JUNE 20, 1958

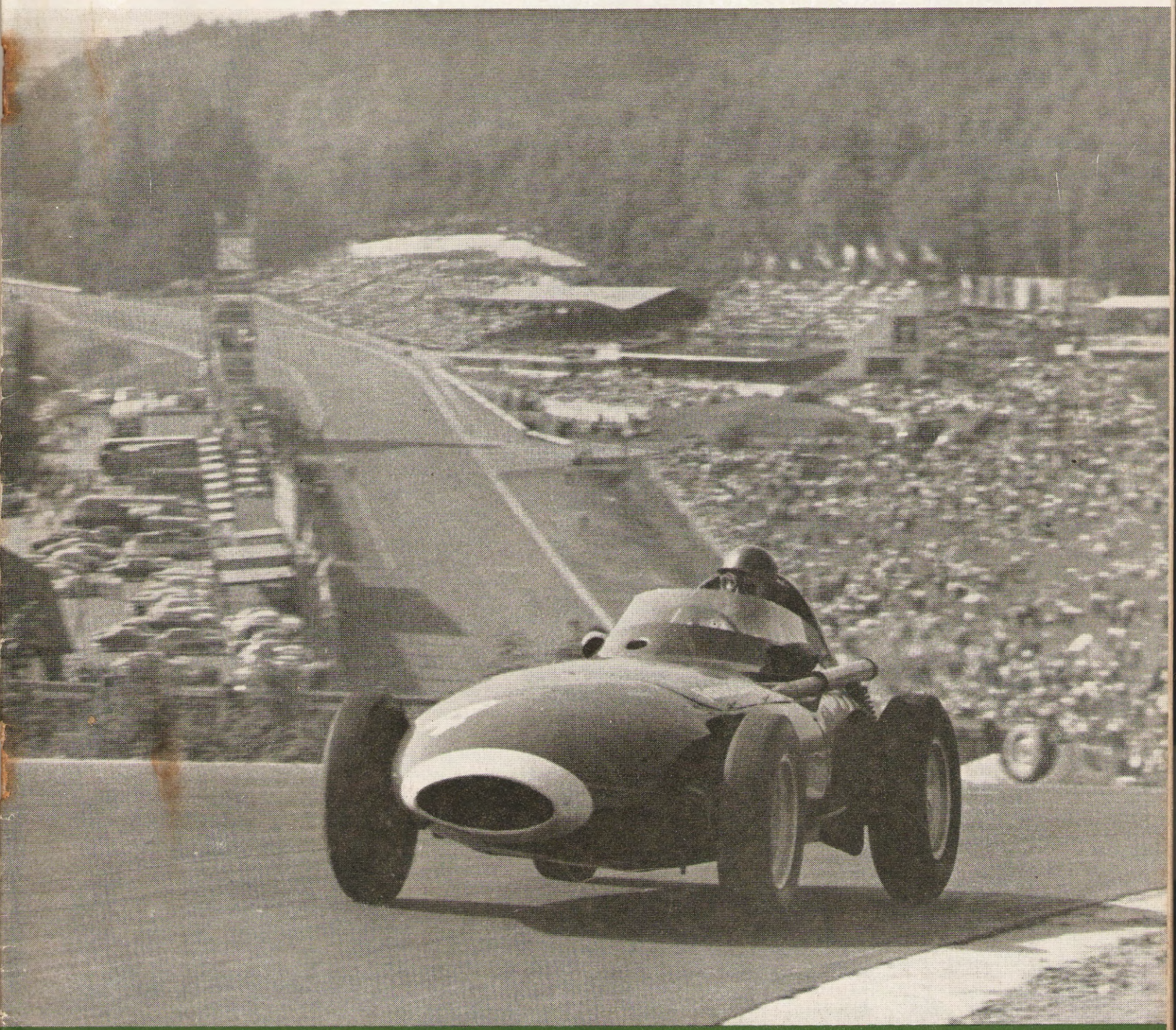
AUTOSPORT

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EVERY FRIDAY
Vol. 16 No. 25

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

VANWALL VICTORY IN GRAND PRIX OF EUROPE—FULL REPORT AND PICTURES

JOHN BOLSTER TESTS THE M.G. MAGNETTE AND A SPEEDWELL-MODIFIED SPRITE

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 16 No. 25 **June 20, 1958**

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EDITORIAL

VANWALL VICTORY

IN winning the Grand Prix d'Europe, Tony Brooks scored the second successive *grande epreuve* victory for Mr. Vandervell's superb cars—the fifth World Championship success in less than 12 months. What was more important was the fact that the sports-racing car myth was exploded in no uncertain manner, Brooks's petrol-driven Vanwall averaging over 129 m.p.h., and Hawthorn's Ferrari putting in a record lap at over 132 m.p.h., in both cases the speeds registered being the highest ever achieved in a European road race. Brooks must now be regarded as "King of Spa": on his last four appearances at the circuit, he has won all four—three with Aston Martins. British cars and drivers once again asserted their newly found superiority, Lewis-Evans (Vanwall), Cliff Allison (Lotus) and Harry Schell (B.R.M.) finishing third, fourth and fifth respectively. Allison's performance was truly remarkable, his little 2.2-litre car averaging over 200 k.p.h.—and, he *might* have won, for the first three cars all had trouble on the last lap!

VINGT-QUATRE HEURES

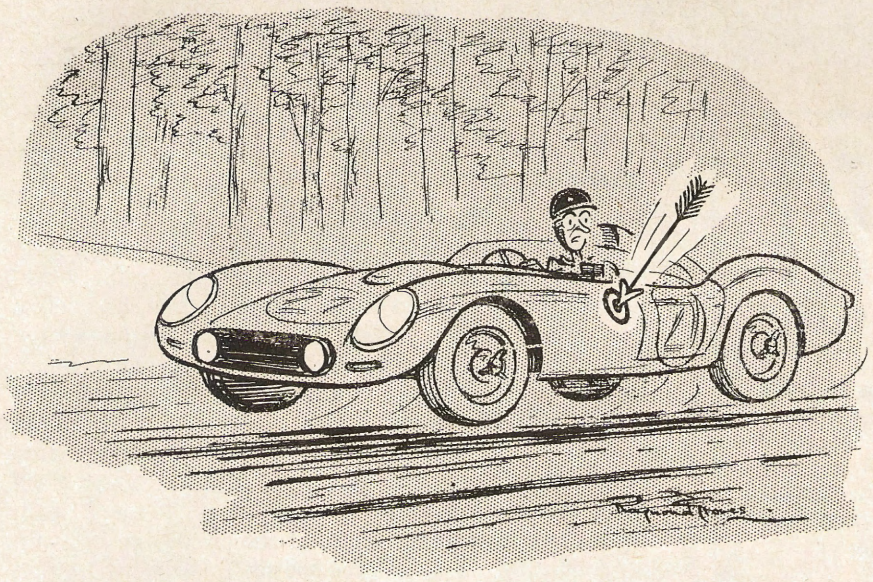
ONCE again the classic Le Mans 24 Hours Race is upon us, and few would care to prophesy which car crosses the line at 4 p.m. on Sunday. The winner should, on paper, come from David Brown's Aston Martins, the Scuderia Ferrari, or the Jaguars of Ecurie Ecosse. Despite their victory in 1956 and 1957, the task of the Scottish-entered cars is a formidable one. Their rivals have the latest factory machines, whilst the Jaguars are at least three years old, fitted with engines reduced to three litres according to the new Championship regulations. Nevertheless, their chances must not be underrated as, up until now, no one has built a more successful Le Mans car than the Coventry machine. Lotus are favourites for the "Index", but here again one cannot overlook the extremely rapid productions entered by Porsche, of Stuttgart, nor Italy's Osca. The "Sarthe Grand Prix" is bound to happen during the first two or three hours, but the race is for 24 hours!

Two completely new British cars at Le Mans which will be watched with interest are the latest A.C.-Bristol and the Peerless. A.C.s have produced a true sports-racing machine for the race, with space-frame chassis, new all-independent suspension and a sleek new body; the plastic-bodied Peerless G.T. car will have Le Mans as a stern pre-production proving test, and is primarily out to establish reliability.

OUR COVER PICTURE

VANWALL VICTORIOUS—again a green car has won a Grande Epreuve—*and for the second time a Vanwall has won the Grand Prix of Europe. This time it is Tony Brooks at the wheel, pictured on his way to winning the fastest-ever road race in Europe and demolishing the full force of the Italian onslaught. With Stirling Moss out of the race after only one lap, it was left to Tony and Stuart Lewis-Evans to withstand tremendously powerful Ferrari attacks; they did so splendidly. The winning Vanwall's average speed was a fantastic* 129.93 *m.p.h., while in practice Moss lapped far below the existing lap record figures to record an almost unbelievable* 3 *mins.* 57.6 *secs.—a speed of* 132.75 *m.p.h.*

SPORTS NEWS



MICHAEL TAYLOR, who is still in his first year of racing, has been asked to drive at Le Mans for Colin Chapman. Competing at Goodwood on Saturday, he was only a little short of the 1,100 c.c. sports car lap record and in fact went faster than the record during practice.

INNES IRELAND hopes to drive the Lotus 750 at Le Mans: he had a successful day out at Goodwood, too, on 14th June. Cars prepared by him finished 1, 3, 4 and 5 in the 1,500 c.c. sports cars event and first and third in the 1,100 c.c. race.

JACK FAIRMAN has returned from Monza after testing the Ecurie Ecosse single-seater car there: after lapping at speeds of around 150 m.p.h. for something like 120 miles he reports "All well" with the car, while the Dunlop representative expressed his satisfaction with the tyres. Only slight modifications—such as cockpit cooling ducts—have to be made to the car.

THE WORLD DRIVERS' CHAMPIONSHIP

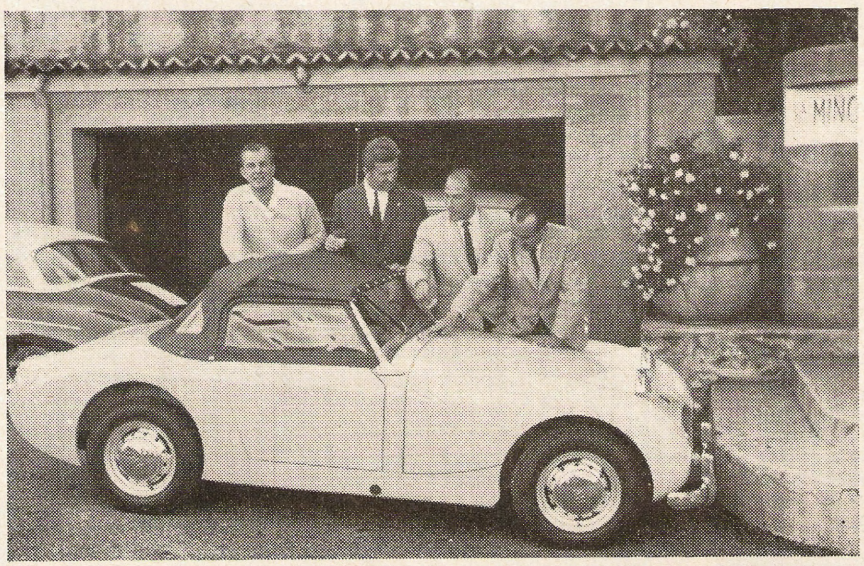
(After Argentina, Monaco, Zandvoort and Spa.)

		Pts.
1.	**Stirling Moss (Vanwall/Cooper)**	17
2.	**Mike Hawthorn** (Ferrari)	14
3.	Luigi Musso (Ferrari)	12
4.	Harry Schell **(B.R.M.)**	11
5.	**Tony Brooks (Vanwall)**	8
	Maurice Trintignant **(Cooper)**	8
7.	Jean Behra **(B.R.M.)**	6
8.	**Cliff Allison (Lotus)**	5
9.	**Peter Collins** (Ferrari)	4
	Juan Manuel Fangio (Maserati)	4
	Stuart Lewis-Evans (Vanwall)	4
12.	**Roy Salvadori (Cooper)**	4
	Jack Brabham (Cooper)	3
14.	Wolfgang von Trips (Ferrari)	3
	Olivier Gendebien (Ferrari)	1

GRAND PRIX OF ROUEN

HAVING lost a great deal of money in their Formula 1 Grand Prix last year, the Automobile Club Normand tried to run a cheaper meeting this year and apart from a bicycle race, a motorcycle race and an event for "monomills", the main dish consisted of a three hours race for sports cars with three separate classes for 750 c.c., 1,100 c.c. and 1,500 c.c. machines. It was unfortunate that the organization was not entirely up to the task, and a most unfortunate crash in practice, which was due entirely to a mistake by the organizers, put out of the running Ron Flockhart, who had just established the fastest lap. What happened is that Peter Ashdown, who was the fastest 1,100 c.c. driver during the first practice session on Friday morning, spun on the incredibly slippery road on the very fast downhill bends after the pits. The car turned over and Peter was picked up with a broken collarbone. It seems that there was only one marshal on the site and his telephone equipment had broken down so that he had to run away from his post to warn the ambulance and from then on it seems that everybody forgot about waving flags to the competitors who were still practising. An ambulance was driven to the site of the crash against oncoming traffic; although it was on the grass verge of the road it must have been an awful sight for the drivers. Peter Ashdown was duly installed in the ambulance and a friend of his, Arthur Cork, joined him. Much to their horror the ambulance driver proceeded to drive to the pits, against the traffic. At this stage there was still no white flag for the ambulance and no yellow flag on the site of the crash. Ron Flockhart came round one of the very fast bends in full drift only to be confronted with the ambulance coming towards him and quite obviously he was unable to see whether it was actually on the track or just on the verge. As it was pointing towards him he took immediate avoiding action and, due to the state of the track, lost control of his car and went sideways into the ambulance. George Burgraff, who was following in a Spyder Porsche, crashed into the bank, also trying to avoid the mess. John Coombs's Lotus 15, which Ron was driving, caught fire immediately and was burned out. It is probable that Ron's life was saved by the presence of Arthur Cork in the ambulance, for he raced to pull him out of the car while most of the officials attending were keeping out of the way of the fire. Anyway, with the help of some more courageous people, Arthur Cork was able to extinguish the fire on Ron's clothing and although he is suffering from shock, heavy concussion and three broken ribs, Ron Flockhart is now out of danger. As for the other drivers: Ashdown and Burgraff were both able to leave hospital on the Monday following the race. It is a miracle that another bad shunt didn't occur on the site for Jean-Claude Vidilles also spun his Lotus several times on this corner, but he managed to keep it on the road. On top of this the assistant Clerk of the Course drove his private car back to the pits, still the wrong way round, and this time actually on the track!

The whole affair naturally put a veil on the rest of the proceedings for everybody felt a bit anxious about a renewal of such a catastrophe during the race and the drivers had to be very careful round the treacherous downhill bends. In these conditions Cliff Allison managed the fastest practice time (2 mins. 39.2 secs) against Behra's 2 mins. 39.8 secs. Trying out Bill Frost's car Cliff managed also a 2 mins. 39.9 secs., which put a grinning Bill Frost on the first row of the starting grid. The Lotus 15s, however, were not too happy, for the undulations of the road were playing havoc with the suspension and Graham Hill had such trouble that he could only



INSPECTION PARTY: Grand Prix drivers take a look at one of the new Austin-Healey Sprites, after the Monaco G.P. Examining this newcomer are Schell, von Trips, Moss and Trintignant.

qualify for the second row (2 mins. 48.5 secs.) behind de Tomaso's Osca (2 mins. 41.4 secs.). The Lotus Elevens, however, were in great form and Alan Stacey made the sixth fastest time overall with 2 mins. 50.4 secs. in front of Innes Ireland who did 2 mins. 52.4 secs. Ireland had been asked to come at the last moment, to make up for Keith Hall, and his mechanic Britt had to work for 36 hours running to get the car ready in time. Vidilles was next with 2 mins. 56.8 secs. and Bob Hicks was on the next row with 2 mins. 57.3 secs., sharing it with Veuillet's Porsche Spyder. Behind them were David Piper, the Belgian driver Berchem, who had turned up with his new Lotus Fifteen, but with no mechanic, and, it seemed, no great desire to work upon the car himself. Then came Isabel Haskell who had turned in the fastest time of the 750 c.c. brigade against no mean opposition, for it comprised Laureau on the DB which is being prepared for Le Mans and whose windscreen seems to have been designed in Hornsey, and Pierre Chancel in an open-bodied space frame Monopole Panhard fitted with the latest "Le Mans" unit, a "double-knocker" job which is based on two Norton engines, upper ends mounted on a Panhard-like crankcase. The engine is said to give 67 b.h.p. at 7,600 r.p.m. This car had been disappointing in practice due to the axle ratio being too high.

At the drop of the flag Behra sailed away, never to see his opponents in his mirror again. Driving an RS Porsche, which is the property of the French agent Veuillet (he himself driving an older type) which was raced at Pau by its owner as a Formula 2 car, it certainly does not represent the best which Stuttgart can now produce. The race behind him was very short for Tomaso who was second initially, was soon caught by Allison, and retired shortly afterwards with a broken gearbox in his Osca. Allison's second place didn't last for long, however, for he had a recurrence of suspension trouble and parked his car on the course, to leave Graham Hill in a Lotus, whose gears were jumping out down the straight, to take up second position. Bill Frost was third in the 1,500 c.c. class but after half race his prop-shaft came uncoupled and after half an hour's work his mechanics got the car going again.

Alan Stacey was leading the 1,100 c.c. class and running a very good third overall, with Ireland second and Bob Hicks third in the class. Both Vidilles and Piper were in and out of their pits frequently for water, but the former managed to stay in front of Eugene Hall's Elva. The Tojeiros, which had not shone in practice, were unlucky: Chris Threlfall blew a gasket while Richard Utley had a moment with a hose clip getting tangled with his steering rack and he lost some time in the process, although he managed to keep the car on the road.

The 750 c.c. class was robbed of a great deal of its interest when in the first lap Chancel's "double knocker" car caught fire. Chancel had to bale out, leaving the car to ditch itself and burn out completely except for the engine. Isabel Haskell led the first stage until she had to come into the pits with her engine running on three cylinders. The mechanics blew through the jets and changed the plugs but finally, when her husband, de Tomaso, drove it away, they had lost over 4 mins. and the leader was Laureau's DB. However, the DB was later afflicted of a very usual Panhard-engine malady and a piston went. They hope that their new Mahle pistons will be delivered in time for Le Mans. . . . Incidentally, this car was equipped with electronic ignition, which is said to give a few more revs.

Finally Tomaso repassed Laroche's other 750 c.c. Osca (this one also having a Lotus-like screen) and won the 750 c.c. class finishing a very good eighth overall.

The absolute lap record went to Behra who was uncatchable in the lead (2 mins. 37.9 secs.), Stacey netting the 1,100 c.c. one (2 mins. 46.1 secs) and Tomaso the 750 c.c. (2 mins. 57.3 secs.).

Altogether not a very successful meeting.

GÉRARD CROMBAC.

Results:

1, Behra (Porsche 1500); 2, Hill (Lotus 1500); 3, Stacey (Lotus 1100); 4, Ireland (Lotus 1100); 5, Hicks (Lotus 1100); 6, Veuillet (Porsche 1500); 7, Vidilles (Lotus 1100); 8, de Tomaso/Haskell (Osca 750).

AUSTRIAN ALPINE RALLY

THIS is the most important event of the Austrian motoring calendar. It consisted of two road sections of respectively 535 and 504 miles, to be driven by one driver only, over mainly secondary roads, including the steepest passes in Europe, of which the Turracherhoehe is the best known. This is a five-mile climb of more or less continuous one-in-three gradient. The road is covered with loose, dusty gravel. All cars had to use first gear and many struggled with overheating engines, vapour lock or similar troubles, while the front-wheel-driven cars were lacking sufficient traction. This was cured by putting more weight, in some cases including that of the co-driver, in the front of the car. Competitors were lucky in that due to lack of rain for several weeks some of the much-feared muddy climbs had dried up and every car managed to get to the top.

The 71 cars at the start were mainly manned by Austrian drivers, but there were about a dozen from Germany; Mr. and Mrs. Robert Dubsky from Dublin driving their private M.G. saloon and Gatsonides/Jetten from Holland in a Standard Ten, the same car they drove in the Tulip Rally.

The third day of the rally consisted of a short drive to the Wurzen Pass, which connects Austria with Yugoslavia, and here the last two of the three classification tests were held on the approach road to and on the steep of the Pass. It was here that the German baby cars of 400 to 600 c.c. capacity gave a remarkable display, beating in many cases the times of the bigger and, of course, heavier saloons.

Of the 54 finishers, due to the fine weather, 35 managed to keep their sheet clean and were awarded gold medals. Due to this unexpected high percentage the stock was not sufficient and medals will be supplied later. This well-organized rally, over very interesting wild country with a charming population, and last but not least, at a very reasonable expense, deserves the attention of every rally driver. The roads are difficult but not impossible for every car, except for those with a low ground clearance. So no sports cars or Grand Touring cars, but every modern saloon can do it. This rally could well be combined with an early vacation in Velden at the Woerter Lake, which is the start and finish of every section of the rally and the organizers' headquarters. This lake is claimed to be the warmest in Europe, as many hot springs supply its water. At the time the Austrian Alpine Rally is held it is warm enough to have a comfortable swim or sunbathe, while the holiday makers arrive a few weeks later, when the real season starts. Really a rally to be enjoyed by the driver and his companions.



CONTROL stop during the Austrian Alpine Rally described above. The competitors passed through some magnificent scenery. In the foreground is Maurice Gatsonides's Standard Ten.



A BLEND of the new and the frankly old-fashioned, the appearance of the M.G. Magnette is surprisingly attractive with an eloquent and conservative line that appeals to many.

JOHN BOLSTER TESTS

The M.G. Magnette

THE M.G. Magnette has now been in production for four or five years, and it was most interesting recently to test this familiar model once again. Always a good car, the Magnette has now been developed to a point where it is, without any doubt, the best of the B.M.C. range. Not only is it an extremely good seller, but it is greatly desired by many owners of smaller cars, who hope to graduate when finances permit.

