., Mid-Cheshire M.C., Midland A.C., Nottingham S.C.C., Shenstone and D.C.C., Seven-Fifty M.C., Sheffield and Hallamshire M.C., Sunbac and the Vintage Sports Car Club. Secretary of the meeting is Len Hill, 100 Prospect Lane, Solihull, Warks, and entries close on 11th June. . . . **Triumph Sports O.A.** West Midlands branch holds a *concours d'élégance* and dinner-dance at the Welcombe Hotel, Stratford, on 19th June. You have to have your own car, but you can take anyone's girl along, apparently. Invited clubs are M.G.C.C., M.M.E.C., Sunbac, Midlands A. C. and Bugatti O.C. . . . **Newport C.C.** holds a driving test meeting at Newport Barracks on 14th June, and invited clubs are Barry A.C., Bugatti O.C., Caernarvonshire M.C., Carmarthen M.C., Cheltenham Motor Club, Five Star Club, Herefordshire M.C., Morgan 4/4 Club, Pembrokeshire M.C., Ross and D.M.C., South Caernarvonshire C., South Wales A.C., Swansea M.C., Taunton M.C., Welsh Counties M.C. and Worcestershire M.C. Entries close on 11th June and go to T. W. Edwards, 4 Eveswell Park Road, Newport, Mon. . . . On 15th June the **Shenstone and District C.C.** hold driving tests and a sprint, a closed event. . . . **Association of Northern Car Clubs** meets at the Piccadilly Restaurant, Manchester, on 2nd July—the restaurant is in Tib Street, and the time is 7.30 p.m. . . . **Mid-Surrey A.C.** holds a driving test meeting on 15th June at Fair Oaks Aero Club, Woking, a closed competition. . . . **Fiat C.C.** holds a navigation

run on 8th June, more details being available from the secretary at Thorney Hall, near Newark, Notts, the officer concerned being Mrs. T. K. Maxwell. . . . **Burnham-on-Sea M.C.** holds a treasure hunt on 15th June, entries going to J. Buncombe, 2 Grove Road, Burnham-on-Sea, Somerset. . . . Principal alterations in the committee of the **A.C.O.C.** involved the secretary and treasurer, the former now being E. C. Martin, "The Cottage", 32 Brighton Road, Banstead, Surrey. Treasurer is Mr. Leslie Wood. . . . **Cambridge '50 C.C.** holds a speed trial on Witchford Airfield, near Ely, Cambs. on 15th June. Regs. and all details are available from H. A. F. Jackson, 35 Metcalfe Road, Cambridge. On 21st June there is the club's annual midsummer night navigation rally, regs. for which will be supplied by B. Armstrong, 8 Green Street, Duxford, Cambs. . . . Regs. are available for the **Winfield Joint Committee** members' race meeting at Charterhall on 6th July. Entries close on 29th June and secretary of the meeting is Ian Scott Watson, Harelaw L'Moor, Greenlaw, Berwicks. . . . **Singer O.C.** and **Herts County A. and Ac.C.** hold a driving test meeting at Heston on 15th June. Entries close on 11th June and go to E. R. Stuart, c/o Chandos Press, South Road, Edgware, Middlesex. . . . **Wolverhampton and S. Staffs C.C.** midsummer rally is scheduled for 22nd June, and invited clubs are Cheltenham M.C., Stafford and D.C.C., Vintage S.C.C., Bugatti O.C., Severn Valley C.C., Herefordshire M.C., Sunbac, Walsall C.C., Worcestershire C.C., Linden C.C.,  
(Continued on page 736)

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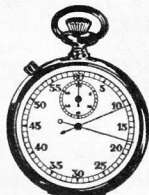
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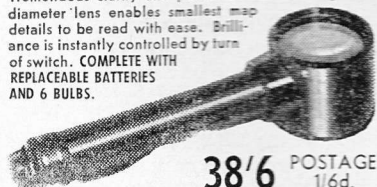
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## AUTOSPORT

### Souvenir Photographs

The AUTOSPORT souvenir sets of photographs depicting the Monaco Grand Prix and the Dutch Grand Prix are now available, price one guinea each.

### MONACO GRAND PRIX, 18th May.

This set consists of eight photographs (8 in. by 6 in.) including: The Start; Trintignant, the winner (Cooper); Musso and Hawthorn (Ferraris); Von Trips (Ferrari); Lewis-Evans Vanwall and Godia (Maserati) during practice, and Brabham (Cooper) followed by Musso (Ferrari).