This success is due to many things. In the first place, the appearance is a blend of the new with the frankly old-fashioned which is surprisingly attractive. By no means a low car, and with a dummy radiator adorned with an hexagonal filler cap (also false) stuck uncompromisingly on the front, this M.G. yet has an elegant line. Many British motorists are conservative in the matter of appearance, and so this M.G. approaches their ideal.

Then, there is just that suspicion of sporting ancestry. The Magnette is a roomy family saloon, with no sporting pretensions, but there is something in the manner of its going and the way in which it handles which gives pleasure to the keen driver. It can cruise fast and put up a useful average, and above all it is safe.

There is nothing unconventional about the design of this M.G., but the B.M.C. components of which it is composed seem to have been employed in the best possible manner. After all, a steel four-door body shell, suspended on helical springs and wishbones in front and a rigid axle on semi-elliptic springs behind, is a specification that applies to almost any British car. Yet, the Magnette has individuality, personality, call it what you will.

The engine is the well-known B-series B.M.C. unit of 1,489 c.c., and has been improved in the latest series by having its compression ratio raised. It now gives 69 b.h.p. at 5,400 r.p.m., which has permitted a "higher" rear axle ratio to be employed without loss of liveliness. It goes without saying that there is a short, central gear lever, and a horizontal hand brake lever between the seats.

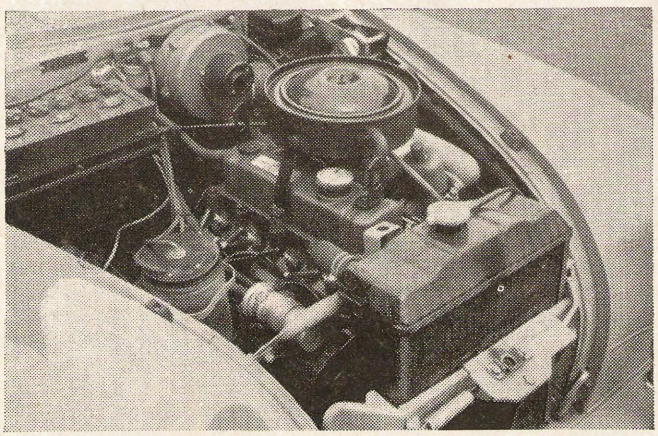
The driving position is very good indeed. One might think that this was a simple matter, but in fact it is all too seldom achieved. The seating position is a little higher than usual, but there is good lateral location, and all the controls are well placed. Right from the beginning, one has a feeling of confidence, and long journeys are a delight instead of a penance.

On moving off, one is impressed with the excellence and ease of handling of the gearbox. Its sole vice is an occasional reluctance to engage first speed at a standstill. The clutch is smooth, and grips well after each change. A full 70 m.p.h. is available on third gear, and the box is pleasantly quiet, so one has no hesitation in using this very useful ratio a good deal. Yet, the car is quite lively on top, and is perfectly suitable for a lady who may not wish to do much gear changing.

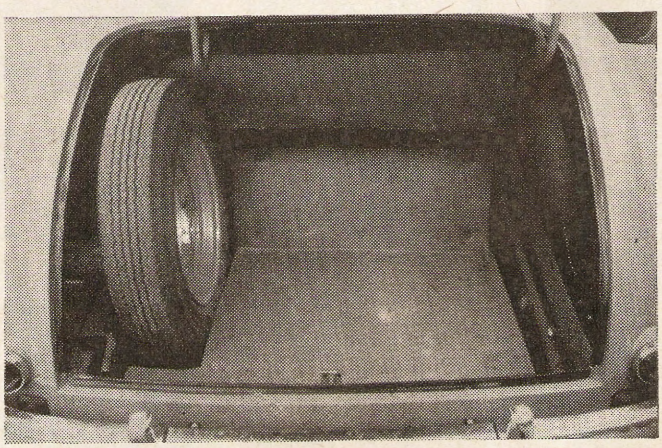
The Magnette is a heavy car for a 1½-litre at 22 cwt., but it is by no means a sluggard. Its maximum speed of 87 m.p.h. is creditable, and a cruising gait as high as 75 m.p.h. may be enjoyed continuously. A touch of third restores the pace after a check, and second speed is low enough for starting on the level. First speed is frankly an emergency ratio.

Originally, the body shell of the Magnette tended to amplify road noises, and also one was rather too conscious of the engine at certain speeds. This latest model is far better in these respects, and only a suspicion of sound transference remains. The ride is perhaps a little on the hard side, though an acceptable degree of comfort is provided on all but the worst roads.

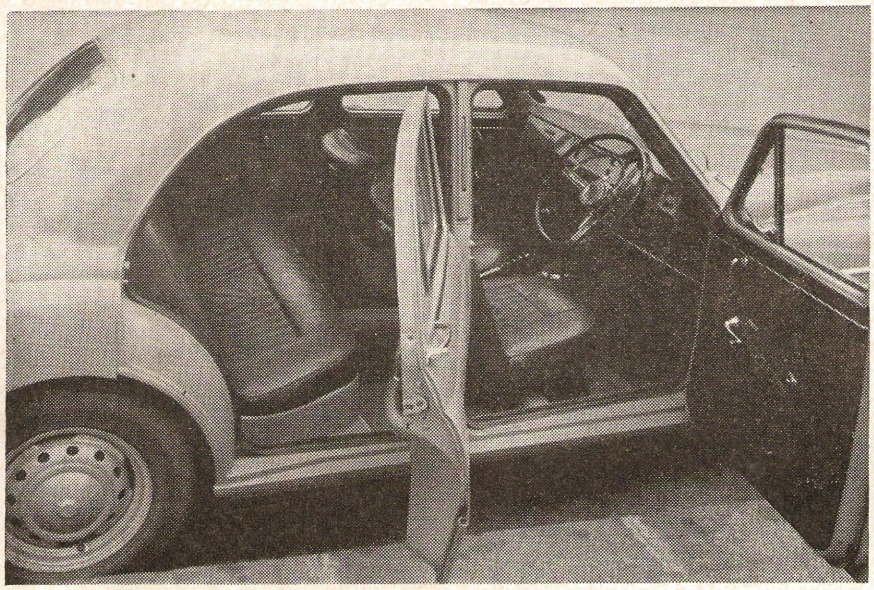
The roadholding is well above the average. There is a modicum of roll on corners, but this is by no means excessive for a saloon. The car may be handled in an enterprising style, and the controllability remains good on wet roads. It is, of course, possible to make the rear axle hop by brutal driving, but the



THE ENGINE is the well-tried B.M.C. B-series unit of 1,489 c.c. In the latest Magnette, it has been improved, by means of a raised compression ratio, to develop 69 b.h.p. at 5,400 r.p.m.



A ROOMY family saloon, with no pretensions, the car boasts adequate luggage space in a large boot. The body shell now transmits far less road noise than previously, only a suspicion of sound transference remaining.



DRIVING position on the Magnette is very good indeed. The driver sits a little higher than usual but there is good lateral location and all the controls are well placed: long journeys are a delight instead of a penance.

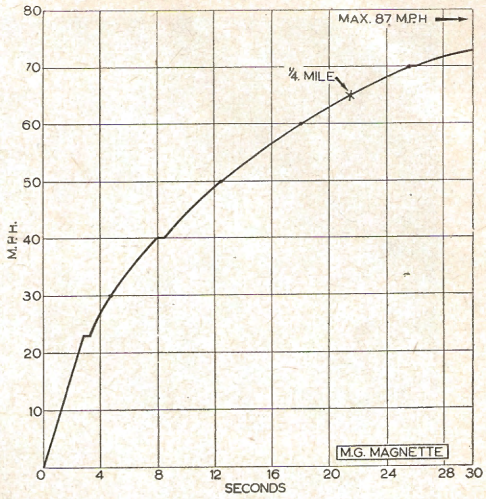
suspension behaves well under normal conditions.

British drivers apparently prefer a steering gear with a strong self-centring action, and this is provided on the M.G. It naturally prevents the control from being ultra-light, but this is only noticeable on the sharper corners. At high speeds, a slight suspicion of kick-back on the steering wheel is occasionally noticed over certain types of poor road surface.

The brakes are very good indeed. Progressive but extremely powerful, they can be applied with confidence at the maximum speed, and show no tendency to fade. The combination of brakes, roadholding, and controllability renders the Magnette a very desirable car.

The four-door saloon body is easy to enter and carries four people comfortably with room to spare. The interior is attractively furnished, and one applauds the proper oil pressure gauge and ammeter, a pair of dials which are too often replaced by coloured lamps. It seems curious to have semaphore-type direction indicators in 1958, and the little lever on the steering wheel boss is also out of date, when a projecting lever under the wheel has been standardized for most of the world's cars. The indicators of "my" car had the devastating habit of performing suddenly, without my command, on corners!

The M.G. Magnette is a well-made car of conservative appearance and with no advanced engineering features. Yet, it has been developed to a point where it can hold its own with vehicles of more modern conception, and it boasts an impressive number of enthusiastic owners. For the man who must run a family saloon, but who enjoys driving for its own sake, this fairly expensive car may represent good value.



Acceleration Graph

SPECIFICATION AND PERFORMANCE DATA

Car Tested: M.G. Magnette four-door saloon, price £1,072 7*s*. including P.T.

Engine: Four cylinders 73.03 mm. x 88.9 mm. (1,489 c.c.). Pushrod operated overhead valves. Compression ratio 8.3 to 1. 69 b.h.p. at 5,400 r.p.m. Twin S.U. carburetters. Lucas coil and distributor.

Transmission: Single dry-plate clutch, four-speed gearbox with central remote control, ratios 4.55, 6.25, 10.07 and 16.56 to 1. Open propeller shaft. Hypoid rear axle.

Chassis: Combined pressed-steel body and chassis. Independent front suspension by wishbones and helical springs with rack and pinion steering. Rigid axle at rear on semi-elliptic springs. Piston-type dampers all round. Lockheed hydraulic brakes in 10 ins. x 1¾ ins. drums, 2 L.S. in front. Bolt-on disc wheels fitted 5.50-15 ins. tyres.

Equipment: 12-volt lighting and starting. Speedometer, oil pressure, fuel and temperature gauges, ammeter, clock, wipers and washers, heating and demisting.

Dimensions: Wheelbase 8 ft. 6 ins. Track 4 ft. 3 ins. Overall length 14 ft. 1 in. Width 5 ft. 3 ins. Turning circle 37 ft.

Performance: Maximum speed 87 m.p.h. Speeds in gears: third, 70 m.p.h.; second, 40 m.p.h.; first, 23 m.p.h. Standing quarter-mile, 21.4 secs. Acceleration: 0-30 m.p.h., 4.6 secs.; 0-50 m.p.h., 12.4 secs.; 0-60 m.p.h., 18 secs.; 0-70 m.p.h. 25.4 secs.

Fuel Consumption: Driven hard, 23 m.p.g.

. . . . and tries a SPEEDWELL MODIFIED SPRITE already—an "ameliorated" version of the new 950 c.c. Austin-Healey

THE performance in saloon car races of John Sprinzel's well-known Austin A35 is always sensational. Last winter, we published a road test of the little red bomb, in which we gave details of the Speedwell modifications and the very great increase in performance that they accomplished. The considerable racing and rally mileage of the A35, and its complete reliability, has certainly proved that the A-series B.M.C. engine is a suitable subject for tuning.

The new Austin-Healey Sprite has a basically similar power unit, and it was at once obvious that the Speedwell treatment would be even more worthwhile on this lighter and lower car. Speedwell Performance Conversions, Ltd., have lost no time in getting to work on the little sports car, and I was recently allowed to carry out the first tests of a "hotted" Sprite.

Gas flow is a complicated phenomenon, and the indiscriminate opening up of ports is usually fatal to power output. In this case, the ports and combustion chambers are scientifically reshaped, in conjunction with new valves of standard diameter but with a different under-head radius. The inlets are of Silchrome steel and the exhaust valves of KE 965. The valve springs are slightly stiffer and their coils are wound at a different pitch, but the standard camshaft is retained.

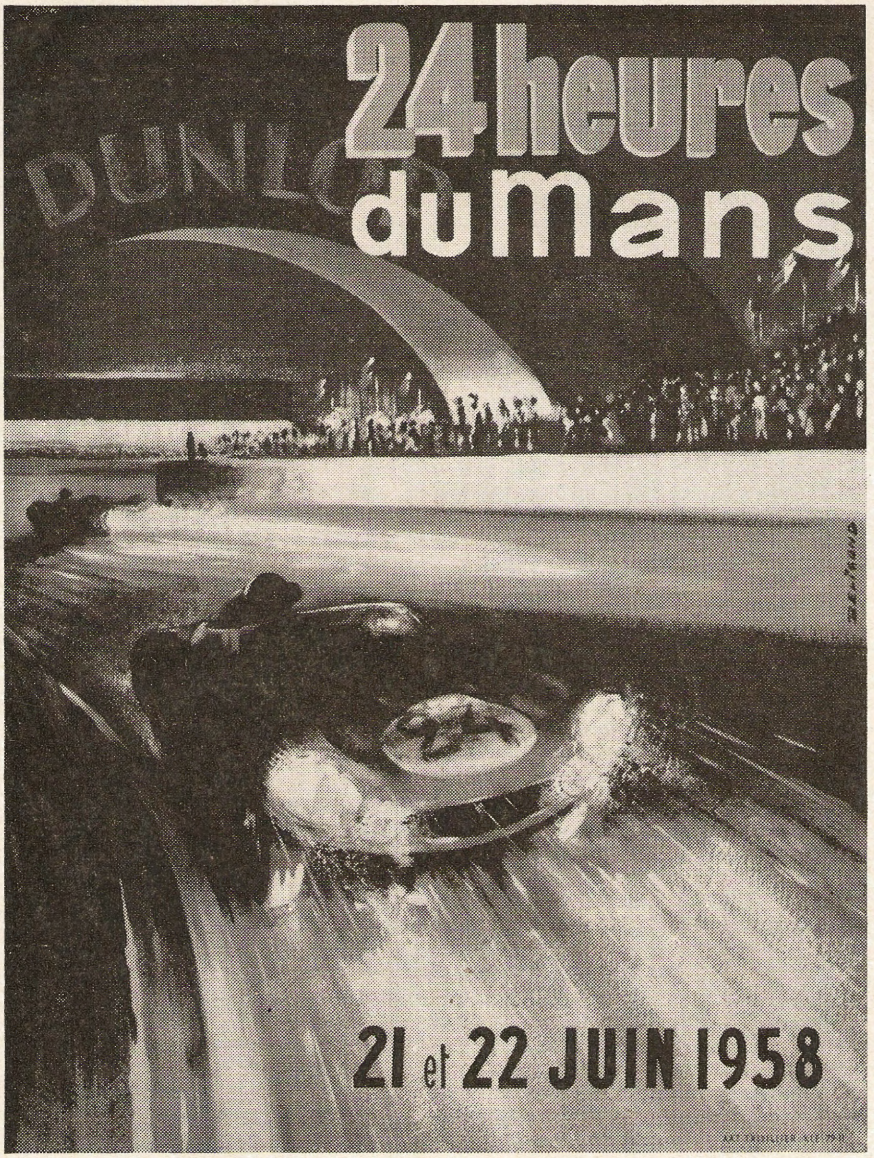
The Sprite is normally fitted with twin SU carburetters, but these are of 1⅛ in. diameter and are replaced by 1¼ in. instruments on different manifolds, which are accurately dowelled to register exactly with the ports in the head. K.L.G. sparking plugs, type F.E.220, are used in conjunction with the standard coil and distributor, with an advance of 6.5° for a compression ratio of 8.7 to 1. All this work costs £65, with an additional £7 10*s*. for fitting.

When I took over the Sprite, I found that a considerable increase in performance was noticeable throughout the range. The engine remained flexible and smooth, and starting was always instantaneous. Best of all, there was no increase in exhaust noise. Driving through London, I appreciated the lively acceleration of the little machine, and its idling at traffic blocks was always impeccable. A long night drive in torrential rain proved that the full performance could be used on slippery roads.

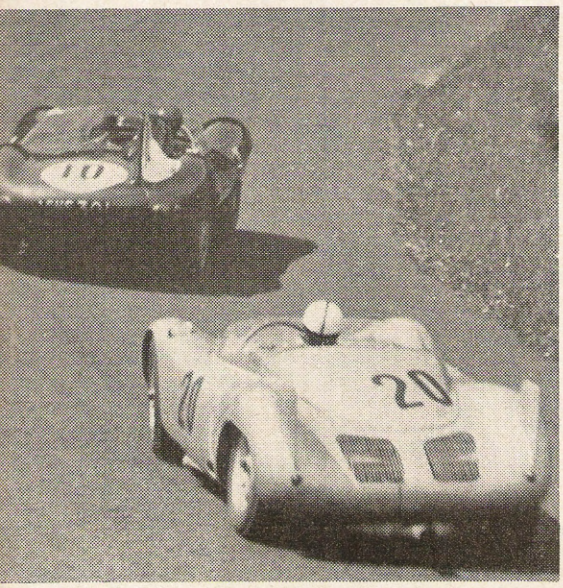
Early next morning, when the timed tests were scheduled to take place, the rain unfortunately continued. Normally, I would have waited for fine weather, but as the time could not be spared, I decided to press on in spite of the unfavourable conditions. With the hood and sidescreens erect, the Austin-Healey returned a timed speed of 91.8 m.p.h., during which tests the rev. counter occasionally touched 6,000 r.p.m. in top gear. The engine was entirely happy during this performance.

The acceleration figures naturally suffered to some extent, but one must give praise for the moderate wheelspin on the wet surface. In spite of these

(*Continued on page* 775)



Le Mans Again . . .



ONCE again there will be a large British invasion for Le Mans, this country being represented by Aston Martin, Jaguar, Lotus, Peerless, Lister-Jaguar and A.C. Obviously the chief obstacle to another "green cover" victory is Scuderia Ferrari, with its powerful team comprising Collins/Musso, Hawthorn/Hill and Gendebien/von Trips, backed up by several privately entered machines. The 3-litre Ferrari is undoubtedly very quick, but there are indications that brakes and clutches may not be quite up to the sustained flogging which cars receive in a 24 hours race. However, there is little doubt that the Maranello technicians will be on their toes.

Chief adversary as regards speed must be the David Brown Aston Martins, with such fine drivers as Moss/Brabham, Brooks/Lewis-Evans, Salvadori/Shelby and Trintignant as stand-by. There is also the Whitehead brothers' privately entered machine. As was proved at Nürburgring, the 3-litre Astons are extremely rapid and, for the first time at Le Mans, do not have to give away cubic capacity. Victory at Sarthe has, so far, eluded the men of Feltham, but 1958 may prove to be their year of rejoicing. They have one advantage over Scuderia Ferrari, and that is being able to concentrate entirely on the development and preparation of sports-racing machines, instead of having to run a team of single-seaters as well.

Next come the two Ecurie Ecosse Jaguars, with a marque that has practically dominated Le Mans since the war. Although the D-types must be about three years old, the superb preparation of "Wilkie" Wilkinson and his men, and the careful race-strategy of David Murray, has ensured victory the past two years. None of the Le Mans entrants will make the mistake of underrating the capabilities of "Ecurie Scotch". There are, in addition, three more D-types, one of which is entered by past-winner Duncan Hamilton.

There are also the two Lister-Jaguars, making their first appearance at Sarthe, one of which is in the hands of the successful Belgian équipe: the other is entered by Bruce Halford, with Brian Naylor as "co-pilote". The bigger cars are completed by a couple of privately entered Maseratis, of which the Bonnier/Godia machine will have a certain amount of works backing.

The 2-litre Lotus "Fifteen" must not be overlooked: it will be fast, very fast, and in view of the surprise packet last year in the shape of the experimental "750", the marque cannot be written off as unlikely winners. This car has been built to try for an outright win, and its speed should also make it a formidable challenger for the "Index". Lotus are making a great effort in four categories, having machines of 2-litre, 1,500 c.c., 1,100 c.c. and 750 c.c. Their chief worry in the 1,500 c.c. section will be Porsche, the new version of which is astonishingly speedy. Naturally, there will be an all-out assault in the smaller classes by the blue French cars, but Chapman's chief concern will be Osca.

The 2-litre Peerless G.T. machines are entered in the hope of proving their

PROTAGONISTS: Amongst the many marques contesting the Grand Prix d'Endurance will be the Jaguars of Ecurie Ecosse and the Porsches. In the last round of the Championship, the Nürburgring 1,000 km. race, Jack Fairman (Jaguar) is seen leading Edgar Barth in one of the new, finned works Porsches.

ON THE AIR

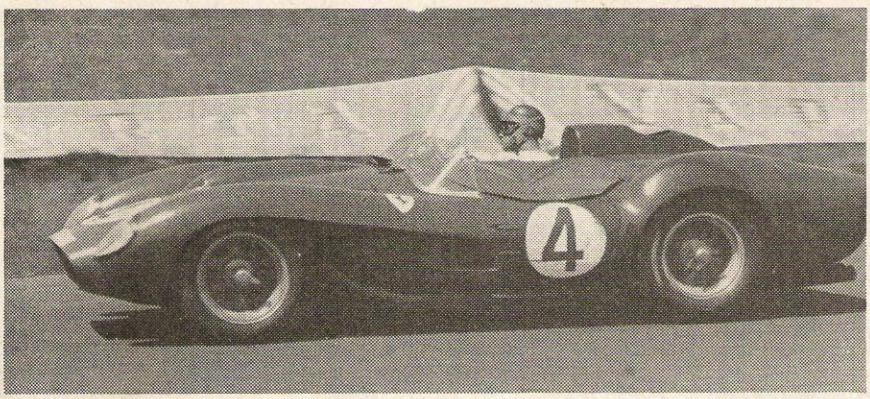
SEVEN broadcasts from Le Mans will be heard in the Light Programme on Saturday, 21st and Sunday, 22nd June.

The times are: 3.50-4.15 p.m. (the start); 5.15-5.30 p.m.; 10-10.5 p.m.; 11.50-11.55 p.m. on Saturday. 9.32-9.45 a.m.; 1.40-1.45 p.m.; and probably 3.45-4.5 p.m. on Sunday.

The commentators will be Raymond Baxter, John Bolster and Robin Richards.

A report direct from the circuit on the practice and prospects for the race will be broadcast in "Motoring and the Motorist" in Network Three on Friday, 20th June.

Bill Heynes, chief engineer of Jaguars, will also give his answer to the question "Does Racing Improve the Breed?" in the same programme.



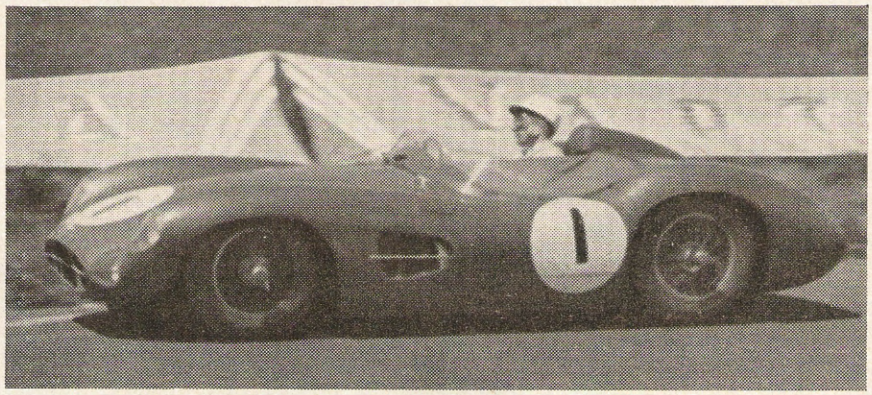
FERRARI will be strongly represented with four of their latest 3-litre V-12 Testa Rossas, their drivers including Peter Collins (left).

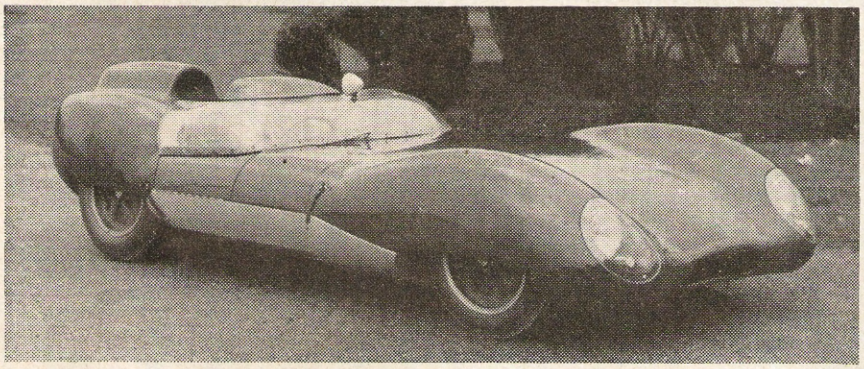
ASTON MARTIN have three of their DBR1/300s which have proved to be as fast as anything the Continent can field at the moment. Stirling Moss (below) leads the team and doubtless hopes for his Nürburgring victory to be repeated at Sarthe.

LOTUS have entered cars of almost every capacity, from 750 c.c. to 2 litres. Last year a 750 c.c. Lotus captured the Index of Performance from the traditional French hands. The latest Lotus Fifteen (below, left) is still further developed from last year's model.

reliability, rather than their chances of picking up even a class win. This year there is plenty of competition in the once poorly-supported 2-litre class, including the new A.C.-Bristol. A newcomer to Le Mans is the Tojeiro to be driven by Bridger/Blond: it is powered by the popular Climax unit.

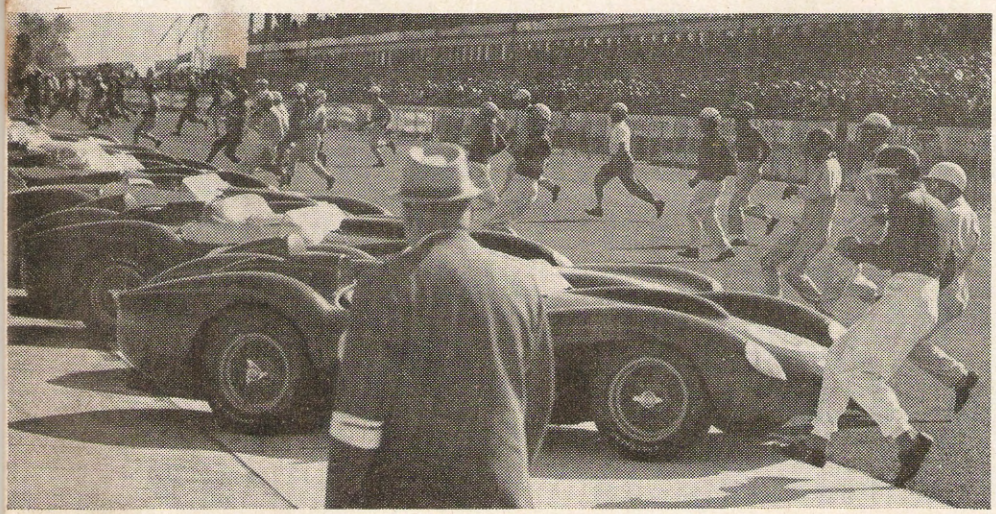
It will be interesting to see whether or not the 3-litre cars will surpass the lap speeds achieved by the bigger-engined cars. However, there has been a full year of development, and it is anticipated that the speeds will tend to rise slightly—particularly during that opening "Grand Prix" which helps to fill the dead car park, and considerably reduces the field before the race is quarter-completed. It would not be real motor-racing if the top-line pilots were disciplined to hold back: in any case, who would risk a rival building up a huge lead in the early stages?





Le Mans is Le Mans: 24 hours race or not, the faster cars are driven almost flat-out from the start. It is a sort of survival of the fittest, and, who knows, the gamble might come off!

G.



LE MANS-type start for sports car races has entered into the language and become an ever-popular spectacle at almost every circuit. Here is the start of the Nürburgring 1,000 km. race, as the drivers dash to their cars. In the foreground are Hawthorn, Moss, von Trips, Brooks and Behra.

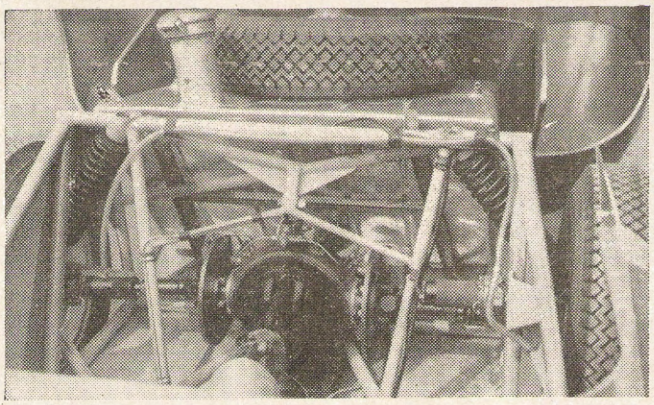
Speedwell Sprite—*continued*

conditions, I covered a standing quarter mile in 19.8 secs., which is good going. From a standstill to 30 m.p.h. occupied 5 secs., 50 m.p.h. came up in 12.4 secs., 0-60 m.p.h. took 19.4 secs. and 0-70 m.p.h. 27.4 secs. The useful maxima on the indirect gears appeared to be about 25, 38 and 64 m.p.h.

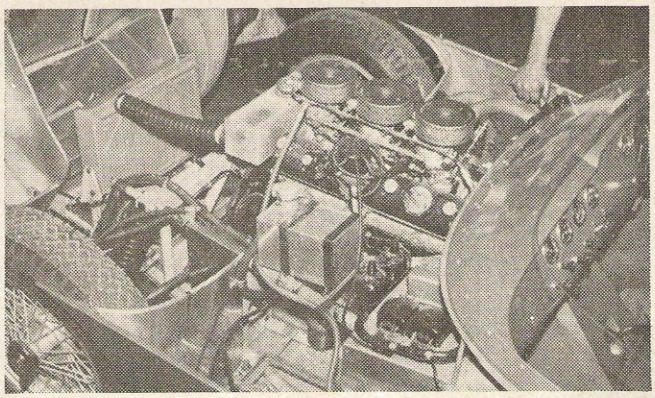
Subsequently, Brands Hatch was visited, once again under deplorable weather conditions. The little vehicle proved to be exceptionally controllable, and could be cornered surprisingly fast. Deliberate over-driving caused the rear end to break away, but the very light, quick steering soon dealt with that. Particular praise must be given to the riding comfort of this short, light car.

In addition to the engine modifications, Speedwell also produce an anti-roll bar for those wishing to attain a neutral steering characteristic. Coming shortly is a new light alloy bonnet, which will confer a considerable weight reduction and a better shape. Other proposed conversions include knock-on wire wheels and disc brakes. It is hoped to develop eventually a 100 m.p.h. version of the Sprite.

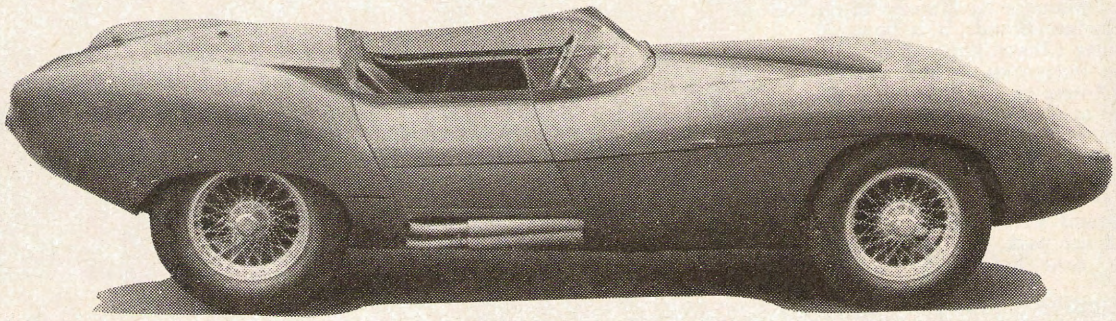
The Austin-Healey Sprite is a small car that inspires enthusiasm. Certainly, it has inspired the enthusiasts at Speedwell Performance Conversions, Ltd., of 763 Finchley Road, N.W.11.



REAR SUSPENSION of the new Le Mans A.C. is independent by helical springs and double wishbones with diagonal pivots. Brakes are inboard discs. Note the huge tail tank and spare wheel mounting. A space-frame chassis has been adopted for the first time.



FULLY exposed by virtue of the one-piece front body section, the Bristol 2-litre engine with its three Solex carburetters is easy to reach, as is the front suspension—also by helical springs and double tubular wishbones. The little square tank holds an emergency half gallon of oil.

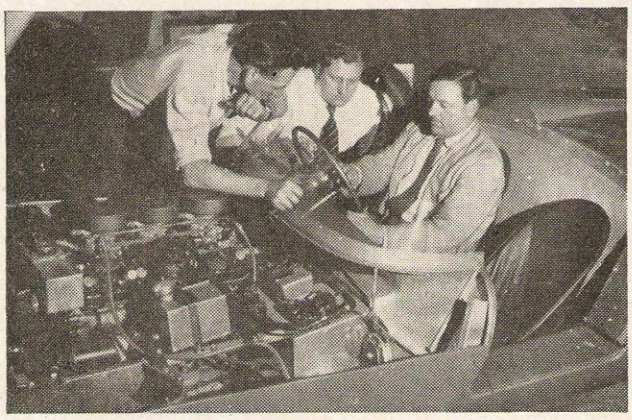


A.C.

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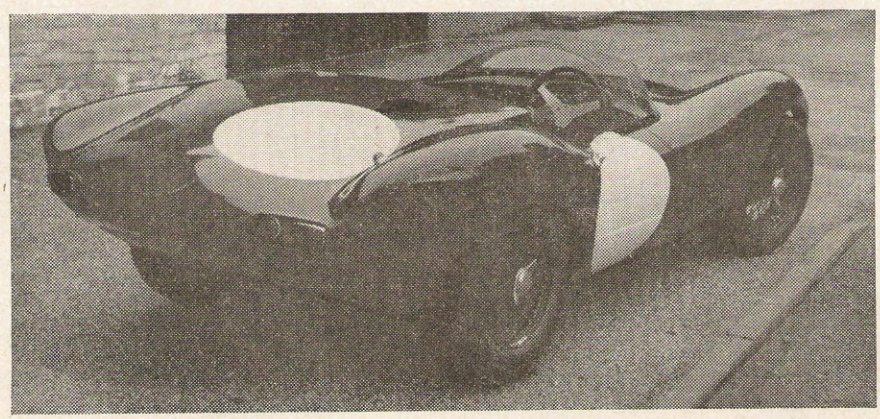
New for Le Mans

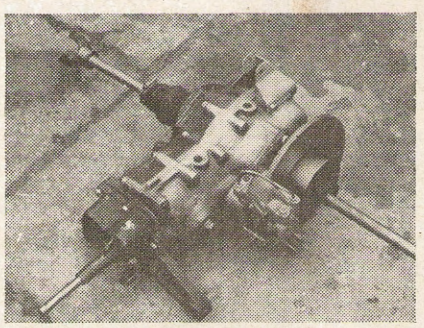
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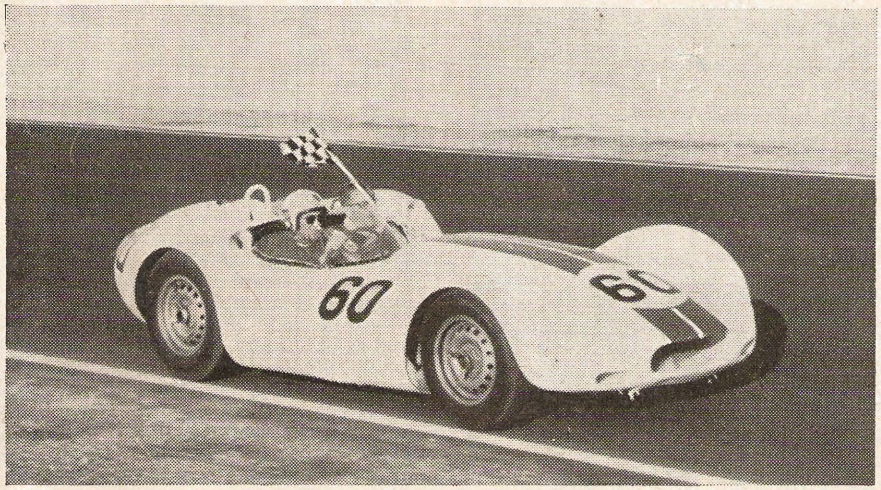
A BRAND NEW A.C.-Bristol has been entered for Le Mans. With chassis designed by John Tojeiro and body by Cavendish Morton (as also in the case of the Tojeiro below), it is in full sports-racing trim. Striking in appearance and beautifully finished, the new car will be in the capable hands of Dick Stoop (trying it for size, left) and Peter Bolton.

TOJEIRO





JOHN TOJEIRO'S Le Mans car from his own stable is this 1,100 c.c. Climax-powered machine. Rear suspension is de Dion and the gearbox-cum-final drive is based on a VW unit (above). Note the single inboard disc brake.



Bridgehampton National

Three-Day S.C.C.A. Races in the New York Region

Report and Pictures by OZZIE LYONS

Two Lister-Jaguars dominated the main event at Bridgehampton, climaxing a week-end of sports racing marred by one fatal accident and certain legal difficulties.

Walt Hansgen preceded his team-mate Ed Crawford across the finish line by a narrow margin but the two Listers had several times exchanged the lead during their race-long duel.

The Cup Race, 25 laps of the three-mile road course, was held for Classes B, C, D and E modified. The winning Lister averaged 84.9 m.p.h. to give Hansgen his fifth straight victory this season in national title competition. The Class D win went to Fred Windridge in an Aston Martin DB3S, while Gaston Andrey took Class E in his Ferrari TR-20, and Bob Holbert garnered Class F in a 550-RS. The Aston Martin, a recent import from Holland, wore its original "orange" colours. Holbert, on the previous day had won overall first in the race for modified cars in Classes F and G.

Ed Crawford, driving here for his first time, got off to a tremendous start and established a clear lead for several laps. However, the relentless Hansgen closed the gap and roared ahead for most of the race. Harry Carter in a green D-type positively flashed through the turns, making full use of the pavement, and occasionally the escape areas. Briggs-Cunningham kept his white D-type well up in the field with far less effort. A hard-driven Ferrari 3.8 (Martin, of Columbus, Georgia) maintained high pressure on the Listers and finished a very honourable third overall.

Much interest centred on the comparative performance of the Listers versus the D-types on this challenging road circuit. It was rumoured during practice that Hansgen had actually turned his best lap times with an alternative "D" but he chose the Lister for the main race. In casual conversation before the race, owner Cunningham remarked that the de Dion rear axle was of no great advantage on this fairly smooth road surface and that the principal factor would be the lighter weight of the Lister chassis. He is working to reduce further this weight, and also has tested several methods of ducting air to cool the differential and rear brakes. A new nose cowling is "in the works" to improve access to the spark plugs, which is an important consideration when the car is used for long races.

The Bridgehampton course is expertly designed for high average speeds through winding curves over rolling hills. It contains no long flat straights nor hair-pin corners. Broad shoulders and ample escape aprons show that driver safety was given major consideration. Yet in its brief history of only five days of racing two drivers have met death and another suffered serious injury. The trouble seems to be caused by a large-radius right bend immediately following a fast up-grade. Storming up the rise the cars tend to lift just as the driver steers for the curve. The resultant loss of cornering power can cause a drift off the outside shoulder. During Sunday's race for the F production cars, Hodge Brush overturned his Porsche Carrera there and was killed. On opening day, last September, Charles McAdams overturned at the same spot and received fatal injuries. In practice George Arents had flipped his Ferrari at this furn, demolishing the car and sustaining multiple injuries.

On Saturday, after several hours of intensive practice sessions, the competition opened with 10 laps for a mixed group of G.T. coupés ranging from the new Jomar up to the old Cunningham (Chrysler-engined) C4RK. Arents, whose hearing aid is the only visible sign of his hospitalization, drove a masterful race in his red Ferrari 250 coupé and led the field which finished in this order: a 300 SL, a D.B., the Jomar, an Alfa 1,300, another D.B., a DKW Monza, a Fiat Abarth, and still another D.B.

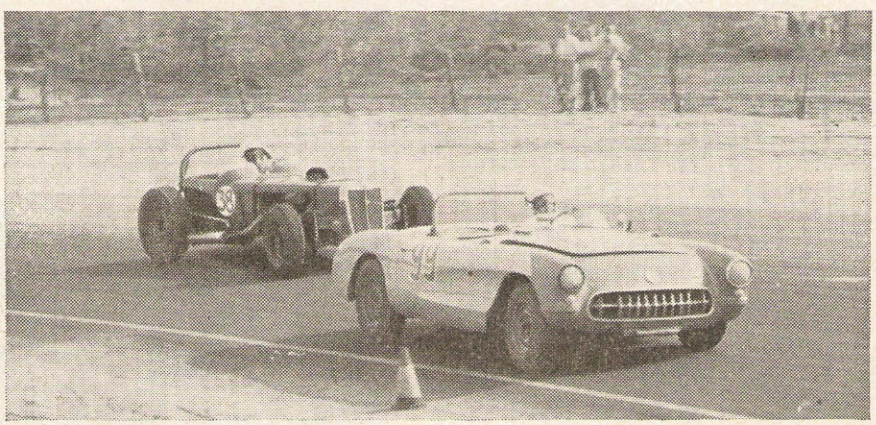
In the next event Bob Holbert (Porsche 550RS) just barely won over Dick Thompson (Porsche Spyder) with a differential of only four-tenths of a mile per hour for the 15 laps. One well-known driver stalled his 550RS when the flag fell and acquired an embarrassing handicap.

Another very *Libre* entry list distinguished the third race. There were Corvettes, production Jags, and a brace of Coopers. Despite tremendous displays of energy by the General Motors products the pay off went to a home-built special, the "Cheetah", with heavy "asphalt slicks", a big V-8 engine, and an enthusiastic driver, Stutz Plaisted. The Ferrari coupé (Arents) and a new stock Jaguar roadster XK 150S (Hansgen) took second and third.

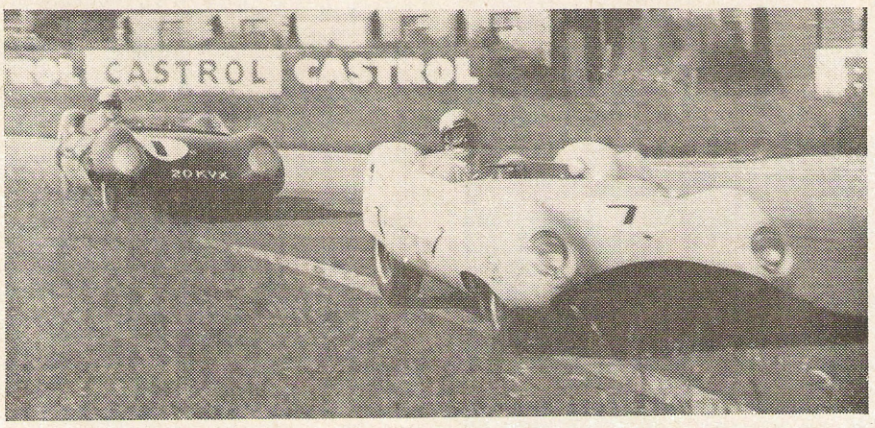
First race on Sunday developed into an Alfa benefit with Robert Grossman (Alfa 1300V) leading the parade at 74 m.p.h. The next event was pretty well monopolized by production Carreras. The drum major there was Emil Pupilidy at a tempo of 78 m.p.h. Then came a race for production Ds and Es. From our vantage point out on a distant corner the struggle seemed to be between two A.C.-Bristols, conducted with great vigour by Jordan King and Harry Carter. After some five laps King disappeared in blue smoke and we thought Carter had it cinched. But who came around with the victory banner? Dr. Dick Thompson in his A.-H. 100-6! So much for the

(*Continued on page* 779)

PASSENGER with Walt Hansgen in the Lister-Jaguar is Alfred Momo, chief of the Cunningham Organization. He made the trip on Hansgen's lap of honour after achieving his fifth straight victory this season.