### DUTCH GRAND PRIX, 25th May.

This set consists of eight photographs (8 in. by 6 in.) including: The Start; Salvadori (Cooper) at Pit Corner; Moss (Vanwall), the winner; Shell (B.R.M.) passing Lewis-Evans (Vanwall); Musso (Ferrari), Collins (Ferrari) and Brabham (Cooper) at Pits Corner, and Bonnier (Maserati) followed by Lewis-Evans (Vanwall).

Orders to: AUTOSPORT, Souvenir Photos Dept., 159 Praed Street, London, W.2.



**Club News—continued**

Morgan 4/4 Club, Birmingham Y.C.M.C., Jaguar D.C., Loughborough College M.C., Hagley and D.L.C.C., Shenstone and D.C.C. and Birmingham University C.C. Entries close on 16th June and go to A. J. Martin, 131 Coalway Road, Wolverhampton.

**THE 1958 LONDON RALLY**

THE London Motor Club has announced that Ian Mackenzie and Ron Carradine will be joint Clerks of the Course for this year's London Rally on 19th-20th September. It is interesting to note that both Mackenzie and Carradine served a five-year apprenticeship with Goff and Nina Imhof who founded this event in 1951, and in five years built it up to one of the most popular of the national rallies.

The assistant clerks of the course are: Colin Hoile, Sir Charles Kimber, Ian Lewis, Derek Scott-Job and John Suter. Mrs. Marion Picken, well-known to most

motor clubs will be the secretary of the rally, and with this organizing team, the 1958 "London" should be well up to its traditional standard.

**E.S.M.C. DINNER**

THE Captain of the East Surrey Motor Club, Gordon Procter, in his reply to the toast of the Club at the annual dinner and dance on 30th May, made two main points.

The first point concerned what the Captain "broadmindedly" called over-enthusiastic driving, and he gave a warning that any adverse reports in future events would mean automatic disqualification from the event. This was not that he had heard of a lot of bad driving but that it was felt that caution was required.

Secondly, he referred to pirate events, and warned members that entering motor rallies promoted by other than recognized motor clubs could prejudice their club competition licences.

**THE SCOTTISH RALLY**

DUE to pressure on space the report on the R.S.A.C. Scottish Rally has had to be held over; below are the provisional results:

**Best Performance:** F. P. Dundas (Triumph TR3).  
**Class Awards, Touring Cars up to 350 c.c.:**  
C. L. Kims (Goggomobil). Up to 1,000 c.c.: S. D. Silverthorne (Renault). Up to 1,600 c.c.: Dr. J. T. Spare (Singer Gazelle). Up to 2,600 c.c.: E. Jackson (Ford Zephyr). Over 2,600 c.c.: G. H. T. Parkes (Jaguar 3.4).  
**Touring Cars, Group II, Up to 1,300 c.c.:** M. Britton (Renault Dauphine). Up to 2,600 c.c.: A. B. Fraser (Sunbeam Rapier).  
**Grand Touring Cars, up to 500 c.c.:** J. Patten (Berkeley). Up to 1,600 c.c.: C. W. Yates (Porsche 1600). Up to 2,600 c.c.: F. P. Dundas (Triumph TR3). Over 2,600 c.c.: H. A. G. Meikle (Jaguar XK 120).  
**Ladies' Prize, Touring Class:** Mrs. Jeanne Fraser (Renault Dauphine). **Grand Touring Class:** Miss M. Mackenzie (Austin A35).  
**Members' Prizes, Ladies:** Mrs. Agnes Mickel (A.C. Aceca-Bristol); **Gentlemen:** I. D. MacDonald (Triumph). **Pre-war Prize:** D. W. Fursdon (Renault 748). **Novice Award:** R. M. Longmuir (M.G.A.). **Native Prize:** R. W. Dalglish (Triumph TR3). **Team Prize:** B. W. Fursdon, S. D. Silverthorne, and M. Britton (Renaults). **Husband and Wife Prize:** Mr. and Mrs. H. A. G. Meikle (Jaguar). **S.S.C.C. Members' Prizes:** Ladies, Mrs. A. Mickel (A.C.); Gentlemen, F. P. Dundas (Triumph).

**Classified Advertisements—continued****SPARES & ACCESSORIES—continued**

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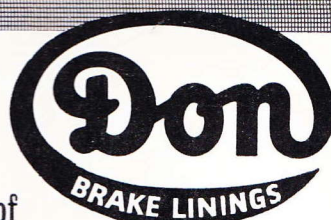
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