FANTASTIC "Cheetah", driven in enthusiastic fashion by Stutz Plaisted, here overtakes a Corvette on the way to winning one of the Formule Libre *races against strong opposition.*



IMPRESSIVE driving by Michael Taylor (Lotus), still in his first racing season, brought him two wins in the 1,250 c.c. and 1,500 c.c. events. Here he leads Keith Greene (Lotus).

Goodwood Garden Party

Three Wins for R. A. Brightman (Aceca) and Two for Michael Taylor (Lotus)

IF any reader should find himself in the position of wishing to improve the education of a relation or friend who does not (to use a handy Americanism) dig motor racing, he could scarcely do better than take him (her?) to a B.A.R.C. members' meeting at Goodwood on a fine summer's day.

The 29th such meeting took place last Saturday in as near perfect weather conditions as one could wish for in an English June, and the garden party atmosphere at the Sussex circuit helped to provide a most pleasant day's enjoyment to enthusiast and newcomer alike. All the new and comprehensive facilities were available without the vast crowds that attend the International meetings, for these occasions are largely for the benefit of the members themselves. One could take one's pick of seats in the stands, wander about the paddock and the best enclosures and buy refreshments —all in comfort and at one's leisure. The meeting commenced at a civilized 2 p.m. and finished soon after 6; and as this was a Saturday, one could drive home with reasonable ease, without having to fight one's way through queues of homegoing seaside mimsers! The racing, incidentally, was as entertaining as one could wish for; the excellent commentary kept spectators well informed and the comprehensive press information service kept the reporters happy.

The first event was a 10-lap scratch race for cars up to 1,250 c.c. In fact, every engine was an 1,100 c.c. Coventry-Climax, most of the cars entered being Lotuses, with the addition of two Elvas, two Coopers and two Tojeiros. Michael Taylor, in a Lotus entered by Innes Ireland, enjoyed a runaway win in fine style, in spite of strenuous efforts by Keith Greene (Lotus) to catch him. Les Leston (Lotus), who had started at the back of the grid, worked his way into fifth place by the end of the second lap, behind J. Westcott (Lotus) and Chris Bristow (Elva). Leston and D. Graham (Lotus) battled mightily through most of the race, Graham getting in front once or twice, but Leston kept his lead at the end. Michael Taylor, incidentally, had in practice unofficially beaten Campbell-Jones's 1,100 class record (standing at 1 min. 37.2 secs.), with a lap in 1 min. 36.6 secs. (89.44 m.p.h.), but was not quite able to equal this in the race. For his first racing season, Taylor is certainly making an impression!

The second race was a five-lap handicap for closed cars and brought to the grid the usual diverse but entertaining collection of slightly breathed-upon saloons. This first saloon race was for the smaller ones, and first man away was Peter Coleby in his cheeky little Goggomobil coupé. Following him went a collection of Fords, Austins, Morrises, VWs, Standards, Renaults, a Fiat-Abarth 750 and an M.G. YB. The Goggo held its lead for two laps and then was swallowed up by the faster cars. D. W. Clarke's Renault Dauphine took the lead on lap three and then retired in clouds of white smoke, leaving D. E. Hicks, in one of the 1954 utility-type Standard 8s, to go on and win by the length of the pit straight. Scratch man, M. H. Barker, in a blown Ford Anglia, had to try to overcome an impossible handicap and although circulating at great speed, he could not make up many places.

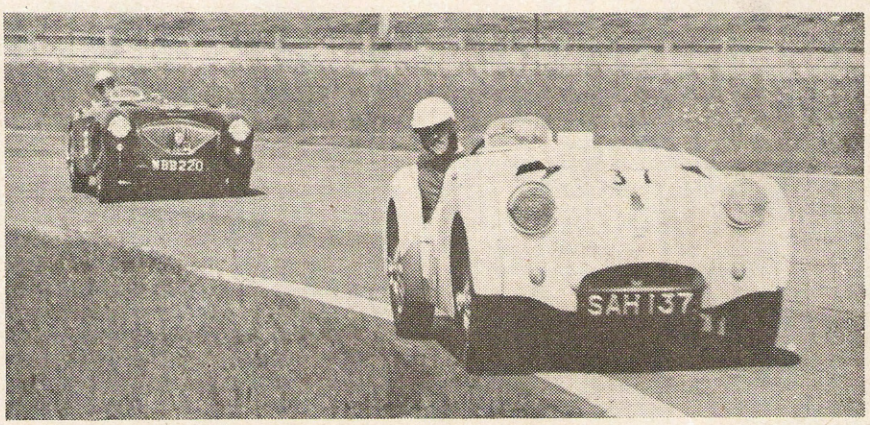
The only other 10-lap race on the programme was Event 3—a "marque" scratch race, contested only by A.C.-engined Aces, Austin-Healeys, TRs and M.G.As. There was a Le Mans-type start and Syd Hurrell (TR3) was first away and into Madgwick, but was overtaken before Fordwater by P. G. Fletcher's Ace, which looked brand-new in its pale blue paint job, but which we understand has in fact the very first production Ace chassis.

On the very first lap there were fun and games, for M. D. J. Hurn (TR2) and J. M. Noble (M.G.A) collided gently at St. Mary's, Hurn pulling off the track to retire, while Noble continued with rear number plate askew. On the second lap P. H. Arnold (TR2) went off the road, also at St. Mary's, rammed the bank and was tossed clean out of the car! He was only shaken, but nevertheless retired.

At the end of lap 1, Fletcher was leading, pursued by Hurrell and J. Sutton (Austin-Healey). The latter two had a battle royal for lap after lap, the bigger-engined Healey pulling a little ahead of Hurrell on the straights, while Hurrell closed up again on the corners. On the fourth lap, they came round Woodcote side by side and nudged each other at the chicane, the Healey sliding wide and clipping the wattle fencing. On lap five, J. A. P. Trafford (M.G.A) spun at Woodcote and rather naughtily charged back into the race, but as he was subsequently disqualified by the B.A.R.C. "no spinning" rule, he gained nothing.

On lap six, Sutton suddenly slowed and let Hurrell sweep ahead into second place. Perhaps the Healey driver wondered if he, too, had been disqualified for "leaving the course with all four wheels". As it happened, he had, but he went on again to finish nominally second, for at around this time Fletcher had coasted to a halt just after Woodcote, and Hurrell went on to win after a splendid drive. Second place went officially to M. C. Sleep in another A.C., with Ewer (TR2) third. It was a pity that a certain amount of over-enthusiasm tended to mar an otherwise most interesting contest between the popular marques of sports cars, but the threat of that excellent B.A.R.C. rule probably prevented even worse mayhem!

Event 4 was the second saloon handicap, a five-lapper for the larger machines. Limit man was R. L. Goffe (Riley 1.5), who kept ahead for three



FUN and games were features of the 10-lap "marque" scratch, won by S. Hurrell (TR3). As the cars pass through Madgwick he leads J. Sutton (Austin-Healey).

laps before being passed by S. H. Handel's M.G.A coupé, which in turn was taken on the last lap by the winner, R. A. Brightman (Aceca-Bristol) and the second man home, D. J. Uren (3.4 Jaguar). Alan Foster was going very well at the beginning, in Dick Jacobs's M.G. Magnette, and was lying fifth at the end of lap one. Second time round, he was overtaken going into Woodcote, by D. W. A. Chamberlain (XK 140 coupé), who lost it and spun; Foster had no choice but to ram him and was put out of the race. Alan *has* had a run of bad luck this season! Chamberlain continued but was disqualified.

Event 5 was another five-lap handicap for a very mixed field. Limit man was G. V. Coles in his "old faithful" blown P-type 750 c.c. M.G., with an all-enveloping body; this sounds a most healthy little motor. He lost the lead early on, to P. W. Hudson's Austin-Healey, and then J. Sutton in his very quick A.-H. went past to win. In a bunch in third, fourth and fifth places, came D. J. Mackay (Austin-Healey), Mrs. Kathleen Howard (Cooper-Climax) and the thunderous D-type Jaguar of Ian Baillie. Coles finished a good sixth. Mrs. Howard, incidentally, drove very competently and quickly in her husband's little Cooper.

A five-lap scratch race for cars up to 1,500 c.c. came, next but the field was substantially the same as for the 1,250 race—they were nearly all 1,100 c.c. Climax-powered—and once again the order at the finish was Taylor, Greene and Westcott. Leston held fourth place for three laps, but then retired with a suspension fault and M. D. G. Graham finished fourth. Keith Greene really got to grips with Taylor, the two of them travelling side by side the whole length of the straight on the fourth lap, but Taylor went ahead to win by just two lengths.

Brightman won his second race in one day in Event 7, another five-lap handicap, and in fact led from the first lap. M. J. Carne, in a similar Aceca, held

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SUCCESSFUL day out was enjoyed by R. A. Brightman (Aceca) who went home with three "firsts" to his name in handicap events.

★



second place until the last tour, when Baillie stormed through in the D-type again.

The final race was similarly a five-lap handicap, with limit man R. C. G. Ashby in a 350 c.c. Berkeley. He was given a whole credit lap over the rest of the field, and such was the handicapping that although he stayed ahead all the way to win at a creditable average of 58.08 m.p.h. (it *looked* slow), the second man, T. Entwhistle (M.G.A), was only 3.8 seconds behind him at the finish, and the next, Hurrell (TR3), less than seven more.

STUART SEAGER.

10-lap Scratch Race (A) (for non-supercharged cars up to 1,250 c.c.): 1, M. Taylor (Lotus-Climax), 86.97 m.p.h.; 2, K. A. Greene (Lotus-Climax); 3, J. Westcott (Lotus-Climax); 4, C. Bristow (Elva-Climax); 5, L. Leston (Lotus-Climax); 6, M. G. D. Graham (Lotus-Climax).
Fastest lap: Taylor, 1 m. 38.0 s. (88.16 m.p.h.).

5-lap Handicap Race (A) (for closed cars): 1, D. E. Hicks (Standard), 60.64 m.p.h.; 2, R. Vaughan (Volkswagen); 3, D. E. Osborne (Morris); 4, F. W. Marriott (Morris); 5, G. Lawrence (Austin); 6, R. G. Falconer (Standard).
Fastest lap: M. H. Barker and Marriott, 2 m. 7.6 s. (67.71 m.p.h.).

5-lap Handicap Race (B) (for closed cars): 1, R. A. Brightman (A.C. Aceca), 73.17 m.p.h.; 2, D. J. Uren (Jaguar 3.4); 3, S. H. Handel (M.G.A); 4, R. L. Goffe (Riley 1.5); 5, F. B. Birch (Jaguar 3.4); 6, I. M. Gillett (Aston Martin Mk. III).
Fastest lap: Brightman, 1 m. 54.2 s. (75.66 m.p.h).

10-lap Marque Scratch Race: 1, S. A. Hurrell (Triumph TR3), 75.06 m.p.h.; 2, M. C. Sleep (A.C. Ace); 3, J. A. G. Ewer (Triumph TR2); 4, J. Beard (Triumph TR3); 5, J. C. Quick (Triumph TR2); 6, M. Reid (M.G.A).
Fastest lap: J. Sutton (Austin-Healey), 1 m. 51.8 s. (77.28 m.p.h.).

5-lap Handicap Race (C): 1, J. Sutton (Austin-Healey 100), 75.34 m.p.h.; 2, P. W. Hudson (Austin-Healey 100); 3, D. J. Mackay (Austin Healey 100); 4, Mrs. K. Howard (Cooper-Climax); 5, I. B. Baillie (Jaguar D); 6, G. V. Coles (M.G s/c).
Fastest lap: I. B. Baillie, 1 m. 44.6 s. (82.60 m.p.h.).

5-lap Scratch Race (B) (for non-supercharged cars up to 1,500 c.c.): 1, M. Taylor (Lotus-Climax), 87.10 m.p.h.; 2, K. A. Greene (Lotus-Climax); 3, J. F. Westcott (Lotus-Climax); 4, M. D. G. Graham (Lotus-Climax); 5, S. C. S. Martyn (Lotus-Climax); 6, D. F. Iszatt (Lotus-Climax).
Fastest lap: K. A. Greene, 1 m. 37.4 s. (88.71 m.p.h.).

5-lap Handicap Race (D): 1, R. A. Brightman (A.C. Aceca), 75.34 m.p.h.; 2, D. Howard (Cooper-Climax); 3, I. B. Baillie (Jaguar D); 4, M. J. Corner (A.C. Aceca); 5, F. B. Birch (Cooper-Jaguar); 6, P. Riley (Lotus-Climax).
Fastest lap: I. B. Baillie, 1 m. 43.4 s. (83.56 m.p.h.).

5-lap Handicap Race (E): 1, R. C. G. Ashby (Berkeley), 58.08 m.p.h.; 2, T. Entwistle (M.G.A); 3, S. A. Hurrell (Triumph TR3); 4, M. C. Sleep (A.C. Ace); 5, G. V. Coles (M.G. s/c); 6, J. A. P. Trafford (M.G.A).
Fastest lap: M. C. Sleep, 1 m. 53.0 s. (76.46 m.p.h.).

Bridgehampton—*continued*

problems of a photographer out in the boondocks.

The new venue has a really excellent road surface, a good communications network, and admirable spectator protection. Understandably, the pit and paddock facilities are as yet inadequate. All week-end, sand, whipped by a stiff wind, harassed drivers and crews. George Constantine had to rig an improvised tent over his "D"-type to replace a broken valve spring. The Press Relations people were highly co-operative. They outdid themselves distributing result sheets immediately after each race, providing frequent taxi service around the course and specifically instructing guards not to hamper authorized photographers.

A New York State Penal Law prohibits auto racing on Sundays. All week there had been speculation as to whether the races scheduled to start at 3 p.m. on that day would be held. Promptly after the start of the first race Bernard J. Corrigan, President of the Bridgehampton Road Racing Corporation, was arrested by the local police. Arraigned in nearby Southampton, Corrigan

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DUELLING with Dean Mears's 300SL is Walt Hansgen again, this time in a Jaguar XK 150S.

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pleaded not guilty and was released in his own custody. Town voters on Friday had approved Sunday sports car racing and they intend to pass a local enabling ordnance, which would supersede the State law.

Results

Race One: 1, George Arents (Ferrari 250), 77.4 m.p.h.; 2, Dean Mears (300SL); 3, Richard Toland (D-B.);

Race Two: 1, Robert Holbert (Porsche 550RS), 82.0 m.p.h.; 2, D. Thompson (Porsche Spyder); 3, V. Meinhardt (Porsche 550RS).

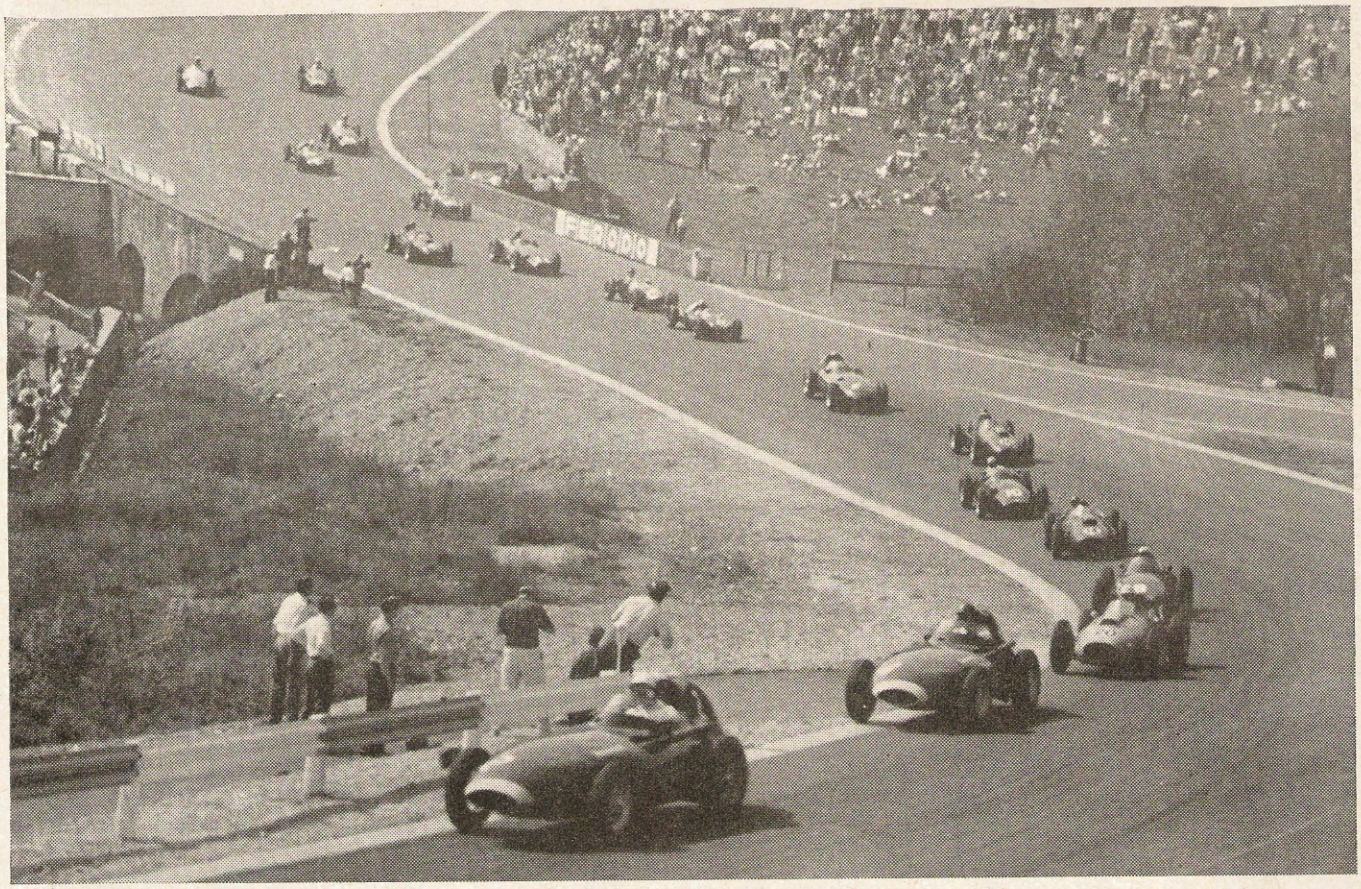
Race Three: 1, Stutz Plaisted (Cheetah), 80.0 m.p.h.; 2, George Arents (Ferrari 250); 3, Walter Hansgen (XK 150S).

Race Four: 1, Robert Grossman (Alfa 1300V), 73.9 m.p.h.; 2, Bart Levenson (Alfa 1300V); 3, Allen Markelson (Alfa 1300V).

Race Five: 1, Emil Pupilidy (Porsche Carrera), 77.8 m.p.h.; 2, Harry Blanchard (Porsche Carrera); 3, Chuck Rickert (Porsche Carrera).

Race Six: 1, Richard Thompson (Austin-Healey 100-6), 74.15 m.p.h.; 2, Harry Carter (A.C.-Bristol); 3, Harold Hurtley (TR3).

Race Seven: 1, Walt Hansgen (Lister-Jaguar), 84.9 m.p.h.; 2, Ed. Crawford (Lister-Jaguar); 3, E. D. Martin (Ferrari 3.8).



GRAND PRIX D'EUROPE

Tony Brooks (Vanwall) Wins at Nearly 130 m.p.h. — Runner-up Mike Hawthorn (Ferrari) Laps at 132.36 m.p.h. — Dramatic Finish to Europe's Fastest-ever Road Race — Remarkable Performance of Cliff Allison (Lotus)

By GREGOR GRANT

Photography by GEORGE PHILLIPS

DRIVING the greatest race of his life, Tony Brooks (Vanwall) won the Grand Prix d'Europe last Sunday on the magnificent Spa-Francorchamps circuit at the astounding average speed of 129.93 m.p.h. This made the event the fastest road race ever run in Europe; indeed the only other road race with a higher average was Tripoli in 1937, when Hermann Lang (Mercedes-Benz) returned 134.25 m.p.h. for 326 miles. It was also the second successive year in which a Vanwall has won the Grand Prix d'Europe.

The race itself was full of drama. Stirling Moss (Vanwall) retired on the first lap, leaving Brooks to take on the full might of Scuderia Ferrari, who lay in line-ahead behind him at the end of the opening lap, with only Lewis-Evans (Vanwall) and Behra (B.R.M.) splitting them. Next time round, Peter Collins (Ferrari) had seized the lead from Brooks, and his team-mates had overtaken the two other British cars. On lap 3, Brooks again went into the lead, but was retaken by Collins during the subsequent circuit. At the same time Lewis-Evans and Gendebien (Ferrari) were involved in an incident at La Source, which cost the latter about three minutes and weakened the Ferrari onslaught. Then Collins's car packed up, to be followed by the elimination of Musso's Ferrari which crashed near Stavelot. Hawthorn, seeing the wrecked Ferrari, and not knowing which of his team-mates was involved, was naturally upset and this undoubtedly affected his pursuit of the flying Brooks. It was not until nearer the end of the race when he saw both Musso and Collins, apparently completely unharmed, that he really turned on the taps. However, Brooks had established such a healthy lead that unless trouble intervened, Hawthorn had set himself an impossible task.

The last lap was as exciting as any novelist could make it. Brooks came out of La Source hairpin with his gearbox seizing, and the lever jammed in third. He managed to get over the finishing line, and was then followed by Hawthorn, whose engine more or less exploded a few yards from the finish. More was to follow; third placeman Lewis-Evans crept in with broken front suspension. Behind came Cliff Allison (Lotus) who had had a trouble-free run except for his exhaust pipe coming adrift, and fifth, a lap behind, was Harry Schell (B.R.M.).

During his furious attack on Brooks's lead, Mike Hawthorn lowered the lap record but, notwithstanding his "blow-up", managed to cover his last tour in 3 mins. 58.3 secs., an average of 132.36 m.p.h.

Brooks *may* have been able to do another lap, but neither Hawthorn nor Lewis-Evans could have done so. That remarkable little 2.2-litre Lotus was never nearer creating a major sensation!

Of the 19 cars which started, 10 finished, of which five were British. Also classified was Maria Teresa de Filippis (Maserati) who, although in last place, was just two laps behind the winner—a really first-class performance. One lap behind Brooks came Roy Salvadori (Cooper), who struggled into eighth position with a badly slipping clutch.

* * *

THE question as to the relative speeds of the big-engined sports-racing cars and Formula 1 machinery was soon answered during the first training session on Thursday evening. Long before the first hour was over, Tony Brooks (Vanwall) had returned a time of 4 mins. 6 secs. (206.341 k.p.h.), 3.8 secs. faster than the existing circuit record set up last year by Olivier Gendebien (4.1 Ferrari). This time, sensational as it was, was completely outshadowed by Mike Hawthorn

L'EAU ROUGE: Streaming up the famous hill from the start are Moss (Vanwall), Brooks (Vanwall), Gendebien (Ferrari), Behra (B.R.M.), Hawthorn (Ferrari), Lewis-Evans (Vanwall) and others. Moss retired after one lap; both Collins and Behra retired after five laps.

(Ferrari). Mike had been going round in close company with Stirling Moss (Vanwall), each determined to see how fast the other could go, and each equally determined not to give away too much. Learning Brooks's time, Hawthorn really went to town and turned in a stupendous 4 mins. 0.6 sec. (210.972 k.p.h.). Watching him at Stavelot was a revelation; his car was as steady as a rock, and it was obvious that the Maranello technicians had been working overtime on the roadholding department. Curiously enough the Vanwalls had a rather disconcerting twitch, and Schell's B.R.M. bounced under braking.

Jean Behra had a narrow escape when his B.R.M. revolved several times at Masta during the course of a hair-raising 150 m.p.h. incident provoked by oil being sprayed on his rear tyres from a faulty engine breather. The car came to rest in the hedge at the roadside, after missing houses and trees by fractions of a millimetre; the Frenchman emerged completely unhurt, and the car was only superficially damaged, but one reckoned that after thinking about it, Behra would be more than somewhat shaken. Harry Schell (now decided to spell his name in the original way) was not so happy as at Zandvoort, the B.R.M. technicians having altered the pressure in the pneumatic suspension units. Roy Salvadori practised in his Cooper, Jack Brabham having been confined to bed with a slight chill. No Lotuses appeared; only Ken Kavanagh represented the marque Maserati, turning in several very slow laps.

When the session ended, no fewer than five drivers had bettered Gendebien's record; these were Hawthorn (Ferrari), Brooks (Vanwall), Moss (Vanwall), Collins (Ferrari) and Musso (Ferrari). Mike's remarkable figures certainly made his rivals think, and there were conferences in the Vanwall camp regarding axle ratios and tyre sizes, for an ideal combination which would not only give tremendous acceleration up the hill from the tribunes, but would enable maximum revs to be reached on the fantastically quick straights.

Before Friday's training session was due, the immaculately prepared Vanwalls were ready for an all-out assault on the Hawthorn figures. Yet sensational as the previous evening's session had been, few were prepared for the extraordinary times recorded. Stirling Moss pushed his Vanwall round in the almost unbelievable time of 3 mins. 57.6 secs. (213.636 k.p.h.), to make it an under-four-minute Spa. This is a speed of 132.75 m.p.h., which, when one realizes the infinite variety of the twists and turns on the famous Ardennes circuit, makes it all the more incredible. The sports-racing car myth was not only exploded, but the difference between single-seater formula racing and other types was emphasized to a marked degree, for it must not be forgotten that these cars are running on petrol, as distinct from special fuels, and are normally aspirated as distinct from the pre-war German cars, and the later Alfas. Truly this prodigious performance on the part of Stirling Moss and Tony Vandervell has proved conclusively that there can be no substitute for genuine formula racing with single-seater machines.

It was an evening of exciting happenings; Peter Collins equalled Mike's figures, and Musso managed to get under them. Tony Brooks got down to 4 mins. 1.7 secs., and Olivier Gendebien also joined the ranks of the challengers by registering 4 mins. 3.7 secs., giving the lie to those who acclaimed him only as a sports-car driver, and not as a G.P. chauffeur. Harry Schell improved his previous times by nearly 10 secs., after having had his B.R.M. returned to Zandvoort specifications, but Behra was quite plainly suffering from the after-effects of his spectacular near-accident. Of the Maserati pilots, Masten Gregory was outstanding with the blue and white Centro-Sud car, returning 4 mins. 5.4 secs. Cliff Allison was surprisingly rapid with the 2.2 Lotus, turning in 4 mins. 10.6 secs.

Towards the end of the session, Gregory went out with the new "piccolo" Maserati, but did nothing sensational. The car was merely being tried out in preparation for later races, and there was no intention of racing it seriously. Although it has the typical Maserati look about it, the car is completely different in many respects from the 250F. For example, it has a very lightweight tubular space frame giving a shorter wheelbase; the rear suspension has been modified, Koni telescopic dampers replacing the former piston-type units. The gear change lever has been moved up nearer to the driver, and is still located on his right; the six-cylinder engine appears to be much farther back in the frame, giving a greater space between it and the radiator header tank. A large air-intake vent has been cut in the bonnet, just behind the radiator. It was noticed that the 17 ins. rear wheels had been fitted with Dunlop R5 tyres. As yet the car has no type designation, but it has been referred to as the 250F/58. It was also noted that Ferrari had scrapped the "plexiglass" air-intake, and replaced it by a sort of "schnorkel". Only Stirling Moss had the wire-type front wheels fitted to his car, the others having light-alloy Lotus-pattern wheels all round.

When the training period ended, the following list of times was issued by the R.A.C.B.:—

Moss (Vanwall), 3 m. 57.6 s., 213.636 k.p.h.
Musso (Ferrari), 4 m. 0.2 s., 211.323 k.p.h.
Collins (Ferrari), 4 m. 0.6 s., 210.972 k.p.h.
Brooks (Vanwall), 4 m. 1.7 s., 210.012 k.p.h.
Hawthorn (Ferrari), 4 m. 2.5 s., 209.319 k.p.h.
Gendebien (Ferrari), 4 m. 3.7 s., 208.088 k.p.h.
Gregory (Maserati), 4 m. 5.4 s., 206.845 k.p.h.
Schell (B.R.M.), 4 m. 7.4 s., 205.173 k.p.h.
Lewis-Evans (Vanwall), 4 m. 8 s., 204.677 k.p.h.
Allison (Lotus), 4 m. 10.6 s., 202.533 k.p.h.
Brabham (Cooper), 4 m. 15.7 s., 198.513 k.p.h.
Salvadori (Cooper), 4 m. 18.7 s., 196.230 k.p.h.
Bonnier (Maserati), 4 m. 21.1 s., 194.408 k.p.h.
Trintignant (Maserati), 4 m. 21.7 s., 193.972 k.p.h.
Behra (B.R.M.), 4 m. 22 s., 193.740 k.p.h.
Hill (Lotus), 4 m. 22.1 s., 193.670 k.p.h.
Seidel (Maserati), 4 m. 37.9 s., 182.655 k.p.h.
Godia (Maserati), 4 m. 38.4 s., 182.327 k.p.h.
Miss de Filippis (Maserati), 4 m. 39.8 s., 181.415 k.p.h.
Kavanagh (Maserati), 4 m. 45.3 s., 177.917 k.p.h.

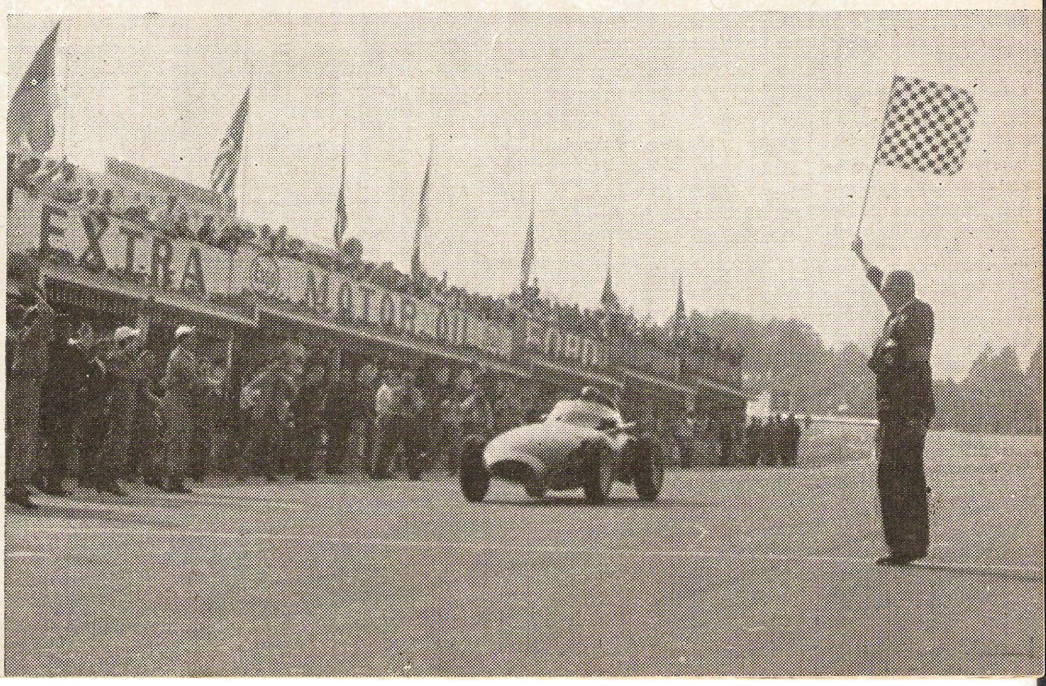
Saturday's final practice session was even more sensational, for four more drivers cracked the "four-minute barrier". These were Musso (Ferrari), 3 mins. 57.5 secs., Collins (Ferrari), 3 mins. 57.7 secs., Gendebien (Ferrari),



RECORDMAN: (Right) Tony Brooks with the King Leopold III Cup, after winning Europe's fastest-ever road race.

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FLAGGED: (Below) The victorious Vanwall crossing the line after averaging over 129 m.p.h. Brooks led for 22 out of the 24 laps.





G—DONK! (Above) Lewis-Evans (Vanwall) bouncing off the retaining barrier at La Source hairpin.

3 mins. 59.3 secs., and Brooks (Vanwall), 3 mins. 59.1 secs. Hawthorn went out and bettered his previous times, finishing up with the remarkable figures of 3 mins. 57.1 secs. As Musso had also gone under Moss's time, this meant that a couple of Ferraris shared the front row of the starting grid with the Vanwall. Stirling did not go out in the Vanwall, but for some strange reason took out a 3-litre Maserati sports-racer, getting down to about 4 mins. 20 secs.

Harry Schell improved to 4 mins. 4.5 secs. with his B.R.M., and Jack Brabham did 4 mins. 5.1 secs. with his 2-litre Cooper. Behra's best for B.R.M. was 4 mins. 6.2 secs., and Lewis-Evans (Vanwall) recorded 4 mins. 7.2 secs., just half a second quicker than Allison's Lotus. Gregory was easily fastest of the Maseratis (4 mins. 5.2 secs.)—more than 10 secs. faster than Bonnier. Hill (Lotus) improved to 4 mins. 17.8 secs., his car never looking to be as fast as Allison's 2.2-litre.

Unhappily Masten Gregory had engine trouble, as also had Kavanagh; the former's car was hurriedly repaired, but the ex-motorcyclist had to forfeit. Owing to the absence of Ron Flockhart (B.R.M.), Graham Hill was nominated as a starter.

* * *

WITH the return of real Grand Prix racing to the wonderful Spa-Francorchamps circuit, the Royal Automobile Club of Belgium was determined to introduce the sort of pageantry that should always accompany the Grand Prix d'Europe. After the finish of the handicap sports-car event, there was a colourful parade, nine VWs circulating in groups of three, each depicting the Belgian national colours in black, yellow and red. This was followed by the Competition department of Regie Renault, with Dauphines piloted by Frère, Mlle. Thirion (Mme. Merle), Michy, Monraisse, Feret and others, each car bearing a description of an important Renault competition success. M. Landon followed up this procession with a very famous 1902 Renault which was reported to have won the 1903 Paris-Milano road race.

Then came the presentation of the drivers, every one of them parading in cars bearing their names. It was all great fun, and much appreciated by the spectators. This sort of thing does help to put over motor-racing, and should be encouraged for every important event.

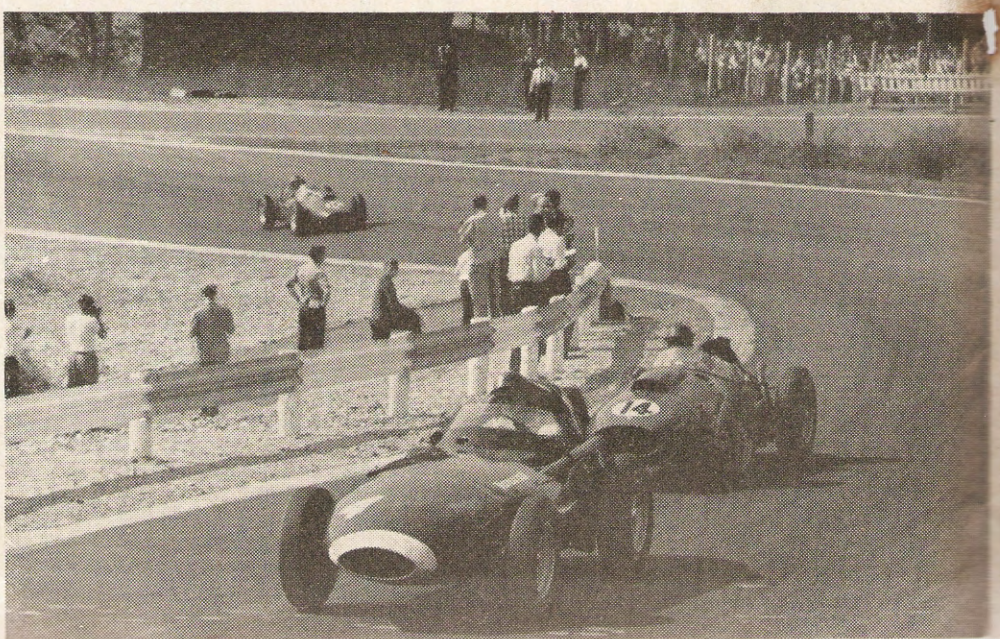
With this all over, the patrons eagerly anticipated what might prove to be the fastest road race ever run in Europe. The Vanwall-Ferrari rivalry had certainly captured the imagination of the large crowd, and there were even hopes that Belgium's own Olivier Gendebien might pull it off with his bright yellow Ferrari. The starting grid was a dazzling array of colour, with the red cars of Italy, Gendebien's yellow machine, the absolutely immaculate green Vanwalls, the darker green B.R.M.s, the Coopers, Lotuses and Gregory's blue and white Maserati. Above the pits fluttered the national flags of the competing nations; even the overalls of the mechanics ranged from spotless white to red, green and blue.

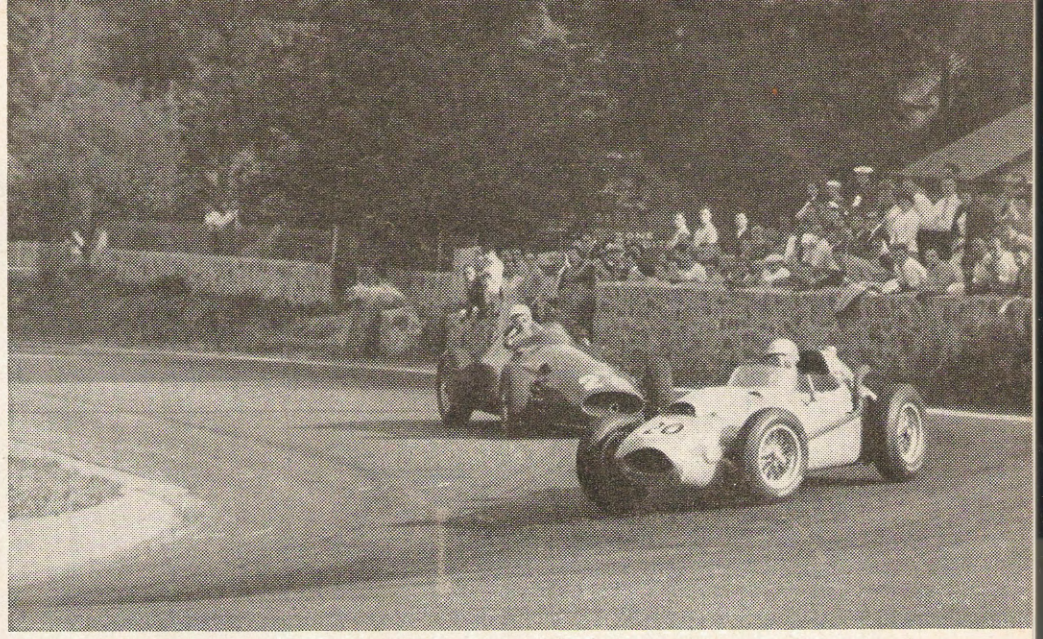
Starting Grid

Moss (Vanwall) 3 m. 57.6 s.	Musso (Ferrari) 3 m. 57.5 s.	**Hawthorn** (Ferrari) 3 m. 57.1 s.
Gendebien (Ferrari) 3 m. 59.3 s.	**Brooks** (Vanwall) 3 m. 59.1 s.	**Collins** (Ferrari) 3 m. 57.7 s.
Gregory (Maserati) 4 m. 5.4 s.	**Brabham** (Cooper) 4 m. 5.1 s.	Schell (B.R.M.) 4 m. 4.5 s.
Allison (Lotus) 4 m. 7.7 s.	**Lewis-Evans** (Vanwall) 4 m. 7.2 s.	Behra (B.R.M.) 4 m. 6.2 s.
Hill (Lotus) 4 m. 17.8 s.	Bonnier (Maserati) 4 m. 15.7 s.	**Salvadori** (Cooper) 4 m. 15.6 s.
	Seidel (Maserati) 4 m. 21.9 s.	Trintignant (Maserati) 4 m. 21.7 s.
	de Filippis (Maserati) 4 m. 31 s.	Godia (Maserati) 4 m. 24.5 s.

Just before the hour of the depart, the royal party arrived, headed by ex-King Leopold who was received by officials of the R.A.C.B.

PURSUIT: (Below) Brooks (Vanwall), Collins (Ferrari) and Hawthorn (Ferrari) on the third lap, when Ferrari pressure was at its maximum.





Despite the superb organization of the Grand Prix d'Europe, the officials must receive a black mark for the conduct of the start. With scarcely any warning, drivers were given a two-minutes signal, and there was a rush to start engines. In point of fact, before M. Rene Baken, President of the Commission Sportive of the R.A.C.B., dropped the flag, nearly five minutes elapsed. Drivers anxiously looked at oil and water temperature gauges; indeed Peter Collins's car was boiling like a kettle. It was a very hot day, and to keep highly tuned racing engines running for such a length of time was ridiculous.

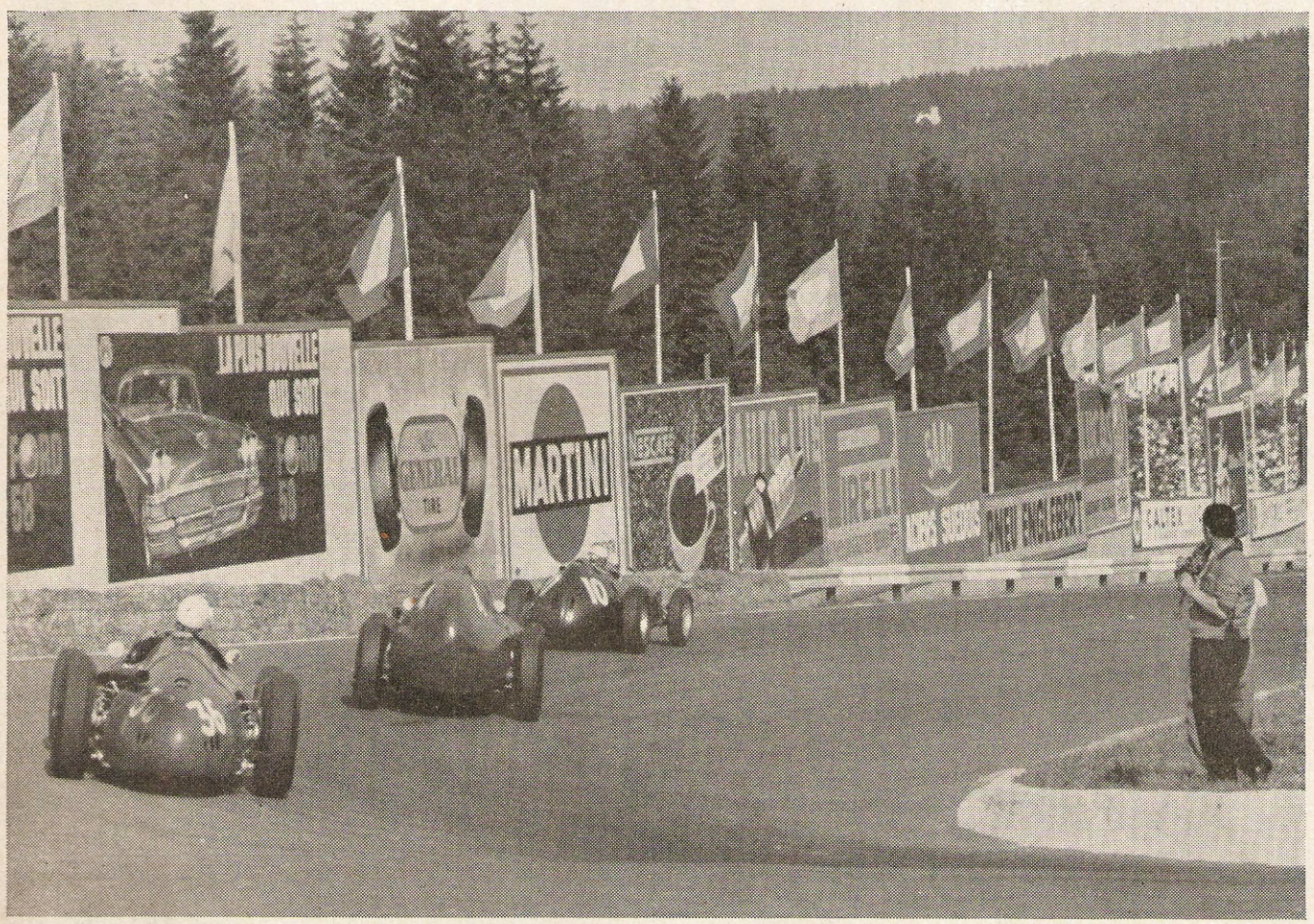
Eventually the race was on, and it was Stirling Moss (Vanwall) who shot into the lead, chased by Tony Brooks (Vanwall), Olivier Gendebien (Ferrari) and Jean Behra (B.R.M.), with Hawthorn (Ferrari), Lewis-Evans (Vanwall), Collins (Ferrari) and Musso (Ferrari) tightly bunched together as the field impressively swept up to l'Eau Rouge towards Burneville. It was still Moss in front as the cars roared round Malmedy and on to the long straight. Streaming down to Stavelot, Moss missed his gear-change, and the engine revs. went sky-high, with accompanying expensive-sounding noises.

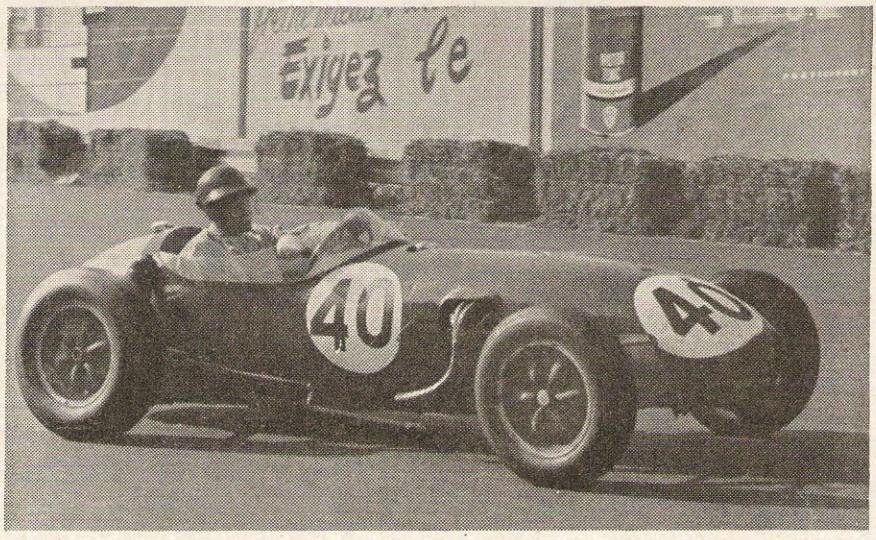
Meanwhile Peter Collins had swept through, and hurtled past Gendebien to close right up on Brooks; Hawthorn was also crowding the Belgian driver, and Musso was trying to take both Behra and Lewis-Evans, whilst Allison was cheekily attempting to overtake Harry Schell (B.R.M.), with both Brabham and Salvadori (Coopers) on the tail of the diminutive Lotus.

In a remarkably short space of time, exhaust notes could be heard at Blanchimont. Spectators in the tribunes jumped to their feet; binoculars were trained on the R.A.C.B. Club House; the P.A. chattered incessantly. It was a green car that swept round La Source hairpin first, with red and yellow close behind. As the cars screamed past the timing box, it was Brooks-Collins-Gendebien-Hawthorn - Lewis-Evans - Behra - Musso - Schell - Allison. Down-changing for the tricky turn at l'Eau Rouge, Collins closed right up on the green Vanwall, and both he and Gendebien chased the Acton machine all the way up the hill; all three seemed to be wheel-to-wheel as they disappeared from view amidst the pine

SANDWICH: (Below) Brooks (Vanwall), the race leader, about to lap Schell (B.R.M.), having passed Maria Teresa de Filippis (Maserati) for the second time. Scene is the run up to the tribunes from La Source.

LA SOURCE: (Above) Gendebien (Ferrari) overtaking Trintignant (Maserati) on lap 17: the Belgian lost over three minutes on the fifth lap, following an incident with another car at the same spot.





LOTUS: (Above) Cliff Allison who achieved a magnificent fourth place, averaging over 200 k.p.h. His exhaust pipe is already adrift.

trees. That shattering first lap had occupied a mere 4 mins. 12 secs.—already the race average was well over 200 k.p.h., and the boys were scarcely wound up yet.

Moss glided into his pit, mechanics took just one look at the engine compartment and the first casualty of the year's most important road-race was on its way to the dead car park. Things didn't look too rosy for Tony Vandervell and his men, with a third of his strength gone before the race was five minutes old.

Out on the circuit the battle was on in earnest. Collins whipped his Ferrari into the lead, and Hawthorn nicked in front of Gendebien. Meanwhile Musso had overtaken Lewis-Evans and Behra, so the pressure really was on. Back again past the tribunes and it was still Collins, but up the hill Brooks was definitely gaining. The Lotus was up in eighth place, gaining all the time on Behra's B.R.M., so were the Coopers of Brabham and Salvadori—both fitted with 2-litre engines, as was Hill's Lotus, then running back in the field amidst the various Maseratis. It was now reported that Masten Gregory, who had had difficulty in starting his Maserati, had failed to complete the first lap and had retired at Burneville with piston trouble.

Tony Brooks had the bit between his teeth, and re-took Collins into La Source hairpin, increasing his advantage ever so slightly at l'Eau Rouge. Hawthorn had widened the gap between his car and that of Gendebien, and Musso was drawing well away from Lewis-Evans. Seidel, who had stopped to check troublesome dampers on his silver Centro-Sud Maserati, restarted just as Bonnier came in for a quick looksee at his Maserati's suspension. After having a propeller shaft snap in practice, wrecking the seat, the Swedish driver was taking no chances!

Collins and Brooks were at it hammer and tongs, with Mike Hawthorn ever ready to take the initiative. At Stavelot, Pete once more took the lead, but his car appeared to be smoking badly on the over-run as he braked for La Source. Musso had passed Gendebien, and now Lewis-Evans was threatening the Belgian. At the hairpin, the two cars somehow became entangled, and Gendebien shot into the infield. Eventually he restarted, and called in at the pits to check possible damage, losing well over three minutes before he was off again.

Collins now felt his engine losing its edge; that disastrous wait on the starting line was beginning to tell, and gradually he lost ground to Brooks. This fifth lap changed the entire situation. Musso completely overdid things at Stavelot in his pursuit of the leaders, the car took charge, a tyre burst and he seemed to hit everything within sight. To the amazement of onlookers, the Italian stepped from the wreckage completely unharmed. Hawthorn, in front, naturally saw nothing of this, and seeing a Ferrari slowing for the pits, assumed it was Musso's car; it was, of course, Collins about to retire with engine troubles.

Brooks was now just 1.8 secs. ahead of Hawthorn, who just couldn't think where his great friend Collins had got to—unless he was well in front of the Vanwall. Seeing the marks on the road at Stavelot, and pieces of Ferrari strewn all over the road, Mike fully believed that Pete had bought it. He still kept going, but somehow his heart wasn't in it. The fire went out of his driving, and he began to drop many seconds a lap to Tony Brooks, who was now in complete command, calm, and apparently unhurried, but actually going like the wind.

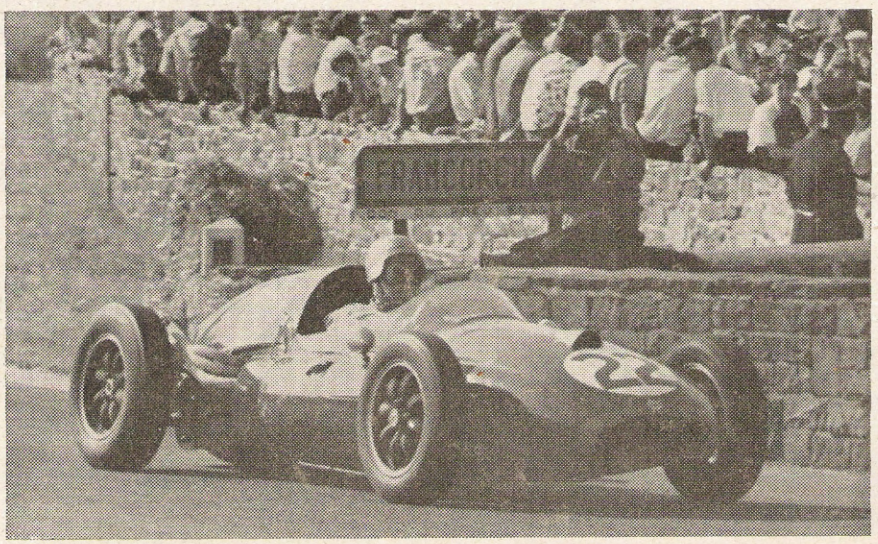
Behra, who had never really got going as the Jeannot we know so well, retired at the pits with non-existent oil pressure. Seidel broke his rear axle, and parts of the suspension tore jagged holes in a rear tyre. So with only five laps completed a similar number of cars were out of the race.

Scuderia Ferrari were naturally worried as to why Mike was losing ground so rapidly to Brooks, but they could scarcely read his mind as he swept past, acknowledging their signals. The exit in rapid succession of Collins, Musso and Behra put Allison's little Lotus in fourth place, although he had already overtaken the B.R.M. Not far behind, Salvadori and Brabham were having a private battle, both eager to get to grips with Allison. With 10 laps on the board, Brooks had increased his lead over Hawthorn to over 30 secs. The average speed of the race had risen to over 208 k.p.h., as Brooks put in the fastest lap yet on his 10th circuit in 4 mins. 0.2 secs. (211.323 k.p.h.).

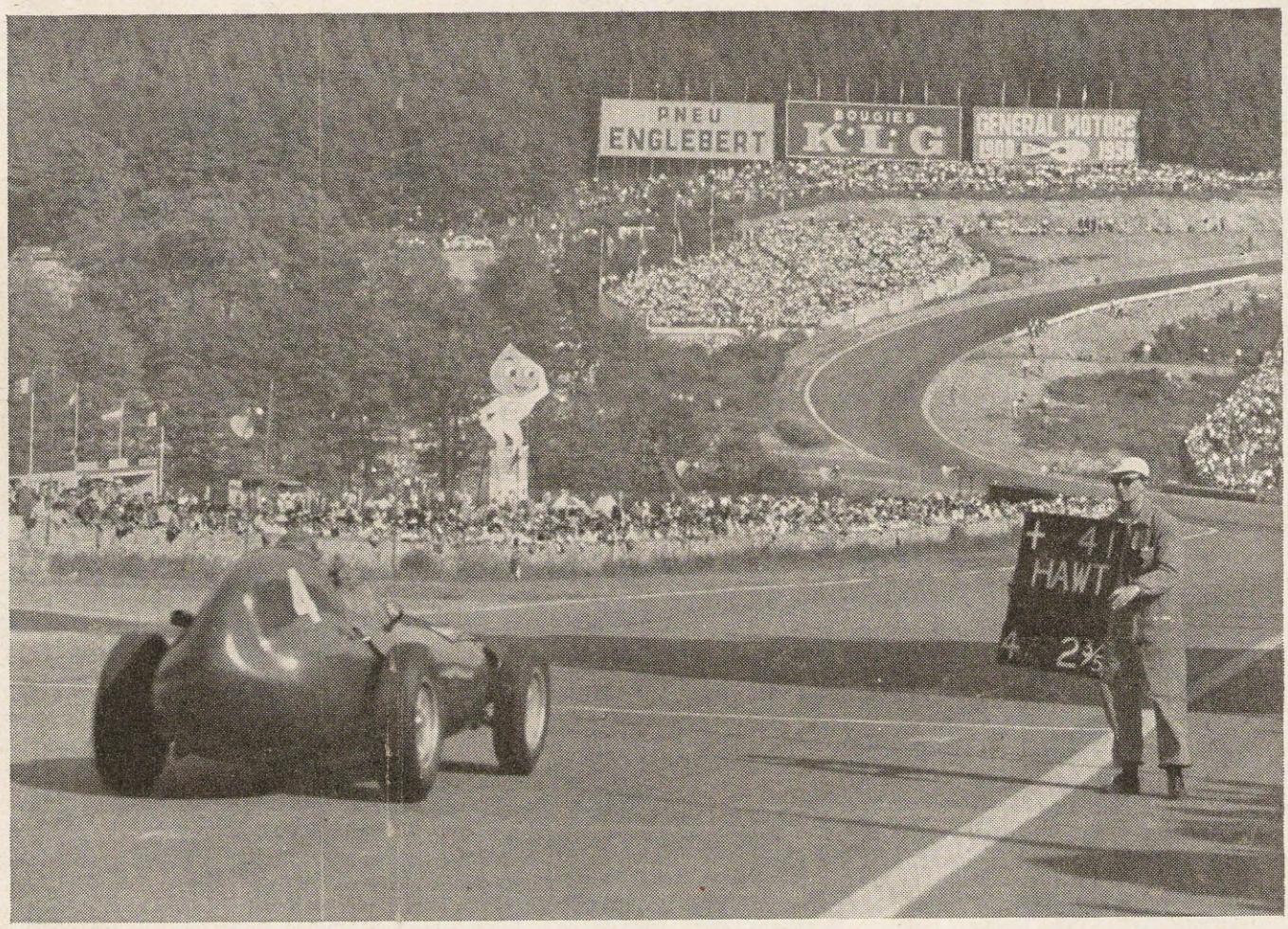
Roy Salvadori was now definitely pressing Allison's Lotus, and the Cooper went ahead at Stavelot to take fourth place. Brabham was definitely slowing, and came into his pit on the 12th lap with a suspected blown gasket. He remained there for several minutes, and before he restarted, Schell had moved up to sixth place. Graham Hill failed to appear, and it was later learned that his engine had blown up near Stavelot. Gendebien was gallantly trying all he knew to make up lost ground, and had overtaken both Godia and Miss de Filippis, to keep Hawthorn company for a brief period, before Mike decided to dart past on the hill at l'Eau Rouge. At this period, Brooks was 34 secs. in front of Hawthorn, and 79 secs. ahead of his team-mate Lewis-Evans, whose steering seemed to be acting rather peculiarly.

Allison's car had once again developed that trouble reputedly cured after Monaco—his exhaust pipe had come adrift at the weld. Although it waved about a bit, Allison appeared to be in no immediate trouble from it coming loose altogether, so the course director refrained from calling him in. The

(*Continued on page* 786)

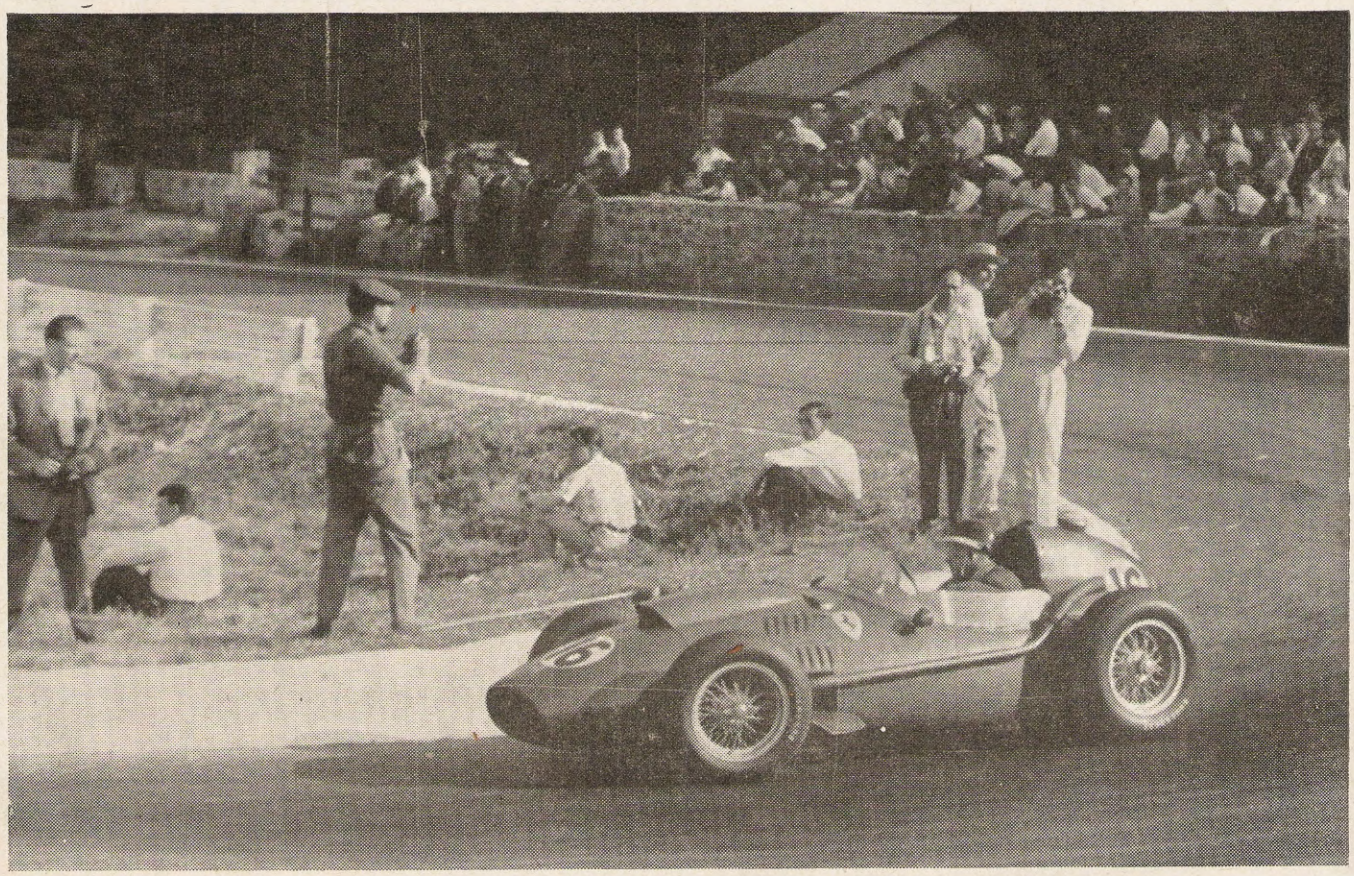


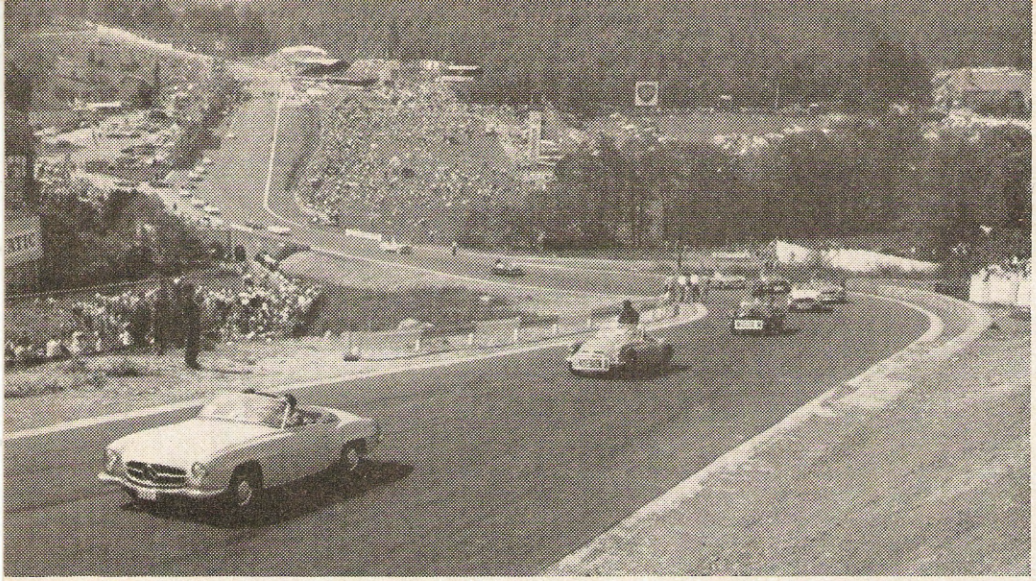
COOPER: (Left) Jack Brabham, complete with "Leston Spaceman's Helmet". He retired after 16 laps.



COMMANDING LEAD: (Above) Brooks (Vanwall) acknowledges his 41 secs. advantage over Hawthorn, and a previous lap in 4 mins. 2.6 secs.

MIKE: (Below) Hawthorn (Ferrari) at La Source, during one of his record-breaking laps.





PARADE: (Above) Drivers were introduced to the crowd by doing a lap of the circuit in cars such as M.G.A (Paul Frère), Fiat Zagato (Musso), Austin-Healey Sprite, Porsche, Alfa Giulietta, Renault and Mercedes-Benz.

HANDICAP: (Right) Wolfgang Seidel (250 G.T. Ferrari) winning the touring car event which preceded the Grand Prix.

Lotus now began to close up on Salvadori's Cooper, which showed signs of clutch slip as Roy changed up. Schell was steadily advancing, and the B.R.M. might yet prove a threat to both Salvadori and Allison.

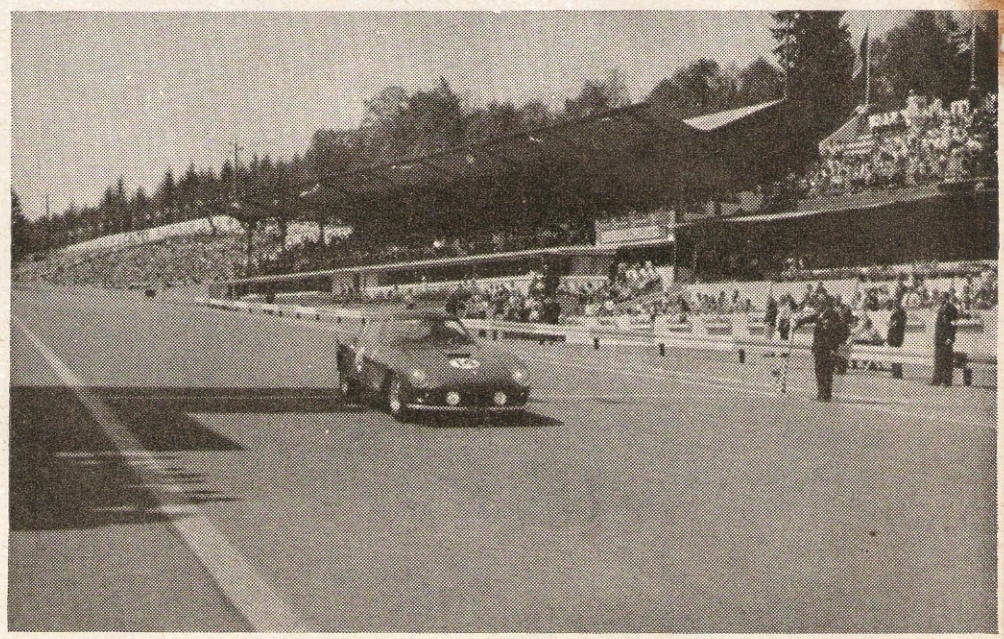
The position after 12 laps (half-distance) was as follows:—

1. Brooks (Vanwall), 48 m. 35.1 s., 208.953 k.p.h.
2. Hawthorn (Ferrari), 49 m. 12 s.
3. Lewis-Evans (Vanwall), 50 m. 0.8 s.
4. Salvadori (Cooper), 50 m. 41.9 s.
5. Allison (Lotus), 50 m. 42.4 s.
6. Brabham (Cooper), 51 m. 10.3 s.
7. Schell (B.R.M.), 51 m. 30.4 s.
8. Trintignant (Maserati), 52 m. 16.3 s.
9. Hill (Lotus), 1 lap behind.
10. Gendebien (Ferrari), 1 lap.
11. Godia (Maserati), 1 lap.
12. Bonnier (Maserati), 1 lap.
13. Miss de Filippis (Maserati), 1 lap.

Brabham's pit stop, and the retirement of Hill had of course altered these placings, and Brabham actually lay behind both Schell and Trintignant at the start of the 13th lap.

The advance of Brooks continued, and on the 14th and 15th laps he had a 40 secs. advantage over Hawthorn. Mike then saw Pete Collins at the pits, and his earlier misgivings vanished. In place of a somewhat lethargic chauffeur, there suddenly arrived the Mike Hawthorn we have all grown to respect as one of the greatest Grand Prix drivers of today. Even the exhaust note of the car seemed to change, and in one lap he pulled back over 3 seconds. Down came his time once again for his 17th circuit, and on this occasion it was a new lap record of 3 mins. 59.3 secs. (212.188 k.p.h.). However, with eight laps only left to go, the task of catching Tony Brooks was a herculean one. Nobody was going to tempt David Yorke and his men into giving Brooks a "faster" signal, for Hawthorn would have to break every conceivable record in order to get near the green Vanwall. Brooks knew full well that Mike was now in full cry, and realized the task he had set himself. Nevertheless there could be no loitering; the slightest slackening off might prove disastrous. What was more important, Tony knew that Lewis-Evans was not within striking distance of the meteoric Hawthorn, and that the hopes of a Vanwall victory rested on his (Brooks's) shoulders alone.

(*Continued on page* 788)



CAR Nº	DRIVER	CAR
4	BROOKS	VANWALL
14	COLLINS	FERRARI
20	GENDEBIEN	FERRARI
16	HAWTHORN	"
8	BEHRA	B.R.M.
6	L. EVANS	VANWALL
18	MUSSO	FERRARI
10	SCHELL	B.R.M.
40	ALLISON	LOTUS
22	BRABHAM	COOPER
24	SALVADORI	"
36	BONNIER	MASERATI
2	MOSS	VANWALL
28	TRINTIGNANT	MASERATI
38	GODIA	"
42	HILL	LOTUS
26	MISS de FILIPPIS	MASERATI
22	SEIDEL	"
32	GREGORY	"

	NUMBER OF LAPS																							
POSITION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1	4	14	4	14	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
2	14	4	14	4	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
3	20	16	16	16	14R	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
4	16	20	20	18	18R	40	40	40	40	40	24	24	24	40	40	40	40	40	40	40	40	40	40	40
5	8	18	18	6	6	22	22	24	24	24	40	40	40	24	24	24	24	24	10	10	10	10	10	
6	6	6	6	40	40	24	24	22	22	22	22	22P	10	10	10	10	10	10	24	24	20	20	20	
7	18	8	8	8	22	10	10	10	10	10	10	10	28	28	28	28	28	20	20	20	24	24	28	
8	10	40	40	22	8PR	28	28	28	28	28	28	28	22	22	22	20	20	28	28	28	28	26	24	
9	40	10	22	10	24	42	42	42	42	42	42P	20	20	20	20	22PR	38	38	38	38	38P	36		
10	22	22	10	24	10	38	38	38	38	38	20	38	38	38	38	38	36	36	36	36	36	26		
11	24	24	24	28	28	26	26	20	20	20	38	36	36	36	36	36	26	26	26	26	26			
12	36	36	28	38	38	20	20	26	26	26	26	26	26	26	26	26								
13	2R	28	36P	42	42	36	36	36	36	36	36													
14	28	38	38	26	26																			
15	38	42	42	20P	34																			
16	42	26	26	36	20																			
17	26	22P	22	32PR																				
18	22																							
19	R																							

P— PIT STOP
R— RETIRED

LAP-BY-LAP PROGRESS CHART

Allison had overtaken Salvadori, whose clutch slip was now very evident. Brabham had packed it in with serious overheating and complete loss of power, so John Cooper's hopes rested on Salvadori, who was being caught rapidly by Schell, Gendebien and Trintignant. The Belgian was putting up a brave show after his earlier misadventure, and was proving that he is perfectly capable of handling a Grand Prix machine. Trintignant was also doing well with the acknowledgely outpaced Maserati, but most praise went to that gallant little lady from Italy, Maria Teresa de Filippis, who was lapping unconcernedly at well over 180 k.p.h.—possibly faster than any woman driver has ever circulated in a road race.

After 18 laps, the race speed was 209.037 k.p.h. Gendebien had taken Trintignant for seventh place, and Schell had passed the ailing Cooper of Salvadori. Hawthorn was still tearing round in pursuit of Brooks, who had now lapped the entire field with the exception of Hawthorn, Lewis-Evans and the incredible Allison.

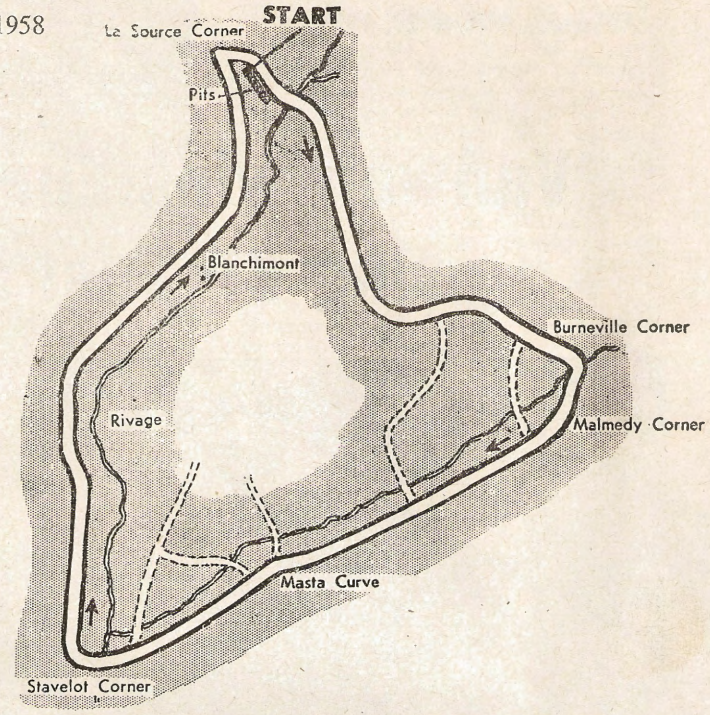
Gendebien knew that he could catch Salvadori for sixth place, but didn't have much hope of overtaking Harry Schell. The B.R.M. was not exactly showing the speeds of which it was rumoured capable, although 'Arree was actually lapping fast enough to have won the last Grand Prix of Belgium in 1956, which went to Peter Collins (Ferrari) with a race average of 118.43 m.p.h.

Hawthorn's efforts were in vain; Brooks held an advantage of about 27 secs., and never looked like making the slightest mistake. Gendebien passed Salvadori according to plan, but otherwise it looked as if all positions would be maintained to the end. The field was reduced still further, when Godia pulled in to retire with engine trouble after completing 21 laps.

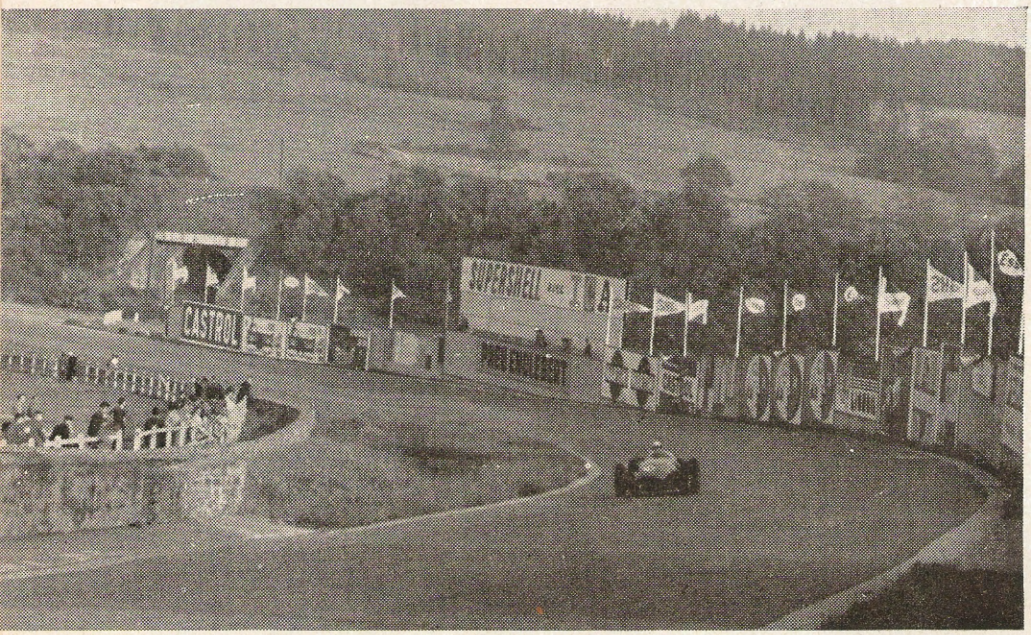
Slowly the last-lap seconds ticked away. The P.A. announcer droned on; Brooks had passed safely through Malmedy—he had negotiated Malmedy; the Vanwall was now streaking down towards Stavelot, sounding as healthy as ever. In contrast Hawthorn's progress was sensational; the Ferrari was being batted round as never before and was at least a couple of seconds under his best ever time at Stavelot. As Brooks took the swerve into Blanchimont for the last time, the Ferrari was burning up the road to Stavelot. The Vanwall was braked for La Source, and suddenly Brooks found he was in trouble. The gear-lever wobbled about ineffectively and the box itself felt as if it was tightening up. Desperately, but without panic, Tony waggled the lever around until a ratio was found. To his relief it went in, and stayed in, third. Carefully he nursed the car up the short trip to the finishing line, and the chequered flag went down to the accompaniment of delirious cheers from the large British contingent, and joy-dances on the part of the Vanwall mechanics.

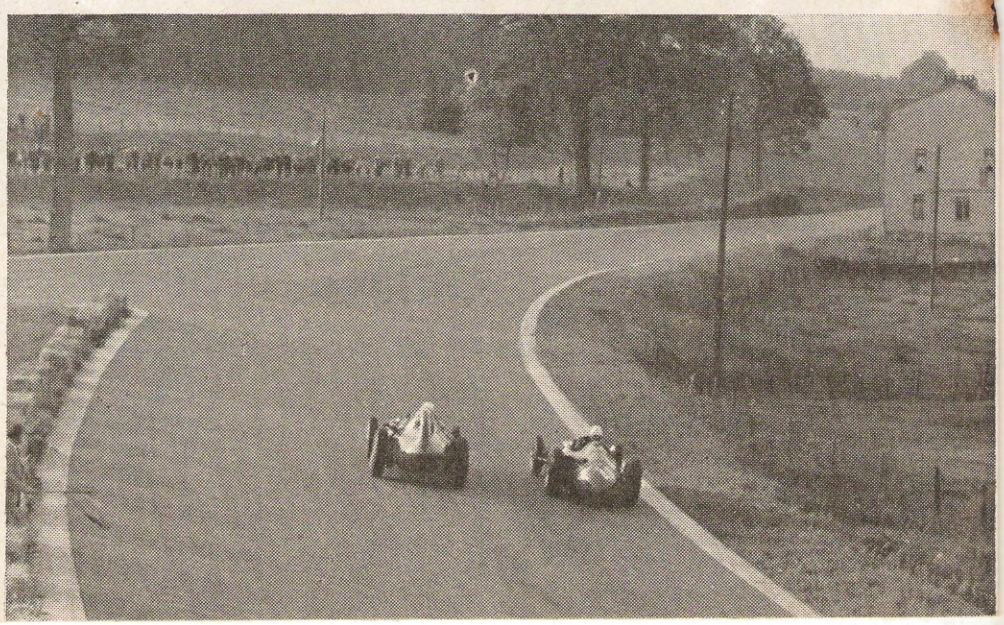
Scarcely had the race been won when Hawthorn appeared, approaching La Source at a very high rate of knots. He nearly overdid it there, but corrected a vicious slide and wound it up towards the tribunes. Suddenly there was a great cloud of smoke, followed by tinkling noises and the Ferrari crossed the line with smoke and steam pouring out of the exhaust pipe. The car had lasted

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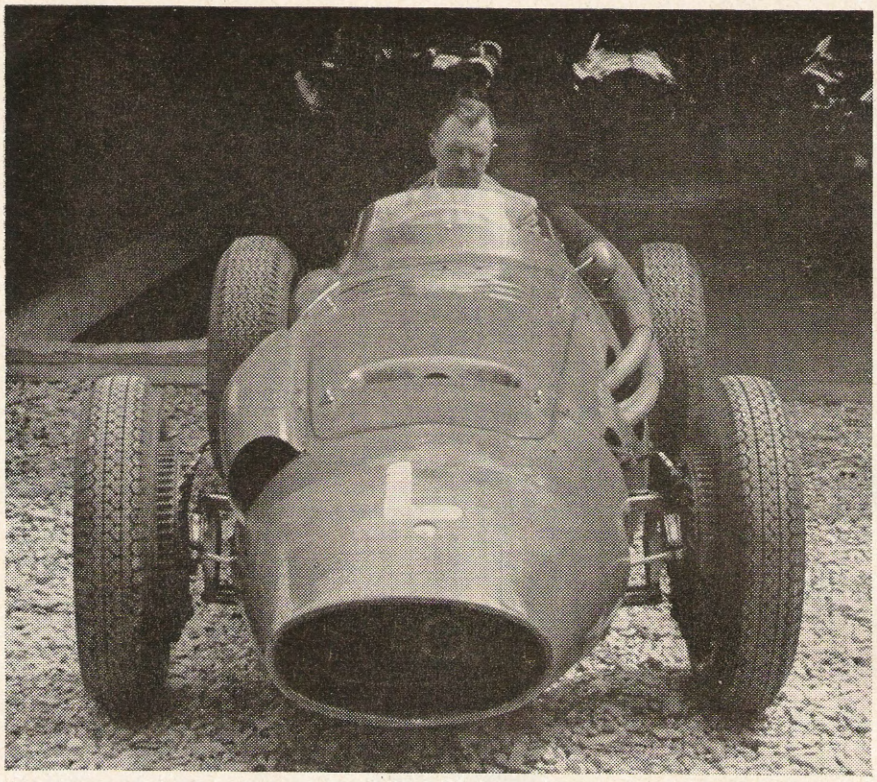


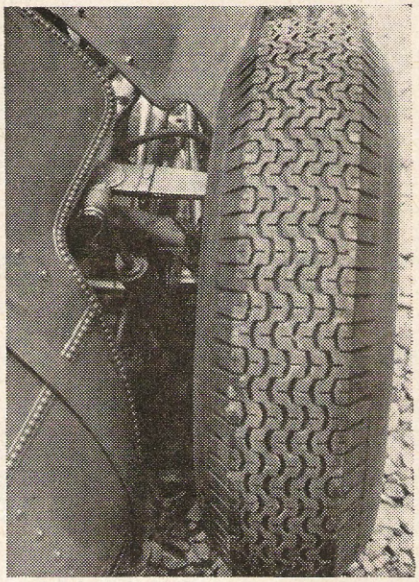
THE TRICKY 8.8-mile circuit that is Spa-Francorchamps—now one of Europe's fastest circuits. Mike Hawthorn's fastest lap—a new record—was 132.36 m.p.h.



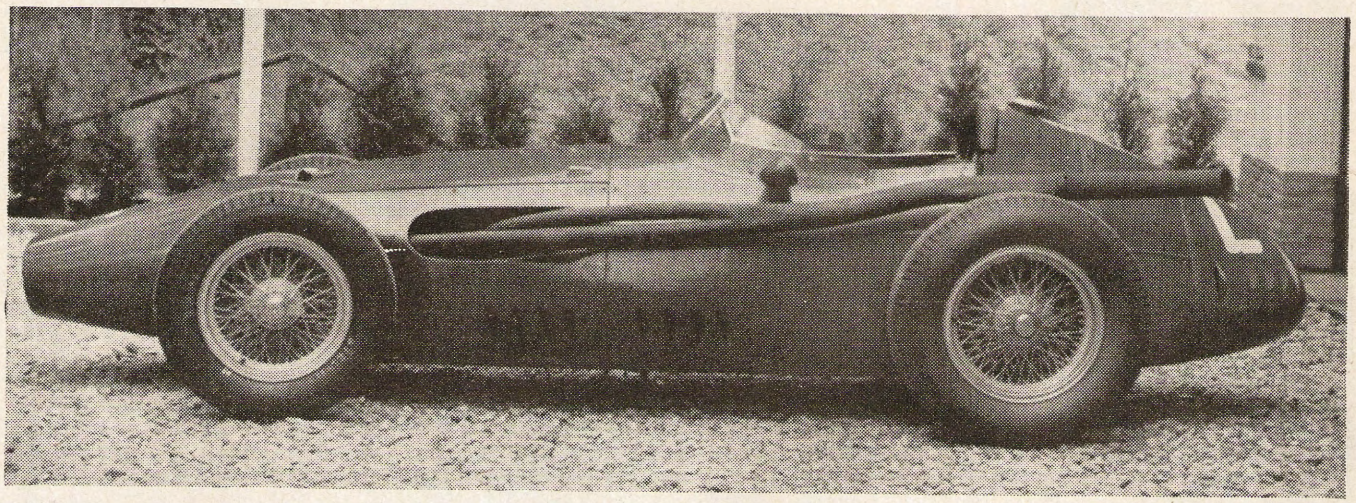


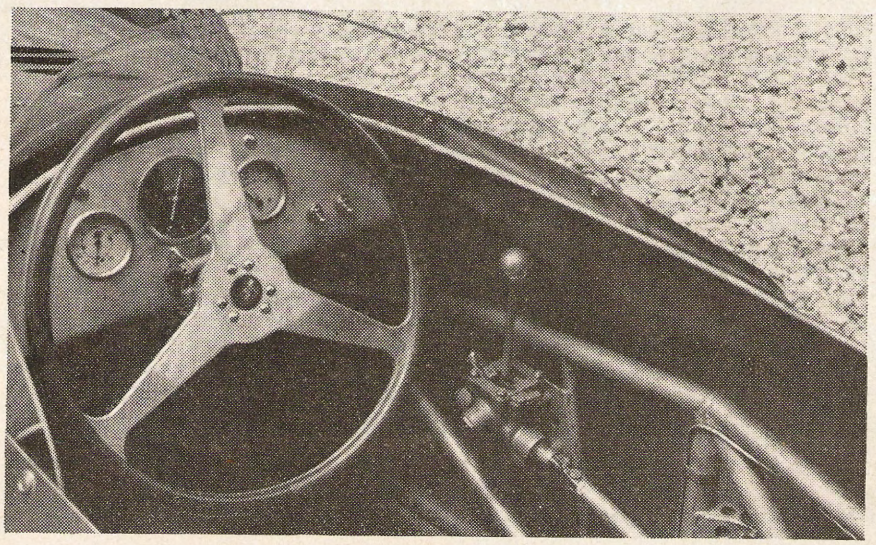
STAVELOT: Two practice pictures of the famous corner, one of the trickiest sections of the circuit. On the right Moss (Vanwall) is about to overtake Kavanagh (Maserati).





L-DRIVER! The Editor tries out the "Piccolo" Maserati for size (left). New rear suspension (above) incorporates Koni dampers.





MASERATI

The 1958 "Piccolo" Car

STILL being prepared for later races this season, the new "piccolo" Maserati has the typical Modena look yet is, in many respects, completely different from the 250F. It has a very lightweight tubular space frame giving a shorter wheelbase and the rear suspension has been modified, Koni dampers now replacing the piston-type shock absorbers previously fitted. The gear lever, though still on the right of the cockpit, is nearer the driver. The six-cylinder engine appears to be sited farther towards the rear of the car giving greater space between it and the radiator header tank, while just behind the radiator a large air intake vent has been cut.

CORRESPONDENCE

Archie Scott-Brown Memorial Fund

I READ that the trustees are thinking of endowing a bed in Addenbrook's Hospital to Archie, and as one who regards himself as privileged as anyone to contribute to this memorial, I applaud the thought but question the result of such an action.

In the days when hospitals were voluntary institutions in that they were supported by voluntary subscriptions, endowing beds was a very worthy thing to do and costly at that. But today when the Government has become responsible under the National Health Service, it is all too likely that such money as is given to this or any other nationalized hospital is simply absorbed into the funds of the whole of a hospital group and retains no individuality or privilege, unless it is just a label at the head of the bed; and the estimates of the Hospital Board forwarded to the Ministry of Health for the year are reduced by the amount of the subscription. To all intents and purposes we are paying for the beds in hospitals through taxation, and voluntary contributions, while not being refused by hospitals, have no longer the standing that they used to have.

In my experience, the only way for a group of individuals to express gratitude to a hospital in a way that would have a result that would not otherwise be acquired is make a donation to the nurses' sports fund, which is used, by the matron, for the individual benefit of the nurses themselves.

But whereas this seems to me the proper way for a club to express appreciation of special work done by a hospital for club members as a result of specific services, I do not think the same principle is in the minds of the Trustees in this case.

If it is decided to press on with the endowment of a hospital bed, I should like to see in print just how the money will be used by the hospital concerned, and if I am shown to be in error, I shall be only too glad.

I hesitate to suggest other worthy objects to replace this particular one, but I am sure that the Trustees will have given the matter sufficient thought themselves to have invited Archie's parents' views on what Archie himself might have wished.

DR. RONALD M. PENNY.

LONDON, S.E.26.

AS a very new member of the motor racing fraternity I have been associated occasionally with Archie Scott-Brown.

He was a truly remarkable character. His life was not only a wonderful triumph of determination and enthusiasm over adversity but he always impressed me by the way even when at the top of the tree he was always willing to spare no end of time and trouble to help and instruct those just starting the motor racing game.

Even by his tragic death some good may have come out of evil by making the wearing of fire-proof clothes compulsory when motor racing.

MICHAEL MCKEE.

NORWICH.

IT was with deepest regret I heard of the death of Archie Scott-Brown.

As a keen follower of motor racing it was always a pleasure to watch him; winning or losing he was the finest of sportsmen and his cheery personality will be sadly missed.

I would wish to convey my deepest sympathy to his relatives and I am sure all who have had the pleasure of seeing this very likeable and sporting driver will feel a great personal loss in his passing.

MRS. E. A. WISE.

TADWORTH.

I FEEL compelled to express the shock I feel at the news of Archie Scott-Brown's death at Spa, and would like to add my humble tribute to the many others no doubt flowing in.

Britain can ill afford to lose men of the calibre of Scott-Brown whose ability and fighting spirit was evident to all. The loss to motor racing will be quite irreparable.

BRIAN JOSCELYNE.

WATFORD, HERTS.

I FIRST met Archie at the beginning of 1952, when he was selling tobacco in East Anglia, and I was selling motor cars. We both did a bit of competition motoring in those days, Archie in an indecently fast M.G. TD, at Snetterton and elsewhere. During the years that followed Archie, as everyone knows, became one of this country's top-flight drivers and I continued to dabble in competitions as far as limited skill and funds would allow.

But we remained the greatest of friends and he was about the only person I know whom success did not change; he was always ready with a cheerful greeting and helpful advice, and never too busy to talk to anyone.

I have never met anyone in the motor racing world, or outside it, who had an unkind word to say about Archie.

Others are far better qualified than I to write of his skill and achievements, but I would just like to record my tribute to a very dear friend and a very gallant sportsman.

TONY HIND.

HARPENDEN, HERTS.

Oulton Commentary

FOR some considerable time we have campaigned for more informed commentaries at all levels of meetings up and down the country. May we then applaud the efforts of the commentator at last Saturday's Oulton Park meeting, Mr. Stuart Hall.

Alec McMillan, Niall Campbell Blair and myself, Alec recovering very nicely from his injuries, watched a very large entry, mostly "unknowns", contest some not very exciting racing in drenching rain.

How, then, do we regard the meeting as a success? Simply because the commentator knew his stuff. He gave us thumb-nail sketches of all the drivers, their backgrounds, racing experience, and, of course, details of their cars. Obviously these details were garnered at the expense of many hours' patient work before the meeting and personal interviews on Saturday morning at the track.

We find it gratifying and entertaining that "J. Smith, Elva" becomes John Smith from Land's End, married with 10 children and in business as an accountant, driving a hot Elva, ex-Chris Bristow. It doesn't really matter that he may not set the circuit on fire, be at the back of the pack, or nowhere at all.

It doesn't matter because to Mr. and Mrs. Spectator, John Smith, through the medium of informed commentary, has become a personality, an entity, a "little name" of today who may blossom into a "big name" of tomorrow. (He will be rewarded then by having Francis Penn know it.)

To us motor sport depends on personality, and you can only get personality if the commentator will dig it up for you. Mr. Stuart Hall did just that on the 7th of "flaming" June. He brought interest, life and colour to the most colourful of all sports.

We look forward to hearing him again.

DENYS WOLSTENHOLME.

ASHTON-UNDER-LYNE.

[NOTE.—Francis Penn would like to make it clear that when he remarked upon Stuart Hall's commentary, in his report of this race meeting, no criticism of his work (which F.P. regards as first-rate) was intended or implied, but only to the use of christian names of drivers in race commentaries, which tends to make the race difficult to follow by those not on first-name terms with the drivers concerned!—ED.]

The Monza "500"

SINCE its inception last year I have viewed the Monza 500 race with grave misgivings. The recent ghastly accident at Indianapolis brought it to mind again by virtue of its horrific accident potential.

Being an ardent follower of motor racing, and in a very small way a competitor, I have nothing but the good of the sport at heart, and I feel that the Monza 500 can do nothing but harm.

It will take but one blown tyre, mechanical failure or driver's error, in the early laps in particular, to precipitate possibly the largest accident to date. This has been made three times as likely by the organizers by running the race in three heats.

With Formula 1, we in Europe have a splendid (and, incidentally, the safest) form of racing which is fascinating to watch. Why our constructors should be expected to build a lop-sided hybrid for one unimaginative race escapes me.

If the Americans wish to race against us, there is the above-mentioned Formula 1, which is the internationally agreed formula. I, for one, would be delighted to see them in the *Grandes Epreuves*.

It appears to be too late this year to stop the Monza 500, so all we can do is hope that the organizers return to real motor racing in 1959.

D. M. BERTRAM.

EDINBURGH 10.

Club News

By MARTYN WATKINS

WE go all vintage-like again this week with a plea from Mr. J. Hall, of 1 Bushey Mill Crescent, North Watford, Herts, who wants to establish a register of O.M. cars. The aim of the thing, as is more or less usual, would be to locate spares, distribute technical information and to help owners who have problems. So he wants all owners of O.M.s to drop him a post-card, giving details of their motor-cars including registration, engine and chassis numbers, and any other information of interest: please give him a hand, 2½d. isn't much to spend after all, and it'll help you a lot.

Naturally, Mr. Hall will be pleased to hear from any past owners and from people who might know where you can lay your hands on spare parts.

* * *

STILL on vintage matters, those enormous Mercedes racing cars which will give demonstrations of pre-war power at the **V.S.C.C.** Oulton Park meeting on 28th June will, apparently, be on display in the West End showrooms of Mercedes-Benz at 10 Albemarle Street, W.1, on 24th June; the northerners can see them static at William Arnold, Ltd., Upper Brook Street, Manchester 13, on 26th June.

* * *

SHEFFIELD and Hallamshire M.C. members needn't read this bit, because it was their club *Gazette* that it came from. I don't know about the rest of you, but this snippet rather amuses me: "A racing driver goes into a corner slow and comes out very fast, but a rally driver goes into a corner very fast and comes out almost anywhere!" Which will probably start a storm of abuse—but it's worth it.

* * *

NOW then, to business. First this week is the **Eastern Counties M.C.** national race meeting at Snetterton on 29th June: although the meeting has a national permit, there is, nevertheless, a special concession from the R.A.C. which enables holders of restricted competition licences to compete in a five-lap race for TRs: this, of course, lets in all the bods whose comp. licences at present do not admit them to national races. There are also AUTOSPORT series-production sports car championship races, a Formula 3 race and a saloon car race over 100 miles: closing date for entries is 23rd June, so just polish the Daimler, will you? . . . **Aston Martin O.C.** announces that regs. are now available for the St. John Horsfall race meeting at Silverstone on 12th July; they can be had from Mrs. Joan Bass, 12 Mosul Way, Bromley, Kent. Entries close on 30th June. . . . **Cemian M.C.** holds its President's Trophy Meeting on 29th June, a social event consisting of a simple route and driving tests. The event starts at 1.45 p.m. from the Middlesex Arms in South Mimser—sorry, South Mimms. . . . **Darlington and D.M.C.** holds a restricted sprint at Catterick Camp on 13th July. . . . A new committee has been elected for the Midlands centre of the **B.R.S.C.C.** Applications for membership and details of club activities and whatever else you may want to know should go to J. G. Brennan, 35 Underwood Road, Birmingham 20. The centre has a film show on 25th June at the Wheatsheaf, Suffolk Street, Birmingham 1. . . . **South Essex M.C.** have a lecture and film on rallying on 2nd July at the Bell Inn, Hurndon-on-the-Hill, and a practice rally based on the lecture on 9th July, starting near Grays, Essex. . . . **Bexley L.C.C.** holds its gymkhana on 22nd June, starting at 1.30 p.m. at Wright's Farm, North Cray Road, Bexley: the area will be signposted. . . . **Lagonda Club** holds its Northern Rally on 5th July, at Bawtry, Yorks. Details will be readily forthcoming from B. Dearden-Briggs, Coldsprings, Manchester Road, Buxton. . . . **Newport C.C.** holds a closed rally on 28th-29th June, regs. being available from Tudor Edwards, 4 Eveswell Park Road, Newport, Mon. . . . **Sunbac** has a film show lined up for 26th June at the Boar's Head, Aldridge Road, Perry Barr, starting at 8. . . . **Lea-Francis O.C.** and the **Selfridge Club** are combining to run the "Little London" road safety and navigation rally on 13th July, consisting of navigation in London with a special safety test route devised by the West London Road Safety Committee. Regs. are available from P. Wright, 27 Collingwood Road, Sutton, Surrey, or from the West London R.S.C., Chelsea Town Hall. . . . **East Anglian M.C.** holds a sprint at Snetterton on 26th July, a restricted event. There is no information as to who is invited, but regs. are available from E. S. Ridley, 14 Albert Crescent, Bury St. Edmunds, Suffolk. . . . **B.A.R.C.** (north-western centre) ladies' day and gymkhana will be held on 6th July. Entry forms are obtainable from Ian Broughton, 45 Woolacombe Road, Liverpool 16. . . . **B.R.S.C.C.** have a race meeting at Full Sutton again—that circuit seems to be coming into prominence and it must be nice for northern folk—on 12th July. Invited clubs are B.A.R.C., Border M.R.C., Darlington and D.M.C. Ilkley and D.M.C., M.G.C.C., Morecambe C.C., Yorkshire S.C.C., Jaguar D.C., Sheffield and Hallamshire C.C., Mid-Cheshire M.C., Nottingham S.C.C. and Lancs and Cheshire C.C. Regs are available from E. L. Johnson, 58 Holborn Street, Woodhouse, Leeds 6, and entries close on 2nd July. . . . On 26th July

(*More* **Club News** *overleaf*)



WINDING its way through the drums at the M.G.C.C. Stobs sprint, near Hawick, is John "Willie" Williamson's Riley 1.5. *The car was no less than* 4 *secs. faster than any of the other* 1.5 *Rileys and won its class easily.*

Coming Attractions

June 21st-22nd. Le Mans 24 Hours Race.

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

June 22nd. *Midland A.C. Hill-Climb, Shelsley Walsh, near Worcester. Start,* 2 *p.m.*

June 28th. *Vintage Sports Car Club Seaman Trophy Race Meeting, Oulton Park, near Tarporley, Cheshire. Start,* 1 *p.m.*

B.A.R.C. Race Meeting, Mallory Park, near Hinckley, Leicestershire.

M.C.C. Race Meeting, Silverstone, near Towcester, Northants.

June 29th. Two Worlds Trophy Race, Monza.

Eastern Counties M.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 2 *p.m.*

Club Lotus/Seven-Fifty M.C./250 M.R.C. "Trio" Race Meeting, Brands Hatch, near Farningham, Kent. Start, 1.30 *p.m.*

Evesham A.C. Speed Trials, Long Marston Aerodrome, near Stratford-on-Avon. Start, 2 *p.m.*

July 5th. *B.R.S.C.C. Race Meeting, Crystal Palace, Sydenham, London, S.E.*19.

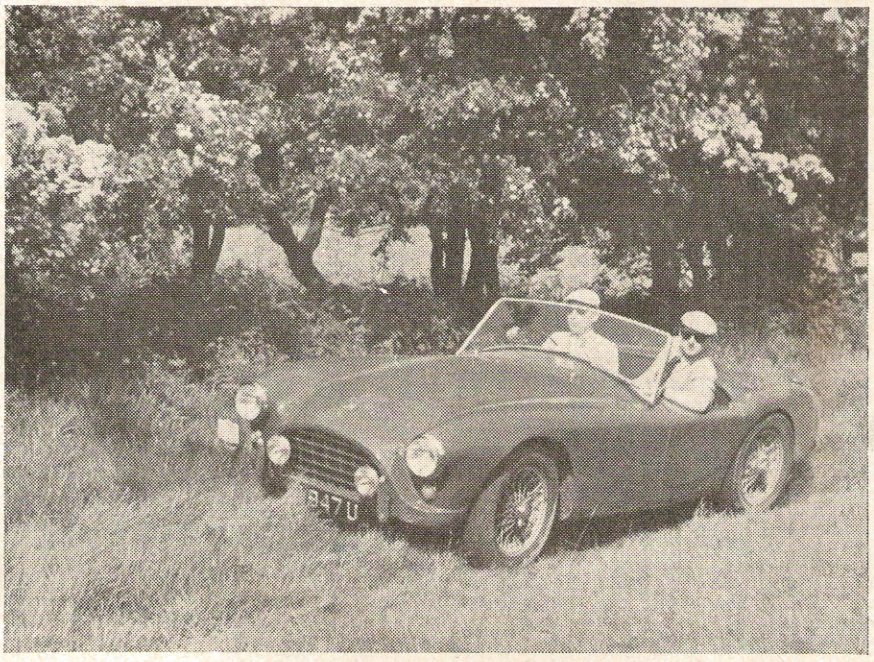
Rest - and - be - Thankful National Hill-Climb, near Arrochar, Argyll.

July 6th. French Grand Prix, Rheims.

Winfield Joint Committee Race Meeting, Charterhall, Berwickshire.

M.G.C.C. Sprint, Brands Hatch.

SUMMER MOTORING for A. J. Burton (Ace-Bristol), a competitor in the E. A. Denny trial. He takes his car through an orchard—in glorious sunshine!



Mid-Cheshire M.C. hold a race meeting at Oulton Park, invited clubs being B.R.S.C.C., Lancs and Cheshire C.C., Wirral 100 M.C., Chester M.C., Sunbac, Hagley and D.L.C.C., Midlands M.E.C., London M.C. and Cavendish C.C. Man to get your regs from is J. H. Williams, 154 Park Road, Timperley, Cheshire. . . . **Darlington and D.M.C.** hold a closed-to-club "reconnaissance trial" on 6th July. . . . On 12th July **R.S.A.C.** holds a veteran car rally leaving Blythswood Square, Glasgow, at 10.30 a.m., for Largs. Entries close on 7th July and forms are available from A. K. Stevenson, R.S.A.C., Blythswood Square, Glasgow, C.2. . . . Regs are available for the restricted sprint to be run at Snetterton on 6th July by **East Anglian M.C.** from E. S. Ridley, c/o 1 Out Northgate, Bury St. Edmunds, Suffolk. Invited clubs are B.A.R.C., B.R.S.C.C., Cambridge '50 C.C., C.U.A.C., Eastern Counties M.C., London M.C., Romford E.C.C., Sporting C.C. of Norfolk, Snetterton M.R.C., T.E.A.C. and West Essex C.C. Entries close on 2nd July. . . . **Fiat C.C.** holds a *concours d'elegance*, followed by a dance, at Thorney Hall, Newark, on 5th July. Members of the Fiat Register, and other visitors, are invited. Entries go to Mrs. T. K. Maxwell, Thorney Hall, Newark, Notts, by 2nd July.

DERICK CLARK WINS THE FIRST "E. A. DENNY" SPORTING RALLY

SOMETHING different, something new, trust the combined might of the Yorkshire Sports Car Club and the B.A.R.C. (Yorks Centre) to find just that! The general purpose was to emulate a pre-war Exeter or London—Land's End type of event for standard cars to be run in the day time, to be a non-chassis-breaker, and to give as much enjoyment to the participants as possible!

Both were equally successful; the ingredients, take a 160-mile course running in the dales and heights of the North Riding of Yorks between Ripon and the coast, with an easy, but timed road section, add a dozen tricky but climbable hills, a couple of tests; be blessed with a glorious hot day; gather a legion or so of hard-working marshals, results men, etc., and you can't go far wrong, believe me!

Starting at Pateley Bridge, some 40 competitors, after two miles of main road, faced the first hill, Knott Side, a grassy lane some 300 yards in length rising rather steeply. Successful here were L. S. Stross (Porsche), J. D. Ackernley (TR2), G. L. Thompson (Minx), C. K. Bradley (Anglia), R. Whitley (Riley) and L. G. Hickling (VW).

Now for Dallow Gill, short, steep and twisty on smooth grass. This one was not so easy, only T. C. Clapham (Anglia), A. J. Burton (Ace-Bristol), J. Foster (Minor), Whitley and Hickling reaching the top.

The next two climbs, Nutworth Common and Kepwick Bank, the former grass and the latter loose gravel, were easy and climbed by nearly all, but Ellers Wood was a vastly different proposition being mainly heather. The first part stumped all but two, Burton and Ackernley, whilst the second section saw climbs by Stross, Clapham, J. Bramfield (TR3), Burton, Ackernley, D. F. Rees and J. M. Pitts (VWs), R. Holroyd (Magnette), Bradley and A. Fila (Lancia).

After the lunch stop at Ripon came the best hill of the day, Scarth Nick. This was steep, with a bad bump and twisting up through a deep grass overgrown valley, which really required driving! After valiant attempts by L. G. Hickling and E. Jackson on VWs, R. D. Umpleby, driving a similar car, scored. He was quickly followed by J. H. Parkin (Dauphine) and then by E. B. Wadsworth and R. Frolich (VWs), P. Bradley (Porsche) and last but not least and the only climb on a front-engined car, came trials experts Alldred and Mitchell in a Fiat 1100.

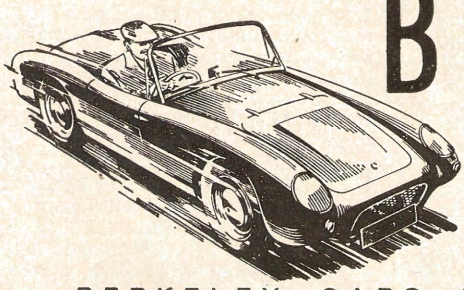
From here the route swept over to the coast, taking in Carlton Top, Cooks Grange (both grass climbs), Dreary Lane, a long ascent on loose gravel surface, Castle Mound, a twisty, narrow grass climb, and finally Rosedale Chimney, an old test hill out of which was picked the worst of the loose hairpins. Strange to say none of the above bothered more than a few! Memo: next time toughen up for a probable over-subscribed entry!

So, still on time schedule, back to the finish at Ripon where all voted the new venture tops—all perhaps but organizer Mike Wilson whose new Riley 1.5 near went up in flames!

FRANCIS PENN.

Results

Best Performance ("A. E. Denny" Trophy): E. D. Clark (Booth Baiter). **Opposite Class ("Fairfax" Trophy):** R. D. Umpleby (VW). **Special Award (Class 1):** A. J. Burton (Ace). **Special Award (Class 2):** E. Jackson (VW).
First Class Awards: A. D. Alldred (Fiat); J. D. Ackernley (TR2); L. G. Hickling (VW). **Novice Award:** P. Bradley (Porsche). **Team Award:** B. Hargreaves (TR2), J. H. Parkin (Dauphine) and E. Jackson (VW).

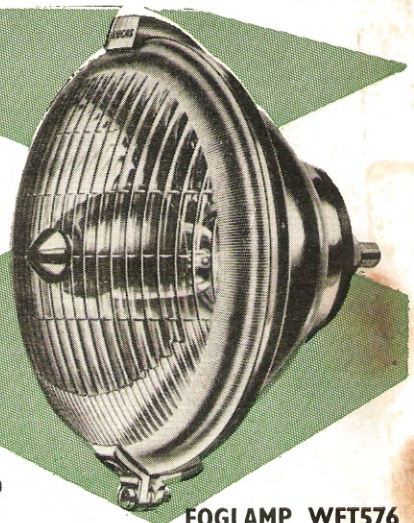


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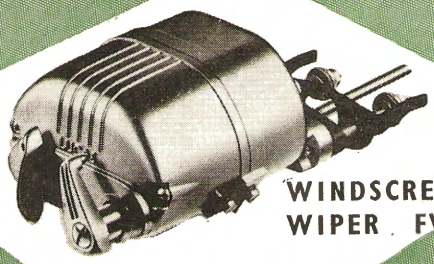
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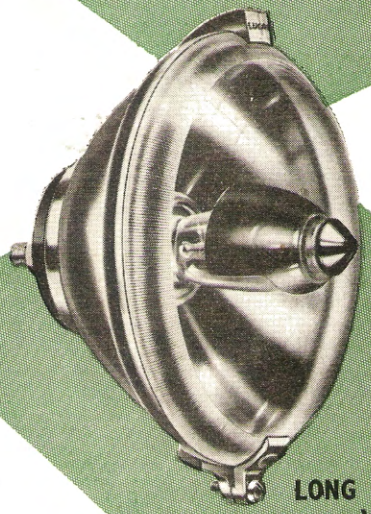
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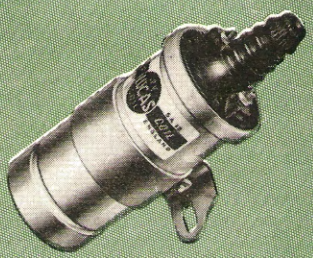
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